



Metro

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

Agenda - Final

Thursday, May 25, 2023

10:00 AM

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Board of Directors - Regular Board Meeting

Ara J. Najarian, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Janice Hahn, 2nd Vice Chair
Kathryn Barger
Karen Bass
James Butts
Fernando Dutra
Lindsey Horvath
Paul Krekorian
Holly J. Mitchell
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

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

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

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

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 working hours) in advance of the scheduled meeting date. Please telephone (213) 364-2837 or (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

Requests can also be sent to boardclerk@metro.net.

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Requests can also be sent to boardclerk@metro.net.



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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

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x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Board Meeting begins at 10:00 AM Pacific Time on May 25, 2023; you may join the call 5 minutes prior to the start of the meeting.

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 25 de Mayo de 2023. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 16, 17, 19, 20, 21, and 22.

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 9.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2023-0337](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2023-0338](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

12. **SUBJECT: FISCAL YEAR 2024 (FY24) BUDGET** [2023-0223](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY24 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net](https://www.metro.net/about/financebudget/) [<https://www.metro.net/about/financebudget/>](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 10,842 FTEs, with 8,943 Represented FTEs and 1,899 Non-Represented FTEs;
 3. AUTHORIZING an average 3.5% performance-based merit increase and a cost-of-living adjustment (COLA) of 2.5% on July 1st, 2023, and 2.5% on January 1st, 2024, for Non-Represented employees. The COLA will adjust the Non-Represented salary pay grade bands accordingly. The wage increases for Represented employees, in

accordance with the pre-negotiated Collective Bargaining Agreements, is 3.5% plus step progression increases;

4. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 5. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2023);
- B. AMENDING FY24 Proposed Budget document by including 40 additional Transit Security Officers (TSOs) to support rail expansion and increase safety on our transit system;
- C. AMENDING FY24 Proposed Budget document by including 2 Non-Represented positions to support alternative delivery procurements on mega-projects; and
- D. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY24 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

- Attachments:**
- [Attachment A - FY24 Financial Recovery Plan](#)
 - [Attachment B - FY24 New Capital Projects](#)
 - [Attachment C - FY24 Reimbursement Resolution](#)
 - [Attachment D - FY24 Public Outreach \(Public Comments\)](#)
 - [Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

- 13. SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES [2023-0219](#)**
BENCH

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 1 to Task Order No. 1 with Lee Andrews Group under the Communications Support Services Bench Contract No. PS85397007 to continue to provide street teams, community-based intervention specialists, and program administration in the amount of \$5,175,320, increasing the task order value from \$6,753,723 to a not-to-exceed amount of \$11,929,043, and extend the period of performance through November 30, 2023.

-
- Attachments:** [Attachment A - Procurement Summary \(Task Order No. 1\)](#)
[Attachment B - Contract Modification/Change Order Log \(Task Order No. 1\)](#)
[Attachment C - DEOD Summary](#)
[Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED THE FOLLOWING:

- 25. SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE** [2023-0295](#)

RECOMMENDATION

RECEIVE AND FILE the Progress Report on the Zero Emission Bus (ZEB) Program, including the shift in the program goal of fully transitioning to a zero-emission bus fleet from 2030 to no later than 2035, with a commitment to no longer procure Clean Natural Gas (CNG) buses to accommodate the new program goal.

- Attachments:** [Attachment A - Motion 2017-0524](#)
[Attachment B - Equity Platform Figures 1-3](#)
[Attachment C - Table 1 Power Requirements Per Division](#)
[Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE FORWARDED THE FOLLOWING DUE TO ABSENCES AND CONFLICTS:

- 26. SUBJECT: INFRASTRUCTURE PROTECTION SERVICES** [2023-0343](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

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

- 27. SUBJECT: UPDATING METRO SIGNAGE AND MAPS TO IDENTIFY THE LOS ANGELES COUNTY GENERAL MEDICAL CENTER MOTION** [2023-0379](#)

RECOMMENDATION

APPROVE Motion by Directors Solis, Bass, Najarian, and Dupont-Walker that the Board direct the CEO to:

- A. Update current transit signage, maps, geographic information data, and relevant markers used for customer wayfinding and navigation to identify the updated Los Angeles General Medical Center in a manner that is timely and cost-efficient to the agency; and
- B. Report back on the sphere of influence and target completion date of the above.

- 28. SUBJECT: ADVANCEMENT OF THE INGLEWOOD TRANSIT CONNECTOR PROJECT MOTION** [2023-0380](#)

RECOMMENDATION

APPROVE Motion by Directors Butts, Horvath, and Najarian that the Board direct the Chief Executive Officer to:

- A. Program up to \$108M in Sub-Regional Equity Program Funds allocated to the South Bay Council of Governments to serve as a backstop for the Inglewood Transit Connector Project, in accordance with the Board-approved Subregional Equity Program Guidelines; and
- B. Amend the Measure R Agreement 22-024 by and between the Los Angeles County Metropolitan Transportation Authority ("LACMTA") and City of Inglewood ("City") for the Inglewood Transit Connector (the "Project"), (Project ID# MRINGITC and FTIP# LA99ITC101) to clarify that backstop funding is a potentially eligible use of the funding source.

- 29. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY** [2023-0383](#)

RECOMMENDATION

RECEIVE oral report on Public Safety.

END OF NON-CONSENT

CONSENT CALENDAR

2. **SUBJECT: MINUTES** [2023-0339](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 27, 2023.

Attachments: [Regular Board Meeting MINUTES - April 27, 2023](#)
[April 2023 RBM Public Comments](#)

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

5. **SUBJECT: FUNDING AWARD RECOMMENDATION FOR STATE ACCESS FOR ALL GRANT PROGRAM** [2023-0185](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Access for All funding awards totaling \$7,865,833 (Attachment A) available to Metro through the State of California's Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

Attachments: [Attachment A - FY 2023 Access for All Funding Awards](#)

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

6. **SUBJECT: HIGH DESERT CORRIDOR FY24 WORK PROGRAM** [2023-0099](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING \$1,947,500 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 FY 24 work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

- Attachments:**
- [Attachment A - HDC JPA Funding Request](#)
 - [Attachment B - HDMC Corridor Map](#)
 - [Attachment C - HDC JPA FY 24 Work Program](#)
 - [Attachment D - HDC JPA Grants Funding Strategy Presentation](#)

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

- 7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION** [2023-0201](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING inter-program borrowing and programming of \$24,765,000 from Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program, as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments B and C; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

- Attachments:**
- [Attachment A - Highway Efficiency Program Project List](#)
 - [Attachment B - Active Transportation Program Project List](#)
 - [Attachment C - First Last Mile and Complete Streets Program Project List](#)
 - [Attachment D - Bus System Improvement Program Project List](#)
 - [Attachment E - Highway Demand Based Program Project List](#)

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

- 8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION** [2023-0027](#)

RECOMMENDATION

CONSIDER:

A. APPROVING:

- 1. programming of \$9,720,367 within the capacity of Measure M

-
- Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
 - 2. programming of \$14,474,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
 - 3. programming of \$3,846,152 within the capacity of Measure M MSP - Subregional Equity Program, as shown in Attachment C;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments A and D; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

- Attachments:**
- [Attachment A - Active Transportation Program Project List](#)
 - [Attachment B - Transit Program Project List](#)
 - [Attachment C - Subregional Equity Program Project List](#)
 - [Attachment D - Highway Efficiency Program Project List](#)

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

9. **SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT** [2023-0198](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the

Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

- Attachments:**
- [Attachment A - Board File 2023-0183](#)
 - [Attachment B - Board File 2022-0023](#)
 - [Attachment C - GCCOG Funding Agreement Funding Allocation Table](#)
 - [Attachment D-1 - Procurement Summary \(WSP USA Inc.\)](#)
 - [Attachment D-2 - Procurement Summary \(Arellano Associates LLC\)](#)
 - [Attachment E-1 - Contract Modification \(WSP USA Inc.\)](#)
 - [Attachment E-2 - Contract Modification \(Arellano Associates LLC\)](#)
 - [Attachment F-1 - DEOD Summary \(WSP USA Inc.\)](#)
 - [Attachment F-2 - DEOD Summary \(Arellano Associates LLC\)](#)
 - [Presentation](#)

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

10. SUBJECT: FY24 AUDIT PLAN [2023-0260](#)

RECOMMENDATION

ADOPT the Fiscal Year 2024 (FY24) Proposed Annual Audit Plan (Attachment A).

- Attachments:**
- [Attachment A - FY24 Annual Audit Plan](#)
 - [Presentation](#)

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

16. SUBJECT: TUNNEL ADVISORY PANEL [2023-0200](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute:

- A. Contract Modification No. 12 to Contract No. PS-2020-1055 with Dr. Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$712,000, increasing the total contract value from \$3,000,481 to \$3,712,481 and extend the contract from June 30, 2023 to June 30, 2026;
- B. Contract Modification No. 7 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$672,000, increasing the total contract value

from \$2,999,235 to \$3,671,235 and extend the contract from June 30, 2023 to June 30, 2026; and

- C. Contract Modification No. 1 to Contract No. PS-1620-80000, with Dr. Thomas O'Rourke, for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$639,000, increasing the total contract value from \$947,457 to \$1,586,457 and extend the contract from June 30, 2023 to June 30, 2026.

- Attachments:**
- [Attachment A - Procurement Summary](#)
 - [Attachment B - Contract Modification Change Log](#)
 - [Attachment C - DEOD Summary \(CONTRACT NO. PS-2020-1055\)](#)
 - [Attachment D - DEOD Summary \(CONTRACT NO. PS-8510-2493\)](#)
 - [Attachment E - DEOD Summary \(CONTRACT NO. PS-1620-8000\)](#)

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

- 17. **SUBJECT: CREATION OF A PERMANENT BUSINESS INTERRUPTION FUND MOTION** [2023-0351](#)

RECOMMENDATION

APPROVE Motion by Directors Horvath, Dupont-Walker, Solis, Barger, Krekorian, and Dutra that the Metro Board direct the Chief Executive Officer to establish a permanent Business Interruption Fund and provide a program update in November 2023 that considers, but is not limited to, the following:

- A. Resources necessary to maintain a permanent Business Interruption Fund; and
- B. Culturally competent outreach and inclusive technical assistance to adequately support affected businesses.

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

- 19. **SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 602 AND COMMUTER EXPRESS 422, AND PVPTA LINE 225/226 TRANSIT SERVICE OPERATION AGREEMENTS** [2022-0877](#)

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 one year through June 30, 2024, for an amount up to \$776,430.78, which is inclusive of FY23 expenditures and estimated CPI Index rates;

- 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, for a period of one year through June 30, 2024, for an amount up to \$4,450,260.00;
- 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 one year through June 30, ~~2024~~ 2028, for an amount up to \$262,354.39;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the City of Glendale for funding approval; and
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the LADOT; and
- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the PVPTA for funding approval.

Attachments: [Attachment A - Map of Glendale Service Area](#)
 [Attachment B - Map of LADOT Service Area](#)
 [Attachment C - Map of PVPTA Service Area](#)
 [Attachment D - Transit Service Agreement Values](#)

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

20. SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES

[2023-0161](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 24 to Contract No. PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for technical and program management support services in support of the P2000 Light Rail Vehicle (LRV) Overhaul/Midlife Modernization Program, to increase the Not-To-Exceed (NTE) contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39 to permit continued consultant support through June 30, 2024.

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

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

21. SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION [2023-0203](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 12 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) for the Metro Bike Share program (MBS) to extend the contract period of performance from July 30, 2023 through December 31, 2023, in the amount of \$5,698,010, increasing the Total Contract Value from \$110,594,074 to \$116,292,084.

- Attachments:** [Attachment A - Board Motion Item No. 41 \(November/December 2021\)](#)
[Attachment B - Metro 2022 EFC Map October 2022](#)
[Attachment C - Procurement Summary](#)
[Attachment D - Contract Modification/Change Order Log](#)
[Attachment E - DEOD Summary](#)

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

22. SUBJECT: BUS TIRE LEASING & MAINTENANCE SERVICES [2023-0211](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire & Rubber Company in the amount of \$11,671,134 (\$2,164,434 for FY23 and \$9,506,700 for FY24) to continue to provide bus tire leasing and maintenance services, increasing the contract value from \$41,908,927 to \$53,580,061, as well as extending the period of performance through June 30, 2024.

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

SUBJECT: GENERAL PUBLIC COMMENT [2023-0340](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2023-0338, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
MAY 25, 2023**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO

Item #4



Metro[®]

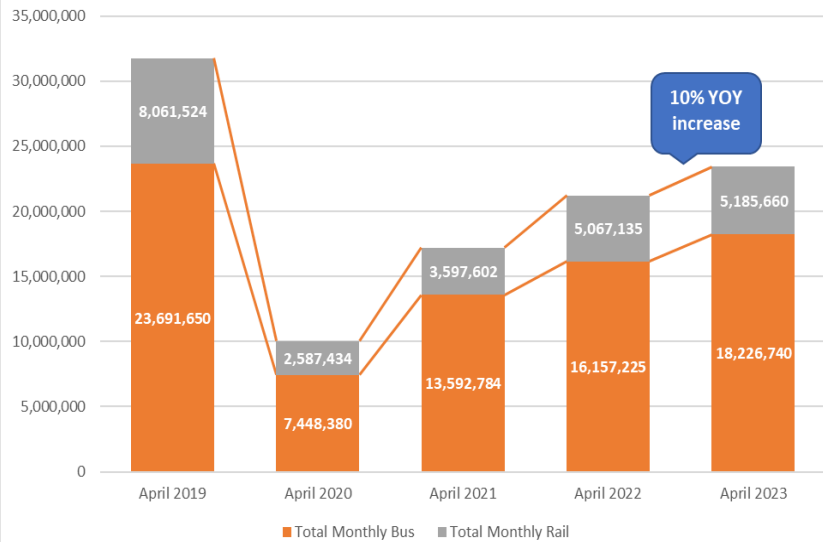
CHIEF EXECUTIVE OFFICER

May 2023

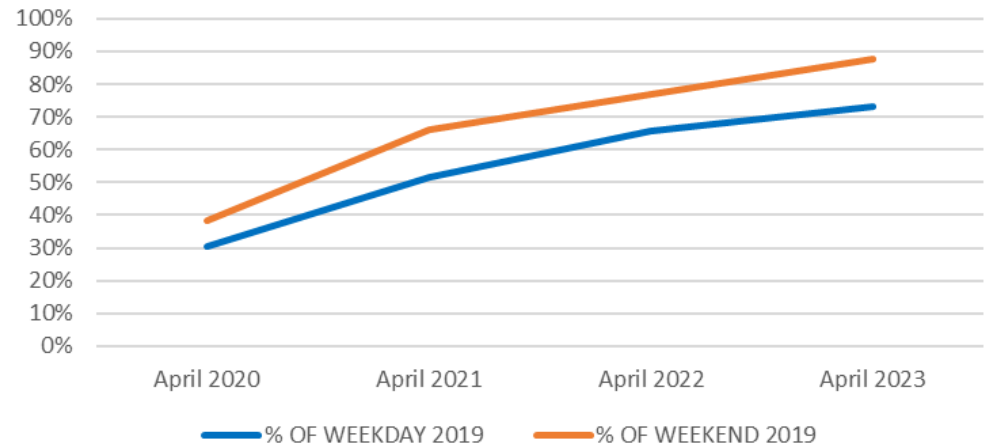
April Ridership



APRIL TRANSIT RIDERSHIP



APRIL TRANSIT RIDERSHIP AS A PERCENTAGE OF PRE-PANDEMIC LEVEL



April 2023 ridership reached a level not seen since before the pandemic and is up 10% year over year

Average weekday ridership is at 74% of pre-pandemic level, while average weekend ridership is 88% of pre-pandemic level



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May 2023

Older Adults Transportation Expo



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May 2023

Regional Connector Facts & Figures



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Girls Empowerment Summit



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LA Sparks Marketing Partnership



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May 2023

California Contract Cities Association



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May 2023

State and Federal Report



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May 2023

June TAP Cards and Cultural Commemorations



Thank you!



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May 2023



Board Report

File #: 2023-0223, File Type: Public Hearing

Agenda Number: 2.

**BUDGET PUBLIC HEARING
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 17, 2023**

SUBJECT: FISCAL YEAR 2024 (FY24) BUDGET

ACTION: ADOPT THE FY24 BUDGET

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY24 Budget as presented in the budget document (provided in a separate transmittal and posted on [metro.net <https://www.metro.net/about/financebudget/>](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 10,842 FTEs, with 8,943 Represented FTEs and 1,899 Non-Represented FTEs;
 3. AUTHORIZING an average 3.5% performance-based merit increase and a cost-of-living adjustment (COLA) of 2.5% on July 1st, 2023, and 2.5% on January 1st, 2024, for Non-Represented employees. The COLA will adjust the Non-Represented salary pay grade bands accordingly. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is 3.5% plus step progression increases;
 4. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 5. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2023);
- B. AMENDING FY24 Proposed Budget document by including 40 additional Transit Security Officers (TSOs) to support rail expansion and increase safety on our transit system;
- C. AMENDING FY24 Proposed Budget document by including 2 Non-Represented positions to support alternative delivery procurements on mega-projects; and

-
- D. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY24 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which are authorized on a life of project basis.

Since January 2023, staff has provided the Board with status updates on the FY24 Budget development process. Before the kickoff of the budget development process, an extensive public outreach process was launched in October 2022 with the first of three telephone town halls to communicate the budget proposal and collect public comments for consideration in the budget development. On May 2, 2023, the FY24 Proposed Budget was made available to the public at www.metro.net <<http://www.metro.net>>, in printed copies through the Records Management Center (RMC) at RMC@metro.net <<mailto:RMC@metro.net>>, and on the plaza level of the Gateway building. The public hearing is scheduled for May 17, 2023. On April 17, 2023, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than ten news publications and in various languages.

BACKGROUND

The FY24 Budget development started in January 2023, utilizing the Equitable Zero-Based Budget (EZBB) process as a cost control tool to generate a fiscally responsible budget. Beginning February 2023, Metro staff has provided monthly updates to the Finance, Budget, & Audit Committee as well as multiple budget briefings to Board staff and responded to their follow up questions. Additionally, Metro staff has met with a variety of stakeholders, including the Community Advisory Council, Regional Service Councils, Technical Advisory Committee, Policy Advisory Committee, Accessibility Advisory Committee, etc., and the public via three (3) Telephone Town Halls to collect public comments and feedback.

This is the final series of monthly updates to the Board on the FY24 Budget development process, culminating with our FY24 Budget recommendation for Board Adoption. This report wraps up the framework for the annual budget development, with the primary objective to advance Metro's transit and transportation goals, with an equity lens, in a fiscally sound and financially responsible manner. The FY24 EFC Budget Assessment showed a 4.7% (\$567M) increase as a total percent of the budget (26.1% in FY23 vs. 30.8% in FY24) in targeted benefits; and an overall 6.6% (\$938M) increase in all benefits.

DISCUSSION

Post Pandemic Financial Stability

Metro continues recognizing the importance of sound financial planning to execute transit capital investments and operating plans. The overall metro transit program deficit/gap, referred to as the 'fiscal cliff,' and the challenges of major infrastructure capital projects are two distinct concerns impacting Metro. The Agency recognizes the additional financial risks stemming from Transportation Infrastructure Development (TID) and will continue to build out the ordinance approved major construction projects.

Growing operating transit costs are also expected in the next three years, driven by the rail system expanding service and implementation of zero-emission buses to get ahead of the State's mandate for eliminating the use of hydrocarbon-fueled buses. At the same time, Metro is continuing to invest in new initiatives to make the system clean, safe, and reliable without additional American Rescue Plan Act (ARPA) assistance.

In doing so, Metro faces financial pressures and challenges, making it imperative that every dollar is budgeted and spent wisely. Under the CEO's direction, Metro will continue to identify cost mitigation strategies to help address current and future challenges while strengthening cost controls through the Equitable Zero-Based Budgeting (EZBB) process using the Early Intervention Team and other task force efforts.

See Attachment A for the Financial Recovery Plan and the Agency's efforts.

Budget Summary

The proposed \$9.0 billion budget for FY24 is balanced and focused on a service plan to include system expansion integration, customer experience enhancements, safety, cleanliness, maintaining assets in a state of good repair, employee safety, retention, and engagement. This year's budget continues improving the customer experience and resuming Metro's core business of planning, operations, and construction activities through an equity lens. This year's budget started with an enhanced and expanded public engagement incorporating comments received throughout this process, including the My Metro Budget interactive tool developed in 2022. Metro's proposed budget, representing a 2.6% increase over FY23, is focused on more investments in core businesses.

Transit Service Delivery and Transit Construction Programs

Metro strives to redefine daily travel habits with legacy transit investments to improve ease of use, accessibility, and travel experiences for regional patrons. This year's multi-phased budgeting process provides a balanced budget emphasizing our commitment to a clean, safe, and reliable transit system. By doing so, we hope to restore the core services Los Angeles County residents entrusted to Metro.

The FY24 Proposed Budget plan includes the full year service operation for the Regional Connector and K Line (Crenshaw/LAX Line). The budget also includes pilot intervention programs to deter non-transit loitering and restore safe and reliable transit to the Westlake/MacArthur Park Station, served

by Metro B and D Lines (Red/Purple) and nearby NextGen Tier 1 bus. These interventions include upgrades to fare gates, station lighting, CCTV cameras, alarms, bench seating, signage, and new station kiosks to improve the customer experience and public safety. There are also additional investments throughout the system supporting the multi-layered public safety approach and enhancing cleanliness with a 13% increase in budget from adding custodial staff.

Metro continues to advance transportation by following industry prescribed maintenance schedules. Also, Measure R and M projects continue to progress, moving from the planning phase toward shovel readiness for several new transportation infrastructure and highway projects. The annual budget for these projects reflects the cash flow requirement for the activities in each respective project development phase. While the transit construction phase is decreasing with the opening of the Regional Connector, the transit planning phase is ramping up for Sepulveda Corridor, West Santa Ana Branch, and Eastside Transit Corridor Phase 2 projects.

Regional Allocations and Pass-Through Programs

The Regional Allocations and Pass-Through programs will continue the allocation of resources to local jurisdictions, municipal and community operators, Access Services, and funding for other programs such as the Congestion Reduction Demonstration (CRD) Toll Revenue grant programs, Open streets, Active Transportation, Transit-Oriented Development (TOD) Planning grants, Federal Pass-Through programs, and other transit investment projects. Metro will continue various discounted and free fare programs to attract and retain ridership (i.e., GoPass for K-12 and Community College Students and Low-Income Fair is Easy (LIFE) Programs and fare capping).

FY24 Budget Summary and Document can be accessed at:

<https://www.metro.net/about/financebudget/>

Resources Summary

The FY24 Proposed Budget ensures that resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are based on the current socio-economic conditions, such as the continuing impacts of decades-high inflation, economic growth projections in FY24, leading regional forecasting sources, and recent transit system usage.

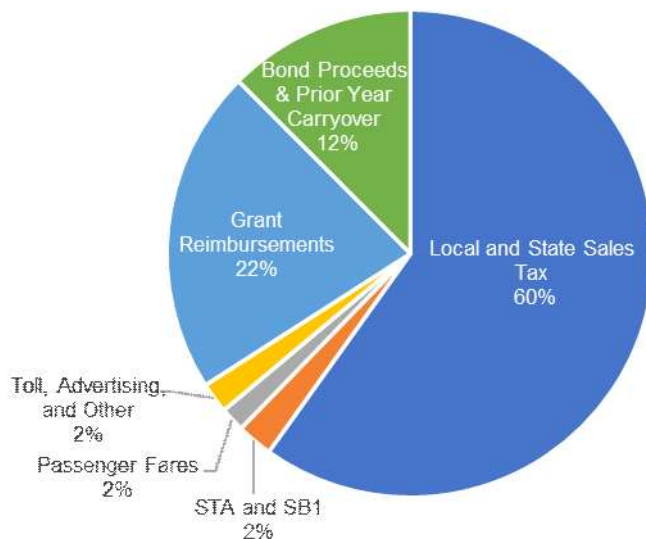
The total FY24 Proposed Budget planned resources are \$9.0 billion, which is 2.6% more than the FY23 Budget. The increase in sales tax revenues is based on the positive FY23 year to date actual receipt. Strong economic growth continues to respond correspondingly and stabilize from rapid pandemic recovery growth rates. The 16.3% projected growth in sales tax and TDA revenues are offset by the decrease in federal stimulus funding related to the pandemic. The American Rescue Plan Act (ARPA) is ending in FY23, and no additional federal stimulus funding is assumed in FY24.

Resources (\$ in millions)		FY23 Budget	FY24 Proposed	\$ Change	% Change
1	Local and State Sales Tax	\$ 4,643.1	\$ 5,400.0	\$ 756.9	16.3%
2	STA and SB1	225.6	214.7	(10.9)	-4.8%
3	Sales Tax and STA/SB1 Revenues Subtotal	\$ 4,868.7	\$ 5,614.7	\$ 746.0	15.3%
4	Passenger Fares	106.5	146.8	40.3	37.8%
5	Toll, Advertising, and Other	169.3	184.0	14.7	8.7%
6	Operating & Other Revenues Subtotal	\$ 275.8	\$ 330.8	\$ 55.0	19.9%
7	ARPA	1,239.5	-	(1,239.5)	-100.0%
8	Grant Reimbursements	1,180.7	1,946.7	766.0	64.9%
9	Bond Proceeds & Prior Year Carryover ⁽¹⁾	1,220.7	1,125.7	(95.1)	-7.8%
10	Capital & Bond Resources Subtotal	\$ 3,640.9	\$ 3,072.4	\$ (568.6)	-15.6%
11	Resources Total	\$ 8,785.5	\$ 9,017.9	\$ 232.4	2.6%

⁽¹⁾ Represents use of Bond Proceeds and sales tax revenues received and unspent in prior years.

Note: Totals may not add up due to rounding.

Resources % of FY24 Budget



Expenditure Summary

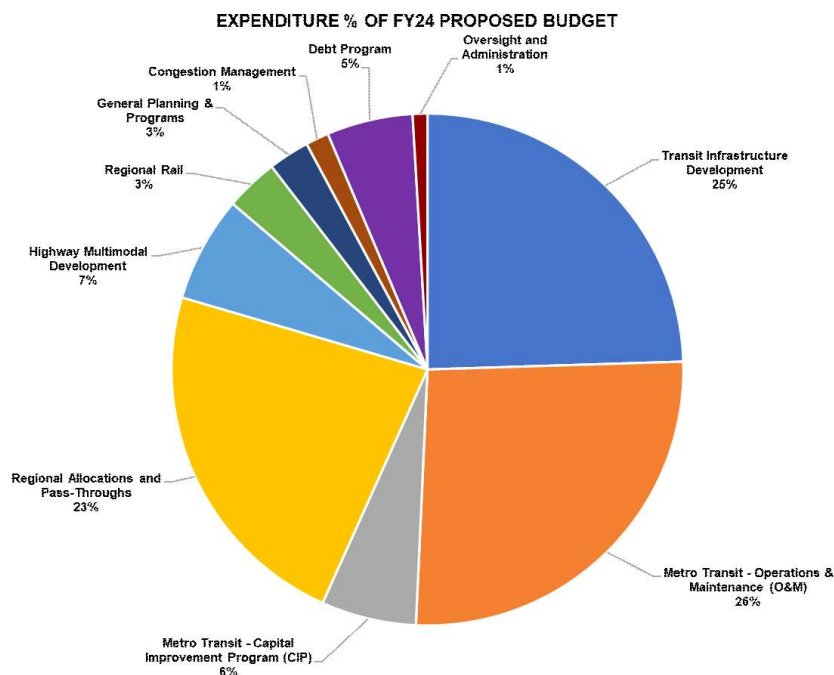
The proposed budget of \$9.0 billion is aligned with Board priorities of improved customer experience and service, as well as providing reliable daily service and public safety through an equity lens. Each program, function, and department budget was developed accordingly to reflect the new economic realities and progress on projects. The table below illustrates the expenditures by program type in

FY24 Proposed Budget.

Expenditures by Program Type (\$ in millions)	FY23 Budget	FY24 Proposed	\$ Change	% Change
1 Transit Infrastructure Development	\$ 2,327.6	\$ 2,210.3	\$ (117.3)	-5.0%
2 Metro Transit	2,755.6	2,905.1	149.4	5.4%
3 Metro Transit - Operations & Maintenance (O&M)	2,251.0	2,363.7	112.7	5.0%
4 Metro Transit - Capital Improvement Program (CIP)	504.7	541.4	36.7	7.3%
5 Regional Allocations and Pass-Throughs	1,905.8	2,057.7	151.9	8.0%
6 Highway Multimodal Development	575.7	602.3	26.7	4.6%
7 Regional Rail ⁽¹⁾	292.3	302.9	10.6	3.6%
8 General Planning & Programs	220.6	233.7	13.1	5.9%
9 Congestion Management	137.0	131.9	(5.1)	-3.7%
10 Debt Program	489.2	489.8	0.6	0.1%
11 Oversight and Administration	81.7	84.3	2.6	3.1%
12 Total Proposed Budget	\$ 8,785.5	\$ 9,017.9	\$ 232.4	2.6%

Note: Totals may not add up because of rounding.

⁽¹⁾Metrolink's FY24 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.



Full-Time Equivalent (FTE) Summary

The FY24 Proposed FTE Budget includes 10,842 FTEs, an increase of 198 FTEs from FY23. The new additions consist of 80 Non-Represented FTEs and 118 Represented FTEs.

Non-Represented FTEs for FY24 total 1,899, which includes an additional 80 new positions to serve

the following areas:

- Enhance the Transit Rider Experience
- Mega Project Management Model
- Valuing the Workforce
- Capital Support Functions
- Financially Sustainable and DEI-Driven Future
- Administration & Process Support
- Joint Development & Goods Movement.

Of the 80 new Non-Represented FTEs, 30 FTEs are cost neutral, transitioning from external services to internal expertise while continuing to build our in-house knowledge base. See the table below.

	Enhance the Transit Rider Experience	Mega Project Mgmt Model	Valuing the Workforce	Financially Sustainable & DEI Driven Future	Capital Support Functions	Admin & Process Support	Joint Development & Goods Movement	New Positions
Agencywide FTEs: Non-Represented								
1 Chief Executive Office & Chief of Staff	1		2	2	2	1		8
2 Chief People Office			7			1		8
3 Chief Safety Office	5							5
4 Customer Experience Office	3				1	1		5
5 Operations	9						1	10
6 Planning And Development	1			1	3		3	8
7 Program Management		20						20
8 Strategic Financial Management	8			4				12
9 Board Of Directors: Ethics, Inspector General, & Office of the Board Administration	1		2			1		4
Grand Total	28	20	11	7	6	4	4	80

* Cost Neutral FTEs: Enhance the Transit Rider Experience (7 FTEs); Mega Project Management Model (20 FTEs), Capital Support Functions (1 FTE), and Administrative & Process Support (2 FTEs)

Represented FTEs for FY24 total 8,943, which includes 118 new positions for the following: pre-revenue testing for the Purple Line Extension 1 & 2, cleaning programs, increased service support, customer transit experience, public safety resource deployment, and facilities maintenance.

Agencywide FTEs: Represented	PLE Pre-Rev	Cleaning	Increased Service Support	Customer Transit Experience	Public Safety Resource Deployment	Facilities Maintenance	New Positions
1 Chief Safety Office					8		8
2 Customer Experience Office				9			9
3 Operations	60	22	11			6	99
4 Strategic Financial Management			2				2
Grand Total	60	22	13	9	8	6	118

* Pre-Revenue: Purple Line Extension Section 1 (53 FTEs) and preparation for Purple Line Section 2 (7 FTEs)

The need for the following additional FTEs were recently identified and therefore includes an amendment for 40 additional Transit Security Officers (TSOs) to support rail expansion and increase

safety on our transit system and two Non-Represented positions to support alternative delivery procurements on mega-projects per recommendations B and C.

Labor Summary

High inflationary period, high turnover rates, and labor shortages have public agencies across California implementing cost-of-living adjustments (COLA), creating performance incentive programs, as well as increasing salary and pay bands to stay competitive in the current economy. As a result of this pandemic induced tight labor market, Metro needs to remain competitive in the current market to retain and attract talent. During the pandemic, Metro's Non-Represented FTEs did not receive a performance-based merit increase in FY21 and have not received a COLA adjustment since 2008. The FY24 budget proposes a Non-Represented employee cost-of-living adjustment (COLA) of 2.5% on July 1st, 2023, and a 2.5% on January 1st, 2024, to keep pace with inflation, align with other peer agencies, and aid employee retention.

The FY24 Proposed Budget includes an average contract wage increase of 3.5%, plus Step Progression increases, according to the pre-negotiated Collective Bargaining Agreements with the Represented union groups AFSCME, ATU, TCU, SMART, and Teamsters. For Non-Represented employees, an average 3.5% performance increase is included, which will be distributed on a merit-based system. Health and welfare benefits for Represented employees are based on Collective Bargaining Agreements. Non-Represented medical and dental benefits reflect the carrier contract rates previously approved by the Board.

Budget Amendments through June 30, 2023

The proposed budget to include any Board approved actions currently under consideration, from now to the end of the fiscal year (June 30, 2023).

Life of Project (LOP) Budgets

The Board must approve new capital projects with LOP budgets exceeding \$5.0 million as separate Board actions.

Attachment B includes a detailed listing of new capital projects for FY24 with LOP budgets over \$5.0 million. These new capital projects in the FY24 Proposed Budget include Division 20 Bungalow A Replacement, Metro C (Green) Line Mainline Fastener Replacement, L.A. Union Station South Patio Plumbing and Pavers, Metro A (Blue), E (Expo) and L (Gold) Line Led Tunnel Lights, Metro A (Blue) Line Gate Mechanism Replacement, PLE Section 1 Systems Integration Testing & Training, and PLE Section 2 Systems Integration Testing & Training.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date in order to reimburse expenditures incurred prior to the bond issuance. See Attachment C for Reimbursement Resolution.

Debt Program

Debt financing is a cash management and budget tool Metro uses to help deliver projects. Debt issuance is authorized by applicable state and federal legislation and the local sales tax ordinances. The Board-adopted Debt Policy establishes prudent guidelines for the issuance and management of debt following industry best practices and ordinance-specific affordability limits.

Debt is not an additional source of revenue. It must be paid back with interest using existing and predetermined funding sources, in most cases, local sales tax revenues. However, it is a way to spread out the impact of large spikes in capital costs over multiple years. For this reason, most of Metro's large projects have utilized or are expected to use debt financing to facilitate project delivery.

As of July 2023, Metro has approximately \$5,199.6 million of outstanding long-term debt. The annual debt service cost in FY24 is estimated at \$486.1 million, a decrease of 0.04% over the FY23 Budget of \$485.9 million, according to the debt service schedule. In FY24, it is anticipated that Airport Metro Connector, Westside D Line (Purple) Sections 1, 2, & system integration, Division 20 Portal Widening, Gold Line Foothill Extension, Infrastructure for Silver Line and new bus procurement, East San Fernando Transit Corridor, Regional Surface Transportation and Local Traffic System, and various other projects will utilize bond proceeds from the issued debt.

Early, Improved & Expanded Public Engagement

Metro understands that transparency and education about the annual budget and process are important to Los Angeles County residents. Public feedback is integral in prioritizing limited resources. While OMB makes many efforts to engage the public about the budget, other departments within the organization also work to engage with the public throughout the year. OMB worked closely with the Communications department to develop a marketing strategy that engaged with EFCs and all other areas of LA County to provide an equitable transportation system.

The FY24 budget development process kicked off early, with the first of three Telephone Town Hall (TTH) meetings held on October 2022 and followed by two more in January and March of 2023. To solicit feedback early for the FY24 budget, OMB launched the new interactive and educational My Metro Budget tool in October 2022. Stakeholder and public meetings continued to be held and engaged a wide audience of riders to learn more about their concerns and priorities. We continue to update the budget portal at budget.metro.net with current budgetary information.

The budget public hearing scheduled on May 17 is legally required, pursuant to California PUC code 130106 which states, "Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code and shall be published not later than the 15th day prior to the date of the hearing."

A summary of the public comments, stakeholder meetings, as well as all other outreach efforts are described in Attachment D.

DETERMINATION OF SAFETY IMPACT

This recommendation will not have an impact on safety standards at Metro.

FINANCIAL IMPACT

The FY24 Proposed Budget (provided in a separate submittal) at \$9.0 billion is balanced. The proposed budget demonstrates Metro’s ongoing commitment to meeting its capital and operating obligations, which is essential in receiving subsidies from federal and state governments and to administer regional transportation funding to local cities and municipal operators.

EQUITY PLATFORM

Per Board direction, Metro has annually applied the Metro Budget Equity Assessment Tool (MBEAT) to its budget requests for operations costs and capital projects since the FY21 budget process. The FY24 MBEAT augmented the FY24 Equitable Zero-Based Budgeting (EZBB) process and was applied to 238 capital projects and 217 operating expense budgets.

The FY24 EZBB MBEAT identified impacts on marginalized communities and highlighted budget requests that advanced equitable outcomes for each Metro department. The MBEAT shows that Metro continues to show stronger equity benefits for physical projects in marginalized and Equity Focus Communities (EFC) and fewer equity benefits for countywide or systemwide programs without intentional prioritization for those communities. With this data, staff is better equipped to identify opportunities to incorporate equity iteratively and intentionally into broader programs and services.

The EZBB process also utilized Metro’s new EFC Budget Assessment process, a geographic equity analysis. In 2022, Metro conducted the FY23 EFC Baseline Assessment to identify whether Metro’s budget was proportionately investing in benefits to EFCs, which comprise approximately 40% of Los Angeles County. The FY23 EFC Baseline showed approximately 67.3 percent of Metro’s FY23 approved budget provided targeted and indirect benefits to EFCs (26.1 percent targeted benefits and 41.2 percent indirect benefits). In year two of this assessment, the FY24 EFC Assessment showed increases in the proportion of Metro’s budget investing in benefits to EFCs (30.8 percent targeted benefits and 43.1 percent indirect benefits). These increases amounted to a 4.7 percent increase in targeted benefits, 1.9 percent increase in indirect benefits, and a total of 6.6 percent increases in all benefits, as illustrated by the table below:

	FY23 EFC Baseline Assessment	FY24 EFC Assessment (Year 2)	% Change FY23 vs. FY24
Targeted Benefits	26.1%	30.8%	4.7%
Indirect Benefits	41.2%	43.1%	1.9%
Total EFC Benefits	67.3%	73.9%	6.6%

Staff also aligned their FY24 department budgets towards budget Equity Principles that support Metro’s Equity Platform framework. Budget highlights that support these four principles were included in the FY24 Proposed Budget (pg. 9 - 11) earlier this month.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro's goal of improving transportation in Los Angeles County.

NEXT STEPS

Upon Board authorization and adoption of the FY24 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in this document and program funding to regional transit/transportation partnering agencies, cities, and recipients.

Staff will closely monitor the financial situation and provide regular performance updates to the Board.

ATTACHMENTS

FY24 Budget Summary and Document can be accessed at:

<https://www.metro.net/about/financebudget/>

Attachment A - FY24 Financial Recovery Plan

Attachment B - FY24 New Capital Projects

Attachment C - FY24 Reimbursement Resolution

Attachment D - FY24 Public Outreach (Public Comments)

Prepared by:

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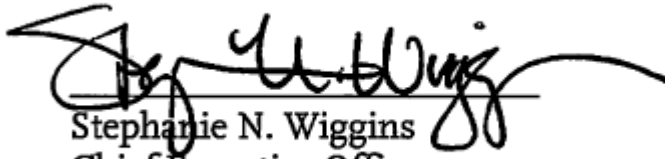
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Stephanie N. Wiggins
Chief Executive Officer

Financial Recovery Plan

Mitigation Efforts

To help address post-pandemic financial challenges, the Agency is considering the following mitigation strategies:

- **Performance Management:** evaluate pilots and set up KPIs that can help measure the achievement of performance goals that illustrate the effectiveness of the pilot
- **Dedicated Funding:** advocate for dedicated transit operations funding from Federal and State sources
- **Use of Operating Eligible Funding:** evaluate resources, cost impacts, and prioritize projects and initiatives that support agency priorities within available funding

Equitable Zero-Based Budgeting (EZBB)

Metro will continue to identify cost mitigation strategies to help address current and future challenges while strengthening cost controls through the Equitable Zero-Based Budgeting (EZBB) process, focusing on:

- Near Term Outlook and education
- Cabinet Workshops on priority alignment
- Cost control task forces and mitigation
- Financial accountability through quarterly financial and KPI reviews
- Holistic Program reviews to promote collaboration on prioritization and trade-offs
- Equity process through EFC assessment and MBEAT
- Comprehensive and thorough outreach plan
- Board staff and board briefings and feedback

Under our CEO's leadership, Metro planned early and partnered with an outside consulting company to facilitate structured reflection and planning sessions to maximize the impact of four (4) strategic workshops. The objective of each workshop was to:

1. Align on the shared strategic vision and aspiration across the entire LA Metro Leadership team.
2. Define Practices and "ways of working: models that must change - and how those must shift."
3. Create action plans for each department along with metrics for success; and

4. Assess progress against action plans, adjusting plans as necessary.

Cost Control Task Forces

Under the CEO's direction, Cost Control Task Forces were also created and tasked with the following action plans:

- **Bus and Rail Cost:** Review cost allocation approach; conduct Peer reviews, explore cost control and savings opportunities from Insourcing/Outsourcing.
- **Optimal Service Design:** More than focusing on quantity of service, explore solutions to provide optimal service level and quality customer experience.
- **Program Management Mitigation Measures:** Implemented strategic initiatives to evaluate organization including staff to consultant ratio, streamlined processes, alternative project delivery, risk & scope issues, and schedule delay.

Early Intervention Team (EIT)

As a component of the Capital Cost Mitigation strategies advanced by the Task Force, an Early Intervention Team (EIT) was formed and kicked off in FY23. The EIT has conducted four Project Reviews focusing on understanding the project's objectives, the shared purpose, and challenges, creating more awareness on scheduling and financial ramifications.

Federal & State Advocacy

Metro Government Relations are working at both the Federal and State level to advocate for transit funding. At the Federal level, Metro is working to maximize flexibility of transit grants. At the State level, Metro is working with transit agencies across the state through the California Transit Association to implement structural reforms and develop long-term permanent funding solutions.

FY24 New Capital Projects

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FY24 New Capital Projects

Capital Improvement Program (CIP)

1	PROJECT: Metro C (Green) Line Mainline Fastener Replacement
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$17,100,000 Budget Request: \$195,000
	SCOPE: Replace approximately 52,200 mainline fasteners on Metro C line.
	JUSTIFICATION: C Line has been in service 25 years and the fasteners are showing signs of wear. The fasteners need to be replaced in order to keep the system in a state of good repair, which will mitigate the likelihood of future service delays.
	ELIGIBLE FUNDING SOURCE: PA 35%
2	PROJECT: Division 20 Bungalow A Replacement
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$15,000,000 Budget Request: \$1,000,000
	SCOPE: Acquisition and installation of a new bungalow at Division 20 with associated equipment and systems.
	JUSTIFICATION: In order to ensure the new bungalow complies with regulatory requirements, new storage racks and equipment must also be installed. The new, regulatory compliant racks and equipment, are a necessary component of the of the yard expansion and tunnel widening project.
	ELIGIBLE FUNDING SOURCE: MR 35% / Bond Proceeds
3	PROJECT: L.A. Union Station South Patio Plumbing and Pavers
	PROJECT OWNER: Planning
	LOP: \$13,500,000 Budget Request: \$3,550,000
	SCOPE: Replacement of deteriorated and non-functional underground plumbing systems in South Patio; Replacement of subterranean waterproofing systems along building substructure to prevent water intrusion; Repair and or replacement of damaged pavers throughout to achieve level and compliant walking surfaces; Replacement of root bound trees impacting drainage functionality; Installation of surface drainage to pull water away from walking surfaces and prevent long term deterioration of historic paver surfaces.
	JUSTIFICATION: Union Station South Patio has uneven pavers causing trip/fall safety hazards which increase liability for claims. The hazard is increased due to rain spout drainage from roof, tree roots and non-functional plumbing systems that flood.
	ELIGIBLE FUNDING SOURCE: PC 40%

4	PROJECT: Metro A (Blue), E (Expo) and L (Gold) Line Led Tunnel Lights
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$6,800,000 Budget Request: \$300,000
	SCOPE: Hire a contractor to decommission the original tunnel lighting systems on the L, E, and A Lines, and install a new tunnel lighting system with low-wattage LED fixtures.
	JUSTIFICATION: Metro received an Unsolicited Proposal to replace the lighting systems for the L, E and A line tunnel sections. The proposal was advanced to implementation and the project direction was approved by the CEO. By replacing the existing systems with energy efficient LED lighting systems, it will reduce Metro's lighting-related energy use as much as 67%. Modernizing the lighting system will improve the reliability, resilience, and safety of Metro's tunnels.
ELIGIBLE FUNDING SOURCE: PA 35%	
5	PROJECT: Metro C (Green) Line Mainline Turnout Tie Replacement
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$6,000,000 Budget Request: \$350,001
	SCOPE: Remove old wood ties at all C Line mainline turnouts and replace with composite turnout ties.
	JUSTIFICATION: C Line has been in service for 25 years and the wood turnout ties are rotting and need to be replaced. These old timber trackwork ties hold the switch and turnout components together and Metro has required that all new rail projects include concrete ties for critical trackwork and turnout areas. Timber ties in special trackwork areas are deteriorating due to environmental exposure. Installation of composite turnout ties is a cost-effective alternative to wood ties.
ELIGIBLE FUNDING SOURCE: PA 35%	
6	PROJECT: Metro A (Blue) Line Gate Mechanism Replacement
	PROJECT OWNER: Operations - Rail - Wayside Systems
	LOP: \$5,950,000 Budget Request: \$699,999
	SCOPE: Replace crossing gate mechanism system on A Line with like equipment.
	JUSTIFICATION: The gate mechanism systems are at the end of their useful life and need replacement. Safe and reliable at-grade crossing equipment is a California Public Utilities Commission (CPUC) required safety mechanism that controls pedestrians and motor vehicles and keeps them from the path of an on coming train.
ELIGIBLE FUNDING SOURCE: PC 25% / Bond Proceeds	

Transportation Infrastructure Development (TID)

1	PROJECT: PLE Section 1 Systems Integration Testing & Training
	PROJECT OWNER: Operations – Central Oversight and Analysis
	LOP: \$22,200,000 Budget Request: \$13,576,509
	SCOPE: Pre-revenue system integration, inspection, testing, professional services, equipment, and staff training necessary to ensure the Purple Line Extension Section 1 project will be operational and compatible with the rest of the rest of the network.
	JUSTIFICATION: These activities are required for the Operations Department to ensure the project is ready for revenue service.
	ELIGIBLE FUNDING SOURCE: MR 35%

2	PROJECT: PLE Section 2 Systems Integration Testing & Training
	PROJECT OWNER: Operations – Central Oversight and Analysis
	LOP: \$14,700,000 LOP: \$1,392,465
	SCOPE: Pre-revenue system integration, inspection, testing, professional services, equipment and staff training necessary to ensure the Purple Line Extension Section 2 project will be operational and compatible with rest of the network.
	JUSTIFICATION: These activities are required for the Operations Department to ensure the project is ready for revenue service.
	ELIGIBLE FUNDING SOURCE: MR 35%

Note: Funding sources can change based on eligibility and availability at the time of expenditure.

ATTACHMENT C

**REIMBURSEMENT RESOLUTION
OF THE
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FOR FISCAL YEAR 2024**

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the “Metro”) desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines such as the Crenshaw/LAX Transit Corridor project ; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage of heavy rail lines such as Purple Line Extension Sections 1, 2, and 3; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a “Project” and collectively, the “Projects”);

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY22 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects;

WHEREAS, Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, grant revenues, or toll revenues to finance the costs of the Projects on a permanent basis (the “Debt”);

WHEREAS, Metro expects to expend moneys of the Enterprise Fund (other than moneys derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles;

WHEREAS, Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt;

WHEREAS, Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$500.0 million for Measure R, \$350.0 million for Measure M, \$100 million for grant revenues, and \$200.0 million for toll revenues.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS, this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$100.0 million for Proposition A, \$100.0 million for Proposition C, \$500.0 million for Measure R, \$350.0 million for Measure M, \$100 million for grant revenues and \$200.0 million for toll revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

FY24 Proposed Budget – Summary of Public Engagement and Comments

Summary of Public Comments

Public engagement was well received at the start of the FY24 outreach and engagement process. Many opinions and questions were shared and some necessitated follow-up from leaders and the board. The public comments received across the various public outreach platforms, focus on 4 key areas:

1. Public Safety and Security
2. Homelessness
3. Frequency and Reliability of Service
4. Cleanliness

With over 2,300 written comments received through the budget portal, the word cloud summarizes the commonly used words. The dashboard is available to read through all the comments provided. The FY24 Proposed Budget includes various initiatives that work to address the concerns we heard from the public.



Public Engagement Strategy

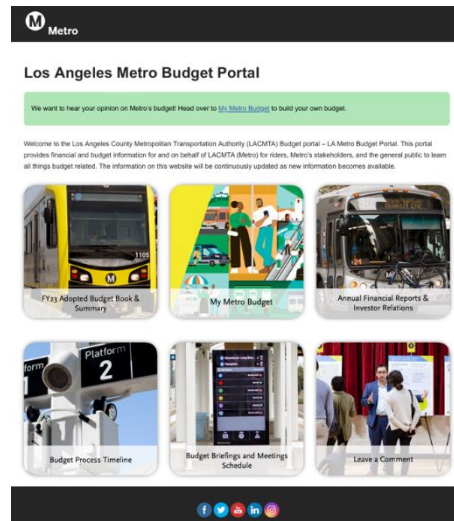
The FY24 Proposed Budget Outreach campaign was launched in October 2022 with a Telephone Town Hall. This timing was intentional, starting early to gather as much feedback as possible before the beginning of the budget development process. Metro used the following to engage with the public: Telephone Town Hall (TTH) meetings, the new My Metro Budget tool, the Budget Portal (budget.metro.net), and the budgetcomments@metro.net email.

Public Engagement	Participation
Telephone Town Hall - October 2022, January 2023, & March 2023	>16,029
Budget Tool Responses	>1,150
Budget Tool Comments	>2,200
Budget Portal Visits – budget.metro.net	>15,294 (January 2023 – May 1, 2023)
Email Blasts – 5 emails sent	>300,000
The Source/El Pasajero Posts	6
Social Media Platforms	4
Newsprint Publications	20
Stakeholder & Public Engagement Meetings	25

Metro targeted communities on social media platforms (Facebook, Instagram, NextDoor, Twitter, Email, etc.) and with physical marketing flyers with QR codes to inform about the budget development process on Metro Micro vehicles. This year, special efforts were made to ensure that a diverse representation of LA County was achieved to continue to assess equity in the annual budget and to create a diverse, equitable, and inclusive budget process. Below are the strategies for the FY24 budget outreach.

Metro Budget Portal

The budget portal continues to be updated with recent information, documents, timelines, notifications, and more about the budget process. OMB continues to make the portal more accessible to the public, and there is an option to leave a comment and join the subscribers’ list for budget related content via email.



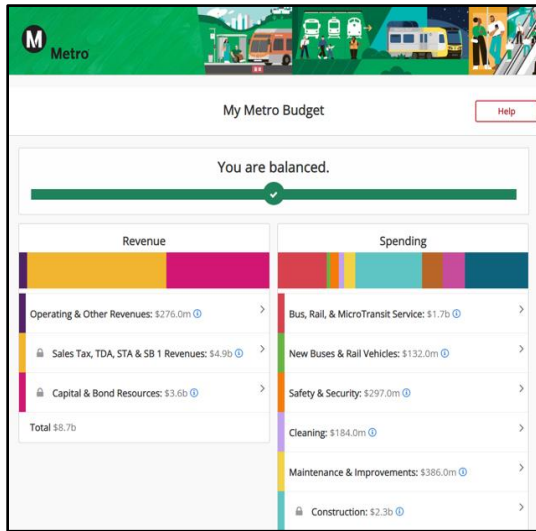
Telephone Town Hall

The budget outreach was kicked off with three TTH meetings hosted by the chair of the Finance, Budget & Audit Committee and CEO in October 2022, January 2023, and March 2023. More than 16,000 callers, including Spanish callers, participated, and provided feedback to Metro leaders. Callers voiced their opinions and asked question about safety and security, frequency and reliability, and cleanliness on the bus and rail system. Metro leaders attended to hear and engage with the public on these very important topics. The Telephone Town Hall events have proven to be a useful tool among many in reaching out to our Equity Focus Communities (EFCs).

Recordings of the Telephone Town Halls are available on the Budget Portal. To the right are the combined participation and demographics of the three Telephone Town Hall meetings.



My Metro Budget Tool



We invited the public to learn and participate in the budget development process and make tradeoff decisions on how funds are allocated with My Metro Budget. OMB staff worked with cabinet members to formulate questions that were used by departments to derive meaningful insights that helped shape the FY24 budget. The responses received were integral to identifying the key initiatives for the FY24 budget.

My Metro Budget received over 1,100 responses and 2,200 written comments, and an average engagement time of almost 20 minutes per user. This year, 44 percent of the responses were from EFCs. My Metro Budget results, and other budgetary information are available on the Metro budget portal at budget.metro.net. Below are My Metro Budget demographic results:



Stakeholder and Public Meetings

The budget public hearing is legally required, pursuant to California PUC codes 130106 which states “*Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code, and shall be published not later than the 15th day prior to the date of the hearing.*” This year, 20 newspaper publications were published announcing the budget public hearing in 10 different languages.

FY24 Budget - Outreach Meeting Schedule			
Meeting	Date	Time	Completed
Telephone Town Hall	Oct 28, 2022	6-7 p.m.	X
Telephone Town Hall	Jan 17	6-7 p.m.	X
Regional Service Councils - Budget Briefing	Jan 31	6-7 p.m.	X
Community Advisory Committee - General Assembly	Mar 22	TBD	X
Telephone Town Hall	Mar 28	6-7pm	X
Technical Advisory Committee	Apr 5	9:30-11:00 a.m.	X
Street & Freeways Committee	Apr 20	9:30 a.m.	X
Regional Service Councils - Budget Briefing	Apr 25	6-8 p.m.	X
Policy Advisory Council	Apr 26	1:30 p.m.	X
Community Advisory Committee - General Assembly	April 26	6 p.m.	X
Technical Advisory Committee	May 3	9:30 a.m.	X
Local Transit Systems Subcommittee	May 3	1-3 p.m.	X
Gateway COG	May 3	4:00 p.m.	X
San Gabriel Valley COG	May 3	4 p.m.	X
South Bay COG	May 8	10:30am	X
VICA	May 9	8:30-10:30 a.m.	X
Accessibility Advisory Committee	May 11	1-3 p.m.	
Bus Operators Subcommittee	May 16	9 a.m.	
Public Hearing	May 17	1 p.m.	
Board Adoption	May 25	9:30 a.m.	



Item # 12

Metro Fiscal Year 2024 Proposed Budget

**Board Meeting
May 25, 2023**

FY24 Proposed Budget – \$9.0B



Revenues vs Expenditures

Sales Tax, TDA and STA/SB1: \$5.6B

Capital & Bond Resources: \$3.1BM

Operating & Other Revenues: \$330.8M



Metro Transit - Operations: \$2.3B

Transportation Infrastructure Development (TID): \$2.2B

Regional Allocations & Pass-Throughs: \$2.1B

Highway Multimodal Development: \$602.3M

Metro Transit – Capital Improvement Program (CIP): \$541.4M

Debt Program: \$489.8M

Regional Rail: \$302.9M

General Planning & Programs: \$233.7M

Congestion Management: \$131.9M

Oversight and Administration: \$84.3M

Budget Summary		FY24 Proposed	
1	Operating	\$	3,037.0
2	Capital		3,115.5
3	Subsidy		2,057.7
4	Planning & Admin		807.7
5	Total Proposed Budget	\$	9,017.9



Key Initiatives



Fare Programs

- LIFE

Save on fares with LIFE.



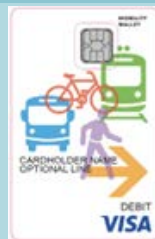
- GoPass



- Mobility Wallet Pilot



- Fare Capping



NextGen - \$52.9M

- Transit signal priority



- Bus mobile validators



- Camera bus lane enforcement



- NSFV BRT network improvements



Key Initiatives (continued)

Reimagining Public Safety: Multi-layered Strategy \$290.5M

- Transit Ambassadors



- Homeless & Mental Health Outreach



- Transit Security Officers



- Law Enforcement Contracts

Other Initiatives

- Room To Work

- Westlake/MacArthur Park Program



Cleaning - \$201.0M

- 13 Hot Spots

- Station & Facilities Cleaning

- Bus & Rail Vehicles Cleaning

- Vinyl Seat Replacements



Law Enforcement Negotiations Update

- Negotiations are in progress with all three law enforcement agencies
- All three agencies have conceptually agreed to the following additional terms:
 - Compliance with the principles of Metro's Bias-Free Policing and Public Safety Data Policy
 - Reporting Requirements requiring Metro the ability to identify, track and log mobile assets in real time
 - Shall not assign personnel with sustained misconduct complaints to the Metro contract
 - Resources may be adjusted (reduced or increased) at any time as Metro approaches and implements new public safety programs
 - Shall provide needed support in the transition from a multi-agency law enforcement approach to an independent Metro Public Safety Department and assist in the assimilation of new personnel, in a manner to be mutually agreed upon



Transit Infrastructure Development (TID) – \$2.2B

Life of a Project

Initiation

Planning

Engineering

Procurement

Construction / Integration

Operations / Activation / Integration

Transit Planning - \$291M (69% over FY23)

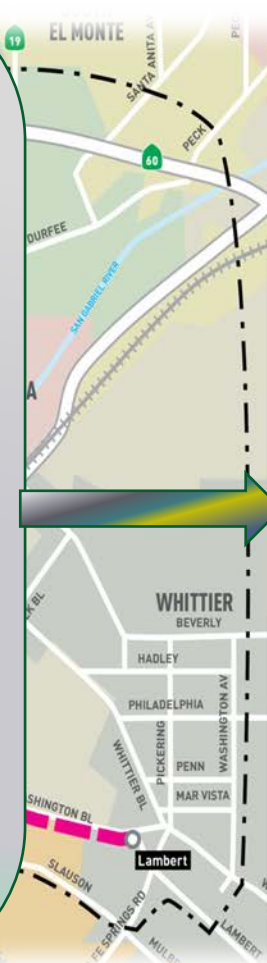
Broadway BRT	\$ 4.0
BRT Connector B/G Line to L Line	59.7
C (Green) Line South Bay	43.8
Crenshaw Northern	18.5
Eastside Access	5.3
Eastside Extension	22.1
North San Fernando Valley BRT	20.9
Sepulveda Corridor	71.2
SGV Feasibility Study	1.9
Vermont Transit Corridor	6.4
West Santa Ana Branch Corridor	37.4

- Increased funding for planning projects in the environmental and design phase

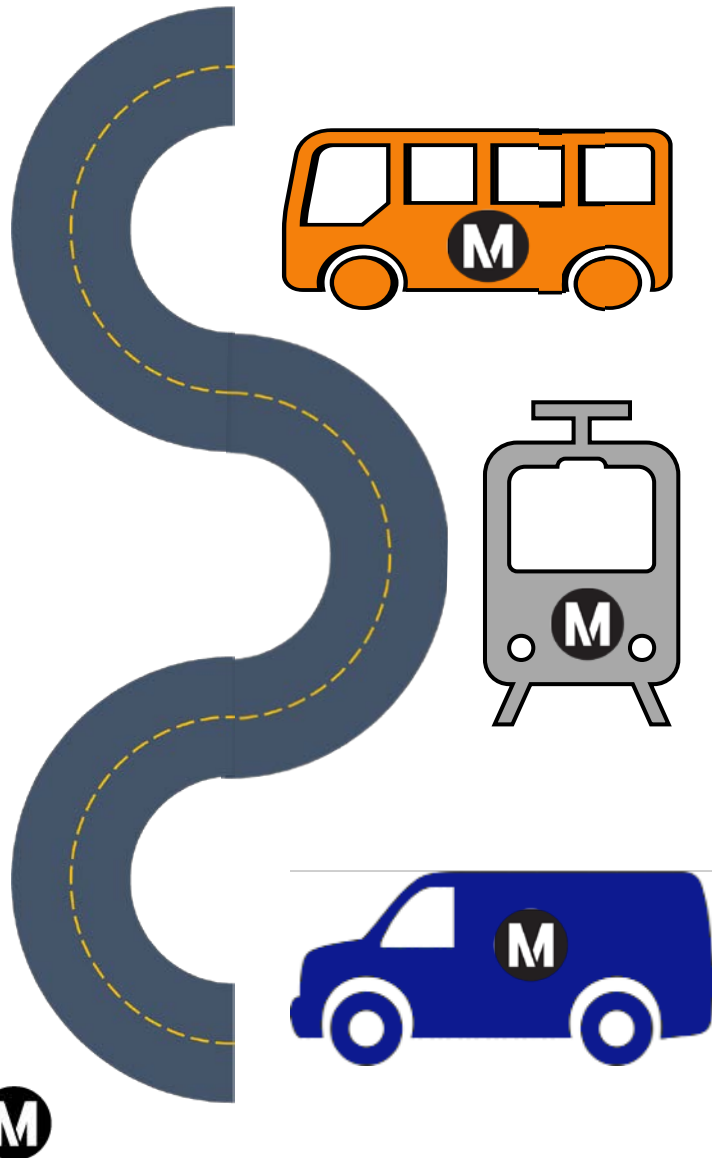
Transit Construction - \$1,919M (11% under FY23)

Airport Metro Connector	\$ 174.7
D (Purple) Line Extension	1,059.3
East San Ferando	285.7
Expo Closeout	3.0
G (Orange) Line BRT	74.5
K Line (Crenshaw/LAX) Light Rail Transit	43.0
L (Gold) Line Foothill Ext 2A & 2B	214.8
Regional Connector	18.8
Systemwide / Program Support	45.4

- Continue to progress all major construction projects
- Substantial completion of Regional Connector in FY23



Metro Transit - Operations – \$2.4B



Bus Service - \$1.5B

.4% planned increase in RSHs (7.12M)

NextGen Bus Plan

- Traffic signal sync
- Bus priority lanes
- All-door-boarding
- Speed & reliability improvements



Rail Service - \$795M

12.3% planned increase in RSHs
Improved headways
(1.51M)

New Lines

- Full operation of Crenshaw/LAX
- K Line & Regional Connector



Metro Micro - \$40M

- 2.1% planned increase in RSHs (272,000)
- Pilot program extended through September 2023

Metro Transit - CIP – \$541.4M

Bus

Total: \$136.2M



Procurement of Electric buses and charging infrastructure



Refurbishments & overhauls to improve reliability and CX



NextGen bus mobile validators for all-door-boarding and transit signal priority technologies

Rail

Total: \$229.9M



Heavy and light rail vehicle procurements



Refurbishments and overhauls to improve reliability and CX



Facilities and wayside improvements: rail fasteners, resignaling, roof repairs, etc.

Other Asset Improvements

Total: \$175.3M



Rail to Rail Segment A

Connects A Line & Crenshaw/LAX Line via bike path & walkway



Metro Center Street Project

Centralize security, dispatch, and emergency ops



Technology

Payroll system replacement, software, computer equipment, etc.

- \$541.4M is allocated for maintaining the capital assets in a state of good repair, for improvements, and modernization
 - \$72.3M in investments in electric buses and charging station infrastructure
 - \$169.0M for a major investment in new rail vehicles and refurbishment of existing vehicles
 - \$64.9M will be invested in safety, NextGen and Customer Experience (CX) related projects

Regional Allocations & Pass-throughs – \$2.1B

Local Return,
TDA 3 & 8:
\$962.2M



Local Return -
88 cities &
LA County for
transit & mobility
improvements.
Prop A & C,
Measure R & M,
TDA 3&8

Regional Transit
\$781.2



Municipal & Local
Operators, and
Access Services



Major Projects
\$164.3M



Alameda Corridor
East Phase II,
(New) AV Line-
Metrolink,
Inglewood Transit
Connector, Sankofa
Park Project

Other Local
Programs
\$87.1M



Call For Projects,
ATP, Transit Projects
& Programs,
Congestion
Reduction Demo Toll
Revs, Federal Pass-
Throughs, TOD
Planning Grants

Fare Assistance
(LIFE Program)
\$32.5



LIFE Program
provides
transportation
assistance to low-
income
individuals of LA
County

Regional
Federal Grants
\$30.4M



JARC, New
Freedom
Program, Senior
and Disability
Activities

- 91% of funding passed through to transit operators & local jurisdictions per formula, federal guidelines, State law & Board policy
- Estimated 8% increase due to higher projected sales tax
- Greatest increase within Local Agency Programs (17%) & Regional Transit (14%) - represents 85% of program budget

Other Programs – \$1.8B



Highway Multimodal Development

- Increase in ExpressLanes investments driven by I-105 ExpressLanes project
- Increase in dedicated bus lane and noise reduction investments
- Mobility Improvement Projects

\$602.3M

+\$26.7m (4.6%)



Regional Rail

- LINK Union Station
- Grade Separation
- Double Tracking
- High Desert Corridor Rail Service Plan and Other Metro Regional Rail Projects
- Metrolink

\$302.9M

+\$10.6m (3.6%)



General Planning & Programs

- Active Transportation Bike, Other
- Property Management
- Financial, Grants Mgmt, & Admin
- Unsolicited Proposals, P3, & Other

\$233.7M

+\$13.1m (5.9%)



Congestion Management

- ExpressLanes
- Freeway Service Patrol
- Motorist Services
- Rideshare Services

\$131.9M

-\$5.1m (-3.7%)



Oversight and Administration & Debt Program

- Recurring Activities
- Valuing Workforce
- Improved Performance Management
- Customer Experience
- Diversity, Inclusion, & Equity
- Bus & Rail Infrastructure and Replacement
- East San Fernando Rapid Way & Airport Connector Construction

\$574.1M

+\$3.1m (0.5%)



- These six (6) programs make up 20% of the FY24 Proposed Budget

Public Outreach & Stakeholder Engagement



October 2022



- **Telephone Town Hall**
- Launch My Budget Tool: distributed via social media, e-blast, QR codes, flyers

November 2022

- Social Media launch My Metro Budget Marketing



December 2022

- **EFC engagement** for My Metro Budget – physical marketing cards



January 2023

- **Telephone Town Hall**
- Regional Service Council Budget Briefing



February 2023

- Finalization of My Metro Budget data, feedback solicited from departments



March 2023

- Community Advisory Council
- **Telephone Town Hall – Mar 28**



April 2023

- San Gabriel Valley COG
- Gateway COG
- Policy Advisory Council
- Bus Operators Subcommittee
- Regional Service Council, Budget Briefing
- Streets & Freeways
- Community Advisory Council – General

May 2022



- Technical Advisory Committee
- Valley Industry and Commerce Association
- Local Transit Systems Subcommittee
- San Gabriel Valley COG
- **South Bay COG (added)**
- Bus Operators Subcommittee
- Accessibility Advisory Committee
- **Budget Public Hearing**
- **Board Adoption**



Note: Updated as additional meetings are scheduled.



ONGOING PUBLIC PARTICIPATION

MAY BOARD REPORT FY24 BUDGET ADOPTION

- A. ADOPTING the proposed FY24 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
1. AUTHORIZING \$9.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals; and
 2. AUTHORIZING a total of 10,842 FTEs with 8,943 Represented FTEs and 1,899 Non-Represented FTEs; and
 3. AUTHORIZING an average 3.5% performance-based merit increase and a cost-of-living adjustment (COLA) of 2.5% on July 1st, 2023, and 2.5% on January 1st, 2024, for Non-Represented employees. The COLA will adjust the Non-Represented salary pay grade bands accordingly. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is 3.5% plus step progression increases; and
 4. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B; and
 5. AMENDING the proposed budget to include any Board approved actions currently under consideration, from now to the end of the fiscal year (June 30, 2023); and
- B. AMENDING FY24 Proposed Budget document by including 40 additional Transit Security Officers (TSOs) to support rail expansion and increase safety on our transit system; and
- C. AMENDING FY24 Proposed Budget document by including 2 Non-Represented positions to support alternative delivery procurements on mega-projects; and
- D. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY24 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.



Board Report

File #: 2023-0219, File Type: Contract

Agenda Number: 13.

EXECUTIVE MANAGEMENT COMMITTEE MAY 18, 2023

SUBJECT: ON-CALL COMMUNICATIONS SUPPORT SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 1 to Task Order No. 1 with Lee Andrews Group under the Communications Support Services Bench Contract No. PS85397007 to continue to provide street teams, community-based intervention specialists, and program administration in the amount of \$5,175,320, increasing the task order value from \$6,753,723 to a not-to-exceed amount of \$11,929,043, and extend the period of performance through November 30, 2023.

ISSUE

The street teams, which include community intervention staff secured through community-based organizations (CBOs), have served as a visible unarmed presence on the K line that is vital to ensuring the system feels welcoming, friendly and safe for new riders to the system. This service has proven to be so valuable that staff is in the process of issuing a competitive Request for Proposals (RFPs) to specifically provide supplemental field customer support teams and community intervention specialists as a complement to the Metro Ambassadors program throughout the term of the Ambassador pilot. That procurement is expected to be completed and brought to the Board for award in Fall 2023.

As such, and to ensure continued street team support and community intervention coverage that improves the customer experience, staff recommends that the Board authorize the CEO to extend the period of performance for Task Order 1 until the procurement is awarded, and the new team is on-boarded and mobilized.

BACKGROUND

In September 2022, the Metro Board of Directors approved the establishment of the Communications Support Services Bench contracts (Bench) for an amount not-to-exceed \$32,000,000 for a four-year

term.

In December 2022, the Metro Board of Directors authorized the CEO to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 in the amount of \$6,753,723 to Lee Andrews Group to provide Street Teams, Community-Based Intervention Specialists and Program Administration through June 30, 2023. Most of these services have been directed towards providing vital supplemental field support staff (street teams) for the Metro Ambassador program primarily on the K Line and adjacent areas while Ambassadors were hired and trained to be on the system.

Task Order No. 1 services as adopted by the Metro Board of Directors in December 2021 supports Metro's Reimagined Public Safety Plan that provides a "holistic, equitable and welcoming" approach to public safety that prioritizes building trust with our communities. Grounded in values of diversity, compassion, openness and accountability, and designed with input gathered from employees, riders and community members, the Public Safety Plan makes significant investments in people, infrastructure, and technology to create a safer, cleaner, and more comfortable system for everyone. The plan, which Metro is in the process of operationalizing, concentrates on three key areas: security, customer care and cleanliness. The Street Teams Program complements the Ambassador Program to deliver customer care.

The Street Teams, with their community intervention specialists, have been deployed primarily on the K Line and adjacent areas as a complement to the Metro Ambassadors since October 2022. The program administrator has served as a liaison with Metro staff on scheduling, training, compensating, and managing the overall Program. Further, the program administrator has partnered with various Community-Based Organizations (CBO) in accordance with Metro's CBO Partnering Strategy. The street teams have been working seven days a week, from 6:30 a.m. through 8 p.m. Notably, there has been only one reported incident of crime on the K Line since its opening.

DISCUSSION

The Metro Ambassadors are key to operationalizing Metro's reimagined Public Safety Plan, serving as a support, information, and reporting resource on the system. The use of Street Teams and community intervention specialists as complements to the Metro Ambassador program, as provided by Task Order No. 1, has proven to be successful in helping riders feel safer on the system.

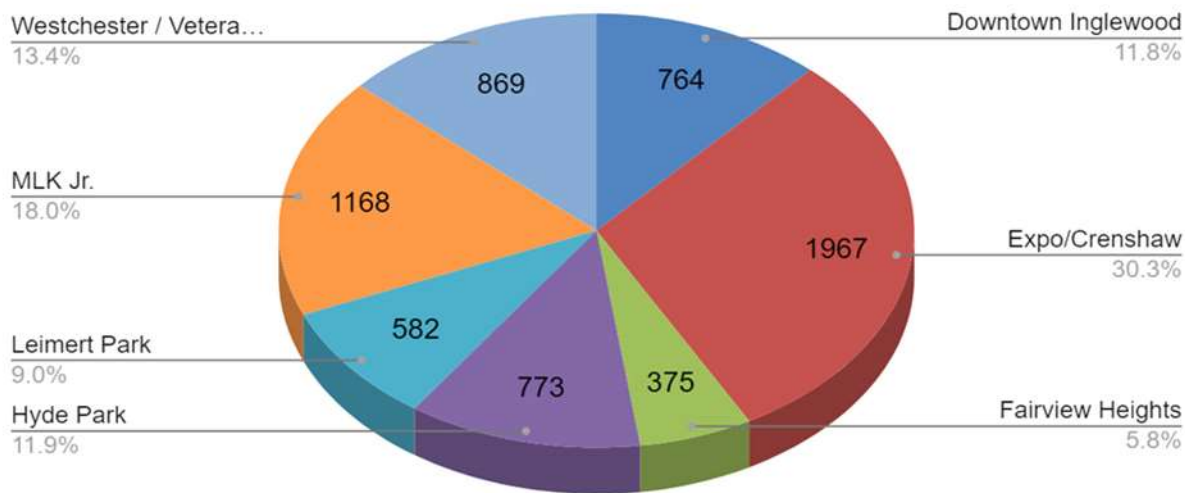
The Street Teams and Community Intervention Specialists have become an integral part of the K Line by providing a safe and familiar presence for its daily riders since the opening of the K Line. The street team is made up of local residents from South Los Angeles, East Los Angeles, and Northeast Los Angeles with 75% being fully bilingual in Spanish.

Street team members are on a first name basis with many daily riders, sharing everyday greetings, creating a welcoming and safer environment, helping riders living with disabilities, and calling in graffiti, broken glass and maintenance issues, which improves the response time to ensure the platforms are clean.

While there have been many highlights, some of them deserve a spotlight. For example, the visually

impaired rider who often relies on street team members to transfer them from the Expo Crenshaw station stop to E Line. This rider has expressed their appreciation to the street team for their assistance. Also, the rider that a street team member noticed was turning a blue complexion and called 911 immediately. This rider received medical attention. The biggest highlight is that every day, women riding alone have thanked the street team members for just being there, making them feel safe riding Metro. Between December 9, 2022, and March 23, 2023, the street teams have interacted with 6,498 customers along the Metro K Line.

Interactions by K Line Station



Community Intervention Specialists

The implementation of Community Intervention Specialists (CIS) with the street team has made one of the biggest impacts in reimagined safety. They are led by a local CBO that is made up of young men and women from the local area receiving a second chance. The CIS are familiar with local gangs, their members, and how to approach incidents that involve each of them. The CIS members have made an immediate impact in creating a safe environment for Metro riders on the K Line platforms.

The CIS brings in professional expertise in handling the toughest of situations, and working with local CBOs allows the community to benefit with great jobs, further establishing that the K Line and Metro works for everyone.

The Task Order for this successful program is only funded through the end of FY 23 and additional budget and a time extension are required to continue the program on a longer-term basis. Therefore, Metro staff recommends extending the Task Order for up to 5 months while a longer-term contract is procured separately outside the On-Call Communications Support Services Bench Contract.

DETERMINATION OF SAFETY IMPACT

[Expected this section to address the benefit to improved safety of riders and frontline employees.]

FINANCIAL IMPACT

The FY23 Budget includes \$39.2 million under Cost Center 5420, Customer Programs and Services, Project 300040, Rail Operations Management and Admin for the Metro Ambassador Program and supporting Street Teams.

EQUITY PLATFORM

Through the 2021 public safety survey, customers told us they want Metro to use a care-based approach to public safety that considers the use of alternatives to law enforcement.

The Street Teams Program supports the agency's equity, customer experience and public safety goals by supporting a human-centered approach to public safety that uses alternatives to law enforcement. Through the presence of street team staff who come from the specific neighborhoods we serve, Metro is improving the feeling of safety for all our riders.

Additionally, the On-Call Communications Bench has been utilized by Metro to strengthen communications with stakeholders throughout Los Angeles County where targeted, strategic, multilingual and multicultural communications programs are needed to engage with BIPOC, low-income households, people living with disabilities, and other marginalized groups.

The On-Call Communications Bench provides opportunities for minority, women-owned, and disadvantaged businesses. The Diversity & Economic Opportunity Department (DEOD) has set a goal of 22% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for this procurement.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support the following goals:

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

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

ALTERNATIVES CONSIDERED

The Board may request staff reprocure another Street Teams Program Administration Task Order within the authorized \$5,000,000 threshold limit under the Bench contract. This alternative is not recommended as a new Contractor may be awarded the new Task Order which would require training of all-new Street Team members and CBO partners. Given the timing, this would result in a gap in street team and community intervention coverage on the K Line, which would be detrimental to our ability to meet our customer experience and public safety goals.

The Board may allow the Task Order and funding to expire, which would result in the removal of street teams and community intervention specialists on the K line. This alternative is not recommended as their presence has been vital to ensuring our riders feel safe and to limiting incidents of crime on that Metro rail line.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Task Order No.1, with Lee Andrews Group to continue to provide Street Team Program Administration through November 30, 2023.

ATTACHMENTS

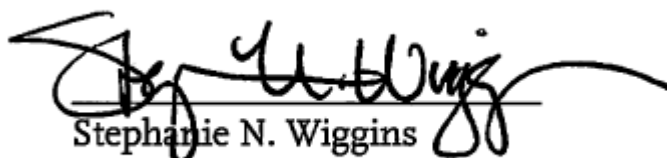
Attachment A - Procurement Summary (Task Order No. 1)
Attachment B -Contract Modification/Change Order Log (Task Order No. 1)
Attachment C - DEOD Summary

Prepared by:

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Reviewed by:

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Stephanie N. Wiggins
Chief Executive Officer

PPROCUREMENT SUMMARY
CONTRACT NO. PS85397007
TASK ORDER NO. 1
STREET TEAMS

1.	Contract Number: PS85397007, Task Order No. 1		
2.	Contractors: Lee Andrews Group		
3.	Mod. Work Description : Continue to provide Street Teams, Community-Based Intervention Specialists, and Program Administration and extend the period of performance through 11/30/23		
4.	Contract Work Description Provide communications support services to Metro's Communications Department.		
5.	The following data is current as of : 4/11/23		
6.	Contract Completion Status		Financial Status
	Task Order Awarded:	12/7/22	Task Order Award Amount: \$6,753,723
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$0.00
	Original Complete Date:	6/30/23	Pending Modifications (including this action): \$5,175,320
	Current Est. Complete Date:	11/30/23	Current Task Order Value (with this action): \$11,929,043
7.	Contract Administrator: Antwaun Boykin		Telephone Number: (213) 922-1056
8.	Project Manager: Lilian De Loza-Gutierrez		Telephone Numbers: (213) 922-7479

A. Procurement Background

This Board Action is to approve Modification No. 1 to Task Order No. 1 to continue to provide Street Teams, Community-Based Intervention Specialists, and Program Administration and extend the period of performance through November 30, 2023.

The modification ensures continued Street Team support and community intervention coverage that improves the customer experience.

In December 2022, the Metro Board of Directors authorized the Chief Executive Officer to award Task Order No. 1 under the Communications Support Services Bench Contract No. PS85397007 to Lee Andrews Group to provide Street Teams, Community-Based Intervention Specialists and Program Administration.

This Task Order Modification will be processed in accordance with Metro's Acquisition Policy.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon cost analysis, technical evaluation, and independent cost estimate (ICE). Hourly rates and fees remain unchanged from the task order awarded in December 2022.

Proposal Amount	Metro ICE	Recommended Amount
\$5,175,320	\$6,345,000	\$5,175,320

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONTRACT NO. PS85397007

TASK ORDER NO. 1

STREET TEAMS

Mod. No.	Description	Status (Approved or Pending)	Date	Amount
1	Continue to provide Street Teams, Community-Based Intervention Specialists, and Program Administration and extend the period of performance through 11/30/23	Pending	Pending	\$5,175,320
	Modification Total:			\$5,175,320
	Original Task Order:		12/7/22	\$6,753,723
	Total:			\$11,929,043

DEOD SUMMARY

**CONTRACT NO. PS85397007
TASK ORDER NO. 1
STREET TEAMS**

A. Small Business Participation

There is a total of sixteen (16) SBE primes on this Small Business Prime (Set-Aside) On-Call Task Order Bench. Lee Andrews Group, an SBE Prime, made a 70% SBE overall commitment on the Bench contract. On Task Order No. 1, Lee Andrews Group made a 79.27% (SBE) commitment and listed one non-SBE subcontractor to perform. Based on payments, the Task Order is 14% complete and the current SBE participation is 76.42%, representing a 2.85% shortfall. The project is early on, however, staff will continue to track and monitor Lee Andrews' efforts to meet or exceed their commitment.

Small Business Commitment	SBE 79.27%	Small Business Participation	SBE 76.42%
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Prime/Subcontractors	% Committed	Current Participation¹
1.	Lee Andrews Group (SBE Prime)	79.27%	76.42%
	Total	79.27%	76.42%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

Executive Management Committee Meeting

Street Teams

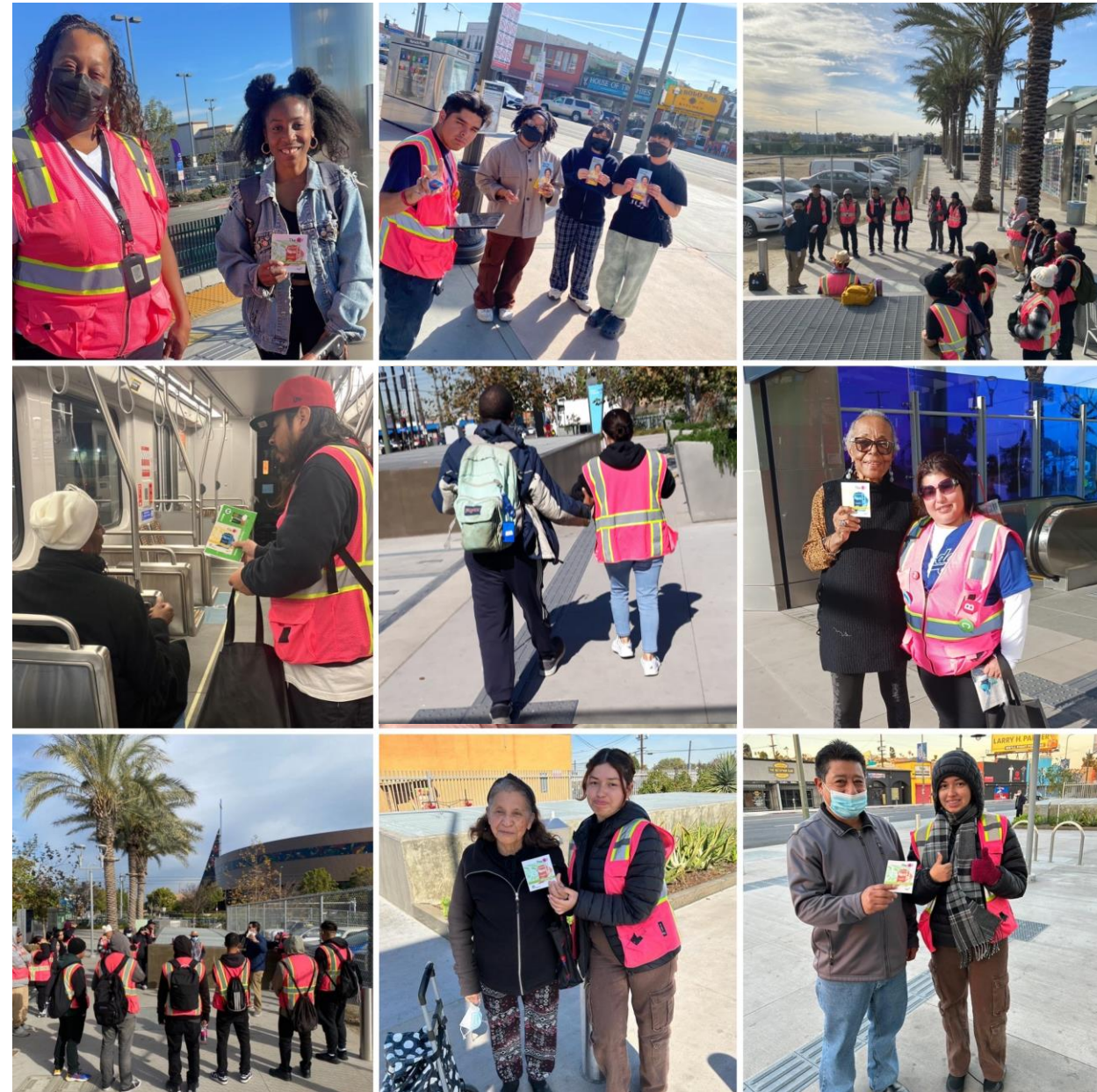
Recommendation for Task Order 001 Extension
through November 2023



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Current Support

- Visible Street Team presence and Community Intervention Specialists (CIS) **on the K Line** were initially hired as a supplement to the Metro Ambassadors program while the Metro Ambassadors were being hired, trained and deployed.
- Street Teams are a friendly face at stations while Metro Ambassadors have riding teams.
- The Street Teams **are a part of the fabric of the community** who have been able to build trust with local residents.
- Since its opening on October 2023, **riders have reported feeling safer** on the K Line, which is directly attributed to current visible presence.
- As we continue to expand Metro Ambassador's presence across the system and study and develop deployment strategies, we believe Street Teams should continue to be present throughout the Metro Ambassadors Pilot Program period.



Recommendation

- Current Lee Andrews Group, Task Order 001 is scheduled to **end June 30, 2023.**
- Staff is in the process of **completing a full procurement** for these services to supplement the Metro Ambassadors Pilot Program, by continuing to deploy Street Team and Community Intervention Specialists teams on and around the K Line.
- This is a **recommendation to authorize the CEO** to:
 - increase the task order value from \$6,753,723, by an additional \$5,175,320, not-to-exceed **amount of \$11,929,043**
 - extend the **period of performance through November 30, 2023.**



Thank you



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Board Report

File #: 2023-0295, File Type: Program

Agenda Number: 25.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023

SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Progress Report on the Zero Emission Bus (ZEB) Program, including the shift in the program goal of fully transitioning to a zero-emission bus fleet from 2030 to no later than 2035, with a commitment to no longer procure Clean Natural Gas (CNG) buses to accommodate the new program goal.

ISSUE

In 2018, The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate all-zero emission fleets by 2040.

In July 2017, Metro's Board of Directors approved Motion #50 (File 2017-0524) which endorsed a ZEB Strategic Plan (SP) to transition the entire bus fleet to zero-emission by 2030, contingent on envisioned cost and performance equivalence with CNG buses as a result of continued advancements in battery-electric bus (BEB) technology. However, the availability and capacity of sufficient power at each of Metro's bus divisions have been identified as a constraint.

Meanwhile, BEBs' cost and technical parity with CNG buses have not materialized. Given the current status of the ZEB industry, staff finds that these program challenges (i.e., costs, performance, electrical grid capacity, supply chain and utilities' lead times, and market availability) are exacerbated by trying to achieve a full transition by the 2030 target date.

BACKGROUND

In July 2017, the Metro Board approved Motion #50 (File 2017-0524) by Directors Bonin, Garcetti, Najarian, Hahn, and Solis that endorsed a plan to transition to a ZEB fleet by 2030 (Attachment A). The endorsement was contingent based on two primary factors: continuous advancements in electric bus technology and a drop in prices as the technology develops. This provision stipulates that the ZEB conversion timeline considers the equivalence of ZEBs with Metro's existing compressed natural gas (CNG) buses to ensure that the program is technologically, financially, and operationally

reasonable.

Since the Board's endorsement, Metro has embarked on the most extensive ZEB transition program outside of Asia. To date, Metro has made significant progress in transitioning to ZEB service:

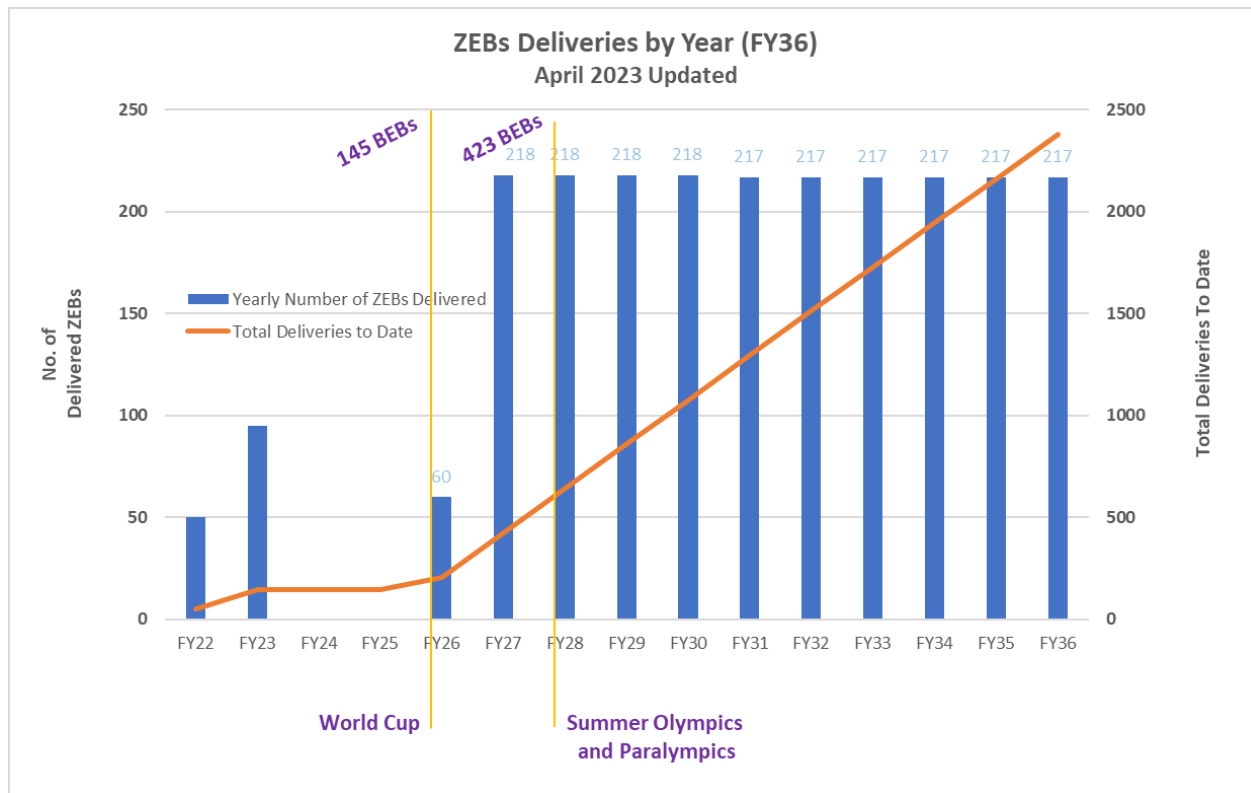
- A total of 145 BEBs have been ordered, one of the most significant BEB procurements to date in CA and among the three largest in the country. Currently, 50 BEBs have been delivered, with the remaining 95 scheduled to be delivered between September 2023 and April 2024; by the end of 2023, Metro will have the most BEBs in active service in the U.S.
- Metro's G (Orange) Line BRT initiated 100% ZE service at the start of 2021. To date, the vehicles have accumulated over 3 million miles of ZE service; the most miles by any public transit agency in the country.
- Conversion of Metro's J (Silver) Line BRT is underway and is anticipated to be completed by mid-2025.
- In ~~December 2022~~ January 2023, the Metro Board authorized the ~~procurement~~ solicitation of ~~an a~~ a Request for Proposal (RFP) of 260 additional ~~1,000~~ BEBs and associated charging infrastructure.
- Metro has aggressively pursued all available funding, successfully securing to date \$413.1 million in ZEB-related federal and state grant funding, including one of the largest Low-Emission/No-Emission grants in this federal program's history (\$104.1 million awarded in 2022).
- Further, Metro has made significant investments in workforce development, developing a manufacturing careers policy and implementing advanced training for operators and maintainers specific to BEB technology.

These aggressive program achievements, combined with significant collaborations with relevant international and national organizations, have incentivized the market to make investments in battery technology, energy management, and motor efficiencies.

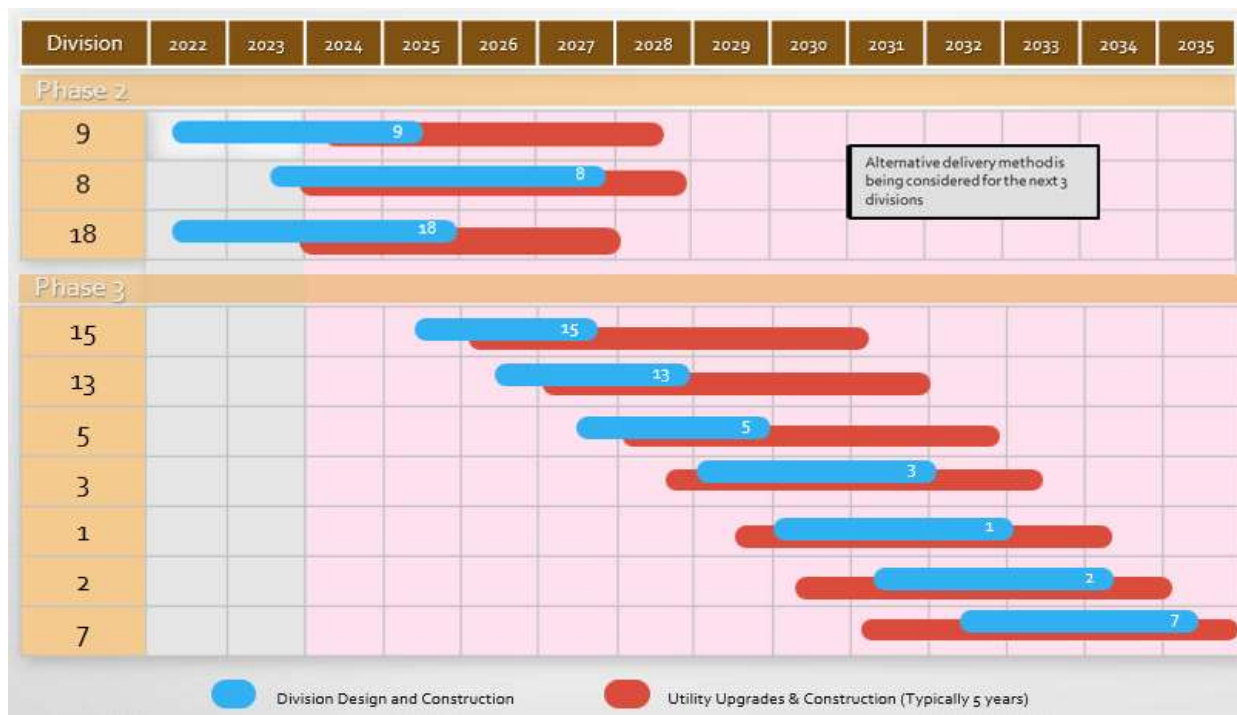
DISCUSSION

Despite the significant progress made to date, staff has found that the ZEB industry is still evolving and not sufficiently mature to allow for full implementation by 2030 without risk to service. Key issues include cost, grid capacity, performance (reliability, maintainability, and operability), early obsolescence, utility lead times, and supply chain issues.

Shifting the program implementation from 2030 to no later than 2035 will help mitigate these challenges and will not impact compliance with CARB's ICT regulations or hinder supporting the planned major regional events, such as the World Cup in 2026 and the Olympic & Paralympic Games in 2028. By the first half of 2026, 145 buses, or 8% of Metro's bus fleet, will be converted to BEB operation. By 2026, three of Metro's bus divisions (8, 9, and 18) will be fully electrified for BEB operation. Further, by 2028, Metro will have accepted and placed into revenue service 423 BEBs. These buses will be designated for lines in the most critical parts of Metro's Westside and Central bus service to support these globally important 2026 and 2028 events. The chart below outlines the number of vehicles that will be delivered per year to meet the full transition goal no later than 2035.



It is critical that the facilities phasing schedule aligns with the BEB deliveries to support the bus division charging needs. Metro cannot afford to simultaneously begin the work to fully electrify multiple bus divisions at once due to operational constraints such as service requirements, space, and storage limitations, construction activities, BEB deployment, etc. The ZEB Master Plan’s phased approach (bus divisions that are independent and have fewer constraints and operational impact versus dependent bus divisions) allows staff to plan the work with minimal impact to operations. The chart below outlines the no later than 2035 facilities phasing approach.



ZEBs have not achieved CNG Parity

To date, ZEBs, whether BEBs or fuel cell electric buses (FCEBs), have not achieved parity with CNG buses, either in terms of performance or cost. More importantly, there are concerns that the electric grid is currently unable to support full BEB operation when regional demand is high and that electric utilities’ lead times to provide upgrades can be lengthy. For FCEBs, the market is even more nascent - there are only two bus original equipment manufacturers (OEMs) and three hydrogen fuel cell suppliers, and the cost of both buses and hydrogen fuel are even higher than for BEBs, up to 30% higher for buses and more than four times that of electricity for the cost of hydrogen.

Each issue is discussed further below.

Utility Infrastructure Challenges

- Grid capacity. Studies have shown that the entirety of the California electrical grid is undersized and not ready to support a large-scale adoption of ZE vehicles. Additionally, more refined surveys of the divisions have revealed that the available grid capacity to serve some of its divisions may be less than the assumed minimum of five megawatts. These challenges will require added efforts in the planning and design processes to mitigate and may result in schedule impacts.
- Long lead times for grid upgrades. According to interviews with relevant staff of the electric utilities serving Metro’s bus divisions, the project time that the utilities need to perform service studies, develop engineering and design documents, and add the necessary construction contractor time is a minimum of four years for each division. Five years is more realistic, according to these discussions. Furthermore, should substation or transmission infrastructure

upgrades be needed, the project time could be seven years.

- Market availability. Supply chain issues and constraints are currently impacting the timelines to deliver ZEBs and their supporting infrastructure. These issues are worse for FCEBs than for BEBs, as the market is still not mature enough to support Metro's goals. Only two OEMs produce FCEBs, and only four percent (4%) of all ZEBs (procured or in operation) are FCEBs.

ZEB Performance

ZEBs also have not reached parity with CNG buses regarding performance. The following are the areas of note:

- Range. Current BEBs have an operable range of 150-160 miles (dependent on a myriad of factors, such as HVAC energy usage, operator efficiency, elevations, speeds, etc.). Currently, 64% of Metro's approximate 1,800 service blocks are within 150 miles, with 14 service blocks exceeding 300 miles. More importantly, 27% of the service blocks in Metro's route network cannot be completed with current BEB technology, and would require more buses and bus network restructuring or implementation of a wider network of "opportunity" (i.e., on-route) chargers at strategic locations throughout the County. Moreover, recent range growth from the industry remains consistent at approximately 2% to 5% per year, therefore a conservative estimate of BEB's range improvement with a reliable 300-mile will not be available until 2035, at the earliest. (Recent years have seen range improvements of up to 20% annually, though such growth has been inconsistent.)
- Reliability. The industry is still learning how to integrate new technologies into existing systems. Metro continues to experience integration issues between new and existing battery systems and interfaces between the bus charging rails and pantographs, leading to premature failures of components, such as belt drives and bearings. For instance, Metro had experienced premature bearing failures on our BEB fleet on the G Line where Metro is the first transit application of its kind with no service proven history which led to a fleet defect and fleet wide bearing replacement. Recent reports suggest that this continues to be an industry-wide problem and not unique to Metro's operation. Extending the transition period will allow technology to mature, improving fleet availability and reducing the time and resources required to maintain the fleet in a State of Good Repair.
- Maintainability. While the industry has focused primarily on ensuring ZEBs can perform as CNG counterparts, less effort has been made to develop diagnostic information and tools for on-site technicians to expeditiously investigate and repair failures. Because the technology is relatively new and rapidly evolving, agencies are resigned to rely on OEMs' suppliers remotely located subject matter experts to investigate and mitigate failures, leading to longer out of service times. Staff has taken steps to request that OEMs' suppliers provide US based engineering and technical support. Staff has made some progress with Siemens and ABB for our existing charging equipment. Metro has taken on additional consulting staff to address these issues and recently received a \$5 million training grant for workforce development. The recent LoNo grant from the Federal Government can also be used to improve operator and maintenance staff training. Metro's work to establish a Center for Transportation Excellence for advanced transportation technology is also designed to address these issues by incentivizing suppliers to locate their technical staff in Southern California.

- Operability. BEBs are not as user-friendly to operate as Metro's legacy fleet. As such, operators of BEBs need to be more intentional with driving. For example, operators will need to consider regenerative braking, HVAC usage, and buses' state of charge. Additional training and experience are needed to ensure the operators follow the correct procedures to avoid creating fault conditions.
- Obsolescence. As technology advances, parts, models, and other seemingly new equipment are rapidly becoming replaced - and in some cases, obsolete - as vendors continue to evolve their models and respond to market needs. Vendors have less incentive to support earlier technology than their newest offerings. This has been the case with some higher voltage chargers that Metro has deployed to serve the buses on the Metro G Line.

ZEB Costs

Meanwhile, BEBs' cost and technical parity with CNG buses have not materialized. For example, per current contract prices from the States of California and Washington, the cost of a BEB 40-footer is almost double that of a CNG 40-foot bus. For 60-footers, the cost differential is 70.1%. ZEBs are more expensive than CNG buses, and the new infrastructure required to support ZEBs requires a large initial capital investment. The following are the areas of note:

- Capital Costs
 - ZEBs continue to have a premium over CNG buses depending on vehicle size and recent pricing trends. This differential has not dropped as fast as originally expected.
 - The capital costs for installing BEB charging infrastructure at the depots and on-route charging are approximately \$600 million to \$800 million higher than the periodic cost of replacing CNG infrastructure.
- Operating Costs
 - Costs to maintain and operate ZEBs are still being evaluated. From initial deployments, savings in maintenance costs have only now begun to be realized in some agencies. However, energy costs have not remained stable.
 - Costs to maintain and operate charging infrastructure can be higher than conventional CNG storage and fueling infrastructure, although many agencies are mitigating cost increases through external vendor contracts and extended warranties on the charging equipment, covered under capital expenditures.
 - Costs associated with charge management are still being developed; however, these costs will also be new costs over that of the CNG legacy fleet.

Adding an additional five years to Metro's ZEB program transition will help mitigate the challenges summarized above. It will also provide Metro with additional time to seek and gather funding for the ZEB transition program. The following summarizes some of the specific ways in which a no later than 2035 program horizon can help mitigate the adverse impacts of these challenges.

2035-Related Utility/Grid Upgrade Benefits

- Grid capacity. To meet the requirements of the CARB ICT (Innovative Clean Transit) regulation

regionally and statewide, as well as other municipal and state policies that are committed to ZE transitions, electric utilities will continue fortifying and enhancing the grid's capacity. It is thus expected that the grid will be more built out in 2035 than in 2030 - thus, improving reliability of the grid and reducing the probability of Metro service interruptions. For example, California's Independent System Operator recently approved a 10-year transmission plan involving 23 projects estimated to cost almost \$3 billion in total for system expansions and upgrades necessary to keep pace with the state's mandated transition to renewable energy resources by 2045.

- Long lead times for grid upgrades. As utilities become more experienced with supporting large scale ZE fleets, it is expected that their efficiency and project delivery methods will improve. This should help reduce timelines for Metro over-time.
- Market availability. Both the BEB and FCEB markets continue to expand over time. With more state and federal legislation to encourage ZE adoption (and more funding), and as the COVID-19 pandemic recedes into the past with more time, it is expected that some of the chokepoints with delivery will be eased. An additional five years of transition should help reduce costs and optimize the transition timeline further.

2035-Related Performance-Related Benefits

Considering that battery capacity and efficiency have steadily improved, it is safe to say that BEBs will be much closer to the BEB-for-CNG bus parity in 2035 than in 2030. The additional five years will also provide Metro with more time to train operators and maintenance staff, allow for the technology to further mature, and allow Metro to continue to monitor the market to take advantage of the latest offerings, newest vendors, and other benefits that come with fully transitioning at a later stage.

Additionally, based on current state of technology and anticipated availability of ZEBs and charging infrastructure, Metro does not intend to procure additional CNG buses, with the 2035 target date. If there are issues impacting availability of either BEBs or Charging Infrastructure, there are options that can be exercised. Those options include procurement of Hydrogen Electric Buses, installation of temporary charging infrastructure, and, if needed, extending the life of our CNG buses.

2035-Related Cost Benefits

- Capital Costs
 - Annual program costs will be reduced with a no later than 2035 program completion horizon. Although overall program costs may increase with an annual escalation of an additional five years, on an annual basis, program costs will be reduced by almost 40% with the no later than 2035 program extension. Please refer to the Financial Impact section for additional details.
 - With advancements in technologies, there will be less need to introduce mitigations to address the performance challenges noted above. As one example, as bus range increases, there will be less need to introduce opportunity charging, resulting in considerable capital cost savings. As noted in the financial table below, the precise number of the difference in chargers needed is being modeled at the time of this report, but it is expected to show substantial savings compared with the 2030 transition

schedule's cost estimates.

- As vendors and OEMs become more efficient over time with their production, the capital costs of infrastructure are expected to decrease. This is already being realized with the downward trend of the cost of batteries per kilowatt hour.
- Operating Costs
 - As the region transitions to more renewable sources of electricity, long-term power costs are expected to attain parity or even become less expensive than natural gas, thereby lowering fuel/charging costs. A five-year extension of Metro's ZEB transition horizon makes these projections more attainable.

Advanced Transit Vehicle Consortium (ATVC)

The information above was presented at the Advanced Transit Vehicle Consortium (ATVC) at its March 2023 meeting to solicit feedback from ATVC board members on the recommendation to move the full transition to 2035. The board members engaged staff in discussions around battery technology, specifically increased range and reduced degradation, limitation of the utility companies in providing sufficient electricity in line with the conversion schedule, temporary charging, charge management, hydrogen fuels and redundancy, as well as the reduction in annual cost. At the conclusion of the discussion amongst all board members, there was an appreciation for the need to extend the timeline for full conversion from 2030 to 2035.

Transportation Electrification Partnerships

Metro is active in our efforts to collaborate and lead nationally and internationally. These efforts include but are not limited to the following: staff actively outreaches to other municipalities about potential partnerships and is active in coalitions such as the Zero Emission Bus Resource Alliance (ZEBRA), APTA ZEB Fleet Committee, and UITP Bus Committee to share lessons learned. Staff take advantage of these partnerships by applying lessons learned from others' experiences and apply those to reduce risk to our own projects. Further, additional industry leadership activities have included European fact-finding tours, attending and presenting at industry technical conferences, i.e., APTA, CTA, UITP, etc. The work on the Center of Excellence will incentivize industry investment in LA County as well. The benefits of these partnerships provide Metro with the latest market and technical trends, collaboration among agencies and suppliers on standards, codes etc., and potential funding opportunities. Lastly, Metro's Office of Strategic Innovation (OSI) is also evaluating potential public private partnerships.

Other Considerations

Continuing to implement the transition program associated with a 2030 program schedule was considered, but not recommended due to the factors associated above, as well as the likely opportunities to take advantage of the expected advances in technology.

Extending the program transition even further, to beyond 2035 and possibly to the 2040 state-mandated regulatory deadline was also considered. However, this alternative is not recommended as

costs associated with the program are also expected to escalate, and the need for operating the legacy CNG fleet past its design life would substantially increase operating costs, risk service, and supply chain issues as suppliers begin to exit the transit bus market for CNG issues and exacerbate environmental and equity impacts associated with continuing to operate the aging CNG fleet.

DETERMINATION OF SAFETY IMPACT

Up to an additional five years would allow Metro to incorporate additional safety systems and features that will help improve both passenger and pedestrian safety. Some of the safety enhancements that may be included on new buses: improved ADA securement provisions and self-leveling ADA boarding ramps, improved vehicle monitoring, pedestrian warning systems, curbside cornering lights, operator safety barriers and video monitors, real-time video security system accessibility, collision avoidance sensors, and improved passenger door sensors. Anticipated additional technologies include early warning and improved detection and mitigation associated with battery thermal events, as well as new battery designs that are expected to virtually eliminate such events altogether. These innovative designs are expected to be propagated in the vehicle industries in the late 2020s through early 2030s. Accordingly, a transition program goal to no later than 2035 would allow Metro to take advantage of these developments.

FINANCIAL IMPACT

The table below notes that extending the transition horizon to up to another five years may result in an estimated additional capital cost of \$203 million in year of expenditure dollars, the increase is primarily the result of additional cost escalation. However, as noted above, the estimated capital increases may be offset by the reduced need to purchase, maintain, and operate charging infrastructure. As one example, it was originally estimated that approximately 190 opportunity chargers would be needed at a cost of approximately \$155 million. With added range, it may be possible to reduce the number of chargers by 70% or more, reducing the capital costs by \$119 million or more bringing the total capital cost more in line with the 2030 goal, while simultaneously reducing the annual cost of the program by almost 40%. It should be noted that these expenditures come directly from State of Good Repair (SGR) funds which are operations funding.

Program Capital Expenditures (YOE millions)	2030 Goal	2035 Goal
Vehicle Purchases	\$3,131.97	\$3,303.76
Modifications & Contingency	\$368.23	\$389.60
Charging Infrastructure	\$836.21	\$872.84
Total Capital Costs	\$4,336.41	\$4,566.21
<i>Savings due to Range Efficiency</i>	<i>\$0.00</i>	<i>\$119.00</i>
Net Total Capital Costs	\$4,336.41	\$4,447.21
Average Annual Capital Costs	\$542.05	\$342.09

Impact to Budget

As noted above, the estimated Total Capital Costs is \$4.3 billion in the 2030 scenario. For a no later than 2035 scenario, the estimated Total Capital Costs of the BEB program is \$4.6 billion. However, the no later than 2035 case's Average Annual Capital Costs is \$200 million less per year when that cost is spread over five additional years.

EQUITY PLATFORM

No changes in equity-associated impacts are expected to the previously submitted board reports associated with the ZEB transition program. BEBs will operate on routes restructured through the NextGen transit service plan. The service area of the corridors is vast-147 square miles-encompassing 2.2 million people in 650,000 households and 750,000 employees. Therefore, the corridors contain approximately 21 percent of the County's population and approximately 20 percent of the County's employment.

The Project Service Corridors include significant populations identified as disadvantaged or low-income communities as defined by Senate Bill 535 (SB 535) and Assembly Bill 1550 (AB 1550). There is great overlap between these areas and areas that Metro defines as Equity Focus Communities. The improvements are targeted to benefit communities with some of the greatest mobility needs in Los Angeles County. The Project's service corridors are composed of 88 percent in Low-Income Communities as identified by AB 1550 (Figure 1), 73 percent disadvantaged Communities as identified by SB 535 (Figure 2), and 61% Equity Focus Communities as defined by Metro's EFC (Equity Focus Communities) definition (Figure 3). The investment brings benefits to the community beyond the transit riders themselves: quieter exterior and interior noise not only attracts riders but provides a benefit to the community as well. Program implementation considers equity needs, along with sufficient space, utility placement, readiness and other factors when prioritizing ZEB fleet conversion.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Goal #3, Enhance communities and lives through mobility and access to opportunity, and Goal #4 Transform LA County through regional collaboration and national leadership.

NEXT STEPS

- A. Staff will update the ZEB Master Plan and program schedules in accordance with the new transition goal and provide updates on an annual basis.
- B. Staff will continue to proceed with a competitively negotiated solicitation for acquiring new BEBs and supporting Charging Infrastructure.
- C. Once bids have been received, Staff will return to the Board to award the contract and establish a LOP for the procurement.

ATTACHMENTS

Attachment A - Motion #2017-0524 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis

Attachment B - Equity Platform - Figures 1 - 3


Attachment C - Table 1 - Power Requirements Per Division

Prepared by: David Faulk, Deputy Executive Officer, Vehicle Engineering & Acquisitions,
(213) 922-3293

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Reviewed By:

Conan Cheung, Chief Operations Officer,
(213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2017-0524, File Type: Motion / Motion Response

Agenda Number: 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an \$890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years. That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

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energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN
AND SOLIS AS AMENDED BY SOLIS, KUEHL AND
BARGER**

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;
- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

- D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.

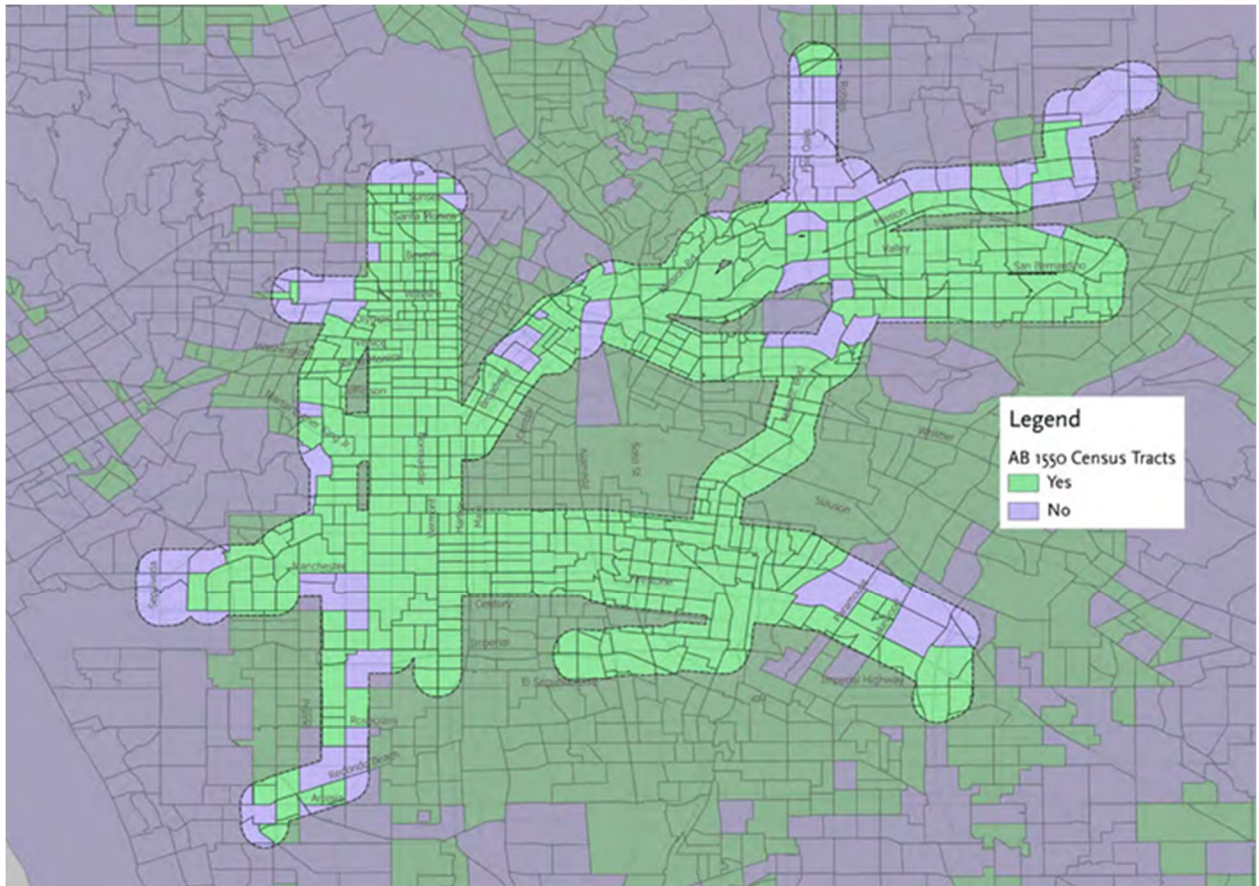


Figure 1: AB 1550 Census Tracts (Green) in the Project Corridors

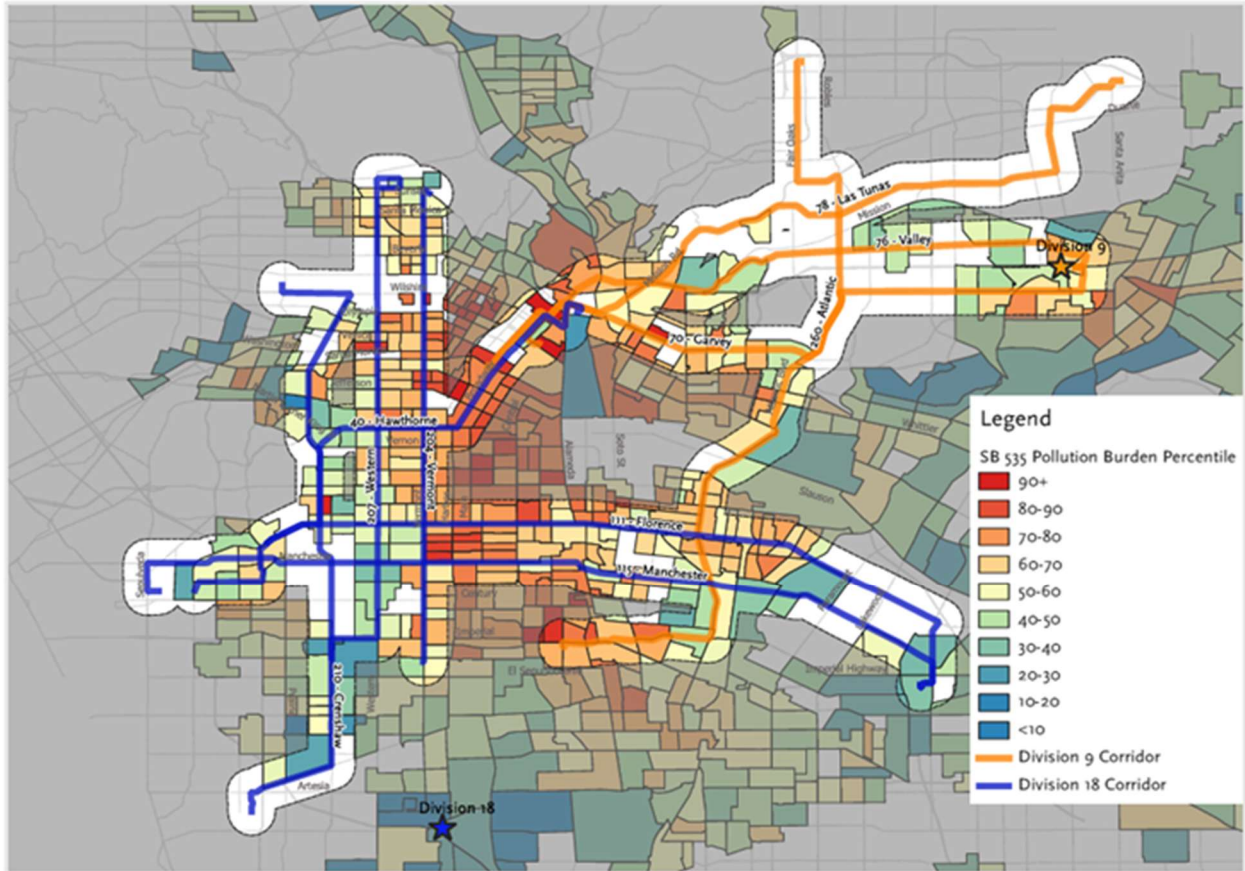


Figure 2: Census Tract Pollution Burden Percentile in the Project Corridors



Division 9 and 18 Transit Corridors Overlaid with Equity Focused Communities

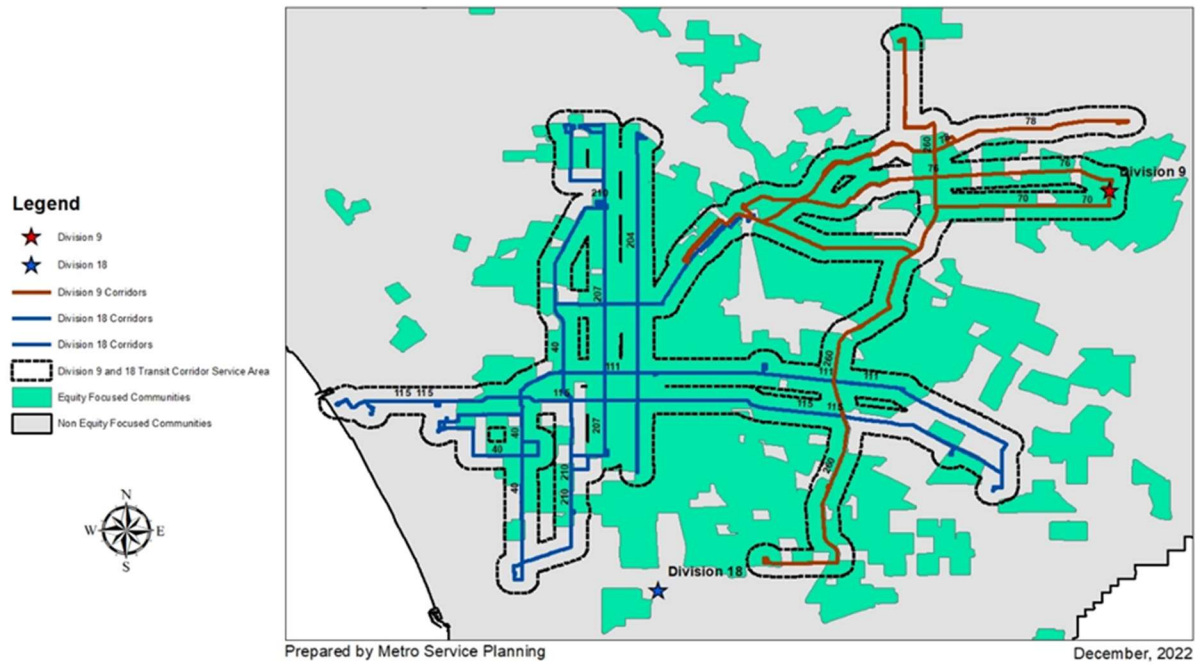


Figure 3: EFC Overlay Map

ATTACHMENT C

TABLE 1 - POWER REQUIREMENTS PER DIVISION

Location	Service Provider	Existing Capacity (MW)	Est. Peak Connected Load (MW)	Est. Load Deficiency (MW)	Status/Comments
Division 1	LADWP	3 – 5	11.3	-8.3 to -6.3	Charge Management simulations underway; Discussions on a master program agreement underway
Division 2	LADWP	3 – 5	10.3	-7.3 to -5.3	See above
Division 3	LADWP	3 – 5	10.6	-7.6 to -5.6	See above
Division 5	LADWP	3 – 5	11.6	-8.6 to -6.6	See above
Division 7	SCE	3 – 5	14.0	-11.0 to -9.0	Preliminary discussions with SCE underway
Division 8	LADWP	3 – 5	12.1	-9.1 to -7.1	Charge Management simulations completed (Goal is 8 MW); Service application submitted; Discussions on a master program agreement underway; Design Build Solicitation being considered
Division 9	SCE	3 – 5	13.4	-10.4 to -8.4	Charge Management simulations completed (Goal is 8 MW); Approved for SCE Charge Ready Program; Final facility electrification design to be completed by June 2023; Civil Work RFP to be issued in Summer 2023
Division 13	LADWP	3 – 5	9.8	-6.8 to -4.8	See Divisions 1 to 5 above
Division 15	LADWP	3 – 5	14.5	-11.5 to -9.4	See Divisions 1 to 5 above
Division 18	SCE	3 – 5	15.1	-12.1 to -10.1	Charge Management simulations completed (Goal is 9.1 MW); Applied to SCE Charge Ready program; Design Build Solicitation RFP being considered

ITEM 25

Zero Emission Bus Program Update

May 2023



Background

- In 2018, The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate all-zero emission (ZE) fleets by 2040.
- In July 2017, Metro's Board of Directors approved Motion #50 (File 2017-0524) which endorsed a ZEB Strategic Plan (SP) to transition the entire bus fleet to zero-emissions bus (ZEBs) by 2030, contingent on:
 - envisioned cost and performance equivalence with compressed natural gas (CNG) buses as a result of continued advancements in battery-electric bus (BEB) technology.
- Given the current status of the ZEB industry, staff finds that these program challenges (i.e., costs, performance, electrical grid capacity, supply chain and utilities' lead times, and market availability) are exacerbated by trying to achieve a full transition by the 2030 target date.
- Shifting the program implementation from **2030** to no later than **2035** will help mitigate above challenges by allowing grid capacity to develop and technology to mature. There is no anticipation of procuring additional CNG buses.

Accomplishments to Date

Metro has embarked on the most extensive ZEB transition program outside of Asia. To date, Metro has made significant progress in transitioning to ZEB service:

- Metro's G (Orange) Line BRT initiated 100% ZE service at the start of 2021; 3 million revenue miles.
- 145 BEBs have been ordered, one of the most significant BEB procurements to date in CA and among the three largest in the country
- 50 BEBs have been delivered
- By the end of 2023, Metro will have the most BEBs in active service in U.S.
- In January 2023, the Metro Board authorized the solicitation of a Request For Proposal (RFP) of 260 additional BEBs and associated charging infrastructure.
- Secured to date \$413.1 million in ZEB-related federal and state grant funding
- One of the largest Low-Emission/No-Emission grants in this federal program's history (\$104.1 million awarded in 2022).
- Significant investments in workforce development.
- Developing a manufacturing careers policy and implementing advanced training for operators and maintainers specific to BEB technology.

Challenges

Despite the significant progress made to date, staff has found that the ZEB industry is still evolving and not sufficiently mature to allow for full implementation by 2030 without risk to service.

To date, ZEBs, whether BEBs or fuel cell electric buses (FCEBs), have not achieved parity with CNG buses, either in terms of performance or cost.

Key areas where issues arise include:

- ZEB Cost
- Utility Infrastructure
- ZEB Performance

ZEB Costs

- ZEBs are more expensive than CNG buses, and the new infrastructure required to support ZEBs requires a large initial capital investment.

Challenges

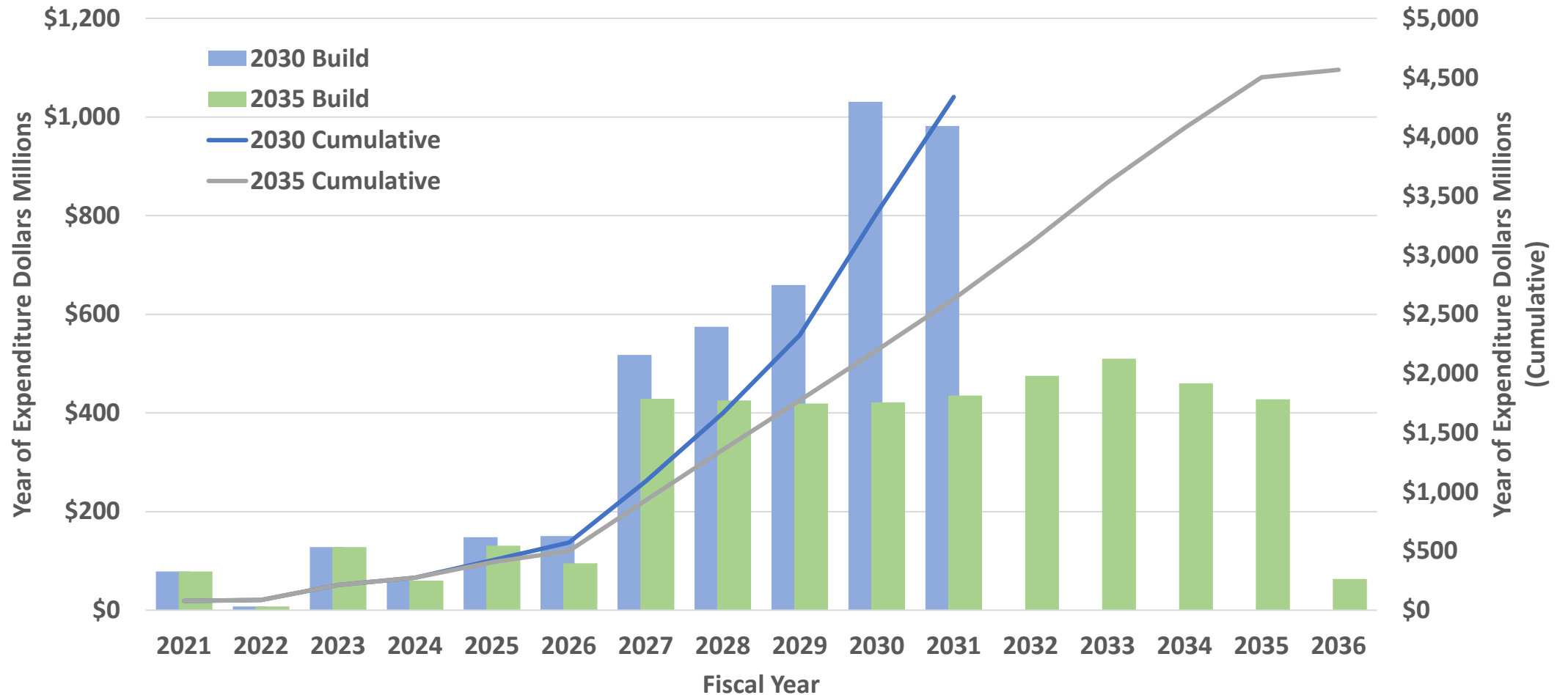
Utility Infrastructure Challenges

- **Grid capacity** - Studies have shown that the entirety of the California electrical grid is undersized and not ready to support a large-scale adoption of ZE vehicles.
- **Long lead times for grid upgrades** - Utilities anticipate five to seven years to complete upgrades.
- **Market availability** - Supply chain issues and constraints are currently impacting the timelines to deliver ZEBs and their supporting infrastructure.

ZEB Performance

- **Range** - Current BEBs have an operable range of 150-160 miles.
 - **Reliability** - Metro continues to experience integration issues between new and existing battery systems and interfaces between the bus charging rails and pantographs, leading to premature failures of components, such as belt drives and bearings.
 - **Maintainability** - Agencies rely on remote subject matter experts to investigate and mitigate failures, leading to longer out of service times.
 - **Operability** - BEBs are not as user-friendly to operate as Metro's legacy fleet.
- Obsolescence** - As technology advances, parts, models, and other seemingly new equipment are rapidly becoming replaced - and in some cases, obsolete

2030 and 2035 – Programmatic Cost Impacts



(YOE millions)	2030 Goal	2035 Goal
Net Total Capital Costs	\$4,336	\$4,447
Average Annual Capital Costs	\$542	\$342

2035 reduces annual expenditure need by \$200M per year with little overall program impact.

Summary

An additional five transition years:

- Gives utilities additional time to ensure Metro has needed grid capacity and reliability at divisions
- Results in lower average annual capital cost:
 - Reduces the annual expenditures by about \$215M per year
- Better capitalizes on technological advancement and better range:
 - Potential cost savings due to a reduced need for infrastructure
 - Better capitalizes on lessons learned from earlier deployments (still learning from G and J Line deployments)
 - Savings could be as high as \$119 million based on preliminary analysis
- Flattens out/evens out procurement of vehicles:
 - 2030 requires retiring buses earlier than 12 year FTA useful life
 - Spikes in procurement require significant increase in staffing to deliver on multiple projects at the same time
- Provides additional time to explore alternative options to CNG buses such as Hydrogen Electric Buses, installation of temporary charging infrastructure, and, if needed, extending the life of our CNG buses.

Questions?





Board Report

File #: 2023-0343, File Type: Contract

Agenda Number: 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 18, 2023

SUBJECT: INFRASTRUCTURE PROTECTION SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

ISSUE

This Board action requests a 3-month extension to the current contract for infrastructure protection services with RMI International, Inc. to allow staff sufficient time to complete the review and evaluation of the active procurement for these services. Staff intends to return to the Board to recommend a contract award upon completion of the procurement process.

BACKGROUND

Metro's multi-layered public safety framework consists of the following elements to support the strategy:

- Infrastructure protection services - Responsible for the physical security of our stations, divisions, and terminals.
- In-House Metro Security - Responsible for conducting fare and code of conduct enforcement and ensuring a respectful experience for all riders.
- Contract Law Enforcement - Responsible for patrolling the transit system to prevent crime and responding to calls for service.
- Transit Ambassadors - Responsible for enhancing the customer experience through visibility and aiding riders with wayfinding and general assistance. In addition to providing information and support, they are the "eyes and ears" of the system, reporting maintenance, cleanliness, and safety issues that need to be addressed.
- Homeless Outreach Teams - Responsible for coordinating services for the unhoused on our system.

Infrastructure Protection Services provide critical infrastructure protection at selected locations of the regional Metro System to protect Metro assets and to prevent unlawful entry into secured areas, which, if breached, can disrupt Metro Operations and put Metro staff at risk.

The contracted infrastructure protection services component is designed and deployed as a fully integrated and mutually supportive part of the multi-layered approach by providing dedicated fixed-post security protection to Metro properties, including employee parking facilities, Metro Rail and Metro Bus System parking lots, Metro support facilities, and short-term assignments and special security operations, as necessary. Services are deployed at Metro facilities and properties based on the analysis of overall risks, vulnerability assessments, area crime rates, the configuration of facilities, and special identified needs. They are an added layer of visibility and presence and collaborate with Metro Transit Security and law enforcement by informing them of Code of Conduct violations and criminal activity for follow-up action.

DISCUSSION

On September 20, 2022, staff issued a competitive Request for Proposals (RFP) to reprocur infrastructure protection services. Staff continues to review and evaluate proposals received in response to the RFP and anticipates returning to the Board no later than July 2023 for a contract award recommendation. Extending the current contract will allow the critical infrastructure protection services to continue without a lapse in coverage while staff concludes the evaluation of the active procurement.

The contract extension recommendation supports the following priorities:

1. Maintaining physical security at stations and parking lots/structures
2. Safeguarding critical infrastructure
3. Maintaining security at bus/rail maintenance facilities

The contractor will continue to provide infrastructure protection services at selected locations of the regional Metro system, including rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities.

DETERMINATION OF SAFETY IMPACT

The extension of the current contract will provide a positive safety impact for our employees and patrons by assisting in efforts to safeguard Metro's infrastructure. Providing a safe environment for our front-line employees will help employees feel their safety concerns are being heard and acted on. Furthermore, these services play a key role in Metro's multi-layered public safety model. Lastly, this contract extension will not have any negative impact on establishing safety standards.

FINANCIAL IMPACT

The total funding amount of \$6,189,454 needed for the contract extension is included in the FY24 Preliminary Budget under multiple bus and rail operating projects in Cost Center 2612, Transit Security.

Impact To Budget

The sources of funds for this action include Fares, Advertising revenues, Propositions A/C, Measures R/M, Transportation Development Act, and federal and state grants that are eligible for bus/rail operating expenses. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines.

...Equity Platform

EQUITY PLATFORM

As part of the multi-layered security model, it is imperative that all front-line security presence working on the Metro system are sensible and properly trained to address the complex social issues that many of our customers face. Thus, through an enhanced training model, we can re-imagine public safety by training security officers beyond tactical training, including emotional intelligence.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1 of committing to improving security. To achieve this goal, Metro will continue to utilize a multi-layered safety model.

ALTERNATIVES CONSIDERED

The Board may decline to extend the contract. This alternative is not recommended because Metro currently does not have the internal resources to provide the necessary level of staffing needed system-wide to safeguard infrastructure, employees, and patrons.

NEXT STEPS

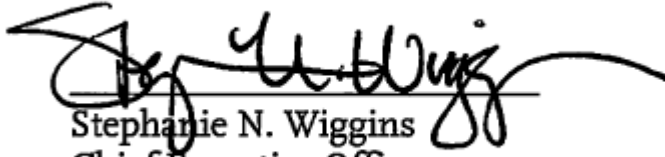
Upon Board approval, staff will execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services in Los Angeles County.

ATTACHMENTS

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

Prepared by: Cathryn Banuelos, Chief Administrative Analyst, System Security and Law Enforcement Officer, (213) 922-7650
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Gina Osborn, Chief Safety Officer, System Security and Law Enforcement, (213) 922-3055



Stephanie N. Wiggins
Chief Executive Officer

**PROCUREMENT SUMMARY
INFRASTRUCTURE PROTECTION SERVICES / PS560810024798**

1	Contract Number: PS560810024798		
2	Contractor: RMI International, Inc.		
3	Mod. Work Description: Extend the period of performance by three months and increase contract authority		
4	Contract Work Description: Infrastructure Protection Services		
5	The following data is current as of: May 9, 2023		
6	Contract Completion Status		Financial Status
	Contract Awarded:	9/27/2016	Contract Award Amount: \$81,944,840
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: \$73,046,992
	Original Complete Date:	6/30/2023	Pending Modifications (including this action): \$6,189,454
	Current Est. Complete Date:	9/30/2023	Current Contract Value (with this action): \$161,181,286
7	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8	Project Manager: Cathryn Banuelos		Telephone Number: (213) 922-7650

A. Procurement Background

This Board Action is to approve Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue infrastructure protection services at selected locations of the regional Metro System which includes rail and bus lines, stations, transit facilities, parking lots, construction sites, bus and rail operating divisions, and maintenance facilities. This modification will also extend the period of performance from July 1, 2023, through September 30, 2023.

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

In September 2016, the Board approved a five-year contract with RMI International, Inc. to provide infrastructure protection services.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on a cost analysis, the independent cost estimate (ICE), and hourly rates being subject to Metro's living wage rates. The modification amount is less than 3% higher than Metro's ICE.

Proposed Amount	Metro ICE	Modification Amount
\$6,189,454	\$6,012,130	\$6,189,454

ATTACHMENT B

**CONTRACT MODIFICATION/CHANGE ORDER LOG
INFRASTRUCTURE PROTECTION SERVICES / PS560810024798**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Clarified basis for payment of billable overtime work and holiday hours	Approved	9/27/2016	\$0
2	Increase contract value due to unanticipated living wage adjustment for FY17/18	Approved	7/1/2017	\$5,108,918
3	Revised fully burdened hourly labor as a result of unanticipated living wage rate adjustments for FY18/19	Approved	7/1/2018	\$0
4	Change in deployment	Approved	1/25/2019	\$0
5	Updated list of subcontractors and issued applicable living wage rates for FY19/20	Approved	7/1/2019	\$0
6	Increased contract value to cover increased security guard presence and living wage rate adjustments	Approved	2/1/2020	\$18,400,000
7	Updated list of subcontractors	Approved	10/12/2020	\$0
8	Increased contract authority and extended the period of performance by 6 months through March 31, 2022	Approved	8/16/2021	\$15,000,000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
9	Increased contract authority and extended the period of performance by 6 months through September 30, 2022	Approved	3/31/2022	\$15,539,480
10	Updated list of subcontractors	Approved	2/22/2022	\$0
11	Increased contract authority and extended the period of performance by 6 months through March 31, 2023	Approved	9/30/2022	\$18,998,594
12	Extended the period of performance by 3 months through June 30, 2023	Approved	3/31/2023	\$0
13	Increase contract authority and extend the period of performance by 3 months through September 30, 2023	Pending	Pending	\$6,189,454
	Modification Total:			\$79,236,446
	Original Contract:		9/27/2016	\$81,944,840
	Total:			\$161,181,286

DEOD SUMMARY

INFRASTRUCTURE PROTECTION SERVICES / PS560810024798

A. Small Business Participation

RMI International, Inc (RMI) made a 33.20% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the contract is 87% complete and the current DBE participation is 31.84%, representing a 1.36% shortfall. RMI has increased its level of DBE participation by 0.67% since the last modification in September 2022.

RMI has a shortfall mitigation plan on file and contends they have worked diligently with their DBE subcontractors to increase deployments in an effort to reduce the shortfall. RMI noted the addition of two (2) DBE subcontractors, Black Knight Patrol and Level One Protection, to supplement the listed DBEs that have either reached capacity and/or declined new assignment hours. RMI further contends that as of April 2023, both RMI and their subcontractors have seen an increase in qualified candidates, which is aiding in subcontractors taking on more service hours. RMI stated that its subcontractors currently support over 40% of the service hours on this assignment and projects to meet their commitment by contract term completion.

Staff will continue to engage with RMI and the Metro project team to discuss strategies for RMI to increase their DBE utilization. Staff will continue to track and monitor RMI efforts to meet or exceed its DBE commitment.

Small Business Commitment	33.20% DBE	Small Business Participation	31.84% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Allied Protection Services, Inc.	African American	13.44%	1.78%
2.	North American Security and Investigations, Inc.	Hispanic American	5.96%	15.30%
3.	Security America, Inc. <i>(substituted due to voluntary withdrawal)</i>	Hispanic American	13.80%	6.12%
4.	American Eagle Protective Services	African American	Added	6.71%

5.	Absolute Security International, Inc.	Asian Pacific American	Added	1.33%
6.	Black Knight Patrol	Hispanic American	Added	0.55%
7.	Level One Protection, Inc.	Hispanic American	Added	0.05%
	Total		33.20%	31.84%

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

B. Contracting Outreach and Mentoring Plan (COMP) Program

RMI International Inc. is mentoring (3) DBE protégés: Allied Protection Services, North American Security & Investigations, and Absolute Security International, Inc.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Living Wage Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this 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 \$21.33 per hour (\$15.66 base + \$5.77 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

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.

Infrastructure Protection Services

Gina Osborn
Chief Safety Officer

Recommendation

AUTHORIZE the Chief Executive Officer to execute Modification No. 13 to Contract No. PS560810024798 with RMI International, Inc. to continue to provide infrastructure protection services from July 1, 2023, to September 30, 2023, in an amount not to exceed \$6,189,454, increasing the contract value from \$154,991,832 to \$161,181,286.

- On September 20, 2022, staff issued a competitive Request for Proposals (RFP) to reprocure infrastructure protection services.
- Staff continues to review and evaluate proposals received in response to the RFP and anticipates returning to the Board no later than July 2023 for a contract award recommendation.
- Extending the current contract will allow the critical infrastructure protection services to continue without a lapse in coverage while staff concludes the evaluation of the active procurement.



Board Report

File #: 2023-0383, File Type: Informational Report

Agenda Number: 29.

**REGULAR BOARD MEETING
MAY 25, 2023**

SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report on Public Safety.

Prepared by: Robert Gummer, Deputy Executive Officer, Administration, (213) 922-4513

Reviewed by: Gina Osborn, Chief Safety Officer (213) 922-3055

Stephanie N. Wiggins
Chief Executive Officer

The signature is a cursive, handwritten-style signature in black ink, written over a horizontal line. Below the signature, the name 'Stephanie N. Wiggins' and title 'Chief Executive Officer' are printed in a black, sans-serif font.

Monthly Public Safety Update

Gina Osborn
Chief Safety Officer

Deployment Campaign Updates

Drug-Free Metro Campaign

- The pilot on the Red and Purple Lines was extended for 90 days.
 - 17.8% decrease in overall Customer Complaints of drug use to our call center
 - 36.6% reduction in Transit Watch reporting by Ambassadors on drug-related issues.
 - 436 citations and 264 warnings issued by Metro Transit Security Officers.
 - Law enforcement conducted over 330 drug-related arrests.

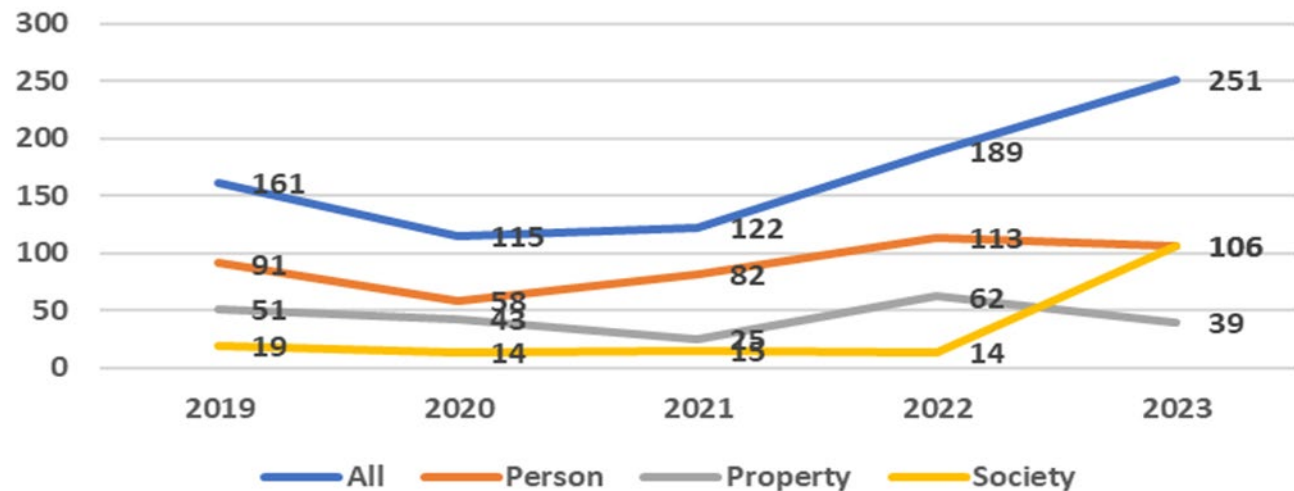
Supplemental Visible Deployment

- On April 24, Metro launched a supplemental deployment to increase the visible presence of LASD and LAPD on the Red and Purple Lines.
- Results during the reporting period of 4/24/2023-5/12/2023:
 - Citations: 180
 - Warnings: 200
 - Arrests:74
 - Homeless Outreach by LE units: 419.
 - Homeless Outreach by LE Accepted: 251

March 2023 Crime Stats (Rail)

Arrests up, violent crimes down as a result of deployment campaigns

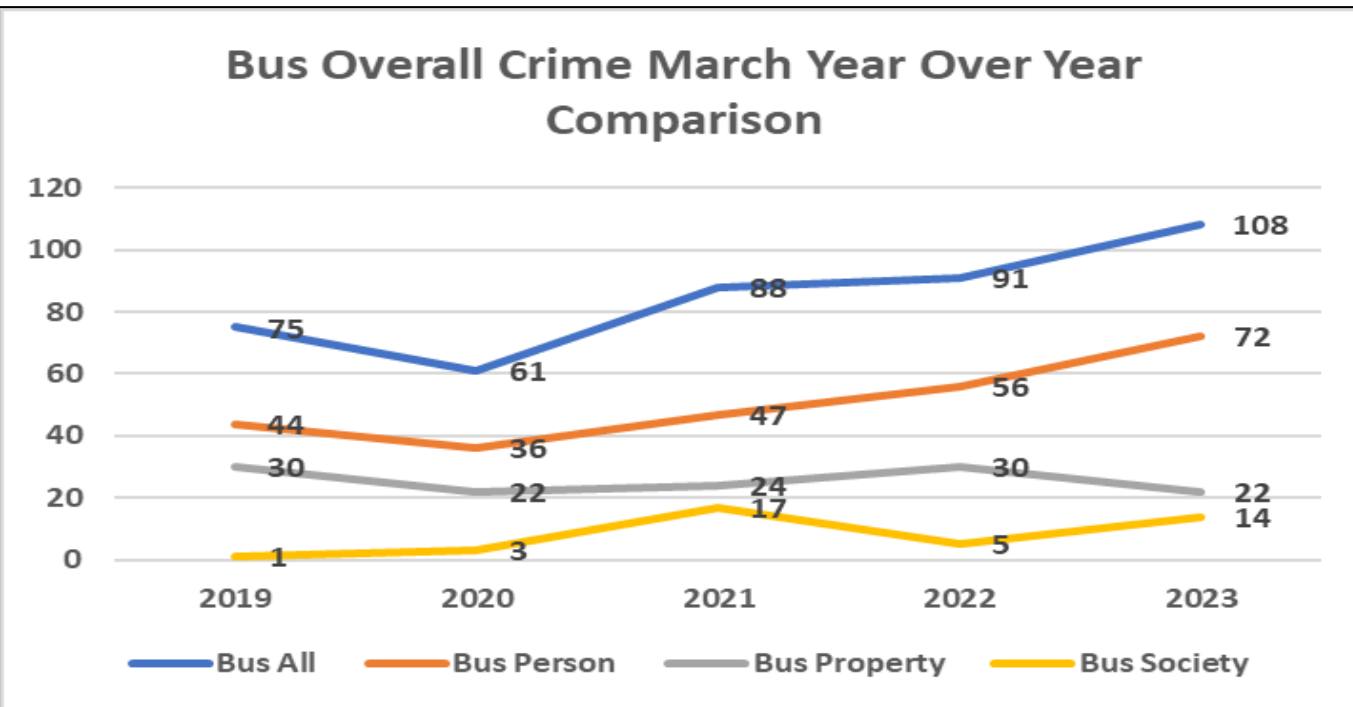
Rail Overall Crime March Year over Year Comparison



- **Arrests on the rail system increased** from 189 to 251 (+32.8%).
- Violent/property crimes (Part I) **decreased to 79 from 102 (-22.5%)**. Aggravated assaults fell to 25 from 34 (-26%).
- **Part 2 crime arrests increased to 172 from 87 (+97.7%)**.
- The Drug-Free Metro campaign led to 50 arrests for trespassing (+525%) and 49 narcotics-related arrests (+716.7%).

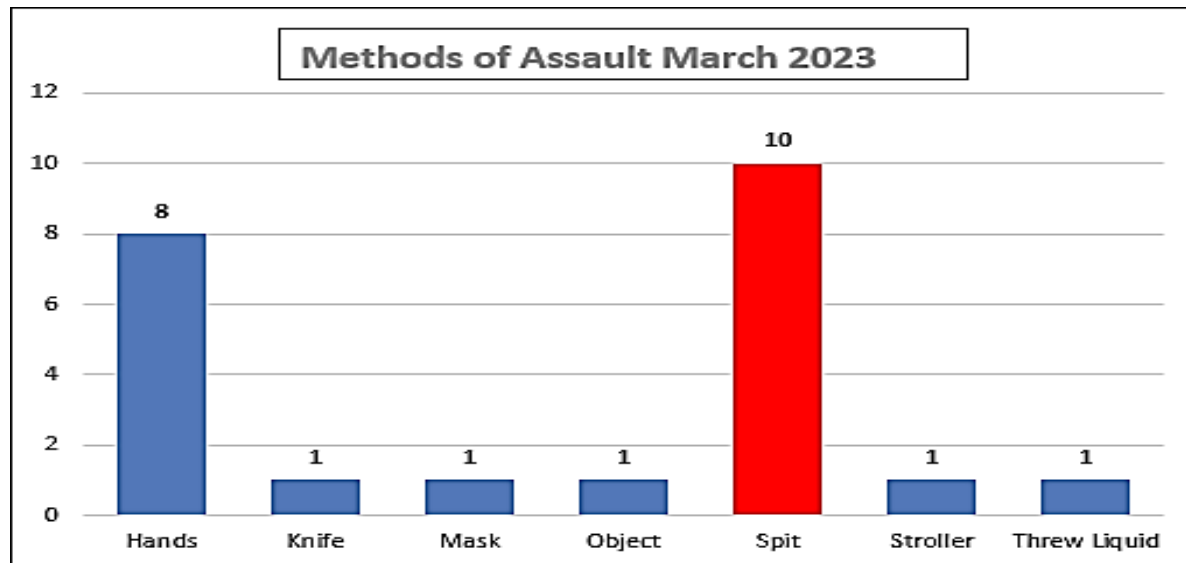
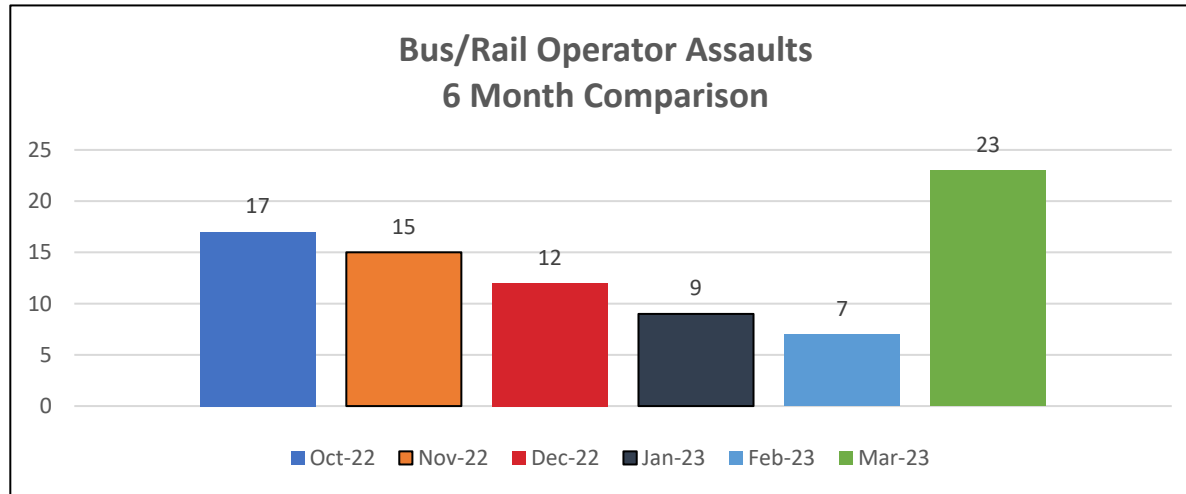
March 2023 Crime Stats (Bus)

Narcotics and bus operator assaults lead to increase in arrests



- **Arrests** on the bus system during March 2023 **increased to 108 vs 91 (+18.7%)**
- **Violent/property (Part 1) crime** arrests remained **flat at 40**.
- **Part 2 crime arrests increased to 68 (+33.3%)**
The largest contributors to the increase were narcotics arrests and battery against bus operators.

March 2023 Bus/Rail Operator Assaults



- Bus/Rail **operator assaults increased from 7 in Feb. 2023 to 23 in March.**
- Spitting and assaults with hands are the top methods of assault.
- **In late April**, two versions of a new prototype barrier were installed on a few buses to increase operator safety and prevent assaults.
- **On June 5**, Metro Transit Security bus riding teams will be deployed on two of top ten bus lines with the highest number of assaults.

Reason	Count
Other	5
Disorderly	5
Asked to Exit	3
Out of Service	2
Fare	2
Missed Stop	2
Policy/Stroller	1
Policy/Drink	1
Demand Stop	1
No Reason	1
Grand Total	23

Metro Ambassadors Update

SUPPORT

Over **300** Metro Ambassadors a day riding and roving on:

- **Rail:** K Line, L Line (Gold), B Line (Red), D Line (Purple), A Line (Blue), C Line (Green)
- **Bus:** Lines 20, Line 720, Line 40, Line 210, J Line (Silver)
- **A Line Deployment update:** As of 5/19 a total of 5 riding teams per shift (20 Ambassadors a day) have been deployed on the A Line.
- **WSMP Faregate Pilot:** A total of 3 teams per shift deployed at WSMP supporting the 30-Day Faregate Pilot operation and informing customer of the bi-weekly DHS Mobile Clinic service.

CONNECT

Conducted **48,453** customer interactions*

*Reporting period: 3/31/2023 – 4/27/2023

REPORT

- 813 cleanliness issues
- 249 elevator and escalator problems
- 202 graffiti incidents
- 222 safety issues

Training Update:

- **13 trainees** successfully graduated from training on 4/28.
- **29 trainees** successfully graduated from training on 5/11.
- Currently **22 participants** in field training.
- We are anticipating 30 participants for training starting on 5/23.



Board Report

File #: 2023-0339, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MAY 25, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 27, 2023.

April 2023 RBM Public Comment – Item 7

From: [REDACTED]

Sent: Thursday, April 20, 2023 11:04 AM

To: Board Clerk <BoardClerk@metro.net>; anajarian@glendaleca.gov; kmacias@bos.lacounty.gov; bfeldman@bos.lacounty.gov; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; kristen.pawling@lacity.org; mbohlke@sbcglobal.net; marisaforkewood@gmail.com

Subject: Please oppose Item 7: Operations Dollars Should Fund Transit Operations & Ridership Programs

Metro Board Members and Deputies,

I ask that you oppose Item 7 (File #2023-0029) on the Planning and Programming Committee Agenda.

LA Metro's first priority should be providing customers with abundant, reliable, safe, affordable public transportation service. With the agency facing a fiscal cliff in the next few years, LA Metro should be utilizing all eligible local, state, and federal resources to maintain and expand service. The California Air Resources Board set an aggressive goal of 25 percent reduction in car travel (VMT) by 2030, which can only be achieved with better transit service and ridership programs such as the Fareless System Initiative.

Second, while I wholeheartedly support the goal of bus electrification, there are multiple other local, state, and federal resources that should be used for bus electrification, not operations-eligible dollars. Transportation 4 America has compiled these, which include the CMAQ Program, Surface Transportation Block Grant Program, and Low/No Emission Bus Grants: <https://t4america.org/iija/>

Lastly, I am concerned that the agency has already allocated \$75 million of Measure M funds for electric buses and infrastructure as part of its North San Fernando Valley Transit Corridor. It would be important to provide clarity and transparency on the need to use scarce operating dollars on a capital project that already has dedicated local funding.

Yours,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The City of Culver City keeps a copy of all E-mails sent and received for a minimum of 2 years. All retained E-mails will be treated as a Public Record per the California Public Records Act, and may be subject to disclosure pursuant to the terms, and subject to the exemptions, of that Act.

BOARD OF DIRECTORS

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*West Hollywood Community
Housing*

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Mee Heh Risdon
A Community of Friends

Victoria Senna
Hollywood Community Housing

Luz Soto
American Family Housing

Tunua Thrash-Ntuk
The Center by Lendistry

Mark Wilson
*Coalition for Responsible
Community Development*

Denice Wint
EAH Housing



April 26, 2023

Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: SCANPH Support for Achieving 10,000 Units by 2031 (File #: 2023-0144)

Dear Los Angeles Metro Board:

The Southern California Association of Nonprofit Housing (SCANPH) is writing in support of Item #8 before the Metro Board on April 27th to adopt strategies to achieve 10,000 new units of housing construction by 2031 (File #: 2023-0144).

SCANPH is a nonprofit membership association representing affordable housing developers working throughout the City and County of Los Angeles, as well as the greater region of Southern California. Our members build quality affordable and supportive housing, and look forward to the opportunity to expand their partnership with Metro and produce more affordable housing in the process.

SCANPH applauds Metro for proposing to streamline several of its processes for creating housing development, including simplifying design review and establishing an interdepartmental task force. We also welcome the opportunity to connect Metro with our membership this year as the agency begins creating its request for qualifications to establish a bench of qualified developers. We hope that several developers specializing in the development of 100% affordable housing projects will be considered.

We look forward more details as this proposal takes shape and would welcome the future chance to comment on any future regulations dictating how the 10,000 unit promise will be fulfilled.

Thank you for your leadership on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Jackson Loop".

Jackson Loop
Policy Manager
Southern California Association of NonProfit Housing

April 2023 RBM Public Comment - Item 14

From: [REDACTED]

Sent: Saturday, April 22, 2023 7:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #14 - Item Needs More Consideration - April 27 2023 - LA Metro BOD Meeting - Faraz Aqil

Item #14 - Item Needs More Consideration

Hello LA Metro, my name is Faraz. I strongly recommend that LA Metro reduce the **1-day fare cap to \$3.50** (or less). And the **7-day fare cap to \$17.50** (or less). It is confusing for riders to have fare caps set to a price that is not normally reached by normal use (\$5 for 1-day cap, and \$18 for 7-day cap) since general fares are by increments of \$1.75 per use. Plus it will encourage more cash users to switch to TAP cards if the prices are lowered & achievable (as it will be seen as more beneficial to use TAP than cash).

Thank you.

Sincerely,

[REDACTED]



MAYOR REX RICHARDSON

April 25, 2023

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

RE: Item 18—End of Line Policy Motion Response

Dear Chair Najarian and Directors,

On behalf of the City of Long Beach, thank you and the Metro team for evaluating the end of line policy and reviewing service options for passengers who are required to disembark when trains are taken out of service for cleaning. Last year, the City requested that Metro evaluate this policy, and we appreciate the opportunity to coordinate with staff on potential ideas to expand resources for people experiencing homelessness riding the Metro system across the region.

We recognize the urgent need to serve A Line passengers who are required to disembark the train at the end of line, when there are typically no beds or services available. During a Wrigley Association neighborhood meeting last month in the area nearest to Willow and Wardlow Stations evaluated by Metro, many residents and business owners expressed concerns about siting a service hub in proximity to park space and local schools.

While Metro's evaluation considers the logistics, infrastructure needs, and capacity of the parking lots at Willow and Wardlow Stations, the City is committed to ensuring that we conduct community engagement prior to making decisions about programs that may have impacts on surrounding areas. Evaluating all options near the Metro Blue Line Yard where trains are sent for cleaning is critical to ensure community members have enough information to engage on this issue.

For this reason, we request that Metro also evaluate the option of providing services for A Line riders at the Del Amo Station in its feasibility study. This station is in an industrial area that is nearly one mile from the closest school or park, and is physically closer to the service yard than both Willow and Wardlow Stations. It also has a sizeable parking lot of more than 360 parking spaces.

We are excited to continue working with Metro, Los Angeles County, and the Los Angeles Homeless Services Authority to identify additional services and resources for people experiencing homelessness who ride the A Line. Thank you for your partnership on this important matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Rex Richardson", with a long horizontal line extending to the right.

Mayor Rex Richardson
City of Long Beach

April 2023 RBM Public Comment – Item 19

From: [REDACTED]

Sent: Saturday, April 22, 2023 7:10 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Item #19 - Item Needs More Consideration - April 27 2023 - LA Metro BOD Meeting - Faraz Aqil

Item #19 - Item Needs More Consideration

Hello LA Metro. My name is Faraz, and I'm a daily LA Metro rider that uses the bus & train to go to work. LA Metro needs to expand the Fareless System Initiative to beyond just certain student/schools. It is more practical for LA Metro to have a Fareless System for all riders since the vast majority of riders are low income (79% of riders only earn \$35,000 or less while having to live in CA) and only a little of the fare revenue even becomes profitable (after cost of fare collection/enforcement, minus revenue earned). A Universal Fareless System would not only have significant benefits to the riders that can use the saved money for essential bills (as shown in the Go Pass testimonies presentation) but LA Metro will have increased ridership, a more streamlined system that won't need to rely of machine fare collection costs, fare enforcement on buses/trains, and allow for a reallocation of resources to more urgent LA Metro problems.

Lastly, let me quote an important passage from the Item 19 Attachment B - Board Motion 40 report that speaks truth to power: "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."

Thank you for your time.

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 26, 2023 4:37 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 19 Needs More Consideration

Dear Metro Board,

I urgently implore you to consider the findings of a report on the feasibility of a fareless transit system for LA Metro by SAJE and ACT-LA, which will be forthcoming next month. The report presents shocking information that demands immediate action.

According to the report, LA Metro spends an estimated \$78M each year on the TAP system, while collecting a net revenue of less than \$30M. This is an unacceptable and unsustainable situation for an agency with an \$8.8B budget.

Furthermore, eliminating fares would have an immense impact on low-income bus riders. In a survey conducted as part of the report, 95% of bus riders were found to be very low income, yet few of them knew about the LIFE discount program. The majority of respondents reported using Metro more frequently when fares were eliminated, and have now reduced their use of the system due to other expenses, resulting in a diminished quality of life.

As a government agency, the Metro Board has a responsibility to promote equity and accessibility. Making the system fareless would be a crucial step in achieving these goals. I urge you to take immediate action to make LA Metro's transit system fareless and ensure that low-income riders are not left behind. The time for action is now.

Best,

--

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 26, 2023 4:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: CONCERNS REGARDING ITEM 19

Hi, my name is Martin Barrera, and I am a member of ACT-LA. I'm urging the Metro Board to center the needs of everyday riders by eliminating fares on the system:

- 63% of riders earn household incomes of less than \$25,000 annually.
- Transit is the second highest expense for families in LA, behind the rent
- Fares only consist of 1.2% of Metro's overall budget.
 - The system is already funded through sales tax
- Fare revenue really only covers the costs of collecting fares.
 - In FY 2023, fare revenue was 106.5 M, and total fare collection and enforcement costs were 78.8 M.
 - This means that nearly 3/4ths of fare revenue goes back into fare enforcement and collection.
- 76% percent of ridership identifies as Black or Latinx. 16.2% Black. 59.2% Latinx
 - In 2019, over 50% of all fare citations and warnings were issued to black riders, even though black riders made up only 20% of ridership.

Fareless transit is a policy choice that can be made now with the funding that we have now!

Thank you,

--

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 26, 2023 4:53 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Oscar U. Zarate <ozarate@saje.net>
Subject: FOR, In support of Item #19 | Metro Board Meeting 4/27 @10AM

FOR, In support of Item #19

Hi, my name is Montserrat, and I am a transit organizer and transit rider from Glassell Park. I ride the 251 and the gold, red and blue lines to work. The Metro Board needs to eliminate fares now!

In a time of skyrocketing living costs, it is unreasonable for Metro to continue charging fares when they only are 1% of Metro's overall budget. Why are low-income and working-class riders paying double to use transit? The Metro system is already funded through sales tax that is paid for by those same riders.

Continuing to charge fares is only criminalizing those who can't afford them. If Metro wants to achieve equity, criminalizing riders for not having enough to pay for their fare is cruel. This is especially true as 50% of fare citations and warnings were issued to black riders, even though they only make up 20% of total Metro users. In this light, fare enforcement ends up operating as a racist practice.

Metro needs to address this crisis as a public health crisis, not one of safety. Invest in equity and fair transit for everybody, make Metro fare-free!

Thank you,

--

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



April 28, 2023

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

The Antelope Valley Economic Development & Growth Enterprise is pleased to provide this letter in support of locating the Center for Transportation Excellence in Palmdale, California. Development of this facility would support both Metro and the federal government's goal to re-establish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy. In the western US alone, nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years. To meet our country's clean energy and transit goals, a state-of-the-art testing facility to provide the advance transportation equipment for our future needs is imperative.

A Center of this magnitude will support thousands of mortgage-paying jobs and billions of dollars in economic development. Initial estimates which suggest that the completion of both phases of development could generate an estimated \$11.5 billion in economic return/impact, including \$6.67 billion in retail and wholesale sales over the first 10 years, and create more than 114,000 direct and indirect jobs is a game changer for not just the local region but all Southern California.

Available land, access to rail corridors, zoning, existing infrastructure, proximity to vocational institutions/labor supply, proximity to public transportation and identification as a Metro Equity Focused Community (EFC) were key criteria established when site selection efforts began. This community and location meet all those parameters and more making Palmdale the obvious choice for this development given its open space, skilled workforce, business friendly environment and desire for smart tech growth.

(Continued)

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
April 27, 2023
Page 2 of 2

A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Drew Mercy', with a stylized flourish at the end.

DREW MERCY
Executive Director



Los Angeles County Chapter

100 East Corson Street, Suite 410
Pasadena, California 91103

T 626-792-6322

F 626-792-6372

805-642-7994

April 25, 2023

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

On behalf of The Los Angeles Chapter of the National Electrical Contractors Association (NECA) which represents over 400 electrical contracting companies who employ over 8,000 electricians throughout Los Angeles and Ventura Counties, we are pleased to provide this letter in support of locating the Center for Transportation Excellence in Palmdale, California. Development of this facility would support both Metro and the federal government's goal to re-establish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy. In the western US alone, nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years. To meet our country's clean energy and transit goals, a state-of-the-art testing facility to provide advance transportation equipment for our future needs is imperative.

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Over 75 Years of Service to the Electrical Industry

more making Palmdale the obvious choice for this development given its open space, skilled workforce, business friendly environment and desire for smart tech growth.

A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "James M. Willson". The signature is fluid and cursive, with a long horizontal stroke at the end.

James M. Willson
Executive Director
LA/NECA



PALMDALE

a place to call home

LAURA BETTENCOURT
Mayor

April 27, 2023

ANDREA ALARCÓN
Mayor Pro Tem

RICHARD J. LOA
Councilmember

AUSTIN BISHOP
Councilmember

ERIC OHLSEN
Councilmember

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

TDD: 661/267-5167

We are pleased to provide this letter in support of locating the Center for Transportation Excellence in Palmdale, California. Development of this facility would support both Metro and the federal government's goal to re-establish domestic transportation vehicle manufacturing, in alignment with the Buy America Policy. In the western US alone, nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next 20 years. To meet our country's clean energy and transit goals, a state-of-the-art testing facility to provide the advance transportation equipment for our future needs is imperative.

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Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
April 27, 2023
Page 2 of 2

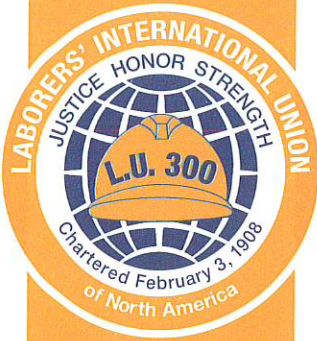
A leader in establishing new industry and taking risks, this Antelope Valley community is ready to welcome and assist in ensuring the Center for Transportation Excellence is delivered on time to meet the needs of future generations.

We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Respectfully



Laura Bettencourt
Mayor



LiUNA! Local 300

Wednesday, April 26, 2023

SERGIO RASCÓN
Business Manager

LUIS R. ROBLES
Secretary Treasurer

JAVIER NUÑEZ
President

TONY E. OLEA III
Vice President

RICARDO ANDRADE
Recording Secretary

FRANCISCO ARRIZON
Executive Board

DELFINO DE LA CRUZ
Executive Board

Board of Directors,
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

Dear Board of Directors:

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We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,


Sergio Rascon
Business Manger

2005 W. Pico Blvd.
Los Angeles, CA 90006

Phone 213-385-3550
Fax 213-385-6985

www.local300.com

Feel the Power

**SECRETARY-TREASURER
LOU VILLALVAZO**



**PRESIDENT
FRANK AFOA**

April 26, 2023

Board of Directors
Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Re: Letter of Support for Center for Transportation Excellence

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We are happy to support and be a part of this unique endeavor and we urge you to do the same.

Sincerely,

Lou Villalvazo, Secretary-Treasurer
Teamsters Local 630

April 2023 RBM Public Comments – General Comment

From: [REDACTED]
Sent: Wednesday, April 12, 2023 10:50 PM
To: Customer Relations <CustomerRelations@metro.net>; Board Clerk <BoardClerk@metro.net>; firstdistrict@bos.lacounty.gov; mray@cityofalhambra.org; ClaudeM@ci.commerce.ca.us; ServiceCouncils <ServiceCouncils@metro.net>
Subject: Cal State LA Temporary Transit Center issues

Hello, this evening I was at the Cal State LA temporary transit center and was appalled at the conditions. For reference, last month the transit center was closed due to a sinkhole that developed on the road to it. Originally it was thought to be a relatively quick fix, but now I understand it could take months to resolve.

In the meantime, the situation for transit users is appalling. There is no wayfinding signage from the Cal State LA Metrolink or busway (J Line) station to the temporary stops, or vice versa. Metro permanent signs have been installed for the layover, but they are not official bus stops and it is unclear if people can board there. Instead, there are paper signs for two Metro bus lines but not the other.

The detour is written incorrectly. It states currently, "LINE 106, 258, 665
Southbound: Regular route to Campus Rd. and Ramona Blvd. then continue via Campus Rd. to L-State University Dr., L-Eastern Ave., to Ramona Blvd. and regular route.

LINE 256
Southbound: Regular route to Eastern Ave. and State University Dr. then continue via Eastern Ave. to L-Ramona Blvd., L-Campus Rd., L-State University to temporary layover zone.

Northbound: Depart temporary layover zone via State University Dr. and regular route."

The Line 256 detour is backwards. Line 106 and 258 stop at one stop at 256 and 665 at the other.

There is no signage for the Commerce, Alhambra, El Sol, or Childrens Court Shuttle at all. There are no shelters or benches available.

The transit center has been closed for over a month and while this situation may be fine for a week or two, but not over a month. The service which stops here is not that frequent especially on weekends.

If the duration of construction is known it needs to be a lot clearer how to get from the train or J Line to the buses. This location at the minimum needs to have proper signing directing people to and from the train station, signs showing where each route stops, and concrete benches and trash cans where space allows. If there was signage during the early part of the closure, it needs to be reposted again.

The weather has been mild but it will be intolerable if a heat wave happens to wait for buses, especially on the south side of the street, at this major transit center. Some provisions for comfort need to be made.

Attached are photos. This is unincorporated County jurisdiction so is under the County Supervisor.
Please address this for all transit riders.

Sincerely,







From: [REDACTED]
Sent: Thursday, April 13, 2023 2:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Riding light rail

I'd love to know the last time each board member took a trip up the Blue Line from Long Beach to Los Angeles. Not some sanitized ride filled with Metro police and security in a designated rail car where half the normal ridership is denied entry -- but an actual ride that commuters experience during rush hour. A normal trip - one devoid of ANY security or law enforcement, where non-commuters outnumber those trying to get from point A to point B. Where individuals use drugs openly on the train. Where fights break out daily. Where individuals are sexually harassed. Where drugs are being sold in the open in front of school children that are trying to get to class.

The Metro Board needs to focus less on compassion and more on ensuring that commuters can use the system safely. Voters approved the building of rail lines for commuting purposes -- not for the purpose of being a homeless shelter.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

On Behalf Of Alejandra Miron

Sent: Thursday, April 20, 2023 11:31 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Alejandra Miron
40204 162nd st E

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
<kristina.slover@gmail.com@mg.gospringboard.io> **On Behalf Of** Kristina Slover
Sent: Thursday, April 20, 2023 4:44 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]



MINUTES

Thursday, April 27, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Ara J. Najarian, Chair
Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger
Karen Bass
James Butts
Fernando Dutra
Paul Krekorian
Holly J. Mitchell
Tim Sandoval
Hilda Solis
Paul Marquez, non-voting member
Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:18 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 11, 13, 16, 17, 22, 23, 24, 29, 31, 32, 33, 34, and 43.

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

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	Y	Y	Y	A	A	Y	A	A	A	Y

2. SUBJECT: MINUTES

2023-0276

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 23, 2023.

3. SUBJECT: REMARKS BY THE CHAIR

2023-0277

RECEIVED remarks by the Chair.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	A	P	P	P	P	A	A	P	A	A	A	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2023-0278

RECEIVED report by the Chief Executive Officer.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	A	P	A	P	P	P	A	P	A	A	P	P

KB = K. Barger	JDW = J. Dupont Walker	PK = P. Krekorian	HS = H. Solis
KRB = K.R. Bass	FD = F. Dutra	HJM = H.J. Mitchell	K. Yaroslavsky
MB = M. Bonin	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	

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

5. SUBJECT: COMMUTER OPTIONS & REGULATORY COMPLIANCE SUPPORT 2023-0016

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute a five-year firm, fixed price Contract No. PS95419000 to Innovative TDM Solutions (ITS) for Rideshare Services and Regulatory Compliance Support in the amount of \$6,145,965.36, subject to resolution of protest(s), if any.

6. SUBJECT: SYSTEM-WIDE ON-BOARD ORIGIN-DESTINATION SURVEY 2023-0021

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a two-year, firm fixed price Contract No. PS91223-2000 to ETC Institute to conduct a system-wide on-board origin-destination survey, in an amount of \$1,495,180, subject to resolution of protest(s), if any; and
- B. EXECUTE a Memorandum of Understanding (MOU) with the Southern California Association of Governments (SCAG) to advance \$500,000 in local funding to complete the Los Angeles County portion of the Household Travel Survey for SCAG regional modeling validation purposes.

7. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) 2023-0029

APPROVED ON CONSENT CALENDAR the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim \$52,157,339 in fiscal year (FY) 2022-23 LCTOP funds for the Division 8 Charging Infrastructure and En Route Charging for North San Fernando Valley Transit Corridor;
- B. CERTIFIES that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendment with the California Department of Transportation.

8. SUBJECT: STRATEGIES TO STREAMLINE AND ACCELERATE AFFORDABLE HOUSING 2023-0144

AUTHORIZED:

- A. RECEIVING AND FILING a report back on strategies to accelerate affordable housing within Metro joint development; and

(continued on next page)

(Item 8 – continued from previous page)

B. ADOPTING the Joint Development 10K Acceleration Strategies.

SOLIS AMENDMENT: Provide a report in 120 days on opportunities to designate housing units, produced by the Metro joint development program or other appropriate mechanisms, for Metro workforce housing.

For the purposes of this amendment, Metro workforce housing is conceptually defined as housing affordable to and designated for individuals hired to perform work in essential roles for Metro transit system operations, maintenance, and/or construction.

The report should (1) propose a refined definition for Metro workforce housing based on local workforce needs and relevant research and (2) assess the feasibility of a pilot Metro workforce housing program.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	A	Y	A	Y	Y	Y	A	A	Y	Y

11. SUBJECT: PROPERTY INSURANCE PROGRAM 2023-0013

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not to exceed premium of \$8.5 million for the 12-month period May 10, 2023, through May 10, 2024.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	Y	Y	Y	A	A	Y	A	A	A/C	Y

13. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION 2023-0196

APPROVED ON CONSENT CALENDAR Stephen Heaney, the recommended nominee for the Measure M Independent Taxpayer Oversight Committee for the area of expertise B, a professional from the field of municipal/public finance and/or budgeting.

14. SUBJECT: FARE CAPPING MARKETING UPDATE, CASH TO TAP CONVERSION UPDATE AND CAL-ITP OPEN PAYMENT EFFICACY 2023-0002

RECEIVED AND FILED report on TAP updates about Fare Capping Marketing, Cash to TAP Conversion and the review of CAL-ITP open payment.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	A	P	A	P	P	P	P	P	A	A	A	P

16. SUBJECT: SYSTEM ADVERTISING POLICY

2023-0165

ADOPTED ON CONSENT CALENDAR the System Advertising Policy 2023 that includes revisions made in response to a recent ruling by the U.S District Court in First Amendment litigation brought by People for the Ethical Treatment of Animals (PETA) against Metro.

17. SUBJECT: FY2024 COMMITTEE AND BOARD MEETING CALENDAR 2023-0097

AUTHORIZED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the FY2024 Committee and Board Meeting Calendar; and
- B. AMENDING the Los Angeles County Metropolitan Transportation Authority Board Rules and Procedures Section 1.1 to establish that August will be the recess month annually.

18. SUBJECT: END OF LINE POLICY MOTION RESPONSE

2023-0214

RECEIVED AND FILED the report back on:

- A. Metro’s End of Line Policy and strategies to better serve unhoused riders at end of line stations and regional coordination efforts;
- B. Potential benefits to Metro resulting from an emergency declaration; and
- C. Strategies to increase interim housing on Metro property.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	A	P	A	P	P	P	P	P	A	A	P	P

19. SUBJECT: FARELESS SYSTEM INITIATIVE (FSI)

2023-0095

APPROVED:

- A. RECEIVING AND FILING report on funding feasibility strategies to facilitate the Fareless System Initiative (FSI); and
- B. an extension of the Pilot GoPass Program (FSI Phase1) through FY24.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	A	Y	Y	Y	Y	Y	A	A	Y	Y

22. SUBJECT: CRENSHAW/LAX CLOSE OUT PROJECT **2022-0509**

AMENDED ON CONSENT CALENDAR the Life-of-Project (LOP) Budget by \$10,000,000 for the Crenshaw/LAX Close Out Project (Project), increasing it from \$47,000,000 to \$57,000,000.

23. SUBJECT: SOUNDWALL PACKAGE 11 HIGHWAY PROJECT **2023-0159**

AUTHORIZED ON CONSENT CALENDAR:

- A. AMENDING the Life of Project Budget (LOP) Budget for Project No. 460324 Soundwall Package 11 Highway Project by an amount of \$8,525,000, increasing the LOP budget from \$102,485,000 to \$111,010,000, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy; and
- B. the Chief Executive Officer to execute individual Contract Modifications within the Board approved Life of Project budget.

24. SUBJECT: BUSINESS INTERRUPTION FUND **2022-0858**

AUTHORIZED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Pilot Business Interruption Fund (BIF) Assessment;
- B. the Chief Executive Officer to expand the Pilot Business Interruption Fund (BIF) to the East San Fernando Valley Light Rail Transit Project; and
- C. APPROVING the Pilot Business Interruption Fund (BIF) program modifications.

26. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY LOP INCREASE **2023-0197**

AMENDED the Life-of-Project (LOP) budget by \$80,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$876,749,577 to \$956,749,577 using the fund sources, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	A	Y	Y	Y	Y	Y	A	A	Y	Y

29. SUBJECT: METRO CENTER PROJECT **2023-0100**

AMENDED ON CONSENT CALENDAR the Life of Project (LOP) budget by \$13,000,000 for the Metro Center Project from \$130,688,310 to \$143,688,310.

31. SUBJECT: SPARK PLUG KITS

2022-0864

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA95488000 to Cummins, Inc., the lowest responsive and responsible bidder for Spark Plug Kits. The Contract one-year base amount is \$1,256,414 inclusive of sales tax, and the one-year option amount is \$1,294,487, inclusive of sales tax, for a total contract amount of \$2,550,901, subject to resolution of protest(s), if any.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	Y	Y	Y	A	A	Y	A	A	A/C	Y

32. SUBJECT: METRO EXPRESSLANES ON CALL TRAFFIC AND REVENUE SUPPORT

2023-0051

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award Contract No. PS86284000 with CDM Smith, Inc., to provide Metro ExpressLanes On-Call Traffic and Revenue Support services in an amount not to exceed \$2,999,870 subject to the resolution of timely submitted protest(s), if any.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	Y	Y	Y	A	A	Y	A/C	A	A	Y

33. SUBJECT: UNLEADED FUEL

2023-0124

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 3 to Contract No. FY75015000 with Mansfield Oil of Gainesville, Inc. to increase the 2-year base contract amount by \$1,067,343 from \$6,628,473 to \$7,695,816, exercise the 1-year option term extending the period of performance from July 1, 2023, to June 30, 2024 and increase the total not-to-exceed amount by \$5,679,967 from \$6,628,473 to \$12,308,440.

34. SUBJECT: GLASS ANTI-GRAFFITI FILM MAINTENANCE AND REPLACEMENT SERVICES

2023-0136

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute:

- A. Modification No. 5 to Contract No. OP1246400003367, for Region 1 with Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro B Line (Red), G Line (Orange) and various bus and rail locations within the geographical area specified in Region 1, to exercise the one, two-year option in the amount of \$1,204,126, increasing the total contract not-to-exceed amount from

(continued on next page)

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\$1,806,189 to \$3,010,315 and extending the period of performance from June 01, 2023 to May 31, 2025;

- B. Modification No. 6 to Contract No. OP1246420003367, for Region 2 with Graffiti Shield, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro L Line (Gold), D Line (Purple), J Line (El Monte Bus Way), future Regional Connector, future D Line (Purple) Westside Extension and various bus and rail locations within the geographical area specified in Region 2, to exercise the one, two-year option in the amount of \$1,741,600, increasing the total contract not-to-exceed amount from \$1,732,912 to \$3,474,512, and extending the period of performance from June 01, 2023, to May 31, 2025;
- C. Modification No. 5 to Contract No. OP1246430003367, for Region 3 with Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro E Line (Expo), K Line (Crenshaw), future Airport Metro Connector (AMC) and various bus and rail locations within the geographical area specified in Region 3, to exercise the one, two-year option in the amount of \$1,847,152, increasing the total contract not-to-exceed amount from \$1,643,856 to \$3,491,008 and extending the period of performance from June 01, 2023, to May 31, 2025; and
- D. Modification No. 5 to Contract No. OP1246440003367, for Region 4 with Property Protection International, Inc., to provide glass anti-graffiti film maintenance and replacement services throughout Metro A Line (Blue), C Line (Green), J Line (Harbor Transit Way) and various bus and rail locations within the geographical area specified in Region 4, to exercise the one, two-year option in the amount of \$2,822,002, increasing the total contract not-to-exceed amount from \$4,233,003 to \$7,055,005 and extending the period of performance from June 01, 2023, to May 31, 2025.

41. SUBJECT: CENTER FOR TRANSPORTATION EXCELLENCE

2023-0206

RECEIVED AND FILED status report on the Center for Transportation Excellence.

APPROVED Motion by Directors Barger, Najarian, Bass, Dutra, and Krekorian that the Board direct the CEO to:

A. Engage the County of Los Angeles (County), the City of Palmdale, Los Angeles World Airports (LAWA), and the City of Los Angeles with the intent to execute a Master Cooperative Agreement that memorializes a shared interest and commitment to explore

(continued on next page)

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the feasibility of locating the proposed Center for Transportation Excellence (Center) at LAWA-owned property in Palmdale and unincorporated L.A. County, inclusive of an assessment of any federal regulatory considerations, and advance site control, entitlement, environmental clearance, governance, and financing strategies for the Center, and;

B. Report back to the Board in 120 days with a status update.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
Y	A	Y	A	Y	Y	Y	Y	Y	A	A	Y	Y

43. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE

2023-0175

APPROVED ON CONSENT CALENDAR:

- A. the guidelines and project eligibility for Round 3 of the ExpressLanes Net Toll Revenue Allocations;
- B. the Metro ExpressLanes Round 3 Net Toll Revenue Grant Applications; and
- C. AUTHORIZING the Chief Executive Officer (CEO) to extend all in-progress Round 1 and Round 2 Net Toll Revenue projects' lapsing dates by two years.

44. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

2023-0213

RECEIVED AND FILED Public Safety Report.

JDW	JH	KB	JB	FD	PK	HJM	TS	HS	LH	KY	KRB	AJN
P	A	P	A	P	P	A	P	P	A	A	A	P

ADJOURNED AT 2:16 P.M. IN MEMORY OF RICHARD RIORDAN AND VARTKES NAJARIAN.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2023-0185, File Type: Program

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE
MAY 17, 2023

SUBJECT: FUNDING AWARD RECOMMENDATION FOR STATE ACCESS FOR ALL GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the recommended Access for All funding awards totaling \$7,865,833 (Attachment A) available to Metro through the State of California’s Access for All Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

ISSUE

The State of California’s Access for All Program provides funding to increase the availability of on-demand wheelchair accessible vehicle (WAV) service throughout the state. Metro is the administrator of these funds for Los Angeles County. Following Board direction (File #2022-0661), Metro conducted a competitive solicitation for project proposals. Staff requests Board approval to fund five of the proposed projects.

BACKGROUND

Senate Bill (SB) 1376 requires the California Public Utilities Commission (CPUC), as part of its regulation of Transportation Network Companies (TNCs), to establish a program to improve the accessibility of persons with disabilities to on-demand transportation services requested through online-enabled applications or platforms. Through this program, TNCs pay a fee of \$0.10 to the CPUC for each passenger trip originating in each county statewide that their providers complete. From the fees collected, the CPUC created an “Access Fund” to deposit the revenue, which is then redistributed to Local Access Fund Administrators (LAFAs) to pay for services of competitively selected Access Providers to operate on-demand WAV service in their counties. The CPUC also approved allowing LAFAs to use up to 15 percent of the amount it allocates to each county each year to cover administrative expenses.

In June 2021, the Metro Board of Directors authorized Metro to serve as the Los Angeles County LAFA. Subsequently, Metro developed a countywide Access for All Program to guide the planning, distribution, management, and oversight of funds for each annual funding cycle (until the SB 1376 sunset date in 2027, unless extended).

DISCUSSION

Los Angeles County received \$9,253,922 in funding from the first two cycles of Access for All funding (FY 2021 and FY2022). Of these funds, 15% is set-aside for administrative expenses, leaving a total of \$7,865,833 for eligible projects.

Metro released a competitive solicitation for project proposals on December 5, 2022, in accordance with CPUC Guidelines and with input from a working group consisting of internal and external stakeholders throughout Los Angeles County. The funding opportunity was advertised via The Source and was distributed to potential access providers and interested parties via mass email. The solicitation information was also posted on the Metro website. Metro hosted an informational workshop on December 15, 2022, which was attended by more than 100 participants. Government, non-profit, and for-profit organizations were eligible to apply if they could provide direct WAV transportation service and otherwise meet the CPUC requirements for Access Providers.

Preliminary Funding Recommendations

Six applications requesting \$15,595,696 were received by the February 6, 2023, deadline. Metro formed a panel of internal staff and external volunteers to evaluate the proposals. The final project rankings are included in Attachment A.

Metro issued preliminary funding recommendations on March 14, 2023, for 95% of the funding (\$7,472,541). These recommendations included three projects, one of which (the third ranked project proposed by Butterfli) was partially funded due to funds being exhausted. The remaining 5% of available funds (\$393,292) were set aside for Metro's Technical Advisory Committee (TAC) appeals process.

Technical Advisory Committee Appeals

On April 5, 2023, TAC heard appeals from two applicants. After hearing the presentations, TAC approved a motion recommending that the two appellants each receive funding. Both projects received passing scores, the fifth ranked project from the City of Santa Clarita received full funding (\$208,400), and the fourth ranked project from Ventura Transit Systems received partial funding (\$184,892). Metro staff concurs with this recommendation, as reflected in Attachment A.

DETERMINATION OF SAFETY IMPACT

Approval of the recommended actions will not impact the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no budget impact in FY 2022-23. Since these are multi-year projects, the cost center manager for 0441 (Planning - Subsidies to Others) and the Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Access for All Program funds will fully fund the recommended action. No other Metro funds will be required to manage, administer, and oversee the program. The Access for All funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Access for All Program aims to improve WAV on-demand transportation service in Los Angeles County, which will directly benefit persons with disabilities—a population that as a whole experiences disproportionate challenges to accessing mobility options. The recommended awards would fund three projects that would deploy WAVs countywide, and two projects that aim to increase WAV access in Santa Clarita and Westwood, both of which contain Equity Focus Communities (EFC). Metro does not offer a service equivalent to curbside WAV on-demand transportation, so we rely on proposals from Access Providers to fulfill a portion of the demand for those services with funding through the Access for All Program. While Metro's preliminary funding recommendations were based primarily on the proposed projects' ability to enhance mobility for the target population, evaluations also factored in the applicants' past and planned efforts to engage people living with disabilities. The Metro TAC similarly considered this in their evaluation of project appeals. Members of this community were also active participants in the Metro working group tasked with developing goals and priorities for the Access for All Program in Los Angeles County.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the recommended action. Staff does not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the local fund administrator for Access for All Program funds. Metro could also risk losing program funding if no action is taken to use the program funds for achieving program goals.

NEXT STEPS

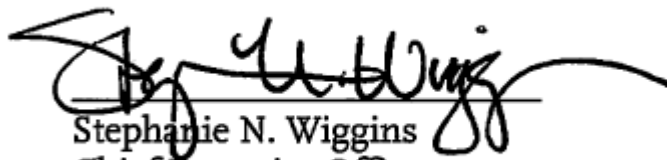
With Board approval, staff will execute funding agreements with the five successful applicants and will monitor project implementation.

ATTACHMENTS

Attachment A - FY 2023 Access for All Funding Award Recommendations

Prepared by: Anne Flores, Senior Manager, Countywide Planning & Development, (213) 922-4894
Adam Stephenson, Senior Director, Countywide Planning & Development, (213) 547-4322
Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251
Ray Sosa, Deputy Chief Planning Officer, (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer

METRO FY23 ACCESS FOR ALL COMPETITIVE SOLICITATION

RECOMMENDED AWARDS

RANK	ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED	FUNDING AWARD RECOMMENDED	UNFUNDED AMOUNT
1	Administrative Services Cooperative, Inc. (Yellow Cab)	Purchase 36 wheelchair accessible vehicles (WAVs)	\$ 3,201,660	\$ 3,201,660	\$ -
2	UCLA Transportation	Operating assistance to expand BruinAccess services to Westwood	\$ 257,403	\$ 257,403	\$ -
3	Butterfli Technologies	Operating assistance to provide WAV service throughout LA County	\$ 4,100,000	\$ 4,013,478	\$ 86,522
4	Ventura Transit Systems, Inc.	Operating assistance to provide WAV service throughout LA County	\$ 7,472,541	\$ 184,892	\$ 7,287,649
5	Santa Clarita	Purchase one additional WAV for the GO! Santa Clarita transportation service	\$ 208,400	\$ 208,400	\$ -
Total				\$ 7,865,833	

NOT RECOMMENDED FOR AWARD

RANK	ORGANIZATION	PROJECT DESCRIPTION	FUNDING REQUESTED
6	San Gabriel	Purchase four additional WAVs for the RideSG and Ride SG+ programs	\$355,692



Board Report

File #: 2023-0099, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE MAY 17, 2023

SUBJECT: HIGH DESERT CORRIDOR FY24 WORK PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING \$1,947,500 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 FY 24 work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary funding agreements with the HDC JPA.

ISSUE

The HDC JPA has requested that Metro provide funding for the FY 24 HDC work program, which includes mobilization costs leading toward 30% design of the HDC (See Attachment A).

BACKGROUND

The HDMC project, a Measure M Expenditure Plan project, comprises a High Speed Rail (HSR) component project, which will implement a new 54-mile east-west rail alignment between the future Palmdale Multimodal HSR Station and the Brightline West Station in Victor Valley. The HDMC HSR Project (Project) will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines—California HSR and Brightline West. At Palmdale, Project riders will be able to transfer to AVL for connections south to Los Angeles and to the north with the planned California HSR service to the Bay Area (see Attachment B). Brightline West is a new privately funded HSR service that will connect Las Vegas with Victor Valley and, ultimately, Rancho Cucamonga, where riders can connect to the Metrolink San Bernardino Line for connections to Los Angeles.

The Project is consistent with the State Rail Plan's overall objective to improve the connectivity of California's planned rail network. The Project also supports the State's ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities.

In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. The Locally Preferred Alternative (LPA) included the construction of a four-lane freeway and HSR service between Palmdale and Victorville. In December 2020, Caltrans informed FHWA that the “no build” option was selected for the Freeway/Tollway element of the HDMC. In April 2021, the HDC JPA requested that the HSR Project move forward with the Federal Railroad Administration (FRA) as the lead agency for National Environmental Protection Act (NEPA) review. In February 2023, the FRA launched the final review of the NEPA process.

Board Actions to Date

In August 2020, the Metro Board approved a Life-of-Project (LOP) budget of \$5 million to develop a High Desert Intercity Rail Corridor Service Development Plan (SDP). Metro, in partnership with the California State Transportation Agency (CalSTA) and Brightline West, developed the SDP in coordination with the HDC JPA and other stakeholders, including Los Angeles County Public Works Department, Palmdale, Lancaster, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, Victorville, Adelanto, Apple Valley, California HSR Authority, Southern California Regional Rail Authority (SCRRA), and others.

In April 2022, the Metro Board approved an increase of \$500,000 in the LOP budget to complete the HDC SDP to develop additional engineering analysis, rail operation analysis, operations and maintenance plans, and coordinate with stakeholders. In addition, the Metro Board approved \$1,236,500 for the FY 23 HDC JPA work program.

In August 2022, the Metro Board approved Metro’s participation in the new HDC JPA, replacing the previous HDC JPA after the decision from San Bernardino County to withdraw from the HDC JPA.

In January 2023, the Metro Board programmed \$8,500,000 to the HDC JPA as local match for a State Transit and Intercity Rail Capital Program (TIRCP) grant and for the FRA Corridor Identification and Development (ID) Program for project development and to advance the HDMC HSR Project towards 30% design.

Draft Service Development Plan (SDP)

The Draft SDP is a planning-level document that provides Metro and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of implementation, and the next steps to advance the Project. Three service scenarios were considered, including a “one-seat ride” scenario from Los Angeles Union Station (LAUS) to Las Vegas, with connectivity to the California HSR network in 2035. With the one-seat ride scenario, LAUS - Las Vegas, there is a 3-fold increase in ridership, and the net revenues can exceed the net operating costs. Some of the key highlights of the Draft SDP are as follows:

HIGH DESERT CORRIDOR DRAFT SERVICE DEVELOPMENT PLAN			
	One-Seat Ride Palmdale - Las Vegas	One-Seat Ride LAUS - Las Vegas	Two-Seat Ride Palmdale - Las Vegas
Los Angeles Union Station – Las Vegas Trip Time	4:32	2:54	4:32
Total Annual Ridership (2035)	2,485,000	9,206,000	2,374,000
CHSR assumed to be operational to LAUS?	No	Yes	No
Total Operating Costs (2035)	\$64M	\$159M	\$61M
Total Operating Revenues (2035)	\$34M	\$390M	\$14M
Projected Annual Net Revenue/(Subsidy) (2035)	(\$30M)	\$231M	(\$47)
Capital Costs (Year Of Expenditure \$\$\$)	\$5.8B	\$6.6B	\$5.5B
Annual Greenhouse Gas Reductions - Metric Tons (2035)	2,105	34,403	703

DISCUSSION

On April 20, 2023, the HDC JPA Board approved the proposed FY 24 budget and work program, subject to Metro Board approval. The FY 24 work program consists primarily of completing the NEPA process, managing the HDC JPA, and obtaining project management and financial advisory services as the HDC JPA mobilizes towards 30% design (see Attachment C).

30% Design and Grants Funding Strategy

With the completion of the NEPA process anticipated to occur in 2024, the next step for the HDC JPA is to advance the design of the HDMC HSR Project. The advance to 30% design for the 54-mile Project is estimated to cost \$70M. This estimate was identified in the Draft SDP and includes additional contingency and escalation costs. The \$70M cost estimate is consistent with Metro and rail industry standards.

In January 2023, the Metro Board programmed \$8,000,000 to the HDC JPA as a local match for a TIRCP grant request and \$500,000 as a match for an FRA Corridor ID Program grant request for HDMC HSR project development. In April 2023, CalSTA announced the award of \$8,000,000 to the HDC JPA for the Project. This brings the total amount of funding anticipated for the HSR Project to \$17,000,000 as summarized in Attachment D. The HDC JPA intends to leverage the \$17,000,000 so far to the Project as a match towards future grant requests, such as the Federal-State Partnership for Intercity Passenger Rail Grant Program, to provide additional funding to advance the Project to 30% design.

DETERMINATION OF SAFETY IMPACT

The advancement of the Project will be done in accordance with all applicable FRA, CPUC, CHSRA, Brightline and SCRRRA design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The Measure M Expenditure Plan includes \$170M for the Project for right-of-way (ROW) acquisition or other project uses. Recommendation A will program and repurpose the funds from ROW acquisition to 30% design. Currently, there is approximately \$153M available which could be used by the HDC JPA to fund the FY 24 work program and mobilize towards 30% design.

Measure M Funding Plan for HSR Project ROW Acquisition	\$ 170.0M
- Service Development Plan (Metro Board 8/2020)	(\$ 5.0M)
- HDC JPA FY 23 Work Program (Metro Board 4/2022)	(\$ 1.7M)
- Match to TIRCP/FRA Grant Requests (Metro Board 1/2023)	(\$ 8.5M)
Subtotal:	\$ 154.8M
- FY 24 Work Program Request (Metro Board 5/2023)	(\$ 1.9M)
Projected Measure M Balance for HDC	\$ 152.9M

Impact to Budget

\$2,000,000 has been included in the FY24 Proposed Metro Budget for the HDC JPA FY 24 work program under project number 475499. This is in addition to the \$8,500,000 approved by the Metro Board in January 2023 as a match for the TIRCP and FRA Corridor ID Program grant applications. It will be the responsibility of the Chief Planning Officer to program funds in future years for the HDC JPA for this multi-year program. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year for cash flow needs. These funds are not operating eligible funds.

EQUITY PLATFORM

Recommendation A will enable the Project environmental process to be finalized plus mobilize the HDC JPA towards 30% design, and eventual construction of the Project, subject to funding availability. The Project will improve mobility for residents in the North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to the communities to access jobs, health care, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas.

The entire Project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. The Project also traverses through Metro's Equity Focus Communities in the Antelope Valley. In addition, residents within the Project area are predominantly from minority

populations, between 61% and 77%, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency.

The cities of Adelanto and Victorville in San Bernardino County are designated as high poverty areas. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest ADA requirements along with commuter rail, bus transit, Access Services, rideshare, and active transportation needs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation A supports 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

An alternative is that the Board does not approve Recommendation A. This is not advised since Metro has completed the Draft SDP, which has identified strong environmental and ridership benefits for the HSR Project. The HDC JPA also recently received an \$8,000,000 State TIRCP grant plus \$500,000 anticipated from the FRA to advance the Project, indicating strong support from state and federal partners that this project has merit and provides value to the Southern California rail network.

NEXT STEPS

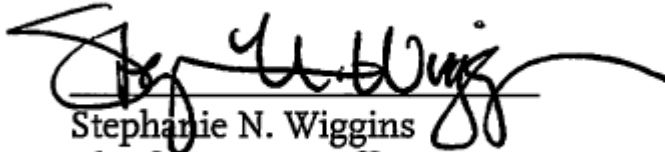
Subject to Board approval of the recommendations, Metro will execute a funding agreement with the HDC JPA to implement the FY 24 work program. The HDC JPA will continue efforts toward environmental clearance, with a Record of Decision (ROD) expected in Spring 2024. Concurrently, the HDC JPA will hire program management, financial advisory services, and additional contract staff in anticipation of the release of a Request for Proposals (RFP) for 30% design, expected to occur in FY 25. Staff will return to the Board with periodic updates as needed.

ATTACHMENTS

- Attachment A - HDC JPA Funding Request
- Attachment B - HDMC Corridor Map
- Attachment C - HDC JPA FY 24 Work Program
- Attachment D - HDC JPA Grants Funding Strategy

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Michael Cano, Executive Officer, Countywide Planning and Development (213)
418-3010
Ray Sosa, Deputy Chief Planning Officer (213) 547-4274

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



Stephanie N. Wiggins
Chief Executive Officer



February 26, 2023

Mr. Jim de la Loza
Chief Planning Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

RE: HDC JPA FY2023-24 Work Program for High Speed Rail Project

Dear Mr. de la Loza,

On behalf of the High Desert Corridor Joint Powers Agency (HDC JPA), we appreciate the partnership with Metro to advance the High-Speed Rail Project in the North LA County Subregion. As a result of this partnership, the project is moving forward with the active support and leadership of the Federal Railroad Administration staff. And as we approach the next fiscal year (FY24), it is critically important to provide Metro with a summary of the work program. To accomplish the work program together with Metro, the HDC JPA is requesting Metro Board consideration and approval of the HDC JPA Fiscal Year 2024 Work Program for the High Speed Rail Project at their regular Board meeting in May. The following paragraphs provide the work program summary for Fiscal Year 2024 (Attachment A FY23-24 Budget).

FY 2023 HDC Update

The HDC JPA has accomplished a number of major milestones highlighted below:

- High Speed Rail Project NEPA completion estimated 3rd Qtr FY24 target. ROD by 4th Qtr FY24.
- HDC JPA Federal and State Grant Strategy to seek funds to complete 30% Preliminary Engineering (Attachment B).
- Jan 2023, Metro Board allocates \$8.5M Measure M local match for federal and state grant requests.
- Feb 2023, HDC submits CA TIRCP \$8M request. CalSTA Grant Award announcements on April 24.
- March 24th, HDC will submit the FRA Corridor Identification Program grant request for \$500,000.
- HDC JPA will consider/approve FY2023-24 Budget/Work Program of \$1,947,500 at their April 20, 2023 Board meeting (Attachment A).

HDC JPA FY2023-2024 Work Program

The HDC JPA FY24 Work Program of \$1,947,500 seeks to work with the Federal Railroad Administration staff towards completing NEPA environmental clearance and to seek a Record of Decision. The FY24 Work Program includes the procurement process to onboard a Financial Advisory firm as well as a Program Management Support Services firm to provide the expertise to initiate the Preliminary Engineering phase to a 30% level of design. The Preliminary Engineering phase of the project would commence during FY25 after completing the NEPA environmental clearance and obtaining the Record of Decision.

HDC JPA Multi-Year Work Program to achieve 30% Design is estimated to cost \$69,780,000.

Preliminary Engineering (PE) is estimated to cost approximately \$56.62 million.

Conducting Preliminary Engineering design for the High-Speed Rail Project to 30% design is estimated to cost \$46.9 million (engineers estimate based on Final Draft January 2023 Metro SDP and rail industry standards). The Year-of Expenditure (YOE) period would be from 2024-2025 to 2027-2028, and with a 5% escalation it would add \$2.34 million, for a total of \$49.23 million for PE. Further, adding a 15% Contingency would add \$7.39M to the cost for an approximate total of \$56.62 million for a 30% level of design for PE.



Financial Advisory (FA) Services is estimated to cost approximately \$4.23 million.

Conducting ongoing financial planning, modeling, and analysis will be required to further develop and refine the funding plan, analyze options for local funding contributions toward the project, assess alternative delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, and support discussions with potential market participants. The FA contract is estimated to cost \$3.5 million (based on annualized cost of existing Metro HDC task order for FA services), the YOE would be from 2023 to 2026, adding a 5% escalation adds \$175,000, for a total of \$3.675 million. In addition, a 15% Contingency adds \$55,000 for a total FA contract of approximately \$4.23 million. It is estimated this firm could be onboarded by the 2nd/3rd Qtr. FY24.

Project Management Support Services (PMSS) is estimated to cost \$7.165 million.

HDC JPA shall procure the professional services of a program management support services (PMSS) firm to support HDC JPA with overseeing the work pertaining to Preliminary Engineering (PE). The PMSS scope of services would include developing a PE statement of work, contract development, contract administration support, federal and state grant agreement compliance, procurement support services, set and monitor program control and project scheduling control functions, cost estimating, configuration management, project management, and other related support services.

For FY24, the PMSS contractor shall perform work at a level of effort that will be commensurate with transitioning from the environmental phase into the PE phase of the project, which will consist of developing the Preliminary Engineering (PE) statement of work and contract development. The PMSS contract is estimated to cost \$6.23 million, the YOE would be from 2023 to 2026 (11% of PE contract of \$56.62 million), plus a 15% Contingency, adding \$934,500 for a total cost of approximately \$7.165 million. It is estimated this firm would be onboarded by the 3rd Qtr. FY24.

HDC Management Professional Services is estimated to cost \$1.765 million.

FY24 Budget of \$430,000 under consideration for three contract staff. For FY24, HDC management staff will need to be augmented to meet the increased project needs will require contracting the services of senior level project management/planning staff, and administrative support services. As the project progresses in subsequent years and approaches final design, the HDC JPA will require additional contract staffing. Subsequent years, for Year 2: \$585,000 for four contract staff; and for Year 3: \$750,000 for five contract staff.

We look forward to discussing the HDC JPA FY24 Work Program items in greater detail and would appreciate your and the Metro Board consideration and approval of the HDC JPA Fiscal Year 2024 Work Program.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arthur V. Sohikian".

Arthur V. Sohikian, Executive Director
High Desert Corridor Joint Powers Agency
www.highdesertcorridor.org

ATTACHMENT B



ATTACHMENT C

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2023-2024		
Task	Budget Description	Budget by Category
1	<p>1. Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD): Complete NEPA Re-evaluation/RE-validation and Record of Decision (ROD) with Final Review by Federal Railroad Administration (FRA). Due to Federal review of submittals this task is scheduled to be completed by FRA in in FY24. Tasks for FY24 include:</p> <p>-Addressing FRA comments, provide revised version for FRA final review, Prepare final version for NEPA Re-evaluation and prepare a ROD for FRA final approval.</p> <p>-Draft a Letter of Concurrence and re-initiate ROD Section 7 consult. Complete Section 106 process, Tribe Consultation. Prepare CEQA addendum for state funding. Conclude Surface Transportation Board (STB) Petition Approval process.</p> <p>2. Conclude Surface Transportation Board (STB) Petition Approval process.</p> <p>3. Update Service Development Plan</p>	\$ 710,000
2	<p>HDC JPA Management: Oversee agency management, technical analysis and grant applications, budgetary activities, equity focused planning, administration, stakeholder engagement and communications. For FY23-24, HDC management functions will need to be augmented to meet the increased project needs requiring the services of a senior level project management/planning and communications staff and an administrative support staff. As the project progresses beyond the environmental phase and it conducts preliminary engineering, as well as approach final design, each year the agency will require broader and more extensive staffing such as continued executive level project/engineering management, executive level planning, and executive level communications staff to support the increasing complexity, expertise, and greater level of effort this project will require to get to final design and eventual construction phases of this project. Three-year HDC Management is estimated to cost \$1,765,000. FY24/Year 1: Three Staff -\$430,000; Year 2: Four Staff - \$585,000; and Year 3: Five Staff - \$750,000.</p>	\$ 430,000
3	<p>Project Management Support Services (PMSS). Procure the professional services of a program management support services (PMSS) firm to support HDC JPA with overseeing the work related to Preliminary Engineering (PE) including statement of work, contract development, contract administration support, federal and state grant agreement compliance, procurement support services, set and monitor program control and project scheduling control functions, cost estimating, configuration management, project management, and other support services. For FY24, the PMSS contractor will be performing work at a level of effort that will be commensurate with transitioning from the environmental phase into the PE phase of the project which will consist of developing the Preliminary Engineering (PE) statement of work and contract development. PMSS contract is estimated to cost \$6.23 million, (11% of PE contract of \$56.62 million), plus a 15% Contingency, adding \$934,500 for a total estimated PMSS cost of approximately \$7.165M. Start 3rd Qtr FY24</p>	\$ 240,000
4	<p>Financial Advisory (FA) Services Ongoing financial planning, modeling, and analysis will be required to further develop and refine the funding plan, analyze options for local funding contributions toward the project, assess alternative delivery options and the viability of public-private partnerships through a Value for Money analysis, provide updated ridership forecasting as needed, perform additional financial modeling and diligence on financing options, identify credit enhancement strategies, and support discussions with potential market participants. FA contract is estimated to cost \$3.5M (based on annualized cost of existing Metro HDC task order for FA services), YOY would be 2023 to 2026, so 5% escalation adds \$0.175M, for a total of \$3.675M. 15% Contingency adds \$0.55M for a total FA contract of \$4.23M. Start 2nd/3rd Qtr FY24.</p>	\$ 135,000
5	<p>Technical/Planning & Grant Funding Application Assistance: Provide technical/planning assistance to support the agency planning functions and provide grant application assistance for state and federal grant funding under the recent Biden Infrastructure Bill and other federal and state funding categories such as the Notifications of Funding Opportunity issued by FRA or USDOT.</p>	\$ 165,000
6	<p>Los Angeles County Treasury, Auditor-Controller, Legal Counsel, Public Works, LA Metro Reviews- Monthly Support for AP/AR functions, Budget Oversight, Board Meetings staffing, Agency Oversight & Compliance Items, Procurement Oversight/RFP process, and contract execution.</p>	\$ 175,000
7	<p>Audit Services: Los Angeles County Audit Services</p>	\$ 20,000
8	<p>LA Metro Funding Agreement Audit Services</p>	\$ 20,000
9	<p>Multi-Media Promotion, Materials & Advertising</p>	\$ 30,000
10	<p>IT Support, GIS, Software & Website Mgmt.</p>	\$ 22,500
Total Proposed FY24 Budget		\$ 1,947,500

ATTACHMENT D

HDC JPA Federal & State Grant Strategy	
Preliminary Engineering and Design Cost at 30% Level	\$ 69,780,000
Proposed Current Grant Funding:	
Metro Measure M Funds - Approved Jan. 26, 2023	\$ 8,500,000
CALSTA Transit and Intercity Rail Capital Program - Approved April 24, 2023	\$ 8,000,000
FRA Corridor ID Program - Grant awards announced Fall 2023	\$ 500,000
Subtotal - Proposed Current Grant Funding	\$ (17,000,000)
Funding Needed to Complete Preliminary Engineering	\$ 52,780,000



High Desert Corridor JPA FY 24 Work Program

Planning and Programming Committee

May 17, 2023

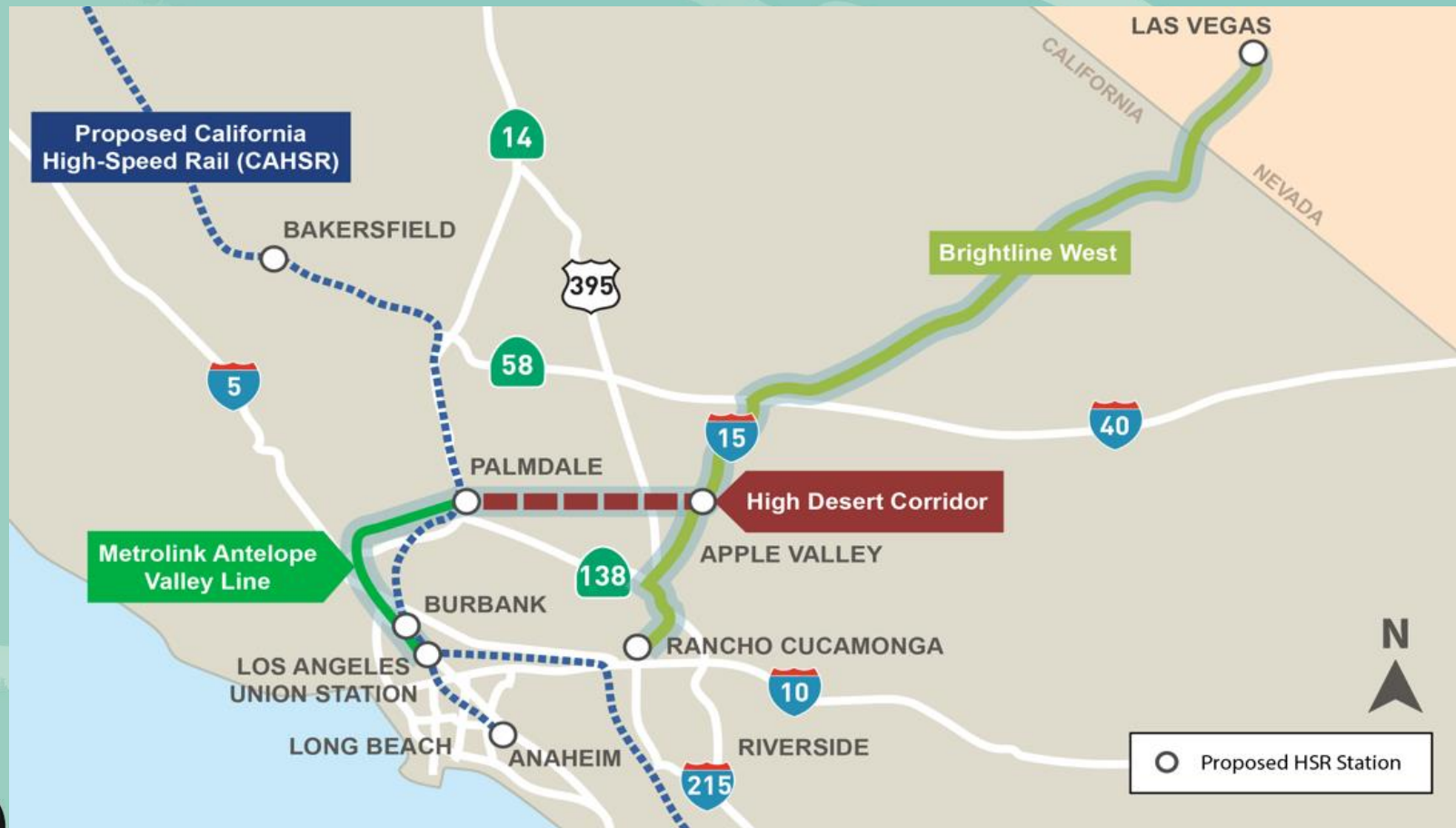
Legistar File 2023-0099



Metro

Recommendation

- APPROVE \$1,947,500 In Measure M High Desert Corridor MSP funds to the HDC JPA for the FY 24 work program



Metro

Background

- The High Desert Corridor is a 54 mile east/west corridor which will create a major transit hub and high-speed rail connectivity from Palmdale to:
 - Future Brightline West high speed rail service to Las Vegas and Rancho Cucamonga
 - Future CAHSRA high speed rail service to Los Angeles and northern California
 - Current Metrolink commuter rail Antelope Valley Line
- The mission of the HDC JPA is to:
 - Complete the Federal and State environmental review process
 - Pursue grant funding and facilitate the planning, design, construction, financing, operations and maintenance of the High Desert Corridor Rail Project
- Project benefits include:
 - Improved rail connectivity
 - Reduce greenhouse gas emissions
 - Equity benefits to underserved, low-income and disadvantaged communities
- Measures R provided \$33M to conduct environmental clearance.
- Measure M provided \$2.15B to further advance the High Desert Corridor.



Environmental Update and Previous Metro Board Actions

- In 2016 the High Desert Multi-Purpose Corridor (HDMC) received CEQA clearance for a corridor to include a freeway, rail, bicycle lanes, etc.
- In 2020 the freeway portion of the HDMC was eliminated.
- In 2021 the previous HDC Joint Powers Authority requested that the FRA act as the lead agency for NEPA compliance, issue a Record Of Decision (ROD), and revalidate the results of the previous 2016 CEQA approval.
- In 2022 the FRA agreed to become NEPA lead agency for HDC Rail Project.

- In August 2020 Metro programmed \$5,000,000 to develop a Service Development Plan for the HDC.
- In April 2021 Metro programmed \$1,236,500 to HDC JPA for additional NEPA work, changes to the rail alignment and the FY 23 work program.
- In August 2022 Metro joined the Board of the new reformed HDC JPA.
- In January 2023, Metro programmed \$8,500,000 as local match to the HDC JPA for two grants.

Service Development Plan

- Metro programmed \$5,000,000 for Metro to lead a Service Development Plan (SDP) effort.
- Metro has been working closely with key stakeholders and a consultant team to complete detailed ridership and revenue forecasting, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering and financial analysis for the High Desert Corridor.
- The SDP is nearing completion, with a draft report sent to the FRA in January 2023.

Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 24 work program
- High Speed Rail Project environmental clearance/ROD is expected from the FRA Summer 2024.
- The High Desert Corridor JPA will seek additional grant funding opportunities.
- As the Project advances, the HDC JPA will contract additional staff to prepare the 30% design documents.
- Staff will continue to brief the Board as the project advances.



Board Report

File #: 2023-0201, File Type: Program

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
MAY 17, 2023

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - SAN GABRIEL VALLEY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING inter-program borrowing and programming of \$24,765,000 from Measure M Multi-Year Subregional Program (MSP) - Bus System Improvement and Highway Demand Based Programs to Measure M MSP - Highway Efficiency Program, as shown in Attachment A;
- B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments B and C; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update allows the San Gabriel Valley subregion and implementing agencies to approve new eligible projects for funding and revise the project scope of work and schedule for previously funded projects.

This update includes changes to projects which have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2026-27. The Board's approval is required to update the project lists (Attachments A, B, and C), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies. There are no changes to the project lists in Attachments D and E but are included in this report as information.

BACKGROUND

In May 2019, the Metro Board of Directors approved San Gabriel Valley Subregion's first MSP Five-

Year Plan and programmed funds in: 1) Active Transportation Program (expenditure line 54); 2) Bus System Improvement Program (expenditure line 58); 3) First/Last Mile and Complete Streets (expenditure line 59); and 4) Highway Efficiency Program (expenditure line 82). Since the first Plan, staff updated the Metro Board in May 2021 and May 2022.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$79.9 million was forecasted for programming for Fiscal Years (FY) 2017-18 to FY 2026-27. In prior actions, the Board approved programming of \$53.2 million. Therefore, \$26.7 million is available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the San Gabriel Valley Council of Governments (SGVCOG) and the implementing agencies on project eligibility reviews of the proposed scope of work change and schedule changes in projects for this annual update. Metro required, during staff review, detailed project scope of work to confirm eligibility and establish the program nexus, i.e., project location and limits, length, elements, phase(s), total expenses and funding request, schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2024-25 and beyond, Metro accepted high-level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the SGVCOG and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

This update includes the funding adjustments for two previously approved projects and the programming of two new projects.

Active Transportation Program (expenditure line 54)

This update includes funding adjustments to one existing project as follows:

Temple City/LA County

- Reprogram previously approved \$1,900,000 as follows: \$100,000 in FY 23, \$100,000 in FY 24, \$200,000 in FY 25, and \$1,500,000 in FY 26 for MM4701.09 - Eaton Canyon Wash Bike Trail Project. The funds will be used to complete the Project's Plans Specification and Estimates (PS&E), right-of-way (ROW), and construction phases.

First/Last Mile and Complete Streets Program (expenditure line 59)

This update includes funding adjustments to one existing project as follows:

South El Monte

- Reprogram previously approved \$5,671,500 as follows: \$9,048 in FY 22, \$160,000 in FY 23, \$343,336 in FY 24, \$3,458,653 in FY 25, and \$1,700,463 in FY 26 for MM4703.08 - Santa Anita Avenue Walkability Project. The funds will be used to complete the Project's environmental, PS&E, and construction phases.

Highway Efficiency Program (expenditure line 82)

The Subregion's Highway Efficiency Program funds are not available until FY 2047-48, per the Measure M Expenditure Plan. This update includes the programming of two new priority projects by inter-program borrowing \$3,765,000 from the Bus System Improvement Program and \$21,000,000 from the Highway Demand Based Program:

SGVCOG

- Program \$14,082,000 in FYs 24, 26 and 27 for MM5505.02 - ACE Montebello Corridor Grade Separation Project. The funds will be used to complete the Project's PS&E, ROW, and construction phases.
- Program \$10,683,000 in FYs 25 and 26 for MM5505.03 - ACE Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others. The funds will be used to complete the Project's PS&E, ROW, and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the San Gabriel Valley subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, \$9.59 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), and \$6.49 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Centers 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects are Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The San Gabriel Valley subregion consists of 31 cities and unincorporated communities in Los

Angeles County. Equity Focus Communities (EFCs) are concentrated in Pasadena, Azusa (both along I-210), Alhambra, San Gabriel, Rosemead, El Monte, South El Monte, Baldwin Park, Covina, Pomona (along I-10), Monterey Park, Montebello, and Industry (along SR-60). Fourteen percent of census tracts are defined as EFC in the Subregion. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion, undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the San Gabriel Valley subregion. This is not recommended as the San Gabriel Valley Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines and the Administrative Procedures.

NEXT STEPS

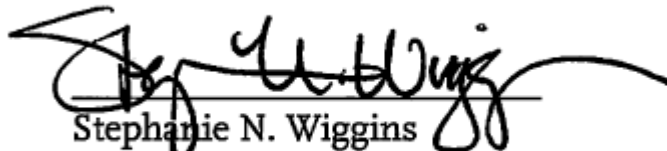
Metro staff will continue to work with the subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

- Attachment A - Highway Efficiency Program Project List
- Attachment B - Active Transportation Program Project List
- Attachment C - First/Last Mile and Complete Streets Program Project List
- Attachment D - Bus System Improvement Program Project List
- Attachment E - Highway Demand Based Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213)
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Stephanie N. Wiggins
Chief Executive Officer

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Efficiency Program (expenditure line 82)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SGVCOG (ACE)	MM5505.01	State Route 60 and Lemon Avenue	Construction	complete	\$ 5,273,500		\$ 5,273,500	\$ 5,273,500					
2	SGVCOG (ACE)	MM5505.02	ACE - Montebello Corridor Grade Separation Project	PS&E ROW Construction	new	\$ -	14,082,000	\$14,082,000			7,553,000		3,029,000	3,500,000
3	SGVCOG (ACE)	MM5505.03	ACE - Pomona At-Grade Pedestrian Crossing Safety Improvement Project and Others	PS&E ROW Construction	new	\$ -	10,683,000	\$10,683,000				5,669,000	5,014,000	
Total Programming Amount						\$5,273,500	\$24,765,000	\$30,038,500	\$5,273,500	\$ -	\$7,553,000	\$5,669,000	\$8,043,000	\$3,500,000

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 54)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Alhambra	MM4701.02	Lit Crosswalk Control Devices	Construction		\$ 636,800		\$ 636,800	\$ 636,800					
2	El Monte	MM4701.03	El Monte Fern and Elliot Class (3) Bike Boulevard Project	PS&E Construction		582,075		582,075	582,075					
3	Industry	MM4701.04	City of Industry East-West Bikeway Project	PS&E Construction		1,492,500		1,492,500	430,000	720,000	342,500			
4	LA County	MM4701.05	Huntington Drive Bike Lanes	Construction		4,278,500		4,278,500	2,139,250	2,139,250				
5	Monrovia	MM4701.06	Monrovia Active Community Travel Vinculum	PS&E Construction		3,880,000		3,880,000			388,000	3,492,000		
6	Pomona	MM4701.07	San Jose Creek Multi-Use Bikeway	PS&E		1,428,876		1,428,876	1,428,876					
7	Rosemead	MM4701.08	Mission Drive: Pedestrian Hybrid Beacon System	PS&E Construction		388,050		388,050	35,000	211,830	141,220			
8	Temple City & LA County	MM4701.09	Eaton Canyon Wash Bike Trail	PS&E ROW Construction	chg	1,990,000		1,990,000		100,000	100,000	200,000	1,590,000	
9	SGVCOG	MM4701.10	Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		6,452,974		6,452,974		550,000	820,000	4,000,000	1,082,974	
Total Programming Amount						\$21,129,775	\$ -	\$21,129,775	\$5,252,001	\$3,721,080	\$1,791,720	\$7,692,000	\$2,672,974	\$ -

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - First/Last Mile and Complete Streets (expenditure line 59)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Arcadia	MM4703.01	Arcadia Gold Line Station Pedestrian Access Corridors	PS&E Construction		\$ 1,741,250		\$ 1,741,250	\$ 620,000	\$1,121,250				
2	Baldwin Park	MM4703.02	Baldwin Park Transit Center First-Last Mile Project	PS&E Construction		652,975		652,975	652,975					
3	Claremont	MM4703.03	College Avenue Pedestrian and Bike Improvements	PS&E Construction		686,945		686,945	686,945					
4	Covina	MM4703.04	Citrus Avenue Complete Streets Enhancements	PS&E Construction		1,741,250		1,741,250	1,741,250					
5	Diamond Bar	MM4703.05	Diamond Bar Blvd. Complete Streets Project *	PS&E Construction		2,985,000		2,985,000			2,985,000			
6	Duarte	MM4703.06	Pedestrian Access and Bicyclist Safety Improvements, Phase II	Construction		1,620,855		1,620,855	648,342	972,513				
7	SGVCOG (La Verne)	MM4703.07	Gold Line Transit Oriented Development Pedestrian Bridge	PS&E		895,500		895,500	895,500					
8	SGVCOG	MM4701.10	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		8,395,000		8,395,000		400,000	4,804,714	3,190,286		
9	San Dimas	MM4703.08	San Dimas Ave. Pedestrian and Bikeway Improvement Project from Gold Line Station to Avenida Loma Vista *	PS&E Construction		895,500		895,500		895,500				
10	South El Monte	MM4703.09	Santa Anita Avenue Walkability Project	Environmental PS&E Construction	chg	5,671,500		5,671,500	9,048	160,000	343,336	3,458,653	1,700,463	
Total Programming Amount						\$25,285,775	\$ -	\$25,285,775	\$5,254,060	\$2,653,763	\$ 9,028,550	\$6,648,939	\$1,700,463	\$ -

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Bus System Improvement Program (Expenditure Line 58)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Foothill Transit	MM4702.01	Colorado Boulevard Corridor Signal Priority Upgrade Project	PS&E Equipment Purchase/Lease Construction		\$286,316		\$286,316	\$ 286,316					
2	Foothill Transit	MM4702.02	Amar Boulevard Corridor Improvement Project	PS&E Equipment Purchase/Lease Construction		211,158		\$211,158		82,352	128,806			
3	SGVCOG	MM4702.03	East San Gabriel Valley Sustainable Multimodal Improvements Project - Phase I	PS&E Construction		150,000		\$150,000		50,000	100,000			
Total Programming Amount						\$647,474	\$ -	\$647,474	\$ 286,316	\$ 132,352	\$ 228,806	\$ -	\$ -	\$ -

San Gabriel Subregion
 Measure M Multi-Year Subregional Plan - Highway Demand Based Program (expenditure line 60)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SGVCOG	MM5501.01	Diamond Bar Boulevard SR-60 Eastbound On-ramp Improvement Project	Construction		1,000,000		1,000,000			\$1,000,000			
Total Programming Amount						\$1,000,000	\$ -	\$1,000,000	\$ -	\$ -	\$1,000,000	\$ -	\$ -	\$ -



Board Report

File #: 2023-0027, **File Type:** Program

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
MAY 17, 2023**

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - NORTH COUNTY SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming of \$9,720,367 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation Program, as shown in Attachment A;
2. programming of \$14,474,000 within the capacity of Measure M MSP - Transit Program, as shown in Attachment B;
3. programming of \$3,846,152 within the capacity of Measure M MSP - Subregional Equity Program, as shown in Attachment C;

B. REPROGRAMMING of projects previously approved to meet environmental, design, right-of-way, and construction time frames, as shown in Attachments A and D; and

C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the North County subregion and implementing agencies to revise the project scope of work, project budgets, and schedule for previously funded projects.

This update includes changes to projects which have received Board approval. Funds are

programmed through Fiscal Year (FY) 2026-27. The Board's approval is required to update the project lists (Attachments A, B, C, and D), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In February 2019, the Metro Board of Directors approved North County subregion's first MSP Five-Year Plan and programmed funds in: 1) Measure M MSP - Active Transportation Program (expenditure line 52); 2) Measure M MSP - Transit Program (expenditure line 64); and 3) Measure M MSP - Highway Efficiency Program (expenditure line 81). Since the first Plan, staff has provided updates to the Metro Board in April 2020, April 2021, and May 2022.

Based on the amount provided in the Measure M Expenditure Plan, a total of \$99.04 million was forecasted for programming for FY 2017-18 to FY 2026-27. Metro Board prior actions approved programming of \$62.67 million. Therefore, \$36.37 million is available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the North County Transportation Coalition Joint Powers Authority (NCTC JPA) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. Metro required, during staff review, a detailed project scope of work to confirm eligibility and establish the program nexus, i.e. project location and limits, length, elements, phase(s), total expenses and funding request, and schedule, etc. This level of detail will ensure the timeliness of the execution of the project Funding Agreements once the Metro Board approves the projects. For those proposed projects that will have programming of funds in FY 2024-25 and beyond, Metro accepted high-level (but focused and relevant) project scope of work during the review process. Metro staff will work on the details with the NCTC JPA and the implementing agencies through a future annual update process. Those projects will receive conditional approval as part of this approval process. However, final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

The changes in this annual update include funding adjustments for 12 previously approved projects.

Active Transportation Program (expenditure line 52)

This update includes funding adjustments to eight existing projects as follows:

Palmdale

- Reprogram previously approved \$550,000 to FY 25 for MM4501.20 - SR-138 (Palmdale Blvd.) Sidewalk Gap Closure Phase II Project. The funds will be used to complete the Project's Project Initiation Documents (PID), Project Approval/Environmental Document (PA/ED) and Plans Specification and Estimates (PS&E) phases.

Santa Clarita

- Reprogram previously approved \$738,000 to FY 25 for MM4501.09 - Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park. The funds will be used to complete the Project's PS&E and right-of-way (ROW) phases.
- Deobligate \$969,700 from MM4501.11/MM4501.14 - Valencia Industrial Center Bicycle and Pedestrian Improvements. The City requested the deobligated funds to be reallocated to other priority MSP projects. The remaining \$450,000 project funds in FY 23 will be used to complete the Project's PS&E phase.
- Program an additional \$507,470 and reprogram previously approved funds for MM4501.17 - Newhall Area Bicycle Facility. Funds are programmed as follows: \$80,100 in FY 22, and \$1,077,360 in FY 23. The funds will be used to complete the Project's PS&E and construction phases.
- Program an additional \$462,230 in FY 23 for MM4501.18 - Saugus Phase I: Bouquet Canyon Trail to Central Park. The funds will be used to complete the Project's PS&E, ROW and construction phases.
- Reprogram previously approved \$683,600 to FY 27 for MM4501.19 - Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Canyon Project. The funds will be used to complete the Project's PS&E phase.

Los Angeles County

- Program an additional \$1,400,000 in FY 26 for MM4501.13 - Lake Los Angeles Pedestrian Plan Implementation Phase 1 Project. Funds are programmed as follows: \$50,000 in FY 20, \$300,000 in FY 21, \$300,000 in FY 22, \$300,000 in FY 23, \$400,000 in FY 24, \$2,250,000 in FY 25, and \$1,400,000 in FY 26. The funds will be used to complete the Project's PS&E, ROW, and construction phases.
- Program an additional \$8,320,367 in FY 26 for MM4501.16 - 30th Street West Active Transportation Improvements Project. Funds are programmed as follows: \$125,000 in FY 23, \$585,000 in FY 24, \$1,500,000 in FY25, and \$8,320,367 in FY 26. The funds will be used to complete the Project's PS&E, ROW, and construction phases.

Transit Program (expenditure line 64)

This update includes a funding adjustment to one existing project as follows:

SCRRA (NCTC)

- Program an additional \$14,474,000 in FY 26 & FY 27 for MM4502.06 - Metrolink Antelope Valley Line Capital and Service Improvements Program. Funds are programmed as follows:

\$1,110,542 in FY 20, \$2,429,039 in FY 21, \$6,150,000 in FY 23, \$3,425,000 in FY 24, \$3,449,000 in FY 25, \$7,074,000 in FY 26 and \$7,400,000 in FY 27. The funds will be used to complete the Project's PS&E phase that Metrolink has been tasked to lead.

Highway Efficiency Program (expenditure line 81)

This update includes funding adjustment to two existing projects and correction to one existing project title as follows:

Palmdale

- Reprogram previously approved \$3,351,220 to FY 24 for MM5504.01 - SR-14/Avenue S Interchange Improvements. The funds will be used to complete the Project's construction phase.
- Reprogram previously approved \$2,400,000 to FY 26 for MM5504.04 - SR-138 Palmdale Blvd. SR-14 Ramps. The funds will be used to complete the Project's PID and PA/ED phases.

LACMTA (NCTC)

- Update project title for MM5504.02 to SR-14 Safety Improvements. The previously approved \$4,700,000 will be used to complete the Projects' PA/ED phase that Metro has been tasked to lead.

Subregional Equity Program (expenditure line 68)

This update includes funding adjustments to two existing projects as follows:

SCRRA (NCTC)

- Program an additional \$2,884,614 in FY 25, FY 26 & FY 27 for MM4502.06 - Metrolink Antelope Valley Line Capital and Service Improvements Program. Funds are programmed as follows: \$961,538 in FY 25, \$961,538 in FY 26 and \$961,538 in FY 27. The funds will be used to complete the Project's PS&E phase that Metrolink has been tasked to lead.

LACMTA (NCTC)

- Program an additional \$961,538 in FY 24 for MM5504.02 - SR-14 Safety Improvements. The funds will be used to complete the Projects' PA/ED phase that Metro has been tasked to lead.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the North County subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2022-23, \$9.59 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Active Transportation Program (Project #474401), \$6.49 million is budgeted in Cost Center 0441 (Subsidies to Others) for the Transit Program (Project #474102), and \$1,000,000 is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475504). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17% and Measure M Transit Construction 35%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The North County subregion consists of Equity Focus Communities (EFCs), including those located in the cities of Lancaster (39%) and Palmdale (35%), as well as the City of Santa Clarita (7%) and the adjacent unincorporated area of Los Angeles County. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion, undertake their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in the development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the North County subregion. This is not recommended as the North County subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and the

Administrative Procedures.

NEXT STEPS

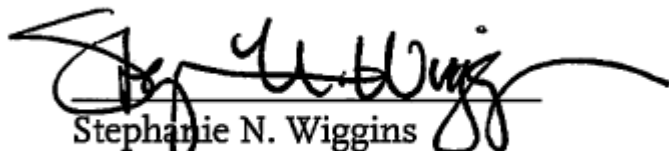
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ATTACHMENTS

- Attachment A - Active Transportation Project List
- Attachment B - Transit Program Project List
- Attachment C - Subregional Equity Program Project List
- Attachment D - Highway Efficiency Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
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Stephanie N. Wiggins
Chief Executive Officer

**North County Subregion
Measure M Multi-Year Subregional Plan - Active Transportation Program (Expenditure Line 52)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Lancaster	MM4501.05	Sierra Hwy: Avenue J to Avenue L	Construction		\$ 1,240,486		\$ 1,240,486	\$ 1,240,486					
2	Palmdale	MM4501.06	Avenue R Complete Street & Safe Routes to School Proj	PS&E, ROW Construction		2,695,140		2,695,140	2,695,140					
3	Palmdale	MM4501.20	SR-138 (Palmdale Blvd) Sidewalk Gap Closure Phase II	PID, PAED PS&E	chg	550,000		550,000				550,000		
4	Santa Clarita	MM4501.09	Santa Clara River Trail Gap Closure Design: Five Knolls to Discovery Park *	PS&E ROW	chg	738,000	-	738,000				738,000		
5	Santa Clarita	MM4501.10	Sierra Highway Sidewalk Improvements: Scherzinger Lane to Skyline Ranch Road	PS&E Construction		624,000		624,000	624,000					
6	Santa Clarita	MM4501.11/ MM4501.14	Valencia Industrial Center Bicycle and Pedestrian Improvements	PS&E	chg	1,419,700	(969,700)	450,000		450,000				
7	Santa Clarita	MM4501.17	Newhall Area Bicycle Facility	PS&E Construction	chg	650,000	507,470	1,157,470	80,100	1,077,360				
8	Santa Clarita	MM4501.18	Saugus Phase I: Bouquet Canyon Trail to Central Park	PS&E, ROW Construction	chg	666,900	462,230	1,129,130	666,900	462,230				
9	Santa Clarita	MM4501.19	Saugus Phase II: Bouquet Canyon Trail Central Park to Haskell Cyn	PS&E	chg	683,600		683,600						683,600
10	LA County	MM4501.12	Elizabeth Lake Road Bikeways	PS&E ROW	CXL	20,741		20,741	20,741					
11	LA County	MM4501.13	Lake Los Angeles Pedestrian Plan Implementation Phase 1: 170th St. E, Avenue N, 165th St. E, Avenue N-8, 180th St. E, Avenue P-8, 160th St. E, Avenue Q	PS&E ROW Construction	chg	3,600,000	1,400,000	5,000,000	650,000	300,000	400,000	2,250,000	1,400,000	
12	LA County (Lancaster)	MM4501.16	30th Street West Active Transportation Improvements	PS&E, ROW Construction	chg	2,210,000	8,320,367	10,530,367		125,000	585,000	1,500,000	8,320,367	
Total Programming Amount						\$ 15,098,567	\$ 9,720,367	\$ 24,818,934	\$ 5,977,367	\$ 2,414,590	\$ 985,000	\$ 5,038,000	\$ 9,720,367	\$ 683,600

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.

**North County Subregion
Measure M Multi-Year Subregional Plan - Transit Program (Expenditure Plan 64)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	Palmdale	MM4502.01	Palmdale Transportation Center Transit and Infrastructure Design Project	PS&E		\$ 2,000,000		\$ 2,000,000	\$ 2,000,000					
2	Santa Clarita	MM4502.02	Valencia Industrial Center Bus Stop Improvement	PS&E, ROW Construction		892,000		892,000		892,000				
3	Santa Clarita	MM4502.03	Vista Canyon Bus Service Expansion	Vehicles/ Equipment		2,180,000		2,180,000		1,090,000	1,090,000			
4	Santa Clarita	MM4502.04	Vista Canyon Transportation Center	ROW Construction		3,216,000		3,216,000	3,216,000					
5	LA County	MM4502.04	Vista Canyon Transportation Center - Transit Capital Jurisdictional Share	Construction		2,000,000		2,000,000	2,000,000					
6	LA County	MM4502.05	North County Bus Stop Improvements: Santa Clarita and Antelope Valley	PS&E Construction		2,855,260		2,855,260	2,855,260					
7	LACMTA (NCTC)	MM4502.06A	Metrolink Antelope Valley Line	Environmental	COMPL	3,060,419		3,060,419	3,060,419					
8	SCRRA (NCTC)	MM4502.06	Metrolink Antelope Valley Line Capital and Service Improvements Program	PS&E	chg	16,563,581	14,474,000	31,037,581	3,539,581	6,150,000	3,425,000	3,449,000	7,074,000	7,400,000
Total Programming Amount						\$ 32,767,260	\$ 14,474,000	\$ 47,241,260	\$ 16,671,260	\$8,132,000	\$4,515,000	\$3,449,000	\$7,074,000	\$7,400,000

**North County Subregion
Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
1	SCRRA (NCTC)	MM4502.06	Metrolink Antelope Valley Line Capital and Service Improvements Program	PS&E	new	\$ -	\$ 2,884,614	\$ 2,884,614		\$961,538	\$961,538	\$961,538
2	LACMTA (NCTC)	MM5504.02	SR-14 Safety Improvements	PA/ED	new	-	961,538	961,538	961,538			
Total Programming Amount						\$ -	\$ 3,846,152	\$ 3,846,152	\$ 961,538	\$ 961,538	\$ 961,538	\$ 961,538

**North County Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 81)**

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27		
1	Palmdale	MM5504.01	SR-138 Palmdale Blvd. SR-14 Ramps	Construction	chg	\$ 3,351,220		\$ 3,351,220			\$3,351,220					
2	Palmdale	MM5504.04	SR-14/Avenue S Interchange Improvements *	PID PA/ED	chg	\$ 2,400,000		\$ 2,400,000					2,400,000			
3	LACMTA (NCTC)	MM5504.02	SR-14 Safety Improvements	PA/ED	chg	4,700,000		4,700,000	2,000,000	1,350,000	1,350,000					
4	Lancaster	MM5504.03	SR-138 Avenue G Interchange Project (Measure R #MR330.03 shortfall)	ROW Construction		4,350,143		4,350,143	4,350,143							
Total Programming Amount								\$14,801,363	\$ -	\$14,801,363	\$6,350,143	\$1,350,000	\$4,701,220	\$ -	\$2,400,000	\$ -

* Conditional programming approval as only high level scope of work was developed and reviewed. Future annual update process will reconfirm the programming.



Board Report

File #: 2023-0198, File Type: Contract

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MAY 17, 2023

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement / Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

ISSUE

A Contract Modification is necessary to conduct additional design and environmental technical analysis to support stakeholder coordination and to address comments received on the WSAB Draft EIS/EIR alignment design. This work is necessary to complete the federal and state environmental processes (i.e., Final EIS/EIR) for the WSAB Project (the Project).

In response to Board Motion # 7 by Directors Hahn, Dutra, Solis, and Barger (2023-0183), see Attachment A, a Contract Modification is necessary to conduct communication strategies to (a)

rename the Project no later than January 2024 that represents the community character, and (b) develop a robust communication strategy to get input for and from CBOs and other key stakeholders.

Following the LPA selection, Metro started developing the First/Last Mile (FLM) plans for the LPA stations, the FLM Plan requires a robust CBO engagement strategy.

Additional funds are needed for the existing funding agreement FA# 920000000FACGGC03 with the GCCOG, for continued third party administrative work, project coordination with the participating cities for the duration of the Final EIS/EIR completion and support with community or stakeholder engagement, as needed, for the rebranding scope.

BACKGROUND

Technical Services Contract Modification

In September 2016, the Board awarded the technical contract with WSP USA, Inc. (then Parsons Brinckerhoff, Inc.) to complete the environmental clearance study for the Project. The scope of work and associated costs to complete the Final EIS/EIR (to be authorized by the Board at the conclusion of the Draft EIS/EIR) were included in the Contract as Scenario 1, Option 2.

At its January 2022 meeting, the Board received the Draft EIS/EIR for the Project, approved Los Angeles Union Station (LAUS) as the northern terminus, and selected Slauson/A Line (Blue) to Pioneer Station as the Locally Preferred Alternative (LPA) (2021-0724). The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment, and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS.

During the January 2022 meeting, the Board also approved motion #10 by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (2022-0023), see Attachment B, that the Board adopt as policy that the full Project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also directed staff to conduct additional technical analysis, including an assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at lower cost, identification of accelerated construction and funding opportunities for the LPA segment, and other analysis. The cut-and-cover analysis was completed in December 2022 and presented the findings to the participating cities, GCCOG Transportation Committee, and Eco-Rapid Board. A Board Box was released in May 2023 summarizing the analysis.

Renaming Community Engagement and FLM Plan Contract Modification

At the March 2023 Board meeting, Motion # 7 by Directors Hahn, Dutra, Solis and Barger (2023-0183) was approved directing the CEO to (a) rename the Project no later than January 2024 that represents the community character, (b) develop a robust communication strategy to get input for and from CBOs and other key stakeholders and (c) to report back on these directives quarterly. Following the LPA selection, Metro started developing the FLM plans for the LPA stations, the FLM Plan requires a robust CBO engagement strategy.

GCCOG Funding Agreement Amendment

FA# 920000000FACGGC03 was executed in October 2016 with the Gateway Cities COG for Third

Party Administration to work with the 13 cities along the corridor for participation in the WSAB environmental clearance study, including review of the WSAB environmental document, participation in WSAB City Managers TAC meetings and conducting outreach for the corridor. In April 2022, the Board approved an additional \$353,530 for continued Third-Party Administration in the Project, which included \$48,000 for continued facilitation of the WSAB City Manager TAC meetings (2021-0093). In September 2022, the Board approved an additional \$48,000 for continued facilitation of the WSAB City Manager TAC meetings (2022-0464).

DISCUSSION

WSP USA, Inc.

1. **FLM Plan:** Building on the WSAB Transit Oriented Development Strategic Implementation Plan (TOD SIP) (completed in 2019), the Contractor shall finalize a FLM Pathway Network and project list for improvements within one half (½)- mile walk shed and three (3)-mile bike shed for all stations in the WSAB Corridor. Additional scope is being added to complete the FLM Plan for the 9 WSAB stations included in the LPA.
2. **Final EIS/EIR Design & Environmental Technical Analysis:** Continued coordination with the Federal Transit Administration (FTA), participating cities, agencies, other stakeholders, and internal Metro departments require modifications to the Project design and additional environmental technical analysis. The modifications of the scope of work and associated costs have been updated to reflect these changes to include the necessary work needed to complete the Final EIS/EIR. A summary of the required project updates based on the required Modification 15 changes is provided below:
 - Intersection updates based on coordination with the California Public Utilities Commission (CPUC) and participating cities;
 - I-105/C Line (Green) station modifications based on coordination with Union Pacific Railroad (UPRR), the City of South Gate, and internal Metro departments;
 - Pioneer Station parking structure modifications based on coordination with the City of Artesia;
 - Redesign of the pedestrian overpass at Paramount High School;
 - Slauson/A Line (Blue) station modifications based on coordination with Metro Operations;
 - Freight spur track adjustments based on coordination with UPRR;
 - Updates to the Bellflower Maintenance and Storage Facility (MSF) based on coordination with Southern California Edison and the City of Bellflower;
 - Additional meetings and review for coordination with various stakeholders
 - Updates to the environmental analysis and documentation.

Arellano Associates, LLC

1. **Renaming Community Engagement**

Metro team will create a robust communications strategy to gather input about a potential new name

for the Project. Involve key stakeholders such as participating cities, businesses, schools, CBOs and neighborhoods. Develop a process that engages the public in renaming the Project but also creates awareness and builds support for the Project.

Metro will re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs to find a name that is representative of the cultural and demographic community that it will serve. The key consultant tasks include:

A. Establishing a Renaming Panel/Committee

B. CBO Partnerships Collaboration

- Coordinate implementation of CBO Partnerships for the Project, including support from the new Metro Gateway Cities CBO partnerships contractor.

C. Youth Influencers

- Identify and partner with local community icons, young influencers, such as Metro Youth Council and/or local Youth Councils, to help promote the Project, including the renaming efforts, contests, and other campaigns that build support and excitement for the project.

D. Targeted Business Outreach

- Develop a business roundtable with representatives from corridor chambers, BIDs, economic development CBOs, etc.
- Chambers of Commerce presentation series.
- Booths at their membership and community events.
- Feature WSAB articles and ads in the chamber e-newsletters.

E. Voting for Naming Alternatives

- Raffles for participants/youth at name change events/activities.

F. Name Change Recommendations

- Renaming Panel/Committee to review and recommend the top 5 name changes.
- These top five names will then be released for a public survey/vote, asking corridor stakeholders to vote for their favorite.
- Informed by the results, the Metro Board will approve the formal name change.

2. FLM Plan CBO Partnership & Onboarding

Coordinate implementation of CBO Partnerships for the Project for the FLM Plan.

GCCOG Funding Agreement Amendment

Since October 2016, the resources provided through the funding agreement with the GCCOG has

been used to establish a collaborative framework between Metro, Eco-Rapid Transit, and participating cities.

The WSAB City Managers TAC was formed within the GCCOG to serve as an effective forum for generating consensus positions on a range of technical, financial, and policy challenges confronting the participating cities. The members include city managers or key staff for the cities and LA County staff. The monthly meetings are also attended by representatives from board offices, Eco-Rapid Transit, and the GCCOG staff. Metro has worked with the TAC to establish a collaborative approach to achieving the milestones required for the Project to advance, including establishing ongoing engagement on the current project-level environmental process to protect the interests of the cities and secure meaningful mitigation measures, supported by an effective monitoring system.

Since April 2021, GCCOG has continued to use consultant services to support and facilitate the TAC meetings. Allocated funding for the GCCOG and Cities of Artesia and Paramount are anticipated to be expended before the completion of the Final EIS/EIR and Attachment C shows the funding allocation and remaining amounts for the participating cities.

Additional funding is required for the continued third-party administration to work with the 13 cities for participation in the WSAB environmental clearance study, including review of the WSAB environmental document, participation in the WSAB City Managers TAC meetings, and conducting outreach in the corridor through the completion of the environmental document. The table below shows the breakdown of the additional funding request for:

- Eco-Rapid Transit
- GCCOG
- City of Artesia
- City of Paramount

Agency	Prior Approved Funding	Requested Additional Funding	Purpose
Eco-Rapid Transit	\$368,450	\$130,000	Project coordination with the participating cities for duration of the Final EIS/EIR completion and support with community or stakeholder engagement, as needed, FLM and environmental public meetings
Gateway Cities COG	\$256,000	\$110,000	Staff time to coordinate WSAB City managers TAC meetings; engage & support WSAB FLM, environmental planning, and related Administration.
City of Artesia*	\$100,000	\$10,000	Project coordination for the duration of the Final EIS/EIR completion
City of Paramount*	\$44,000	\$6,182.50	Project coordination for the duration of the Final EIS/EIR completion

*Metro staff via the GCCOG reached out to participating cities and received requests for additional funding for the environmental review from only the Cities of Artesia and Paramount. In April 2021, the Metro Board approved additional funds for corridor cities, the GCCOG, and Eco-Rapid Transit. Since then, GCCOG, Eco-Rapid Transit, the Cities of Artesia, and Paramount have expended funds. Other cities have pending balances from this last funding modification.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety.

FINANCIAL IMPACT

The FY 2022-23 budget contains \$8,769,637 in Cost Center 4370, Project 460201 (WSAB Corridor Administration) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

The funding for this project is in the Measures R and M Expenditure Plans. The fund source for the above activity is Measure R 35%. As these funds are earmarked for the WSAB Transit Corridor project, they are not eligible for Metro bus and rail capital and operating expenditures.

EQUITY PLATFORM

Approving the execution of the contract modifications and GCCOG funding agreement amendment is not anticipated to result in any barriers to potential benefits of the proposed Project or result in any harm or unintentional burdens.

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities in the corridor. Approval of the WSP contract modification will allow staff to complete the Final environmental study and additional technical studies as directed by the Board in January 2022 and will allow corridor communities and users of the Metro system to benefit from this new transit service. The WSP contract modification also includes the additional technical work as directed by the Board in January 2022. Key roles for DBE team members have been included for this additional work, at approximately 41.31% of the modification value, to ensure that the overall DBE commitment (25.03%) is met.

In response to Board, Motion # 7 by Directors Hahn, Dutra, Solis and Barger (2023-0183), Metro staff and Arellano Associates, LLC are looking into ways to rebrand the Project and to bring in CBOs to support FLM and environmental work. Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. As a result of this extensive outreach, Metro made numerous changes to the Project

definition resulting from the comments received during the scoping process, as well as ongoing coordination with the participating cities and continued technical analysis. These changes include alignment and vertical configuration changes, removing three (3) stations from further study, as well as other Project design changes.

Metro will continue to engage corridor communities during the completion of the Final EIS/EIR, allowing the public, local jurisdictions, CBO's and other stakeholders the opportunity to provide their comments and feedback on the Project. Metro plans to compensate CBOs for their time and participation, such as attending committee meetings and/or advisory groups that are established during the engagement process. Staff will also reengage communities to help define the Project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS, and surrounding area residents, employees, and businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity, and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended contract modifications and/or the GCCOG funding agreement. However, this alternative is not recommended, as this would impact the Project's environmental clearance schedule and would pose significant delays to the overall project schedule and risk that the Project would be unable to meet its Measure M schedule.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final EIS/EIR and Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and bring CBOs to support FLM and environmental work. These activities are needed to continue advancing the Project. Staff will execute the amendment to the existing GCCOG funding agreement # 920000000FACGGC03 to update the funding allocation to reflect the additional funds.

ATTACHMENTS

Attachment A - Board File 2023-0183

Attachment B - Board File 2022-0023

Attachment C - GCCOG Funding Agreement Funding Allocation Table

Attachment D-1 - Procurement Summary (WSP USA Inc.)

Attachment D-2 - Procurement Summary (Arellano Associates)

Attachment E-1 - Contract Modification/Change Order Log (WSP USA Inc.)

Attachment E-2 - Contract Modification/Change Order Log (Arellano Associates)

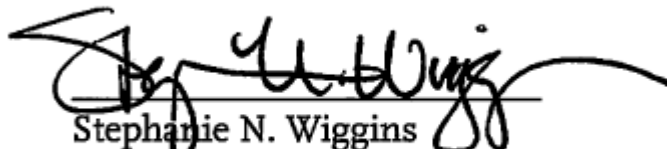
Attachment F-1 - DEOD Summary (WSP USA Inc.)

Attachment F-2 - DEOD Summary (Arellano Associates)

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Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2023-0183, File Type: Motion / Motion Response

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
MARCH 15, 2023

Motion by:

DIRECTORS HAHN, DUTRA, SOLIS, AND BARGER

A New Start for the West Santa Ana Branch Motion

The West Santa Ana Branch is set to advance into construction in the next few years, with a Record of Decision anticipated in 2024 for the LPA segment from Slauson/A Line to Artesia. Once fully completed, this 19-mile light-rail line will provide a one-seat ride, connecting a dozen cities in some of the County’s most transit dependent communities, from the City of Artesia to Union Station, Downtown Los Angeles.

The West Santa Ana Branch will primarily serve residents who live within some of the most polluted, and socioeconomically disadvantaged communities in the State. Nearly the entire alignment will be located in Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.” With formal recognition at the local and state level, along with the Eastside Extension initial operating segment, this project stands to be a prime candidate for federal funding given the President’s Justice40 Initiative, which ensures that at least 40% of all discretionary grants go toward projects in disadvantaged communities.

This project, when completed, will change the way that Southeast Los Angeles residents travel across the region providing them with cleaner and faster modes of travel. The West Santa Ana Branch will be incredibly important for nearly a million residents, yet the reality of this project is still largely unknown to many. Furthermore, the name “West Santa Ana Branch” is an outdated and inaccurate description of the project itself. The lack of representation of local context within the name could be inadvertently limiting awareness and visibility of this project, both with our local stakeholders as well as State and federal partners.

With a year to go before the final Record of Decision on this project’s environmental document, now is the perfect opportunity to re-engage corridor cities, stakeholders, and community-based organizations, to find a name that is truly representative of the cultural and demographic community that it will serve, helping build a coalition in support of what will be one of the nation’s most significant efforts to address and redress historic inequities.

SUBJECT: A NEW START FOR THE WEST SANTA ANA BRANCH MOTION

RECOMMENDATION

APPROVE Motion by Directors Hahn, Dutra, Solis, and Barger that the Board direct the Chief Executive Officer to work collaboratively with the West Santa Ana Branch Corridor City manager Technical Advisory Committee, Gateway Cities Council of Governments, Eco Rapid Transit Joint Powers Authority, local elected officials, community-based organizations, schools and colleges, and residents along the corridor in order to rebrand the West Santa Ana Branch, including (a) renaming the project no later than January 2024 that represent the community character and local context, (b) developing a robust communication strategy to get input for and from CBOs, corridor cities residents and businesses, and key stakeholders, and (c) report back on progress toward these directives on a quarterly basis, beginning in June 2023.



Board Report

File #: 2022-0023, **File Type:** Motion / Motion Response

Agenda Number: 10.

**PLANNING AND PROGRAMMING COMMITTEE
JANUARY 19, 2022**

Motion by:

DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA

West Santa Ana Branch Transit Corridor Project Motion

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.”

One of the Board of Directors’ four “Pillar Projects” (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff’s recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT MOTION

RECOMMENDATION

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

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

-
- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
- a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
 - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
- D. As part of the additional study of the Slauson to Union Station segment, include the following:
- a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
 - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
- E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,

H. Report back to the Board in April 2022 with updates on all of the above items.

	Original Budget	Additional Approved Budget (4/2021)	Additional Approved Budget (9/2022)	Total Budget Allocation	Amount Expended Through 4/2023	Remaining Amount
Gateway Cities COG (AGENCY)*	\$100,000	\$108,000	\$48,000	\$256,000	\$248,077.50	\$7,922.5
Artesia	\$28,000	\$72,000	\$-	\$100,000	\$58,659.78	\$41,340.22
Artesia – Eco-Rapid Transit JPA	\$55,259.34	\$60,450	\$-	\$115,709.34	\$107,171.13	\$8,538.21
Bell	\$17,000	\$-	\$-	\$17,000	\$8,240.67	\$8,759.33
Bellflower	\$44,000	\$-	\$-	\$44,000	\$17,242.97	\$26,757.03
Bellflower – Eco-Rapid Transit JPA (prior amount invoiced through 12/31/18)	\$242,740.66	\$-	\$-	\$242,740.66	\$242,740.66	\$-
Bell Gardens	\$12,000	\$-	\$-	\$12,000	\$7,526.13	\$4,473.87
Cudahy	\$22,000	\$-	\$-	\$22,000	\$-	\$22,000
Downey	\$24,000	\$29,875	\$-	\$53,875	\$23,972.20	\$29,902.80
Huntington Park	\$28,000	\$-	\$-	\$28,000	\$2,926.63	\$25,073.37
Lakewood	\$8,000	\$-	\$-	\$8,000	\$8,000	\$-
Lynwood	\$12,000	\$-	\$-	\$12,000	\$-	\$12,000
Maywood	\$17,000	\$-	\$-	\$17,000	\$-	\$17,000
Paramount	\$24,000	\$20,000	\$-	\$44,000	\$41,532.70	\$2,467.30
South Gate	\$28,000	\$63,205	\$-	\$91,205	\$28,000	\$63,205
Vernon	\$28,000	\$-	\$-	\$28,000	\$13,447.62	\$14,552.38
Remaining Funds for AGENCY and LACMTA to mutually determine how to distribute to the above	\$10,000	\$-	\$-	\$10,000	\$10,000	\$-
Total	\$700,000	\$353,530	\$48,000	\$1,101,530	\$817,537.99	\$283,992.01

*Includes \$48,000 added in April 2021 and \$48,000 added in September 2022 for City Manager TAC consultant

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/NO. AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: First-Last Mile plan preparation and environmental design and technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) and period of performance extension through 12/31/24.		
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services		
5.	The following data is current as of: 4/20/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/26/16	Contract Award Amount: \$9,392,326
	Notice to Proceed (NTP):	09/26/16	Total of Modifications Approved: \$33,996,227
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$2,431,148
	Current Est. Complete Date:	12/31/24	Current Contract Value (with this action): \$45,819,701
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Meghna Khanna		Telephone Number: (213) 547-4285

A. Procurement Background

This Board Action is to approve Contract Modification No. 15 issued to provide First-Last Mile plan preparation and environmental design and technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR). This Modification will also extend the period of performance from June 30, 2023 through December 31, 2024.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 26, 2016, the Board awarded firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of \$9,392,326 for the West Santa Ana Branch Transit Corridor.

Fourteen modifications have been issued to date.

Refer to Attachment E-1 – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, and negotiations. Fee remains unchanged from the original contract.

Staff successfully negotiated savings of \$26,119.

Proposal Amount	Metro ICE	Negotiated
\$2,457,267	\$2,446,973	\$2,431,148

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM /
CONTRACT NO. PS2492300

1.	Contract Number: PS2492300		
2.	Contractor: Arellano Associates, LLC		
3.	Mod. Work Description: Rebrand the project to respond to Board Motion 2023-0183 and to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.		
4.	Contract Work Description: Continuation of public outreach services and stakeholder engagement for West Santa Ana Branch		
5.	The following data is current as of: April 17, 2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	9/26/16	Contract Award Amount: \$492,893
	Notice to Proceed (NTP):	9/26/16	Total of Modifications Approved: \$1,753,813
	Original Complete Date:	9/25/20	Pending Modifications (including this action): \$449,991
	Current Est. Complete Date:	6/30/24	Current Contract Value (with this action): \$2,696,697
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Mark Dierking		Telephone Number: (213) 922-2426

A. Procurement Background

This Board Action is to approve Contract Modification No. 6 issued to rebrand the project to respond to Board Motion 2023-0183 and to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. All other terms and conditions remain in effect.

On September 26, 2016, the Board approved award of a firm fixed price Contract No. PS2492300 to Arellano Associates, LLC in the amount of up to \$861,067 to perform the environmental clearance study community outreach for the WSAB Transit Corridor pending passage of Measure M.

Refer to Attachment E-2, Contract Modification/Change Order Log for contract modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Staff successfully negotiated savings of \$45,504.

Proposal Amount	Metro ICE	Negotiated Amount
\$495,495	\$445,102	\$449,991

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	10/20/17	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS for the West Santa Ana Branch Transit Corridor.	Approved	06/28/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Approved	01/09/19	\$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$494,230
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	\$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	Approved	07/25/19	\$6,476,982
8	No cost descoping and rescoping of tasks.	Approved	10/31/19	\$0
9	No cost reallocation of tasks.	Approved	03/24/20	\$0
10	Additional conceptual engineering and technical analysis associated with design changes to I-105/C Line and extension of period of	Approved	09/22/20	\$477,320

	performance (POP) through 04/30/21.			
11	Extension of POP through 10/31/21.	Approved	03/30/21	\$0
12	Extension of POP through 12/31/21.	Approved	10/14/21	\$0
13	Additional conceptual engineering, environmental review and technical analysis to complete the EIS/EIR and extension of POP through 06/30/22.	Approved	12/02/21	\$1,302,845
14	Environmental technical work and outreach support to complete the Final EIS/EIR, as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the WSAB Transit Corridor Project and extension of POP through 06/30/23.	Approved	03/24/22	\$13,601,672
15	First-Last Mile plan preparation and environmental design, and technical work to complete the FEIS/FEIR and extension of POP through 12/31/24.	Pending	Pending	\$2,431,148
	Modification Total:			\$36,427,375
	Original Contract:	Approved	09/26/16	\$9,392,326
	Total:			\$45,819,701

**CONTRACT MODIFICATION/CHANGE ORDER LOG
WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM /
CONTRACT NO. PS2492300**

Mod. No.	Description	Status (Approved or Pending)	Date	\$ Amount
1	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Approved	06/28/18	\$429,310
2	Continue implementing outreach services as part of the Community Participation Program for the environmental review and clearance for WSAB Transit Corridor Project.	Approved	12/06/18	\$1,324,503
3	Extend period of performance (POP) through 12/31/21.	Approved	7/16/20	\$0.00
4	Extend POP through 12/31/22.	Approved	11/24/21	\$0.00
5	Extend POP through 6/30/24.	Approved	11/9/22	\$0.00
6	Rebrand the project to bring Community Based Organizations (CBOs) to support First-Last Mile (FLM), community development and environmental work.	Pending	Pending	\$449,991
	Modification Total:			\$2,203,804
	Original Contract:		09/26/16	\$492,893
	Total:			\$2,696,697

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/ NO. AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. Based on payments the project is 70% complete and the current DBE participation is 22.70%, representing a shortfall of 2.33%.

WSP has a shortfall mitigation plan on file and contends that the shortfall is the result of its DBE partners progressing at different rates, according to the contract schedule. WSP further contends that with the contract expected to be extended through December 31, 2024, the DBE participation and level of effort is expected to increase, as tasks utilizing DBEs will be completed between now and December 31, 2024. WSP expects to meet or exceed the DBE commitment by the end of the project. For the proposed modification, WSP has identified three (3) DBE subcontractors, representing 41.31% of the modification value. Staff will continue to track and monitor WSP's efforts to meet or exceed their commitments.

Small Business Commitment	25.03% DBE	Small Business Participation	22.70% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA, Inc.	Black American	1.66%	1.76%
2.	Cityworks Design	Hispanic American	3.68%	4.24%
3.	Connectics Transportation Group	Asian-Pacific American	0.79%	0.52%
4.	Epic Land Solutions	Caucasian Female	1.18%	0.64%
5.	Geospatial Professional Services	Asian-Pacific American	0.25%	0.70%
6.	Lenax Construction	Caucasian Female	2.31%	2.03%
7.	Terry A. Hayes	Black American	11.40%	6.69%
8.	Translink Consulting	Asian-Pacific American	3.76%	2.40%

9.	Bette Spaghetti Productions (Media Arts, LLC)	Caucasian Female	Added	0.05%
10.	Del Richardson & Associates	Black American	Added	1.17%
11.	Dunbar Transportation Consulting, LLC	Caucasian Female	Added	0.18%
12.	Wiltec	Black American	Added	0.41%
13.	RSE Corporation (formerly Rail Surveyors and Engineers, Inc.)	Asian-Pacific American	Added	1.48%
14.	Yunsoo Kim Design, Inc.	Asian-Pacific American	Added	0.43%
	Total		25.03%	22.70%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR PARTICIPATION PROGRAM/
NO. PS2492300**A. Small Business Participation**

Arellano Associates, LLC (Arellano), a Small Business Prime, made a 100% Small Business Enterprise (SBE) commitment. Based on payments, the project is 84% complete and the current SBE participation is 100%.

Small Business Commitment	100% SBE	Small Business Participation	100% SBE
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Arellano Associates, LLC	100%	100%
	Total	100%	100%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



Planning & Programming Committee
May 17, 2023
File #: 2023-0198



RECOMMENDATIONS

- A. AUTHORIZING the Chief Executive Officer (CEO) to execute Modification No. 15 to Contract No. AE5999300 with WSP USA Inc. to provide First-Last Mile (FLM) plan preparation and environmental design & technical work to complete the Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) in the amount of \$2,431,148, increasing the Total Contract Value from \$43,388,553 to \$45,819,701, and to extend the Contract Period of Performance through December 31, 2024;
- B. AUTHORIZING the CEO to execute Modification No. 6 to Contract No. PS2492300 with Arellano Associates, LLC to rebrand the project and to bring Community Based Organizations (CBOs) to support FLM and environmental work in the amount of \$449,991, increasing the Total Contract Value from \$2,246,706 to \$2,696,697, and to extend to the Contract Period of Performance through December 31, 2024; and
- C. AUTHORIZING AND DELEGATING authority to the CEO to negotiate and execute all necessary agreements in the amount of \$256,182.50 between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (GCCOG) for Third-Party Administration participation in the West Santa Ana Branch (WSAB) environmental clearance study (existing Funding Agreement FA# 920000000FACGGC03), increasing the total funding amount from \$1,101,530 to \$1,357,713.

KEY UPCOMING MILESTONES

- **A New Start for the WSAB Board Motion**
 - Q2 to Q4 2023: Re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs including youth
 - Q1 2024: Board Approval
- **Final Environmental**
 - June 2023: Community Engagement
 - Q2 2024: Final EIS/EIR certification by Metro Board
 - Q3 2024: FTA Issues ROD
- **FLM Plan**
 - June 2023: Walk Audits
 - Q3 2023: Community Engagement
 - Q4 2023: Draft Plan Recommendations
 - Q2 2024: Plan adoption



Board Report

File #: 2023-0260, File Type: Plan

Agenda Number: 10.

REVISED
FINANCE, BUDGET AND AUDIT COMMITTEE
MAY 17, 2023

SUBJECT: FY24 AUDIT PLAN

ACTION: ADOPT RECOMMENDATION

RECOMMENDATION

ADOPT the Fiscal Year 2024 (FY24) Proposed Annual Audit Plan (Attachment A).

ISSUE

Management Audit Services (MAS) is required to complete an annual agency-wide risk assessment and submit an annual audit plan to the Board of Directors for approval.

BACKGROUND

The Board approved Financial Stability Policy requires MAS to develop a risk assessment and an annual audit plan (AAP) each year and present it to the Board. It also requires the Finance, Budget, and Audit Committee to provide input and approve the audit plan.

All priority projects included in the FY23 AAP were either completed or initiated during FY23. Those expected to still be in progress as of June 30, 2023, are included in the FY 24 audit plan as carryovers. In addition, one FY23 discretionary project is expected to be completed by June 30, 2023, and another has been carried over to the FY24 AAP as a priority project. All carryover projects included in the FY23 AAP have either been completed or will be completed by June 30, 2023.

DISCUSSION

The FY24 AAP is developed with consideration to the current state of the agency, which is emerging from the impacts of the COVID-19 pandemic. In addition, the AAP was prepared with consideration of the results of the agency-wide risk assessment. The agency-wide risk assessment incorporated research as well as input received from Metro's senior leadership teams across the agency. MAS leveraged the results of the risk assessment to prepare an AAP that is flexible, relevant, and risk based. The AAP includes audit projects which add value, provide actionable information to support agency risk management efforts, and will lead to the achievement of organizational goals aligned with Metro's Vision 2028 Strategic Plan.

A. Risk Assessment

MAS staff performed an agency-wide risk assessment between January and March 2023. The agency-wide risk assessment is a structured, systematic process consisting of both research and stakeholder engagement. The agency-wide risk assessment is the primary basis for selecting internal audit projects which will add value and support the agency's objectives. The recognized risks varied in nature, the likelihood of occurrence, and their potential impact on the agency. The agency-wide risk assessment also identified areas of potential future opportunity related to the agency's goals and objectives.

To help MAS understand the various risks the agency currently faces and their potential impacts, MAS incorporated the following foundational principles in the development of the FY24 AAP which include:

- Identification of auditable units
- Identification of potential risks, including emerging risks
- Categorization of identified risks
- Assessment of the likelihood of identified risks
- Assessment of the impact of identified risks

The following risk categories were considered in the performance of the agency-wide risk assessment:

- Capital Project
- Financial
- Human Capital
- Information Technology
- Legal / Regulatory
- Operational
- Public Image / Reputational
- Safety / Security.

B. Enterprise Risk Themes

The agency-wide risk assessment process led to the identification of the core enterprise-risk themes summarized below:

- **Staffing:** Metro leadership across all departments expressed concern related to Metro's 20% non-contract vacancy rate, caused by the competitive labor market, and the agency's inability to recruit and retain the critical workforce needed to fulfill the agency's mission, goals, and objectives. The staffing shortage presented as a high-level risk. This includes employees working beyond their capacity, skilled labor, and the professional workforce needed to support the delivery of the agency's capital program. Widespread internal hiring exacerbates staffing vacancies as the issue creates vacancies in other departments and, therefore, additional hiring efforts. Some departments are considering what the proper mix is for the use of consultants, as there is a desire to reduce reliance on external staffing. Other departments indicated that their inability to hire full-time staff has caused a reliance on external staffing to

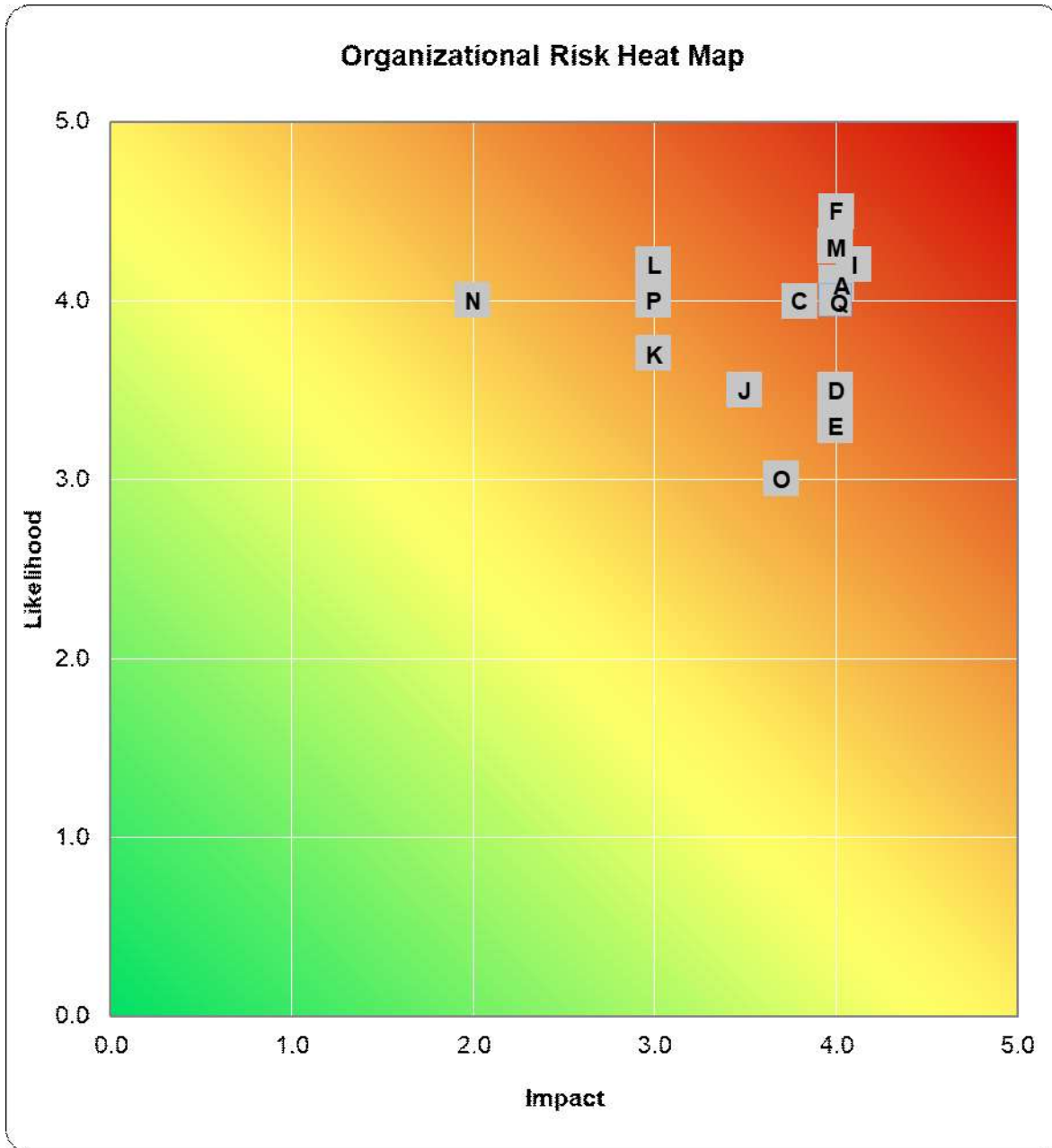
continue to meet goals and priorities. Staff has initiated efforts to resolve the staffing issue, including streamlining the recruitment process and hosting several bus operator hiring events which resulted in hiring approximately 1000 operators. In addition, a study is underway that will identify key pain points across recruiting, the hiring process, and retention driving vacancies.

- **Public Safety:** Risks identified related to the agency's ability to deal effectively with the increase in the unhoused and other crisis populations on Metro buses, trains, and throughout stations. Risks were also identified regarding the public perception of safety while riding Metro buses and trains, the safety of Metro employees, and the potential impact these could have on restoring ridership to pre-pandemic levels. Additionally, there is concern regarding the balance between traditional law enforcement and other public service resources to increase safety on the system.
- **Financial:** The agency's ability to replace lost revenues when one-time large-scale infusions of federal funds are exhausted presented as a concern. This includes funding that was provided as part of the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The impact of inflation on the cost of utilities, fuel, and spare parts inventories continues to be a significant risk. There is concern regarding the agency's fiscal outlook in the coming years.
- **Capital projects:** Risks and opportunities were identified related to alternative project delivery methods such as progressive design build and construction manager/general contractor. In addition, mentoring programs, and training for new project management staff are being pursued to enhance management skills and support succession planning efforts.
- **Global/supply chain:** There have been challenges, which persist, in the supply chain, including material shortages and delays in delivery. The current rate of inflation may exacerbate the effects of supply chain disruptions and in turn remain an enterprise risk to the agency. These impacts on the supply chain presented as a risk, including the ongoing impacts of global factors such as the conflict in Ukraine. As Metro transitions to a fully electrified fleet, it may increasingly rely on overseas suppliers that may increase supply chain risks.
- **Cyber Risks:** There is continued concern about the increased incidents of cyber attacks against not only private sector entities but public sector entities as well. Stakeholders want increased assurance that the Agency's ability to prevent, detect, and respond to cyber incidents is comprehensive and based on the latest tools, techniques, and methods.

There are also unique risks that do not fit clearly into one of the outlined major risk categories, as well as unique risks that may have not been identified and/or presented during the agency-wide risk assessment. MAS will continue to assess emerging risks throughout FY24 and, if necessary, adjust the AAP.

C. Audit Plan

The FY24 AAP is based primarily on the results of the agency-wide risk assessment. The most prominent risks from the risk assessment and the projects associated with those risks are presented in the heat map below:



A.	Continuity of Operations Plan - Bus Operations	J.	Grant Funding Management
B.	Personnel Hiring	K.	Major Construction Contractor Prequal
C.	Westside Purple Line Extension 1	L.	Information Technology Governance
D.	Spare Parts Inventory	M.	State of Good Repair Assessment
E.	Third Party Risk Management	N.	Subrecipient Reporting
F.	Capital Project Inflation Risk	O.	Physical Security Monitoring Equipment
G.	Succession Planning	P.	Supply Chain Ethics Monitoring
H.	Operations KPIs	Q.	Planning Phase Activities Project Management

I.	Division 20 Portal Widening Project		
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The total score assigned to a risk is based on the risk7score, which is a consideration of the assigned likelihood and potential impact. The risk score may place the risk in a low, moderately low, moderate, moderately high, or a high-risk range. Higher risk scores occur when the risk identified is high in likelihood and potential impact. These risks were therefore identified as areas that would benefit from independent audit engagement.

Of note, risk scores were not the only guide used by MAS to select audit projects for the FY24 AAP. Additional factors were considered as part of the agency-wide risks assessment such as:

- Perceived strength of management controls
- Prior audits or reviews
- Subject matter expertise/capacity required by MAS to perform an audit or review
- Complexity of the risk area
- Input from senior leadership

Accordingly, the AAP includes audit projects to address areas of moderate risk that are expected to add value, mitigate potential future risks, and will lead to the advancement of enterprise opportunities.

The FY24 AAP includes ~~17~~ 14 audit projects in three categories: priority, and discretionary carryover.

- Priority: Audit projects that will be given primary focus and initiated during the first part of FY24.
- Discretionary: Audit projects in areas with lower-level risk scores that MAS will perform based on the status of priority and carryover projects throughout the course of the annual audit plan year.
- Carryover: Audit projects that were initiated in FY23 and will be completed in FY24.

A summary of the FY24 priority, carryover, and discretionary audits is provided in Attachment A.

The FY24 AAP also includes the required Contract and Financial Compliance Audits throughout the year. These audits include contract pre-award and incurred cost audits as requested by Vendor/Contract Management, incurred cost audits of various grant projects, and external financial and compliance audits of Metro and sub-recipients.

Professional audit standards and leading practices indicate that the agency is best served if the audit plan is a dynamic plan that can be modified based on changing business conditions, the discovery of new information, or areas being elevated to priority status based upon the needs of the Board of Directors, Chief Executive Officer, and/or senior leadership.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro patrons or employees.

FINANCIAL IMPACT

There are no financial impacts associated with the approval of the FY24 AAP.

EQUITY PLATFORM

In applying an equity lens to the FY24 AAP, MAS will inquire of departments when conducting the audits if any applicable and required Metro equity assessments were completed.

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. The projects included in the Audit Plan directly or indirectly support various goals outlined in Metro's Vision 2028 Strategic Plan.

ALTERNATIVES CONSIDERED

An alternative is not to approve the Annual Audit Plan. This is not recommended since the Annual Audit Plan is a management tool to systematically assign resources for the delivery of an agency-wide audit plan in accordance with the Financial Stability Policy. Additionally, the development of an annual internal audit plan is consistent with the MAS' Charter and with Generally Accepted Government Auditing Standards.

NEXT STEPS

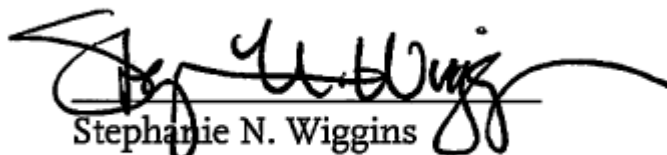
Upon Board approval, MAS will develop the FY24 AAP schedule and deliver quarterly status reports to the Board of Directors.

ATTACHMENTS

Attachment A - FY24 Proposed Audit Plan

Prepared by: Lauren Choi, Deputy Executive Officer, Administration (Interim), (213) 922-3926
Alfred Rodas, Sr. Director, Audit, (213) 922-4553

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

Priority Projects

Project Management of Planning Phase Activities

Office: Planning & Development

Objective: To assess Planning & Development's Mobility Corridors project management processes (including cost and schedule considerations) for major projects during the planning phase including ROW acquisition, environmental, and preliminary design and engineering.

Physical Security Monitoring Equipment

Office: Chief Safety Office / Operations / Chief People Office

Objective: To assess the process used to ensure that physical security monitoring equipment (audio/video and intrusion detection) is in good working order, and that the data it produces is monitored and responded to appropriately, in accordance with established policies and procedures.

Supply Chain Ethics Management

Offices: Strategic Financial Management / Ethics

Objective: To assess actions taken by Metro to address current and future supply-chain reputational and ethical risks previously identified.

Division 20 Portal Widening Project

Office: Program Management

Objective: To evaluate the overall project management processes for the Division 20 Portal Widening project.

Purple (D-Line) Extension 1 (PDLE1)

Office: Program Management

Objective: To evaluate the state of processes and planning for final-year activities (testing, certification, training, activation) of the Purple (D-Line) Extension 1 transit project prior to the start of revenue operations.

Priority Projects**Management of Metro Project Grant Funding**

Office: Planning & Development

Objective: To assess the process related to grant funding of major projects, including procedures for identification of funding sources, monitoring grant activity, and communication.

Major Construction Contractor Pre-qualification Process

Office: Program Management / Strategic Financial Management

Objective: To evaluate the pre-qualification process for contractors for major construction projects, including appropriate depth and breadth of experience, safety history, and background checks. Also, examine how teaming structures and joint venture structures are considered in the prequalification and evaluation process.

Information Technology Governance

Office: Chief People Office

Objective: To assess Metro's IT governance effectiveness, including assessing if established practices are followed and working as intended.

Discretionary Projects

State of Good Repair (SGR) Assessment Process

Office: Operations / Chief Safety Office

Objective: To evaluate the process for assessing the condition and maintenance of Metro's inventoried transit assets in compliance with FTA and CPUC requirements. Also examine how forecasting is done for SGR projects, including reviewing if activities are being done in accordance with forecasting schedules.

Metro Sub-recipients' Reporting Portals

Office: Planning & Development / Strategic Financial Management / Chief Safety Office

Objective: To assess the current sub recipient reporting process.

Carry Over Projects

Continuity of Operation Plan (COOP) Bus

Offices: Operations / Chief Safety Office

Objective: To evaluate the adequacy of the Bus Operations' COOP and Standard Operating Procedures (SOPs) to support Bus Operations' mission essential functions in emergency situations.

Spare Parts Inventory

Office: Operations / Strategic Financial Management

Objective: To assess Metro's identification of key spare parts for Rail and Bus Operations, including Metro's reliance on third parties. Also, identification of alternates in the event of supply-chain disruption, and Metro's determination of minimum on-hand and reorder quantities considering both supply-chain and inflation risks.

Capital Project Inflation Risk

Office: Program Management / Strategic Financial Management

Objective: To review Metro's process for projecting and managing inflation risk for construction projects. Review the construction market analyses done by Program Management as well as hedging strategies, estimating and forecasting efforts related to this area.

Third Party (Outsource Service Providers) Risk Management

Office: Chief People Office

Objective: To assess Metro's third-party risk management policy and program.

Contract, Financial and Compliance Audits
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Contract Pre-Award Audits

Office:	Strategic Financial Management
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Objective:	To perform pre-award audits for procurements and modifications
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Incurred Cost Contract and Grant Audits
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Office:	Planning and Development / Program Management
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Objective:	To verify whether costs are reasonable, allowable, and allocable on cost-reimbursable contracts and grants for contractors and grantees, respectively
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Financial and Compliance External Audits

Offices:	Agencywide
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Objective:	To complete legally mandated financial and compliance audits
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Business Interruption Fund

Offices:	Strategic Financial Management
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Objective:	To verify the Business Interruption Fund (BIF) Administrator's compliance with the Los Angeles County Metropolitan Transportation Authority's (Metro) Business Interruption Fund (BIF) Administrative Guidelines and Fund Disbursement Procedures.
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FY24 Proposed Annual Audit Plan

Finance, Budget and Audit Committee

May 17, 2023



MANAGEMENT AUDIT SERVICES

Risk Assessment Results

A risk assessment was done to identify areas of high importance which resulted in a tentative workplan with three project categories:

- *Priority projects* which are deemed to be of high importance and will be worked on first.
- *Discretionary projects* which are less critical but that will be performed as time and resources permit.
- *Carry Over projects* which are projects initiated in FY23 to be completed in FY24.

Category Factors

Relevance

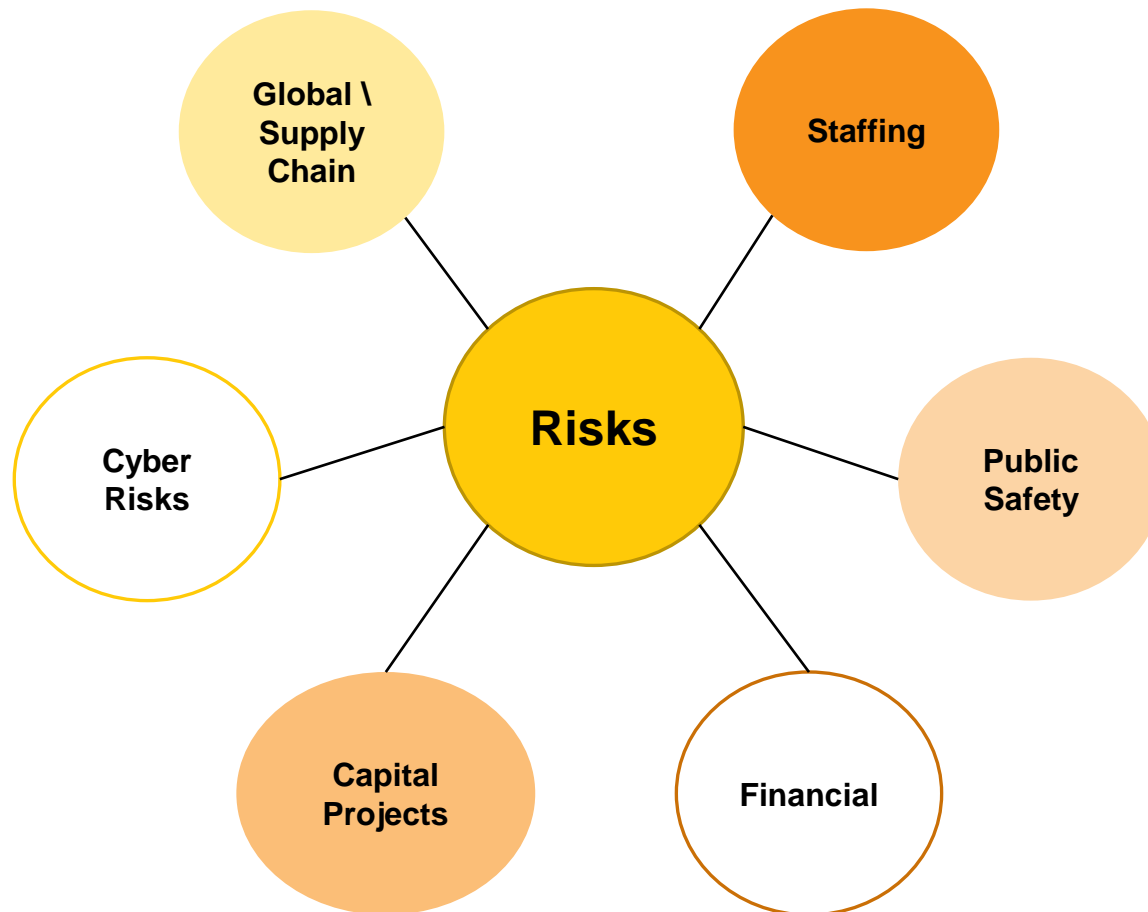
Potential
Value

Timely
Completion

Resource
Balancing

Stakeholder
Feedback

Risk Discussion Themes



Proposed Audit Plan

Priority	Discretionary	Carry Over
Project Management of Planning Phase Activities	State of Good Repair Assessment Process	Continuity of Operation Plan - Bus
Physical Security Monitoring Equipment	Metro Sub-recipient Reporting Portals	Spare Parts Inventory
Supply Chain Ethics Management		Capital Project Inflation Risk
Division 20 Portal Widening		Third-Party Risk Management
Purple (D-Line) Extension 1		
Management of Metro Project Grant Funding		
Major Construction Contractor Pre-qual Process		
IT Governance		

Next Steps

- Initiate kick-off process – July 2023
- Quarterly reporting to the Board – through June 30, 2024

Questions



Board Report

File #: 2023-0200, File Type: Contract

Agenda Number: 16.

CONSTRUCTION COMMITTEE MAY 18, 2023

SUBJECT: TUNNEL ADVISORY PANEL

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute:

- A. Contract Modification No. 12 to Contract No. PS-2020-1055 with Dr. Geoffrey R. Martin for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$712,000, increasing the total contract value from \$3,000,481 to \$3,712,481 and extend the contract from June 30, 2023 to June 30, 2026;
- B. Contract Modification No. 7 to Contract No. PS-8510-2493 with Dr. Edward J. Cording, for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$672,000, increasing the total contract value from \$2,999,235 to \$3,671,235 and extend the contract from June 30, 2023 to June 30, 2026; and
- C. Contract Modification No. 1 to Contract No. PS-1620-80000, with Dr. Thomas O'Rourke, for the continuation of Tunnel Advisory Panel Services, in an amount not-to-exceed \$639,000, increasing the total contract value from \$947,457 to \$1,586,457 and extend the contract from June 30, 2023 to June 30, 2026.

ISSUE

Metro is currently planning, designing, and constructing rail transit projects with extensive underground engineering and construction that involve complex geotechnical and tunneling conditions. Current active projects with tunnel segments include the Westside Purple Line Extension Section 2 and Section 3 Projects, Eastside Transit Corridor Phase 2 Project, Sepulveda Transit Corridor Project, West Santa Ana Branch Transit Corridor Project, Green Line Extension to Torrance, and Vermont Transit Corridor. Los Angeles County has challenging geologic, seismic and tunneling conditions and deep underground station construction, with some through fault rupture zones, tar impregnated soil, toxic gases, and high concentration of methane. While Metro has extensive experience from both staff and engineering consultants, there is the need for a Tunnel Advisory Panel (TAP) to provide expert advice and review of this engineering work. The Tunnel Advisory Panel, comprised of Dr. Geoffrey Martin, Dr. Edward Cording, and Dr. Thomas O'Rourke, are recognized in

the industry and worldwide as engineering/construction experts in geotechnical analyses, tunneling, deep excavation, earthquake engineering, and building settlements.

BACKGROUND

The TAP convened in August 1995 in response to questions posed by the Board regarding the feasibility of tunneling in Los Angeles ground conditions. Metro contracted with Drs. Dan Eisenstein, Geoffrey Martin and Harvey Parker to determine the feasibility of tunneling in Los Angeles, to assess the effectiveness of Metro's construction program to date, and to recommend any modifications to the current construction program deemed appropriate.

In June 2001, the Board approved two, five-year contracts to the members of the TAP in the amount not-to-exceed \$1,167,826 and directed staff to return each year for funding approval. Since then, the Board has approved funding and extensions to the TAP contracts. Due to Dr. Eisenstein's untimely death in April 2009, Metro management staff decided to procure an additional member for the TAP, Dr. Edward Cording, to provide expert technical services. With Dr. Harvey Parker passing away in May 2020, Metro staff procured an additional member for the TAP, Dr. Thomas O'Rourke, to provide expert technical services.

DISCUSSION

The TAP members, Drs. Martin, Cording, and O'Rourke have been providing advice on all Metro projects with underground construction elements. The projects that TAP has been involved with include extensive underground engineering and construction that involve complex geotechnical and tunneling issues for which the TAP members are uniquely qualified.

The status of each project and the TAP members' involvement in them is as follows:

Westside Purple Line (D Line) Extension Project

The Westside Purple Line (D Line) Extension Project was adopted by the Board and the Final Environmental Impact Report (EIR) was certified in 2012. The project is being designed and constructed in three sections. The entire 9-mile project consists of twin-bored tunnels with 7 subway stations which are primarily under Wilshire Boulevard.

Metro has retained the services of the TAP to provide independent review and monitoring of the following work that is being performed by Metro's engineering consultants and contractors:

- Section 1 Wilshire/Western Station to Wilshire/La Cienega Station (3.92 miles of twin-bored tunnels, 3 subway stations) - Since the tunneling and underground construction activities for this section of the project is complete, the TAP has concluded providing expert advice on a regular basis to this section of the project. The project will, however, seek TAP expert advice on an as-needed basis with issues pertaining to claim resolutions.
- Section 2 - Wilshire/La Cienega to Century City Constellation Station (2.59 miles of twin-bored tunnels, 2 subway stations) - The Design/Build Contract (Tunnels, Stations, Systems and Trackwork) Notice-To-Proceed (NTP) was issued in April 2017. Final Design is expected to be

completed in July 2023. Construction of the Century City/Constellation Station and the Wilshire Rodeo Station began in the 3rd Quarter of 2018 and is anticipated to be completed by the 2nd Quarter of 2025. Tunnel construction began in the 2nd Quarter of 2020 and was completed in January 2023. Construction of the cross passages within tunnels is currently underway. The construction of underground stations and tunnel related activities is anticipated to continue until the 1st Quarter of 2024. The TAP will be required to continue providing expert advice on the tunnel and station construction-related activities, geotechnical conditions encountered, potential ground movements and mitigations for gassy ground conditions.

- Section 3 - Century City/Constellation Station to Westwood/VA Hospital Station (2.56 miles of twin-bored tunnels, 2 subway stations) - The Notice-To-Proceed (NTP) for the Design/Build Contract (Tunnels, Stations, Systems and Trackwork) Tunnel was issued on January 2019 and the NTP for Station was issued in May 2019. Final Design is nearly complete. Tunnel Construction began in the 2nd Quarter of 2020. Station Construction began in the 4th Quarter of 2020 and is expected to be completed by 2025. The TAP will be required to provide expert advice on the tunnel and station design and construction, especially in the potential fault rupture zones and gassy ground conditions, geotechnical conditions encountered, the daily tunneling reports to monitor progress, potential ground movements associated with tunnel and station construction.

Eastside Transit Corridor Project - Phase 2

The Eastside Transit Corridor Phase 2 Project will extend the existing Metro L (Gold) Line from the existing terminus station at Atlantic Boulevard and Pomona Boulevard in East Los Angeles to Lambert Road in Whittier in eastern Los Angeles County. The Board adopted the Locally Preferred Alternative (LPA) as Pomona/Atlantic Station to Greenwood at the December 2022 Board meeting. About 3 miles of this alternative is an underground configuration along Atlantic Boulevard in unincorporated East Los Angeles. TAP will be providing expert advice for following topics:

- Tunnel alignment design
- Ground movements and changes of the groundwater table associated with proposed methods of excavation and support for cut and cover structures.
- Ground movements and changes to the groundwater table associated with proposed tunneling methods.

It is anticipated that advanced conceptual engineering and additional engineering activities to identify high-risk items such as geotechnical, utility identification and tunneling will continue through Summer 2024. The project is a priority project for the Metro Board. Measure M allocates \$3 billion (2015\$) in 2029 for construction with expected project delivery by 2035.

West Santa Ana Branch (WSAB) Transit Corridor Project

The WSAB project proposes a new light rail transit (LRT) line to southeast LA County, connecting Artesia, Cerritos, Bellflower, Paramount, Downey, South Gate, Cudahy, Bell, Huntington Park, Vernon, unincorporated Florence-Firestone and downtown Los Angeles.

In January 2022, the Board approved Los Angeles Union Station as the northern terminus. The

Board also approved the 14.8-mile Slauson/A Line to Pioneer route as the LPA for the final EIS/R clearance. A separate study is underway to evaluate the alignment type(s) along Alameda Blvd from the Slauson/A Line to Union Station. Tunneling work is expected in the northern segment to Union Station of the alignment, at least for a portion depending on alignment selection after completion of the Downtown study.

TAP will be providing expert advice for the underground portions of the WSAB Project on the following topics:

- Tunnel alignment design
- Tunnel Portal Locations
- Ground movements and changes of the groundwater table associated with proposed methods of excavation and support for cut and cover structures.
- Ground movements and changes to the groundwater table associated with proposed tunneling methods.

Sepulveda Transit Corridor Project

The Sepulveda Transit Corridor Project is currently in the planning phase. An environmental review is underway analyzing six alternatives with varying potential routes and modes. Metro is working with two private sector proposers, LA SkyRail Express (monorail) and Sepulveda Transit Corridor Partners (heavy rail), under a first-of-its-kind pre-development agreement to potentially accelerate delivery of this project. Several of the alternatives under consideration require geotechnical considerations for design and construction of aerial guideways, tunnels and underground stations. TAP will be providing expert advice for following topics:

- Tunneling through hard rocks
- Tunneling through alluvial soils
- Tunneling through fault zones
- Tunneling with relatively high groundwater pressures
- Mixed face tunneling with rocks with contrasting strengths (low to very high abrasive, weak to very strong rocks)
- Extensive amount of piling in the median of I-405

Environmental review is anticipated to be completed in 2024.

In addition to the above Projects, TAP may be asked to provide Ad-Hoc services to other projects as needed by Metro Staff.

TAP members are involved with on-going support relating to third party and project stakeholders' issues, which will require continuation of their services for the future. They have unique knowledge and background on Los Angeles County's underground conditions and intimate knowledge of Metro's past and current engineering and construction projects. Board approval and execution of the Contract Modifications will allow continuation of these services.

Board approval of the recommendations will allow the continuation of services of the three Tunnel Advisory Panel members to support Metro on the Westside Purple Line Extension Section 2 and Section 3 Projects, Eastside Transit Corridor Phase 2 Project, Sepulveda Transit Corridor Project, West Santa Ana Branch Transit Corridor Project, and the Green Line Extension to Torrance. In addition, Board approval of the recommendations will also allow the TAP to provide Ad-Hoc services to other projects as needed by Metro staff.

DETERMINATION OF SAFETY IMPACT

Underground construction is inherently one of the high-risk activities on projects. TAP provides independent reviews and imparts technical know-how and expertise for the safe construction of underground facilities. All services supported by this contract are centered on promoting safety, avoiding project delays, and promoting cost saving measures to effectively deliver the projects with minimal impacts to the adjacent communities.

FINANCIAL IMPACT

The funding for these services is included in the Proposed FY24 budget in various Capital Projects. Task Orders will be issued and funded from the associated project's fiscal year and Life-of-Project (LOP) budgets. The funding source differs depending on the individual project. These activities will remain within the approved LOP for each project.

Since this is a multi-year contract, the cost center managers, respective project managers and Chief Program Management Officer will be responsible for budgeting the cost of the annual work program for each fiscal year for the term of the contract.

Impact to Budget

The funding for these Contract Modifications is provided by the specific project requiring the services. The source for these funds is in line with the respective projects' funding plans and fund sources may consist of federal and/or state grants as well as local funds. These funds are not operating eligible funds.

EQUITY PLATFORM

The Tunnel Advisory Panel services provide technical advice and expertise for various Metro projects with underground design and construction components throughout the County of Los Angeles, including several which serve Equity Focus Communities. These services are essential for the support and safe delivery of Metro projects which run across the greater Los Angeles area. All services supported by this contract are centered on delivering the projects with minimal impacts on the communities and provide benefits of enhanced mobility and regional access to all populations within the respective project areas.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports the Strategic Plan Goal # 5, *“Provide responsive, accountable, and trustworthy governance within the Metro organization.”*

ALTERNATIVES CONSIDERED

Staff has considered the alternative of allowing the current contracts with Dr. Martin, Dr. Cording, and Dr. O’Rourke to expire and open a procurement notice to solicit applications from potential new members, but decided to execute the contract modification for the current TAP panel members for the following reasons:

- Current TAP members Drs. Martin’s and Cording’s long history and institutional knowledge of Metro together with Drs. Martin’s, Cording’s and O’Rourke’s knowledge of local soil conditions and technical understanding of specific tunnel related issues in general and those pertaining to local conditions in particular would require significant investment in time and resources to replicate even if other equally suitable candidates were found and used in this role. This would not only incur cost but would significantly reduce the benefit and validity of their advice, while this knowledge and understanding were obtained. This is not recommended as it will leave Metro without the benefit of their extensive local experience, knowledge and expertise and create a void in the required tunneling expertise for a considerable period, thereby creating the potential for delays and additional costs to ongoing Metro projects.
- Metro baseline documents include Design Criteria, Standard Drawings, Directive Drawings and Baseline Specifications. These baseline documents were adapted and updated from documents previously utilized for prior projects and are being continuously updated to incorporate the Lessons Learned from the past and current projects or to account for evolving technologies. Current TAP members have observed developments and successes on Metro’s current projects that need to be documented and be made available to both current and future Metro projects. Through their involvement with various Metro projects, TAP has also encountered technical and contractual issues that require improvements in Metro baseline documents. Currently, TAP is fully engaged in assisting Metro with this lessons-learned process and accordingly updating the Metro Baseline documents. Executing the contract modification with the current TAP members would enable Metro to continue seeking this valuable input from them to update the baseline documents with the lessons learned from their engagements from all the current large projects. This will make the Metro Baseline a set of industry leading document and capture the issues from Metro’s past and current Projects.
- All the projects listed above are at critical stages in their respective planning, engineering, and construction phases. Extension and additional funding for the TAP contracts are vital and essential to provide continuity that would otherwise be interrupted, should the Board decide to cancel and re-procure the TAP contracts (a 6 to 9-month process). Furthermore, the history and knowledge of the current designs, geotechnical conditions, and construction approaches will present a steep learning curve for a new team of TAP members, which could significantly delay the timely review and input necessary to provide this important layer of independent monitoring and oversight across these complex engineering and construction projects.

NEXT STEPS

After Board approval and execution of the Contract Modifications, staff will direct the Tunnel Advisory Panel to continue providing tunnel engineering advice to Metro including supporting the aforementioned projects.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Contract Modification Change Log

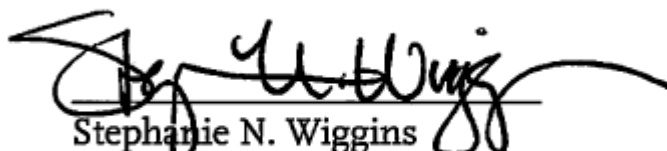
Attachment C - DEOD Summary (CONTRACT NO. PS-2020-1055)

Attachment D - DEOD Summary (CONTRACT NO. PS-8510-2493)

Attachment E - DEOD Summary (CONTRACT NO. PS-1620-8000)

Prepared by: Androush Danielians, Senior Executive Officer,
 Project Management (213) 922-7598
 Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Sameh Ghaly, Chief Program Management Officer (Interim), (213) 418-3369



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
TUNNEL ADVISORY PANEL
CONTRACT NO. PS-2020-1055

1.	Contract Number: PS-2020-1055		
2.	Contractor: Geoffrey Martin		
3.	Mod. Work Description: Continued Tunnel Advisory Panel support		
4.	Contract Work Description: Tunnel Advisory Panel		
5.	The following data is current as of: March 23, 2020		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	5/1/2001	Contract Award Amount: \$326,000
	Notice to Proceed (NTP):	5/1/2001	Total of Modifications Approved: \$2,676,481
	Original Complete Date:	1/28/2006	Pending Modifications (including this action): \$712,000
	Current Est. Complete Date:	6/30/2023	Current Contract Value (with this action): \$3,712,481
7.	Contract Administrator: Tim Clark		Telephone Number: (323) 900-2110
8.	Project Manager: Androush Danielians		Telephone Number: (213) 922-7598

TUNNEL ADVISORY PANEL
CONTRACT NO. PS-8510-2493

1.	Contract Number: PS-8510-2493		
2.	Contractor: Edward Cording		
3.	Mod. Work Description: Continued Tunnel Advisory Panel support		
4.	Contract Work Description: Tunnel Advisory Panel		
5.	The following data is current as of: March 23, 2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	1/29/2010	Contract Award Amount: \$1,225,000
	Notice to Proceed (NTP):	1/29/2010	Total of Modifications Approved: \$1,774,235
	Original Complete Date:	1/28/2015	Pending Modifications (including this action): \$672,000
	Current Est. Complete Date:	6/30/2023	Current Contract Value (with this action): \$3,671,235
7.	Contract Administrator: Tim Clark		Telephone Number: (323) 900-2110
8.	Project Manager: Androush Danielians		Telephone Number: (213) 922-7598

**TUNNEL ADVISORY PANEL
CONTRACT NO. PS-1620-80000**

1.	Contract Number: PS-1620-80000		
2.	Contractor: Thomas D. O'Rourke		
3.	Mod. Work Description: Continued Tunnel Advisory Panel support		
4.	Contract Work Description: Tunnel Advisory Panel		
5.	The following data is current as of: March 23, 2023		
6.	Contract Completion Status		Financial Status
	Contract Awarded:		Contract Award Amount: \$947,457
	Notice to Proceed (NTP):	6/01/2020	Total of Modifications Approved: \$0
	Original Complete Date:	6/30/2023	Pending Modifications (including this action): \$639,000
	Current Est. Complete Date:	6/30/2023	Current Contract Value (with this action): \$1,586,457
7.	Contract Administrator: Eva Rodriguez		Telephone Number: (323) 900-2111
8.	Project Manager: Androush Danielians		Telephone Number: (213) 922-7598

A. Procurement Background

This Board Action is to approve modifications in support of continued Tunnel Advisory Panel (TAP) support by Dr. Geoffrey Martin, Dr. Edward Cording and Dr. Thomas D. O'Rourke.

The proposed contract actions will be processed in accordance with Metro's Acquisition Policy and the contract type for each contract is a Labor Hour Contract.

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

B. Cost/Price Analysis

The existing individual Labor Hour contracts contain a fixed, negotiated labor rate established in 2020. The recommended amounts for the Modifications have been determined fair and reasonable based upon cost/price analysis, fact-finding, technical analysis and negotiations.

CONTRACT NO. PS-2020-1055

Proposal	Metro ICE	Not-To-Exceed Amount
\$712,000	\$712,000	\$712,000

CONTRACT NO. PS-8510-2493

Proposal	Metro ICE	Not-To-Exceed Amount
\$672,000	\$672,000	\$672,000

CONTRACT NO. PS-1620-80000

Proposal	Metro ICE	Not-To-Exceed Amount
\$639,000	\$639,000	\$639,000

CONTRACT MODIFICATION/CHANGE LOG
TUNNEL ADVISORY PANEL CONTRACT NO. PS-2020-1055

Mod. No.	Description	Status (Approved or Pending)	Date	Amount
1-4	Increase unit rate and extend period of performance to June 30, 2010	Approved	09/06/02-05/11/09	\$0
5	Increase unit rate and extend period of performance to January 28, 2015	Approved	1/29/10	\$875,000
6	Extend period of performance to June 30, 2015	Approved	1/09/15	\$0
7	Increase contract value and extend period of performance to July 30, 2015	Approved	6/22/15	\$28,915
8	Increase contract value and extend period of performance to August 31, 2015	Approved	7/17/15	\$28,915
9	Increase unit rate and extend period of performance September 30, 2015	Approved	8/10/15	\$28,915
10	Increase contract value and extend period of performance to June 30, 2020	Approved	10/01/15	\$802,261
11	Increase unit rate, contract value, extend period of performance to June 30, 2023	Approved	5/15/20	\$910,475
12	Increase contract value and extend period of performance to June 30, 2026	Pending	Pending	\$712,000
	Modification Total:			\$3,386,481
	Original Contract:		5/01/01	\$326,000
	Total:			\$3,712,481

TUNNEL ADVISORY PANEL CONTRACT NO. PS-8510-2493

Mod. No.	Description	Status (Approved or Pending)	Date	Amount
1	Extend period of performance to June 30, 2015	Approved	1/9/15	\$0
2	Increase contract value and extend period of performance to July 30, 2015	Approved	6/22/15	\$28,915
3	Increase contract value and extend period of performance to August 31, 2015	Approved	7/17/15	\$28,915
4	Increase contract value and extend period of performance to September 30, 2015	Approved	8/10/15	\$28,915

5	Increase contract value and extend period of performance to June 30, 2020	Approved	10/12/15	\$764,033
6	Increase unit rate, contract value, extend period of performance to June 30, 2023	Approved	5/15/20	\$923,457
7	Increase contract value, extend period of performance to June 30, 2026	Pending	Pending	\$672,000
	Modification Total:			\$2,446,235
	Original Contract:		1/29/10	\$1,225,000
	Total:			\$3,671,235

TUNNEL ADVISORY PANEL CONTRACT NO. PS-1620-80000

Mod. No.	Description	Status (Approved or Pending)	Date	Amount
1	Increase contract value, extend period of performance to June 30, 2026	Pending	Pending	\$639,000
	Modification Total:			\$639,000
	Original Contract:		5/15/20	\$947,457
	Total:			\$1,586,457

DEOD SUMMARY

TUNNEL ADVISORY PANEL
CONTRACT NO. PS-2020-1055

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. It is expected that Dr. Geoffrey will perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

TUNNEL ADVISORY PANEL
CONTRACT NO. PS8510-2493

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. It is expected that will Dr. Edward J Cording perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

DEOD SUMMARY

TUNNEL ADVISORY PANEL
CONTRACT NO. PS-1620-8000

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. It is expected that Dr. Thomas O'Rourke will perform the services of this contract with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0877, File Type: Agreement

Agenda Number: 19.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023

SUBJECT: GLENDALE BEELINE ROUTE 3 / LADOT DASH 601, DASH 602 AND COMMUTER EXPRESS 422, AND PVPTA LINE 225/226 TRANSIT SERVICE OPERATION AGREEMENTS

ACTION: APPROVE AGREEMENTS

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 one year through June 30, 2024, for an amount up to \$776,430.78, which is inclusive of FY23 expenditures and estimated CPI Index rates;
- 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, for a period of one year through June 30, 2024, for an amount up to \$4,450,260.00;
- 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 one year through June 30, 2024 ~~2028~~, for an amount up to \$262,354.39;
- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the City of Glendale for funding approval; and
- E. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all

necessary agreements between METRO and the LADOT; and

- F. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements between METRO and the PVPTA for funding approval.

ISSUE

Consent Decree related agreements for service are in need of renewal. The current agreement between Metro and the City of Glendale, to fund a portion of Glendale Beeline Route 3 and Line 177, will expire on June 30, 2023. The service replaces the former western extension of Metro directly operated Line 177.

The current agreement between Metro and LADOT to fund a portion of Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 will expire on June 30, 2023.

The current agreement between Metro and PVPTA funds a portion of Line 225/226 and will expire on June 30, 2023.

BACKGROUND

In FY98, Metro implemented a Consent Decree Pilot Program to improve mobility for the transit dependent. In July 1999, the Board of Directors approved the service modifications based on the Consent Decree Pilot Program and Public Hearing results. The term of the agreement was for one year from the initial date of operations with an automatic yearly renewal to include changes to service levels as needed.

DISCUSSION

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 MTA Route 177 between the Jet Propulsion Laboratory (JPL) and downtown Glendale. Line 177 is now a contract line operated for Metrovia a private bus company. The service is considered a local community service that is more suited to be integrated into the Beeline service operated by the City of Glendale.

The City of Glendale agreed to operate on the days of week, span of service, and frequencies of service equal to or better than that operated by the Metro. Expenditures in the amount of \$35K for local transit services rendered during 2022-2023 have been included in the current TSA value. The rate will be 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.

- The City of Glendale's Beeline operation of the Western Portion of Route 177 had an average of 5.57 passenger boardings per hour. This is below Metro's lowest performing route average of approximately 7 passenger boardings per hour.

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 more appropriate to each agency's core mission. In FY22, lines 422, 601 and 602 scheduled 105,358 RSH and reported approximately 1,434,005 annual passenger trips. Please see Attachment B for additional LADOT performance data.

- LADOT's operation of Lines 601 and 422 had 9.59 and 6.4 average passenger boardings per hour, respectively. These are both below Metro's lower performing route average of approximately 10 passenger boardings per hour. Line 602 had an average of 17.47 passenger boardings per hour, which is the highest performer within these agreements, but still below Metro's systemwide average of 28 average passenger boardings per hour.

City of Palos Verdes Peninsula Transportation Authority

PVPTA began providing service to the Palos Verdes Peninsula in 1995. At the time of the Consent Decree Metro Line 225/226 was the only local bus line operated in this part of the County. In 2006, it was determined that Line 225/226 would be best and most cost effectively operated by PVPTA via subsidy from Metro. In FY22, line 225/226 scheduled 5,808 RSH and reported approximately 18,240 annual passenger trips. Please refer to Attachments A, B, and C for additional ridership and service information relating to City of Glendale, LADOT, and PVPTA service. Please see Attachment C for additional PVPTA performance data.

- PVPTA operation of routes 225 and 226 had an average of 3.14 passenger boardings per hour. This is less than half of Metro's lowest performing route average of approximately 7 passenger boardings per hour.

While the above services have relatively low ridership and productivity, they provide service coverage in the various communities they serve. Their operation through these agreements is at a lower cost than what Metro could provide. While past renewals have been more procedural, on this occasion, a one-year renewal is being proposed in order to give time for Metro to work with each of the three providers to identify opportunities to improve the productivity of these services to support their ongoing sustainability. A plan for such changes that is supported by Metro and the providers will be brought before the Metro Board in FY24 Q3 for consideration as the basis for new agreements moving forward in FY25 and beyond.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not have any impact on the safety of our customers and employees.

FINANCIAL IMPACT

Funding to run all three agreements through June 30, 2024, has been included in the proposed FY24 budgets..

Funding of \$5,489,045.17, will be requested in the proposed FY24 budget to extend the agreements and provide the FY24 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 306006 (System-wide Bus Operations Management and Administration).

In the past these have been multi-year agreements, with the cost center/project manager being responsible for budgeting these costs in future fiscal years. However, on this occasion, the renewal is being offered for one year, in order to give time for Metro to work with each of the three providers to identify options for improved performance and sustainability. Such changes, if supported by the Metro Board, would form the basis for new agreements moving forward in FY25 and beyond.

Attachment D provides the details of the service agreement costs for FY24.

Impact to Budget

The current source of funds for this action are Proposition A/C, Measure R/M, and the Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. These funds are operating eligible funds.

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 considered an equity focused community. This service also is unique in providing transit for the County unincorporated community of La Canada-Flintridge.

City of Los Angeles Department of Transportation

The transit service agreement with LADOT includes three lines, two of which (L601 & L602) are 100% operated in equity focused communities. Line 422 operates a portion of the service through Downtown Los Angeles' Equity Focus Communities. These routes connect residential areas with activity centers and other regional services.

City of Palos Verdes Peninsula Transportation Authority

PVPTA route 225 services the equity focus community of San Pedro by enhancing access to jobs, education, health care, and personal mobility for residents throughout the region. The majority of the riders are from Metro's Silver Line and local students and residents who take the bus to the Palos Verdes Peninsula for work 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.

NEXT STEPS

A review of all services covered by these agreements will be made in 2023 in conjunction with the three providers that deliver these services, to determine any changes in order to improve their performance and sustainability. Staff will also execute a renewal, for FY24 only, of the current Transit Service Operation Agreements between Metro and the City of Glendale for the Glendale Beeline Route 3 and Line 177; will execute an agreement between Metro and the City of Los Angeles for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422; and will execute an agreement between LACTMA 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, efficiency standards, and meet the needs of our diverse customers and stakeholders.

ATTACHMENTS

Attachment A - Map of Glendale Service Area

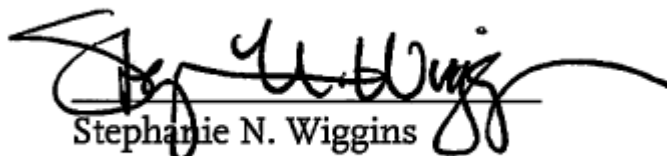
Attachment B - Map of LADOT Service Area

Attachment C - Map of PVPTA Service Area

Attachment D - Transit Service Agreement Values

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

Glendale Service Area	FY21 Beeline Route 3	FY21 Line 177 Equivalent	FY22 Beeline Route 3	FY22 Line 177 Equivalent
Annual Scheduled Revenue Hours	11,561	6,756	11,981	6,756
Annual Passenger Trips	55,350	32,278	66,833	37,680
Boarding per Hours	4.79	4.78	5.58	5.57
Cash Fare	\$0	\$0	\$16,515.25	\$9,314.81
Days of Operation	M-F		M-F	
Service Frequency	20-50 Minutes		20-50 Minutes	
Span of Service	5:15 AM - 9:10 PM		5:15 AM - 9:10 PM	

3/31

3 - Downtown Glendale to Jet Propulsion Laboratory
31 - Downtown Glendale to La Crescenta

Includes ROUTE 33/34
LCF Shuttle

Effective: 11/15/2020

VIA: Glendale Av, Verdugo Rd,
Honolulu Av, Foothill Bl

General Operating Hours:

Monday - Friday	5:15am - 9:00pm
Saturday	9:00am - 6:00pm
Sunday	No Service

정보

Stg blynpwtw'n hwdwup

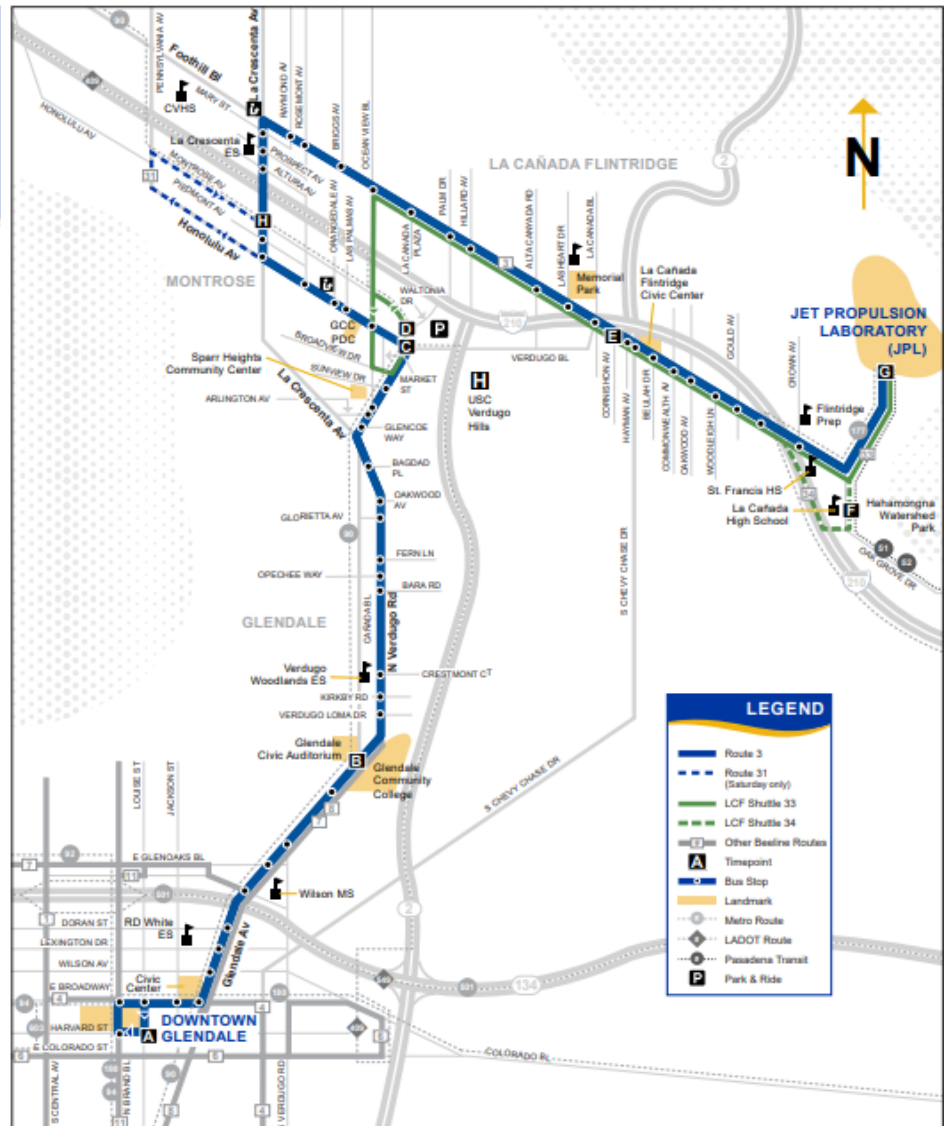
Para información

For BEELINE Information:

GlendaleBeeline.com

(818) 548-3960

CITY OF GLENDALE, CA



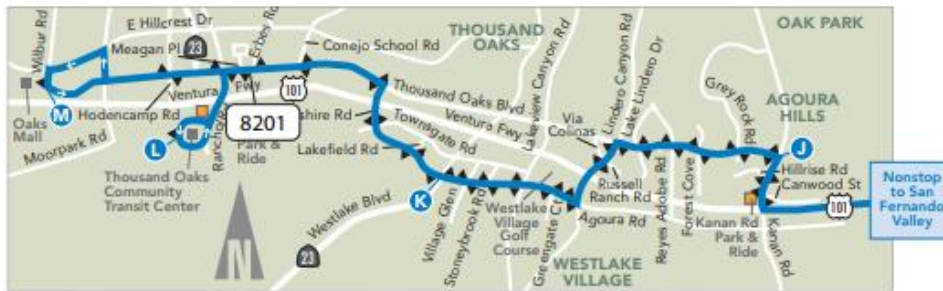
Attachment B

LADOT Service Area	FY21 Line 422	FY21 Line 601 ES	FY21 Line 602 PU	FY22 Line 422	FY22 Line 601 ES	FY22 Line 602 PU
Annual Scheduled Revenue Hours	13,182	31,752.33	73,981.93	13,972	32,006.40	59,380.95
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 – 10:30 PM S-Su: 5:00 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 - 10:30 PM S-Su: 5:00 AM - 11:00 PM
Annual Passenger Trips	59,635	237,445	1,303,194	89,468	306,880	1,037,657
Boarding per Hours	4.52	7.48	17.62	6.4	9.59	17.47
Cash Fare	\$1.50 - \$4.25	\$0.50	\$0.50	\$1.50 - \$3.00	\$0.50	\$0.50

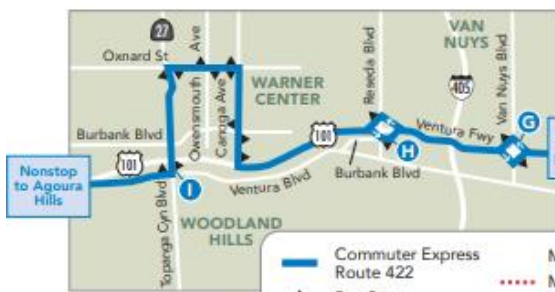


EFFECTIVE AUGUST 3, 2020
A PATIR DEL 3 DE AGOSTO, 2020

THOUSAND OAKS/AGOURA HILLS



SAN FERNANDO VALLEY



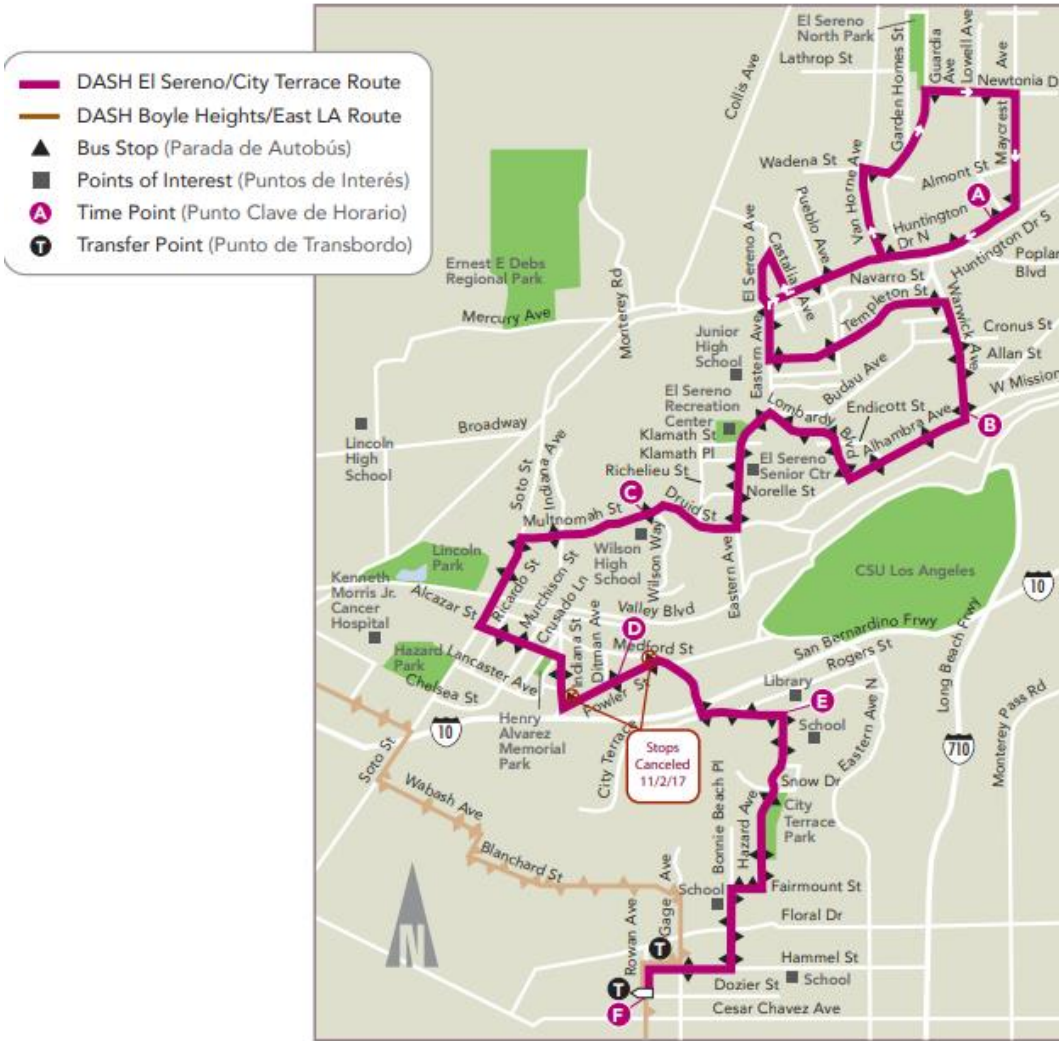
DOWNTOWN LOS ANGELES



- Commuter Express Route 422
- Bus Stop
- Drop-off Only
- Points of Interest
- Time Point
- Park and Ride Lot
- Metro Gold Line
- Metro Red Line
- Metro Purple Line
- Metro Blue Line
- Metro Expo Line
- Metro Silver Line
- Metro Rail Station

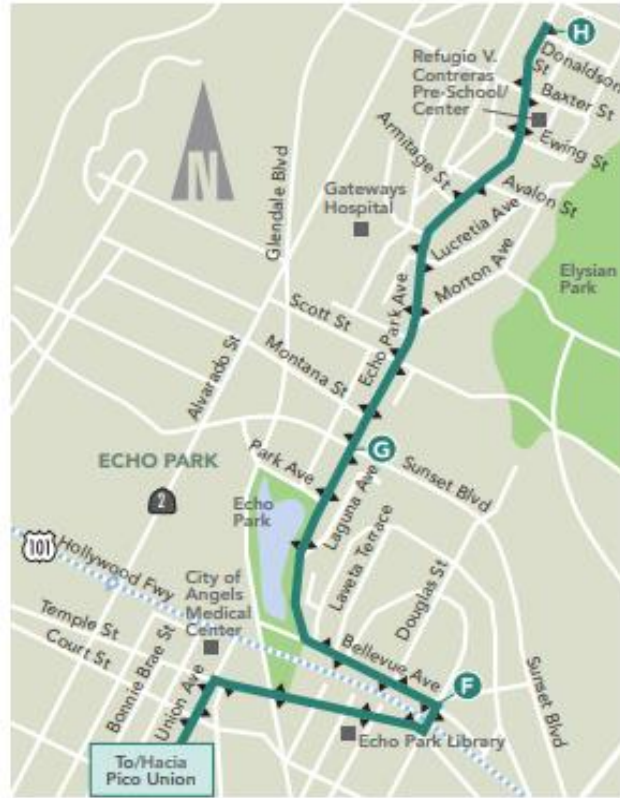
PARK & RIDE LOCATIONS
Thousand Oaks Community Transportation Center (TOCTC) Park & Ride
 265 S. Rancho Road, Thousand Oaks

Caltrans Park & Ride
 (NW) Canwood and Kanan, Agoura Hills



City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
www.ladottransit.com



DASH Pico Union/Echo Park Route	Commuter Express Routes	Points of Interest/Puntos de Interés
DASH King East	Metro Red Line	Time Point/Punto Clave de Horario
DASH Downtown	Metro Purple Line	Transfer Point/Punto de Transbordo
Route A	Metro Blue Line	Metro Rail Station/ Estación de Metro
Route B	Metro Expo Line	
Route D	Bus Stop/Parada de Autobús	
Route E	Multiple Route Stop/ Parada de Rutas Múltiples	
Route F		

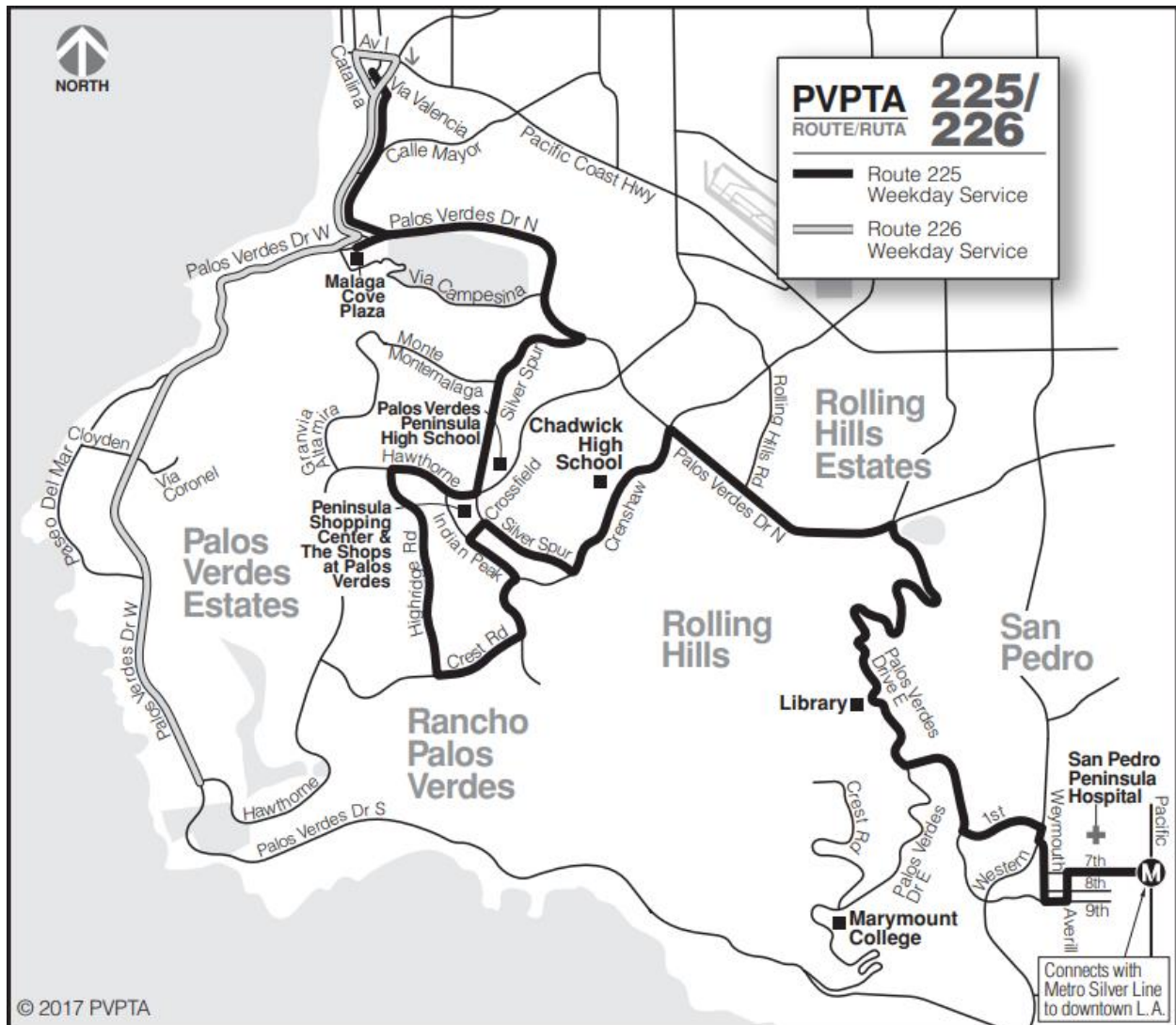


City of Los Angeles
Department of Transportation

(213, 310, 323 or/o 818) 808-2273
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Attachment C

PVPTA Service Area	FY21 225/226	FY22 225/226
Annual Scheduled Revenue Hours	5,705	5,808
Annual Passenger Trips	10,356	18,240
Boarding per Hours	1.81	3.14
Cash Fare	\$2.50	
Days of Operation	M-F	
Service Frequency	40-60 Minutes	
Span of Service	06:00 AM - 7:24 PM	



Transit Service Agreement Value FY24

Transit Service Agreement	Agreement Value
City of Glendale	\$ 776,430.78
LADOT	\$ 4,450,260.00
PVPTA	\$ 262,354.39
Total Value	\$ 5,489,045.17

**Board Report**

File #: 2023-0161, **File Type:** Contract**Agenda Number:** 20.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MAY 18, 2023****SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 24 to Contract No. PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for technical and program management support services in support of the P2000 Light Rail Vehicle (LRV) Overhaul/Midlife Modernization Program, to increase the Not-To-Exceed (NTE) contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39 to permit continued consultant support through June 30, 2024.

ISSUE

This Contract provides the agency with program and technical consultant support for the P2000 LRV Modernization/Overhaul Contract that was originally awarded in March 2017. Due to the global pandemic, which continues to impact the supply chain, availability of resources, inspections, and test activities, the project schedule continues to be impacted and the final acceptance of all existing P2000 LRVs (fifty-two LRVs total) is deferred from December 2023 to June 2024.

BACKGROUND

In March 2017, the Board approved (#2017-0149) Contract No. PS20113000, a cost plus, fixed fee contract to CH2M Hill, Inc. in the amount of \$5,829,626 (base contract) for technical and program management services in support of the P2000 LRV Midlife Modernization/Overhaul Project. The base contract duration was five years. A no cost contract modification was issued in February 2022, extending the base contract from March 2022 through September 2022.

In September 2022, the Board approved (#2022-0459) to extend project support activities for the additional amount of \$1,231,187.71, from October 1, 2022, through June 30, 2023. This contract modification was issued through June 2023 to align with anticipated project activities and Metro's fiscal year for project budgeting purposes.

CH2M Hill Inc. currently provides staff support in the following disciplines, as directed by Metro:

- Project Management
- Systems Engineering
- Systems Integration
- Design Conformance Tests
- Inspection Activities at LRV Production/Modernization Site
- LRV Commissioning and acceptance Activities.
- Quality Assurance
- Document Control

All work and assignments are on an as-needed basis and directed by the Metro P2000 Project Team through issued Task Orders using fixed labor rates. The Consulting staff are managed daily by Metro's P2000 Project Manager.

DISCUSSION

Findings

Since the subject contract was awarded in March 2017, CH2M Hill, Inc. has been providing Metro's Project Team with technical and program management support, including review of all technical documents, oversight of system and combined-system level integration efforts, witness of verification and validation tests, and inspection of workmanship at the production/ modernization site. The Project is now in the Conditional Acceptance phase, an essential gateway to allow the Modernized LRVs to enter revenue service. The next phase includes the LRV's Reliability Demonstration which measures the performance of the Conditionally Accepted LRVs in revenue service against contractual reliability targets.

The Project schedule continues to be impacted by the remaining effects of the pandemic. Examples of the impacts include supply chain disruptions which delayed the start and completion of manufacturing, assembly, inspection, and test activities.

Approval of the recommendation modifies Contract No. PS20113000 to allow for the continuation of technical and program management support for the P2000 LRV Midlife Modernization/Overhaul Project. Metro staff requires this Project support to navigate and mitigate the remaining technical issues to achieve final delivery and acceptance of the 52 modernized P2000 LRVs.

This is an existing professional services support contract required to ensure continuity, proper project execution, and completion of the LRV Midlife Modernization/Overhaul project. Approving the recommendation ensures the successful completion of the Overhaul/Midlife Modernization Project, which provides accessible and affordable transportation for all who ride Metro's light rail system.

DETERMINATION OF SAFETY IMPACT

The approval for the additional NTE funds for the consultant services will ensure team continuity and maintain overall system safety, service quality, system reliability, maintainability, and customer satisfaction.

The P2000 LRV Modernization Project permits Metro to maintain the P2000 LRV fleet in a State of Good Repair (SGR).

FINANCIAL IMPACT

The requested new NTE contract price of \$8,922,186.39 is within the overall Board approved project LOP budget of \$160.8 million.

The Contract Price increase of \$1,861,372.39 has been included in Cost Center 3043, Rail Vehicle Acquisition, Account 50316, under project number CP 206044, P2000 LRV Overhaul Program.

Since multi-year projects are funding this recommendation, the Chief Operations Officer, Chief Program Management Officer, and respective Project Managers will be responsible for future fiscal year budgeting.

Impact to Budget

The current source of funds for this project are Proposition A 35% and Federal Funds Section 5337, State of Good Repair. Also, Federal Funds Section 5307, Proposition A/C, Measure R/M, and Transportation Development Act funds will be used as required. Staff will pursue additional federal funds that may become available through the Infrastructure Investment and Jobs Act (IIJA) or other federal sources for this project, to maximize and conserve the use of local funding sources before considering debt financing. These funds are not operating eligible funds.

EQUITY PLATFORM

This is an existing Consulting Services contract needed to ensure continuity and proper project closeout of the P2000 LRV Midlife Modernization/Overhaul Project and allows for the successful delivery of those vehicles for use on Metro's existing light rail vehicle lines that serve a majority of Equity Focus Communities (EFCs) who rely on public transit for their daily lives, including travel for work, school, and other activities. The rail ridership consists of 67% low-income and 82% passengers of color based on the Countywide Planning's 2022 customer satisfaction survey. EFC areas along the light rail alignments included areas in Downtown LA, Chinatown, in the vicinity of downtown Long Beach, and others. Please refer to Attachment D for Metro's current rail line map showing areas of the EFCs that will benefit from this board decision.

CH2M Hill Inc. made a 24.81% Disadvantaged Business Enterprise (DBE) commitment. The project is 81% complete based on payments, and the current DBE participation is 12.91%, representing an 11.90% shortfall.

The current shortfall to date is anticipated as the majority of the DBE participation is planned for the latter part of the project when more vehicles are in production and are being delivered at a higher rate.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal #1.2 - Optimize the speed, reliability, and performance of the existing system by revitalizing and upgrading Metro's transit assets. The completion and rollout of the P2000 LRVs are state-of-the-art assets that will significantly reduce trip disruptions on rail networks and improve the integrity of the overall network.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation for increasing the contract amount. This is not recommended as critical project activities currently supported by consulting staff will be interrupted, with direct impacts on the overall project schedule. These activities include but are not limited to; inspection at the production/modernization site, witnessing commissioning tests, reviewing test reports, reviewing Project Schedule, and providing LRV commissioning acceptance, and warranty support. The Metro Project Team does not have the in-house resources to undertake all the necessary Project tasks as described.

Not approving the recommendation will also adversely impact the P2000 LRV Overhaul/Midlife Modernization Project completion due to the loss of the required technical expertise, labor, and manpower provided through this Consulting Services contract. The potential adverse impacts may include compromised quality and SGR of the Modernized LRVs, and reduced number of available LRVs for rollout to meet the passengers' demand that continues to trend positively towards the pre-pandemic levels.

NEXT STEPS

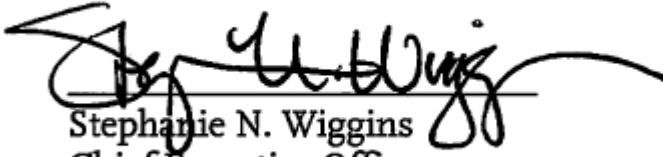
Upon Board approval, staff will execute Contract Modification No. 24 to increase the contract NTE amount by \$1,861,372.39 with CH2M Hill, Inc. for continuation of services.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary
Attachment D - Metro EFC Map

Prepared by: Jason Yaw, Sr. Manager, Project Control, (213) 922-3325
Annie Yang, DEO, Project Management (213) 922-3284
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition, 213-418-3277
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES
/ CONTRACT NO. PS20113000**

1.	Contract Number: PS20113000		
2.	Contractor: CH2M Hill, Inc.		
3.	Mod. Work Description: Increase the not-to-exceed contract price by \$1,861,372.68 from \$7,060,813.71 to \$8,922,186.39.		
4.	Contract Work Description: Provide technical and program management support to Metro Project Team on managing of the existing P2000 Light Rail Vehicle (LRVs) Midlife Modernization Project to ensure timely modernization work and successful delivery of the modernized P2000 LRVs and the associated deliverables.		
5.	The following data is current as of: 04.05.23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	04.17.17	Not-to-Exceed Contract Award Amount: \$5,829,626.00
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved: 23
	Original Complete Date:	12.31.21	Pending Modifications (including this action): 1
	Current Est. Complete Date:	12.31.25	Current Contract Value (with this action): \$8,922,186.39
7.	Contract Administrator: Nicole Banayan		Telephone Number: 213-922-7438
8.	Project Manager: Jason Yaw		Telephone Number: 213-922-3325

A. Procurement Background

This Contract was executed on April 17, 2017 to CH2M Hill, Inc. (CH2M) for a 55 month and 14 day period of performance for a total not-to-exceed contract price of \$5,829,626 to provide technical and program management support to Metro's P2000 Project Team on the P2000 LRV Midlife Modernization Project. The contract period of performance was extended twice due to various reasons including COVID-19 pandemic schedule relief.

- Contract Modification No. 15 dated July 12, 2021 – Extended the Period of Performance to December 31, 2023 from December 31, 2021.
- Contract Modification No. 23 dated April 5, 2023 – Extended the Period of Performance to December 31, 2025 from December 31, 2023.

A Request for Proposal was issued to CH2M on January 12, 2023. Metro received a proposal on February 10, 2023. Metro completed its negotiation on March 31, 2023.

In an effort to allow for continued support of the midlife modernization project, this board action approval is requested to allow staff to execute Contract Modification No. 24 and issuance of Task Order No. 8 to CH2M from July 1, 2023, through June 30, 2024. This will increase the contract value from \$7,060,813.71 to \$8,922,186.39 with an increase of \$1,861,372.68.

This Modification will be processed in accordance with Metro’s Acquisition Policy and the contract type is a cost-plus fixed fee.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE) and technical evaluation. The not-to-exceed price of \$1,861,372.68 comprises of CH2M and its subcontractor’s labor rates, audited labor overhead, fees negotiated at the time of contract award, and expenses as this is a cost-plus-fixed-fee contract type. The approved labor rate for each consultant is based on experience and education, which has been determined to be fair and reasonable. The only factor affecting the not-to-exceed price of \$1,861,372.68 was labor hours, which has been reviewed and negotiated by Metro staff to align with the P2000 LRV Modernization Program’s project schedule from July 1, 2023, through June 30, 2024. The Metro ICE is \$96,399.72 (4.9%) higher than the negotiated amount because the ICE included an extra test engineer for backup to provide additional support and oversight on the LRV testing.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,884,496.82	\$1,957,772.40	\$1,861,372.68

C. Contractor Information

CH2M has a local office in Los Angeles, and is an engineering company that provided consulting, design, construction, and operation services for corporations and governments. In 2017, it was acquired by Jacobs Engineering Group but kept its name for existing contracts. Under this Contract, they requested to keep CH2M.

In addition to providing technical and program management support for the P2000 LRV Modernization Project, CH2M currently provides program management support for the P3010 LRV Project and is also one of the qualified consulting firms on the Rail Vehicle Bench.

CONTRACT MODIFICATION/CHANGE ORDER LOG

**TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES
/ CONTRACT NO. PS20113000**

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Administrative Changes	Approved	11.16.17	\$0.00
2	Update Exhibit 1 with Exhibit 1.1 to add new staff	Approved	12.21.17	\$0.00
3	Update Exhibit 1.1 with Exhibit 1.2 to add new staff	Approved	07.11.22	\$0.00
4	Update Exhibit 1.2 with Exhibit 1.3 to add new staff	Approved	04.18.18	\$0.00
5	Update Exhibit 1.3 with Exhibit 1.4 to add new staff	Approved	08.16.18	\$0.00
6	Update Exhibit 1.4 with Exhibit 1.5 to add new staff	Approved	04.12.19	\$0.00
7	Update Exhibit 1.5 with Exhibit 1.6 to add new staff	Approved	04.16.19	\$0.00
8	Update Exhibit 1.6 with Exhibit 1.7 to add new staff	Approved	07.24.19	\$0.00
9	Update Exhibit 1.7 with Exhibit 1.8 to add new staff	Approved	09.05.19	\$0.00
10	Update Exhibit 1.8 with Exhibit 1.9 to add new staff	Approved	11.13.19	\$0.00
11	Update Exhibit 1.9 with Exhibit 1.10 to add new staff	Approved	03.13.20	\$0.00
12	Update Exhibit 1.10 with Exhibit 1.11 to add new staff	Approved	03.20.20	\$0.00
13	Update Exhibit 1.11 with Exhibit 1.12 to add new staff	Approved	09.09.20	\$0.00
14	Update Exhibit 1.12 with Exhibit 1.13 to add new staff	Approved	11.03.20	\$0.00
15	Update Exhibit 1.13 with Exhibit 1.14 to add new staff and Extend the Period of Performance through December 31, 2023.	Approved	07.12.21	\$0.00
16	Update Exhibit 1.14 with Exhibit 1.15 to add new staff	Approved	02.15.22	\$0.00

17	Update Exhibit 1.15 with Exhibit 1.16 to add new staff	Approved	05.11.22	\$0.00
18	Update Exhibit 1.16 with Exhibit 1.17 to add new staff	Approved	07.06.22	\$0.00
19	Increase \$1,231,187.71 to the Not-to-Exceed Contract Price. Update Exhibit 1.17 with Exhibit 1.18 with increase Not-to-Exceed Contract Price	Approved	09.27.22	\$1,231,187.71
20	Update Exhibit 1.18 with Exhibit 1.19 to add new staff	Approved	09.27.22	\$0.00
21	Update Exhibit 1.19 with Exhibit 1.20 to add new staff	Approved	11.16.22	\$0.00
22	Update Exhibit 1.20 with Exhibit 1.21 with years 8 and 9 labor rates	Approved	02.28.23	\$0.00
23	Extended the Period of Performance through December 31, 2025.	Approved	04.05.23	\$0.00
24	Increase \$1,861,372.68 to the Not-to-Exceed Contract Price	Pending	Pending	\$1,861,372.68
	Modification Total:			\$3,092,560.39
	Original Contract:			\$5,829,626.00
	Total:			\$8,922,186.39

DEOD SUMMARY

**TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR THE
P2000 LIGHT RAIL VEHICLE OVERHAUL/MIDLIFE MODERNIZATION
PROGRAM/PS20113000**

A. Small Business Participation

Jacobs Engineering Group, Inc. (formerly known as CH2M Hill) (CH2M) made a 24.81% Disadvantaged Business Enterprise (DBE) commitment. As mentioned in the Board Report, for purposes of this contract CH2M is the name they are utilizing for the contract. The overall DBE participation is based on the cumulative value of all task orders issued. To date, seven (7) task orders have been awarded. Based on payment the project is 81% complete and the current DBE participation is 12.92%, representing a 11.89% shortfall.

CH2M has a shortfall mitigation plan on file. CH2M contends that the project presented various challenges in achieving the DBE target. CH2M reported that a major reason for the DBE shortfall is the decreased amount of light rail vehicle (LRV) inspection work to date on the project (Task Orders 4 and 5). CH2M indicated that Inspection work is the primary activity of DBE firms Virginkar and RailCar Quality Services. For DBE firm Langford & Carmichael, CH2M noted that the firm was not utilized to date. Additionally, CH2M stated that they expect to resolve the shortfall during Task Order No. 7 and beyond by increasing their DBE subconsultant capacity on upcoming work as the project progresses into the serial production phase, specifically an increase in inspection activities.

DEOD staff will continue to track and monitor CH2M’s efforts to meet or exceed their commitments.

Small Business Commitment	24.81% DBE	Small Business Participation	12.92% DBE
----------------------------------	-------------------	-------------------------------------	-------------------

	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Langford & Carmichael	Asian-Pacific American	0.45%	0.00%
2.	Parthenon Corporation	Hispanic American	6.00%	6.64%
3.	Virginkar & Associates	Asian-Pacific American	18.36%	1.85%
4.	Railcar Quality Services, Inc.	Black American	Added	4.43%
	Total		24.81%	12.92%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

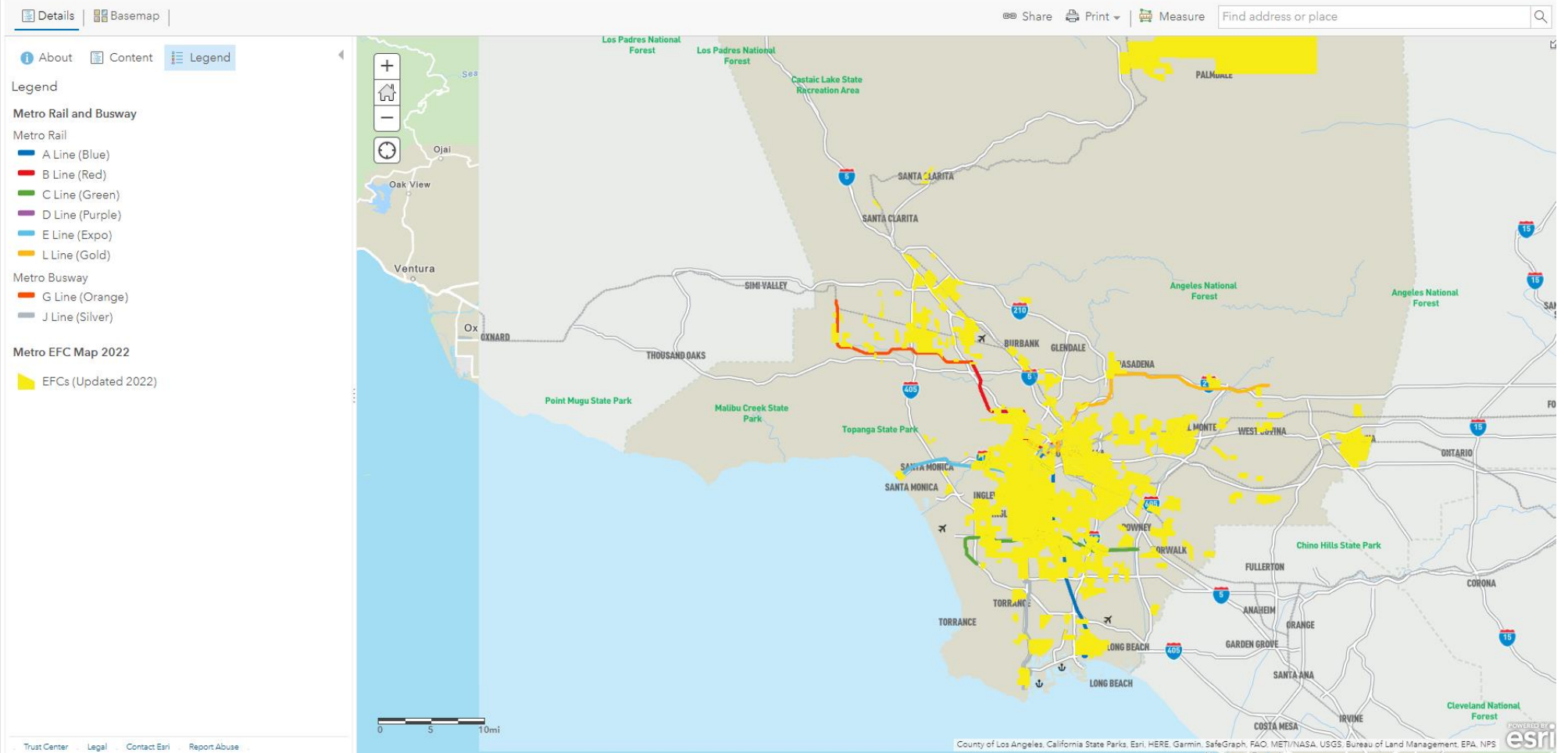
D. Project Labor Agreement/Construction Careers Policy

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

Attachment D: Metro EFC Map

ArcGIS Metro EFC Map 2022 (Web Map)

Open in Map Viewer Modify Map Sign In





Board Report

File #: 2023-0203, File Type: Contract

Agenda Number: 21.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 18, 2023

SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute Contract Modification No. 12 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) for the Metro Bike Share program (MBS) to extend the contract period of performance from July 30, 2023 through December 31, 2023, in the amount of \$5,698,010, increasing the Total Contract Value from \$110,594,074 to \$116,292,084.

ISSUE

A Request for Proposals (RFP) was released in April to secure a new MBS contract. The current MBS contract expires July 30, 2023. To ensure sufficient time to complete the procurement process, while continuing to provide MBS service to the public until a new contract is awarded, an extension of the current contract is needed.

BACKGROUND

MBS was launched in July 2016 in partnership with the City of Los Angeles. Since this date, MBS has provided continuous and consistent service to Los Angeles County residents with more than 200 stations located in the Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood service areas. To date, over 1.6 million trips have been taken, 5.8 million miles have been traveled, and 5.5 million pounds of CO2 have been averted through the use of MBS.

While ridership decreased during the COVID pandemic, MBS did not reduce or remove service. In fact, MBS successfully transitioned the undocked smart bike system, which experienced various operational issues, including increased loss, to the traditional docked bike system for both the Westside and North Hollywood service areas to stabilize and improve service. In addition, MBS expanded to the Hollywood service area in October 2021 with eleven new stations. Overall, ridership for the entire system continues to increase. Ridership for 2022 was 290,370, representing a 43% increase from 2021, and a 38% increase from 2020. During 2023, ridership is projected to reach 325,000, representing a 12% increase from 2022 and exceeding pre-COVID ridership as well as the highest ridership ever achieved by the program, which was in 2018.

Passholders also continue to increase for all pass types. In 2022, 30-Day passes increased by 75% to 1,116 when compared to 2021. Reduced Fares offer discounts to seniors, students, people with disabilities, and low-income individuals on TAP and directly through the MBS Mobile app and MBS website. Most individuals (56%) with a Reduced Fare pass were eligible through the California EBT verification process. Reduced Fare passholders increased in 2022 by 133% to 276 and represented 19% of all 30-Day and 365-Day passholders.

..Discussion

DISCUSSION

In December 2021, the Metro Board of Directors passed Motion Item No. 41 “Improving the Effectiveness and Sustainability of Metro Bike Share” (Attachment A). The Motion directed staff to take a series of actions focused on stabilizing the current program and preparing for the next iteration of bike share in Los Angeles County. Since the passing of the Motion, several actions in support of MBS and the Motion have occurred:

- In March 2022, staff submitted a receive and file report which presented the work plan to address the directives contained in the Motion, this included fleet stabilization, equitable access, uninterrupted service, convening of a forum, a market survey, and recommendations.
- In April 2022, the Board authorized a 12-month extension of the bike share contract and the purchase of additional bikes and GPS units to restore and stabilize the fleet.
- Between April and October 2022, staff conducted the Industry Forum (August 2022) to obtain insight from the industry/vendors, peer agencies, community organizations, and other interested parties; completed the Market Survey (national and international); conducted outreach to local agencies (Councils of Governments, Joint Power Authorities); ensured ongoing coordination and collaboration with the City of Los Angeles; and continued working to improve the stability and reliability of MBS.
- In October 2022, the Board approved the updated MBS operational model of “Privately Owned - Publicly Managed (Contracted).” The model took into consideration the work conducted as directed by the Motion.

In no small part, as a result of the Motion and subsequent actions coupled with the reduced impact of COVID, MBS ridership and performance have improved. Bike loss has decreased due to improved GPS capabilities, enhanced coordination with Metro’s Safety and Security personnel, and increased monitoring and response efforts by the contractor and staff, all actions delineated in the Motion response work plan. During 2022, the total loss was 177 bikes, which represents a 55% decrease in loss compared to 2021 and a 77% decrease compared to 2020. More specifically, since the Board’s October 2022 authorization to replenish and stabilize the fleet and ensure fleet-wide GPS capabilities, the total bike loss has been 23 bikes or an average of 4.6 bikes (0.3%) lost per month from November to March. Staff will continue to monitor and coordinate with all parties with the goal of maintaining this downward trend. The bike fleet has increased, improved, and stabilized, with more electric pedal-assist bikes (e-bikes) available. E-bikes have a higher trip/bike/day rate than the standard classic bikes (2.77 vs 0.47 in 2022). Ridership, fare revenues, and passholders all increased from 2021 to 2022 and are continuing to grow in 2023. Nevertheless, there is still work to be conducted to meet the goals expressed in the Motion and subsequent responses, of which the

next action is the award and implementation of the new MBS contract.

Since October, staff has been diligently working, in coordination with the City of Los Angeles who is concurrently conducting an independent review of MBS, to complete the Statement of Work and issue the appropriate procurement package. Staff incorporated lessons learned and information obtained from the various Motion directed actions - including the Industry Forum, Market Survey, and local agency outreach. While staff anticipated releasing the Request for Proposal (RFP) earlier, the level of coordination, collaboration, and review resulted in the need for additional time. This included the coordination with the City of Los Angeles, conferring with the MBS Advisory Committee, securing and engaging industry expertise to support and review the Statement of Work, and internal collaboration to ensure the appropriate procurement method and contract structure was selected to position MBS to meet the goals as identified in the Motion. With the release of the RFP in April 2023, staff is requesting an extension of 5 months, for a new end date of December 31, 2023. Staff will return to the Board with the award recommendation pending the completion of the procurement process.

The recommended modification will ensure that MBS remains stable and consistent during the extension. The contractor will continue to operate and maintain the existing MBS service to ensure no degradation of service to the public, including bike availability. During the extension period, staff will continue evaluating the MBS system to ensure that station locations are optimal and performing at their highest potential. Staff will evaluate criteria such as ridership, trip/bike/day ratios, location in an Equity Focus Community (EFC), changes to the surrounding area (i.e., business closures or new apartment buildings), industry best practices as well as community needs to determine if stations should remain or if they should be recommended for relocation. Staff will continue to collect demographic data relative to gender, race/ethnicity, income, and age in the next survey scheduled for June 2023. Staff will coordinate these efforts with the City of Los Angeles and implement approved changes, as time permits.

Per the MOU with the City of Los Angeles, the City will provide 65% of the funds in support of the ongoing operation and maintenance of MBS, and should there be any capital expenses, they will provide 50% of the funds. Staff has reviewed this item with the City of Los Angeles and has received their concurrence to proceed with the extension.

EQUITY PLATFORM

The approval of this contract modification and extension by a total of five months will ensure Metro's ability to continue to operate and maintain a regional bike share program that is accessible to Los Angeles County residents. MBS continues to integrate with existing Metro transit services and provides a seamless passenger experience on Metro's transportation system. Maintaining low bike share fares and ensuring that participants of the LIFE and Reduced Fare programs continue to have uninterrupted access to service with continued discounted fare media are critical components of this program. As mentioned, the number of passholders with Reduced Fare passes increased in 2022 and now represents 19% of all passholders. Participants with eligibility through California EBT represent 56% of all Reduced Fare passes, while students (16 years and over) represent 24%.

As part of the annual survey conducted by MBS, demographic data is collected. In 2022 and consistent with previous surveys, respondents to the survey were mostly male (61%), Caucasian (50%), almost half (49%) had incomes more than \$75K, and most were younger than 50 years old (76%). Past surveys have been implemented online and through social media and only in English. However, additional data collection methods will be implemented during 2023 to ensure that opportunities to respond to the survey are offered more widely. These include in-person and multi-language surveys. The current survey results demonstrate the opportunity and need to focus on further efforts to increase the diversity of MBS users. In 2023, staff will implement strategies that seek to increase ridership by females, people of color, seniors, riders with low-income, and other underrepresented groups.

Metro is committed to expanding the program and ensuring that it is implemented in a manner that leads to more equitable access and outcomes. This includes identifying and working with community-based organizations to support outreach and coordination activities with the goal of obtaining improved representation within and from EFCs and marginalized communities. Feedback specific to locating stations will also be gathered during this process. Additionally, staff will continue to analyze the best path forward toward the effective integration of adaptive and accessible bikes as the MBS program evolves to meet agency goals and customer needs. This contract extension will allow Metro to continue to provide current service in the EFC communities of Downtown/Central Los Angeles, Westside, and North Hollywood (Attachment B).

DETERMINATION OF SAFETY IMPACT

Metro's safety standards will be improved through the approval of this recommendation by ensuring the continued operation of a safe and secure bike share program.

FINANCIAL IMPACT

There is no immediate impact on the current FY 2023 budget, and no budget amendment will be required since the extension of the contract, if approved, will be implemented in FY 2024. Funding for MBS is included in the FY 2024 Proposed Budget and consists of City of Los Angeles subsidy, fares, and operating-eligible funds. Staff will continue to seek new and/or alternative funding, including grants and sponsorship opportunities, to support future MBS capital and operational costs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS program supports the following Vision 2028 Strategic Plan Goals:

1. Provide a high-quality mobility option that enables people to spend less time traveling.
2. Deliver an outstanding trip experience for all users of the transportation system.
3. Enhance communities and lives through mobility and access to opportunity.
4. Transform LA County through regional collaboration and national leadership.
5. Provide responsive, accountable, and trustworthy governance within the organization.

ALTERNATIVES CONSIDERED

The Board may choose to not authorize the requested action. This alternative is not recommended

as this would not be supportive of the Board motion, would impact the stability of the program, and Metro's ability to provide uninterrupted MBS service. If the contract with BTS is not extended, MBS operations would end July 30, 2023.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 12 to Contract No. PS272680011357 with BTS to extend the contract through December 31, 2023. Staff will continue working on the procurement of the next contract.

ATTACHMENTS

Attachment A - Board Motion Item No. 41 (November/December 2021)

Attachment B - Metro EFC Map October 2022

Attachment C - Procurement Summary

Attachment D - Contract Modification/Change Order Log

Attachment E - DEOD Summary


Prepared by: Paula Carvajal-Paez, Senior Director, Shared Mobility, (213) 922-4258

Ken Coleman, DEO, Shared Mobility, (213) 922-2951

Shahrzad Amiri, Deputy Chief Operations Officer - Shared Mobility, (213) 922-3061

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



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

File #: 2021-0743, File Type: Motion / Motion Response

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 18, 2021

Motion by:

DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL

Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE

RECOMMENDATION

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

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
1. Continuing Metro Bike Share as a contracted service,
 2. Operating the program In-house with Metro employees,
 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

Attachment B - Metro EFC Map

ArcGIS Metro EFC Map 2022 (Web Map)

Open in Map Viewer Modify Map Sign In

Details Basemap

Share Print Measure Find address or place

About Content Legend

Legend

Metro Rail and Busway

Metro Rail

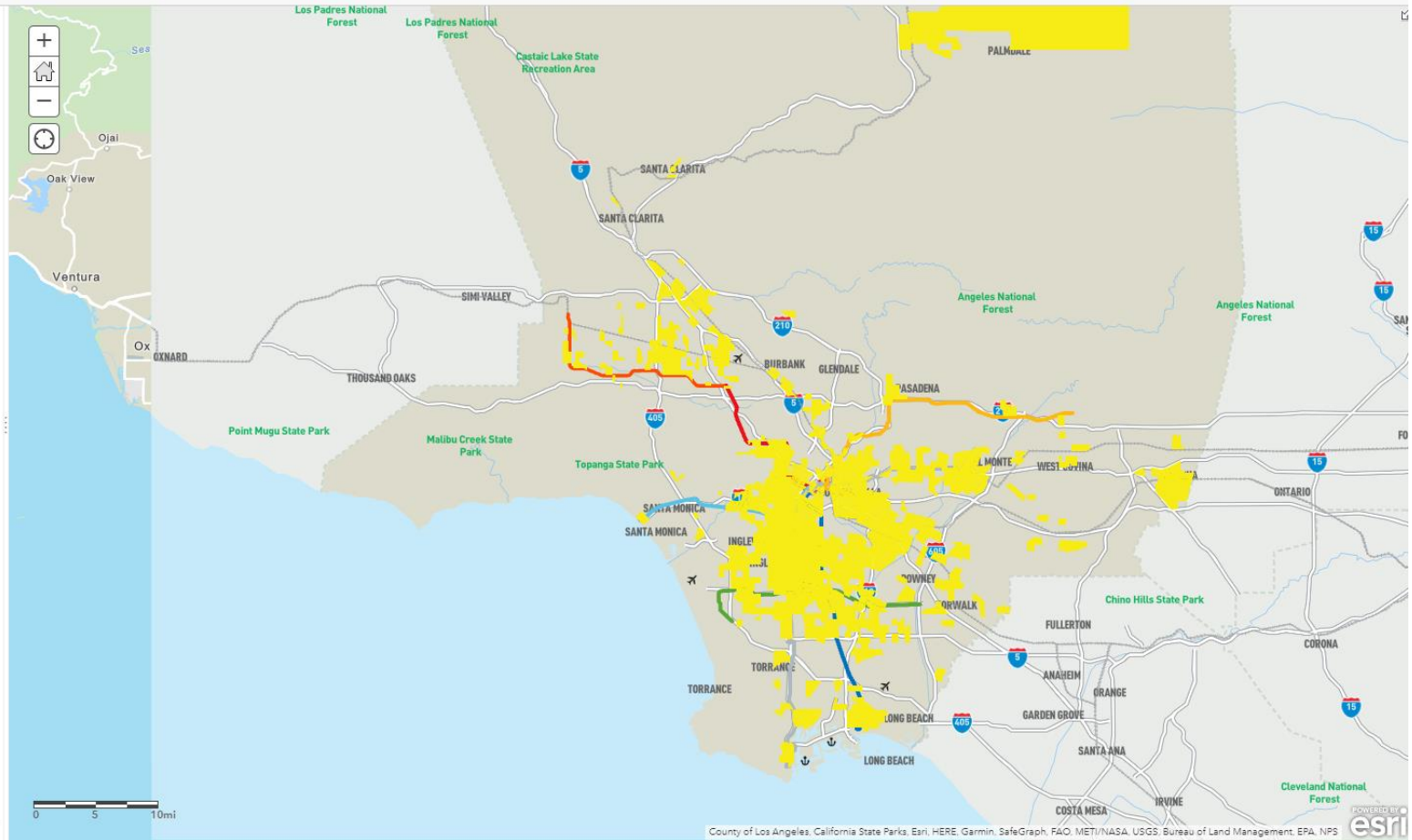
- A Line (Blue)
- B Line (Red)
- C Line (Green)
- D Line (Purple)
- E Line (Expo)
- L Line (Gold)

Metro Busway

- G Line (Orange)
- J Line (Silver)

Metro EFC Map 2022

- EFCs (Updated 2022)



PROCUREMENT SUMMARY

METRO BIKE SHARE/PS272680011357

1.	Contract Number: PS272680011357		
2.	Contractor: Bicycle Transit Systems, Inc.		
3.	Mod. Work Description: Five-month continuation of services for the Metro Bike Share Program through 12/31/23.		
4.	Contract Work Description: Metro Bike Share Program		
5.	The following data is current as of: 4/5/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	06/25/15	Contract Award Amount: \$11,065,673 Pilot Phase I – DTLA
	Notice to Proceed (NTP):	07/31/15	Total of Modifications Approved: \$99,528,401
	Original Complete Date:	Phase I 07/31/17 Phases II - V 07/29/22	Pending Modifications (including this action): \$5,698,010
	Current Est. Complete Date:	07/30/23	Current Contract Value (with this action): \$116,292,084
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Paula Carvajal		Telephone Number: (213) 922-4258

A. Procurement Background

This Board Action is to approve Contract Modification No. 12 issued in support of the Metro Countywide Bike Share program to extend the contract period of performance from July 30, 2023 through December 31, 2023.

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

On June 25, 2015, the Board approved a firm fixed price Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of \$11,065,673 for a two-year period.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Cost Analysis

The amount of the modification has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Metro staff successfully negotiated a cost savings of \$66,315.

Proposal Amount	Metro ICE	Modification Amount
\$5,764,325	\$5,764,325	\$5,698,010

CONTRACT MODIFICATION/CHANGE ORDER LOG

METRO BIKE SHARE/PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I – Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	\$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	\$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	\$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	\$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Approved	12/06/18	\$6,342,126
9	Revised SOW + Milestones	Approved	12/14/18	\$0
10	Reallocation of bikes + update milestones with invoices	Approved	08/21/21	\$0
11	Extended period of performance (POP) by 12 months through 7/30/23, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory.	Approved	04/28/22	\$15,250,213
12	Extended POP by 5 months through 12/31/23.	Pending	Pending	\$5,698,010
Modification Total:				\$105,226,411

	Original Contract:		06/25/15	\$11,065,673
	Total:			\$116,292,084

DEOD SUMMARY

METRO BIKE SHARE CONTRACT EXTENSION/PS272680011357

A. Small Business Participation

Bicycle Transit Systems (BTS) made a 22.37% Disadvantaged Business Enterprise DBE commitment. Based on payment, the project is 87% complete and the current DBE participation is 24.57%, exceeding the commitment by 2.20%.

Small Business Commitment	22.37% DBE	Small Business Participation	24.57% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Accel Employment Services	Asian-Pacific American	15.28%	11.66%
2.	BikeHub	Asian-Pacific American	5.48%	11.59%
3.	Say Cargo Express	Hispanic American	0.68%	0.30%
4.	Toole Design Group, LLC	Caucasian Female	0.93%	1.02%
	Total		22.37%	24.57%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2023-0211, File Type: Contract

Agenda Number: 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 18, 2023

SUBJECT: BUS TIRE LEASING & MAINTENANCE SERVICES

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire & Rubber Company in the amount of \$11,671,134 (\$2,164,434 for FY23 and \$9,506,700 for FY24) to continue to provide bus tire leasing and maintenance services, increasing the contract value from \$41,908,927 to \$53,580,061, as well as extending the period of performance through June 30, 2024.

ISSUE

The Contract Modification will provide Metro bus divisions with uninterrupted bus tire and maintenance services for the transit bus fleet through June 30, 2024. This service contract aims to continue providing Metro with tire maintenance to ensure reliable service on its revenue bus fleet. In addition, the contract will continue to provide qualified and trained service personnel to perform tire inspections and maintain the Metro bus fleet in safe operating condition.

This action will allow staff sufficient time to re-procure these services through a competitive procurement process with opportunities for small business participation.

BACKGROUND

Metro's directly operated revenue bus fleet consists of close to 1,900 buses utilizing approximately 12,480 leased tires, traveling over 67 million miles annually. These tires require maintenance and service daily. In addition, this leased tire contract supports the revenue bus fleet and tire maintenance services for the Metro non-revenue fleets. Although non-revenue tires are purchased under a separate procurement, they are mounted and balanced under the bus tire leasing and maintenance services contract.

Leased costs are based on actual bus (tire) mileage plus a fixed monthly service rate. This service contract includes waste remediation of all spent tire castings and a comprehensive tire maintenance program. The tire maintenance program includes tire rotation, mounting, regrooving, recapping, balancing, inflating, and wheel refurbishing. The monthly service rate for the contract includes tire

maintenance and service for Metro's non-revenue fleet.

The contract with Goodyear Tire & Rubber Co. was effective as of October 1, 2017. Seven modifications occurred over the life of the contract due to Goodyear Tire & Rubber Co. changes to subcontractors and suppliers, expanded support requirements with the reactivation of Metro Division 10 during the refurbishment of the A Line (Blue Line), reduced support requirements with the closing of Metro Division 10 after completion of the refurbishment of the A Line (Blue Line), changes in firm fixed rates to the contract due to bus fleet changes, and expansion of the contract period of performance and contract value based upon existing staff authority.

DISCUSSION

Consistent and effective maintenance and servicing of bus tires is a fundamental requirement for bus service performance and reliability. The Metro revenue bus fleet travels over 180 thousand miles per day throughout Los Angeles County on city streets, freeways, and highways. Operating in a range of weather conditions from extreme heat to rain and on various road surface conditions. It is an operational necessity for the tires on the Metro fleet to be serviced, maintained, and replaced on a daily basis to limit service interruptions. The recommended contract modification will provide Metro with continuous bus tire maintenance and services to meet Metro bus fleet service requirements.

Bus tire leasing and maintenance services improve the customer experience by ensuring that Metro transit buses safely transport patrons to their destinations. The bus tire and maintenance service contract will ensure Metro bus divisions are well stocked with replacement tires, tire inspections on buses are performed on a nightly basis, tread depth and tire wear are closely monitored, air pressure is maintained and any tires showing abnormal wear are replaced prior to the bus being placed into revenue service.

The safety and security of both customers and operators are ensured by contracting these services with a company that can provide transit-rated tires and qualified service personnel to inspect and maintain the Metro bus fleet.

The contract modification will provide funding to support bus tire replacement and maintenance services in the amount of \$2,164,434 for FY23 and \$9,506,700 for FY24. The FY23 funding will cover costs associated with replacement tires, waste remediation of worn/defective tires, tire rotation, mounting, regrooving, recapping, balancing, inflating, and wheel refurbishing invoiced from April through June 30, 2023. Staff projections of contract authority did not sufficiently account for the additional mileage and associated lease costs from the service expansions that occurred in 2022, which resulted in a shortfall in contract authority for the remainder of the current contract period which expires on June 30, 2023. The contract modification will also provide funding for tire replacement and maintenance services in FY24.

Operations has taken proactive steps to avoid future contract forecast expenditure shortfalls with creation of an oversight team that monitors the remaining contract term, approved contract value, and projected remaining period of performance of existing contracts. The efforts of this new team are expected to avoid any future contractor performance beyond the approved contract authority.

Operations recognizes the absolute necessity for ensuring contract extensions and renewals are started and completed promptly and in accordance with internal schedules and timeliness to prevent contract lapses and service disruptions.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will have a positive impact on safety. As tires on buses wear, they are regularly replaced as part of a preventive maintenance plan to ensure safe operation of the Metro bus fleet. This Contract Modification guarantees Metro has the capability of maintaining and replacing tires on its fleet.

FINANCIAL IMPACT

Funding for this contract modification is included in the FY23 and FY24 budgets in the amount of \$2,164,434 for FY23 and \$9,506,700 for FY24 in cost center 3120, Quality Assurance, under project 306002, Operations Maintenance and line item 50421, Tires Revenue Equipment.

Impact to Budget

The current source of funds for this action includes Fares, Proposition A/C, Measure R/M, and Transportation Development Act. Use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. These funds are operating eligible funds.

EQUITY PLATFORM

This action is anticipated to support safety and service quality on the Metro bus fleet, which serves marginalized groups and Equity Focus Communities (EFCs). Bus tire leasing and maintenance services will be performed by qualified service personnel that have experience performing these services. As part of a comprehensive bus maintenance program, bus tire leasing and maintenance will ensure buses remain in a State of Good Repair to provide uninterrupted transportation services for these underserved communities.

The Diversity and Economic Opportunity Department (DEOD) established a 5% Disadvantaged Business Enterprise (DBE) goal for Contract OP83932000-39383. The Goodyear Tire & Rubber Company is currently exceeding the overall commitment with a rate of 5.15% through the utilization of various DBE firms.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Bus tire leasing and maintenance services for Metro buses supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The inspection and maintenance of tires on buses will eliminate unnecessary tire failures and service delays. This service will ensure patrons and Metro operators experience safe and reliable transportation services.

ALTERNATIVES CONSIDERED

Staff considered a purchase tire program rather than a lease tire program, where Metro personnel perform the required tire service. This alternative is not recommended because of the increased labor cost to Metro, increased liability, and the added responsibility of properly disposing of thousands of waste tire castings. Staff also considered a lease tire program where Metro personnel provide the required tire service. This alternative is not recommended because of increased labor cost and liability for any unforeseen events.

The existing contracting method greatly reduces Metro's risk and eliminates the responsibility for the removal, transportation, and disposal of waste tires.

NEXT STEPS

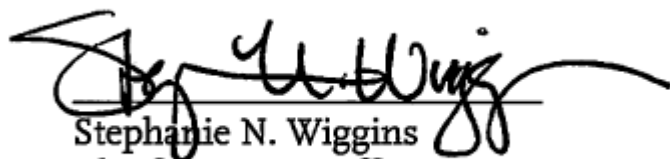
Upon Board approval, staff will execute Modification No. 8 to Contract OP83932000-39383 with The Goodyear Tire & Rubber Company to continue to provide bus tire leasing and maintenance services.

ATTACHMENTS

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

Prepared by: James Jimenez, Sr. Manager Environmental Compliance & Service, (213) 922-5870
James Pachan, Sr. Executive Officer, Bus Maintenance, (213) 922-5808
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BUS TIRE LEASING AND MAINTENANCE SERVICES/OP83932000-39383

1.	Contract Number: OP83932000-39383		
2.	Contractor: The Goodyear Tire & Rubber Company		
3.	Mod. Work Description: Continue existing services and extend the period of performance from July 1, 2023 through June 30, 2024		
4.	Contract Work Description: Provide lease and maintenance of tires of Metro-operated bus fleet and servicing of non-revenue vehicle tires		
5.	The following data is current as of: 4/10/23		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/1/17	Contract Award Amount: \$40,908,927
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$1,000,000
	Original Complete Date:	4/30/23	Pending Modification (including this action): \$11,671,134
	Current Est. Complete Date:	6/30/24	Current Contract Value (with this action): \$53,580,061
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: James Jimenez		Telephone Number: (213) 922-5870

A. Procurement Background

This Board Action is to approve Modification No. 8 to Contract No. OP83932000-39383 with The Goodyear Tire and Rubber Company (Goodyear) to continue the lease and maintenance of tires for Metro-operated bus fleet and servicing of non-revenue vehicle tires and to extend the period of performance from July 1, 2023, through June 30, 2024.

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

In September 2017, the Board awarded five-year Contract No. OP83932000-39383 to Goodyear to provide bus tire leasing and maintenance services.

Refer to Attachment B – Contract Modification/Change Order Log.

B. Cost Analysis

Escalation for tire mileage rates, monthly tire service (revenue and non-revenue vehicles) and fully burdened rates for technicians have been determined to be fair and reasonable based on the current Department of Labor and Statistics' indices for changes in commodity prices and private industry workers' salaries.

Proposed Amount	Metro ICE	Recommended Amount
\$11,671,134	\$11,671,134	\$11,671,134

CONTRACT MODIFICATION/CHANGE ORDER LOG

BUS TIRE LEASING AND MAINTENANCE SERVICES/OP83932000-39383

Mod. No.	Description	Status (approved or pending)	Date	Amount
1.	Update list of approved subcontractors and suppliers	Approved	7/16/18	\$0
2	Revise bus counts and labor requirements (Attachment 2 to the Statement of Work) and update pricing schedule.	Approved	1/1/19	\$0
3	Revise bus counts and labor requirements (Attachment 2 to the Statement of Work) and update pricing schedule.	Approved	7/1/20	\$0
4	Revise pricing schedule to include cost of used tires on retired Metro buses	Approved	8/24/20	\$0
5	Extend period of performance (POP) by six months through March 31, 2023, and revise pricing schedule	Approved	9/30/22	\$0
6	Continue existing service and extend POP by two months through May 31, 2023	Approved	3/31/23	\$500,000
7	Continue existing service and extend POP by one month through June 30, 2023	Approved	4/10/23	\$500,000
8	Continue existing services and extend POP by 12 months through June 30, 2024	Pending	Pending	\$11,671,134
	Modification Total:			\$12,671,134
	Original Contract:		10/1/17	\$40,908,927
	Total Contract Value:			\$53,580,061

DEOD SUMMARY

BUS TIRE LEASING & MAINTENANCE SERVICES/OP83932000-39383

A. Small Business Participation

The Goodyear Tire & Rubber Company made a 5.01% Disadvantaged Business Enterprise (DBE) commitment. Based on payments the project is 96% complete and the current DBE participation is 5.16%, exceeding the commitment by 0.15%.

Small Business Commitment	5.01% DBE	Small Business Participation	5.16% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Islas Tires	Hispanic American	1.06%	2.15%
2.	Metal Masters	Hispanic American	3.87%	2.89%
3.	JCM & Associates	Hispanic American	0.08%	0.12%
	Total		5.01%	5.16%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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