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**Agenda - Final**

**Thursday, October 22, 2020**

**10:00 AM**

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

## **Board of Directors - Regular Board Meeting**

*Eric Garcetti, Chair*

*Hilda L. Solis, 1st Vice Chair*

*Ara Najarian, 2nd Vice Chair*

*Kathryn Barger*

*Mike Bonin*

*James Butts*

*Jacquelyn Dupont-Walker*

*John Fasana*

*Robert Garcia*

*Janice Hahn*

*Paul Krekorian*

*Sheila Kuehl*

*Mark Ridley-Thomas*

*John Bulinski, non-voting member*

*Phillip A. Washington, Chief Executive Officer*

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

**PUBLIC INPUT**

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

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

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

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

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

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

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Email: [jacksonm@metro.net](mailto:jacksonm@metro.net)

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Board Secretary's Office

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, 9, 11, 13, 15, 16, 17, 18, 19, 23, 24, 24.1, 28, 29, 30, 35, and 40.

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

### CONSENT CALENDAR

2. SUBJECT: MINUTES

[2020-0714](#)

#### RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 24, 2020.

Attachments: [Regular Board Meeting MINUTES - September 24, 2020](#)

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

**5. SUBJECT: SALE OF EXEMPT SURPLUS LAND**

[2020-0649](#)

**RECOMMENDATION**

CONSIDER declaring that a portion of 13700 Rosecrans Avenue (shown in Attachment A) is not necessary for use by LACMTA and is “exempt surplus land” as defined in Section 54221(f)(1) (C) of the California Surplus Land Act (the “Act”) (California Gov. Code Sections 54220-54234).

**Attachments:**      [Attachment A- Site Plan for RM-08 Surplus Property](#)

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

**6. SUBJECT: METRO FREEWAY SERVICE PATROL**

[2020-0434](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. INCREASE Contract Modification Authority (CMA) to 27 existing Freeway Service Patrol (FSP) contracts as delineated below for an aggregate amount of \$8,915,000 thereby increasing the CMA amount from \$20,004,130 to \$28,919,130 and extend the periods of performance as follows:

- Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$210,000 for up to 7 months
- Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$240,000 for up to 7 months
- Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$180,000 for up to 7 months
- Beat no. 7: Girard & Peterson Contract No. FSP3469900B7/11, for \$245,000 for up to 7 months
- Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for \$440,000 for up to 8 months
- Beat no. 11: Girard & Peterson Contract No. FSP3469900B7/11, for \$270,000 for up to 7 months
- Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for \$460,000 for up to 8 months
- Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$230,000 for up to 7 months
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$315,000 for up to 7 months

- Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$460,000 for up to 7 months
- Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for \$535,000 for up to 8 months
- Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$410,000 for up to 7 months
- Beat no. 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$295,000 for up to 7 months
- Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for \$445,000 for up to 7 months
- Beat no. 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$170,000 for up to 7 months
- Beat no. 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$360,000 for up to 7 months
- Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$325,000 for up to 7 months
- Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for \$495,000 for up to 8 months
- Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for \$510,000 for up to 7 months
- Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$330,000 for up to 7 months
- Beat no. 38: Steve's Towing Contract No. FSP38468001438, for \$475,000 for up to 7 months
- Beat no. 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$170,000 for up to 7 months
- Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$345,000 for up to 7 months
- Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$240,000 for up to 7 months
- Beat no. 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 7 months
- Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for \$260,000 for up to 8 months
- Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for \$220,000 for up to 8 months

**Attachments:**

[Attachment A - Procurement Summary](#)

[Attachment B - Contract Modification Authority \(CMA\) Summary](#)

[Attachment C - Contract Modification/Change Order Log](#)

[Attachment D - FSP Beat Map](#)

[Attachment E - DEOD Summary](#)

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

**7. SUBJECT: AUDIT SERVICES BENCH FY2018 to FY2022**

[2020-0606](#)

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract Nos. PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018 to exercise the first, one-year option, extending the contract term from January 1, 2021 to December 31, 2021; and increasing the total authorized not-to-exceed amount by \$2,288,000 from \$6,864,000 to \$9,152,000; and
- B. AWARDING AND EXECUTING task orders for an aggregate not-to-exceed amount of \$9,152,000.

- Attachments:**
- [Attachment A - Procurement Summary](#)
  - [Attachment B - Contract Modification Change Order Log](#)
  - [Attachment C - Firms on Audit Services Bench](#)
  - [Attachment D - List of Task Orders and Values](#)
  - [Attachment E - DEOD Summary](#)

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

**9. SUBJECT: FY21 AUDIT PLAN**

[2020-0633](#)

**RECOMMENDATION**

ADOPT the FY21 Proposed Audit Plan.

- Attachments:**
- [Attachment A - FY21 Proposed Audit Plan Presentation](#)

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

**11. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM**

[2020-0607](#)

**RECOMMENDATION**

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$32,584,888 in fiscal year (FY) 2020-21 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and
- B. APPROVE the regional SGR Project List for FY20-21; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

**Attachments:** [Attachment A - Resolution to Accept and Distribute Los Angeles County SGR F](#)  
[Attachment B - Submitted Project Listing From Metro and Municipal Operators](#)

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

- 13. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - FIELD INVESTIGATION OF UTILITIES** [2020-0589](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 00009 to Contract No. AE58083E0129 with Gannet Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for field confirmation of utility conflicts consisting of potholing and slot trenching along Van Nuys Blvd. for Segment A (Oxnard Blvd to Covello St.), in the amount of \$1,691,789 increasing the total Contract amount from \$62,028,016 to \$63,719,805.

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

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

- 15. SUBJECT: TRANSIT ORIENTED COMMUNITIES IMPLEMENTATION PLAN** [2020-0110](#)

**RECOMMENDATION**

CONSIDER:

- 1. APPROVING the Transit Oriented Communities (TOC) Implementation Plan (Attachment A) and the TOC Grant Writing and Technical Assistance Program Guidelines (Attachment B); and
- 2. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with Los Angeles County cities, the County of Los



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Angeles, and other eligible entities to fund TOC Grant Writing and Technical Assistance recommended in the TOC Implementation Plan in an aggregate amount not to exceed \$5,000,000, subject to annual budget programming.

**Attachments:**      [Attachment A - TOC Implementation Plan \(REVISED\)](#)  
[Attachment B - TOC Grant Writing and Technical Assistance Program Guideline Presentation](#)

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

**16. SUBJECT:      LOS ANGELES UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS**      [2020-0503](#)

**RECOMMENDATION**

APPROVE the Addendum No. 2 to the Final Environmental Impact Report for the Los Angeles Union Station Forecourt and Esplanade Improvements Project.

**Attachments:**      [Attachment A - FEIR Addendum No. 2](#)  
[Attachment B - Project Map](#)  
[Attachment C - Project Site Plan](#)  
[Attachment D1 - Public Comments Summary](#)  
[Attachment D2 - Public Comment Letters Presentation](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-2):**

**17. SUBJECT:      REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES**      [2020-0449](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD six, five-year base on-call contracts with two, one-year option terms, for Regional Rail Strategic Financial Advisory On-Call Services to the firms listed below for a total not-to-exceed amount of \$6 million for the initial five-year base contract and \$1 million for each one-year option term, for a total not-to-exceed cumulative amount of \$8 million, subject to resolution of protest(s) if any.

**Discipline 1: Financial Advisory Support Services**

1. Deloitte Transactions and Business Analytics LLP - Contract No. PS66571-2000
2. Ernst & Young Infrastructure Advisors, LLC - Contract No. PS66571-2001
3. InfraStrategies LLC - Contract No. PS66571-2002
4. Sperry Capital, Inc. - Contract No. PS66571-2003

**Discipline 2: Strategic Advisory/Advocacy Services**

1. WSP USA, Inc. - Contract No. PS66571-2004
2. Deloitte Transactions and Business Analytics LLP - Contract No. PS66571-2005; and

- B. EXECUTE or delegate the execution of Task Orders within the approved not-to-exceed cumulative value of \$8 million.

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

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

18. **SUBJECT:        TRANSFER OF PROPERTY TO CITY OF LOS ANGELES**        [2020-0582](#)  
                                 **FOR DESTINATION CRENSHAW PROJECT**

**RECOMMENDATION**

CONSIDER:

A. DECLARING that 4444 Crenshaw Boulevard (the “Property,” as described in [Exhibit A](#) and depicted in [Exhibit B](#)) is not necessary for use by Metro and is “exempt surplus land” as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended.

B. AUTHORIZING the Chief Executive Officer (“CEO”) to execute any necessary documents to transfer the Property to the City of Los Angeles (“City”), in support of Destination Crenshaw (defined below) with land value waived, provided that City assume all Rights and Obligations (also defined below) associated with the Property.

Attachments:        [Exhibit A - Legal Description of the Property](#)  
                                 [Exhibit B - Depiction of the Property](#)  
                                 [Exhibit C - Destination Crenshaw Project Site Overview](#)  
                                 [Exhibit D - July 25, 2019 Board Report.pdf](#)  
                                 [Exhibit E - Sankofa Park Renderings \(attached for illustrative purposes\)](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0-1):**

19. **SUBJECT: GATEWAY HEADQUARTERS BUILDING AND UNION STATION EAST PORTAL ELEVATOR AND ESCALATOR MAINTENANCE** [2020-0591](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1680130003367 to provide inspections, comprehensive preventative maintenance and repairs of elevators, escalators, associated systems and equipment at Gateway Headquarters Building and Union Station East Portal, with Elevators Etc. LP., for a not-to-exceed amount of \$4,539,115, effective March 1, 2021 through October 31, 2023, subject to resolution of protest(s), if any.

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

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

23. **SUBJECT: MICROTRANSIT OPERATIONS** [2020-0122](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. APPROVE the proposed MicroTransit Fare Structure
- B. APPROVE adjustments to Service Zones per the NextGen Bus Plan

**Attachments:** [Presentation](#)

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

24. **SUBJECT: REGIONAL CONNECTOR SERVICE PLAN** [2020-0613](#)

**RECOMMENDATION**

APPROVE Alternative A (Long Beach - APU/Citrus College and Santa Monica - Atlantic) as the opening day service plan for Regional Connector.

**Attachments:** [Presentation](#)

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

**24.1. SUBJECT: REGIONAL CONNECTOR OPERATIONS**

[2020-0707](#)

**RECOMMENDATION**

APPROVE Motion by Directors Garcia, Garcetti, Solis, Hahn, Ridley-Thomas, and Bonin that the Chief Executive Officer direct Metro staff to do the following:

- A. EVALUATE all three lines A, E, and L - for locations that most frequently cause delays and/or require schedule padding because of reliability issues; and IDENTIFY mechanisms to mitigate the identified challenges, including estimates;
- B. EXPAND the work of the E Line collaboration with LADOT to include the A Line street-running segments in the City of Los Angeles to achieve at least an average of 90% intersection clearance rate;
- C. FURTHER EVALUATE and provide preliminary cost estimates for the three alternatives, as discussed in the July 2017 receive and file report, to address delays at the Washington/Flower Wye;
- D. IDENTIFY additional measures that can be undertaken to further reduce the travel time on the A Line between Downtown Long Beach Station and 7th Street/Metro Center, in order to achieve the 10-minute reduction commitment;
- E. IDENTIFY up to \$30 million in funds eligible for the proposed improvements identified in the above four items, including outreach and engineering for project development;
- F. Report back on all of the above-identified items by January 2021.

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

**28. SUBJECT: BIOMETHANE PROVIDERS**

[2020-0584](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD three (3) Indefinite Delivery/Indefinite Quantity Contracts under Request for Proposal (RFP) No. OP59812 each for five (5) years, plus a three (3)-year option, for a combined total Not-To-Exceed amount of \$66,893,882 for Renewable Natural Gas (RNG) to Clean Energy

Renewables, Shell Corporation, and Trillium for Metro's Divisions 8, 9, 10, 13, 15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s) and

- B. AWARD Individual Transaction Confirmations (also known as Task Orders) to the qualified Renewable Natural Gas (RNG) suppliers for up to a not-to-exceed of \$5,000,000 each, not greater than the total combined Not-To-Exceed value of \$66,893,882.

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

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

- 29. **SUBJECT:      AIRPORT METRO CONNECTOR PROJECT**      [2020-0597](#)

**RECOMMENDATION**

CONSIDER:

AUTHORIZING the CEO to direct specific Rail and Bus operations, communications and security equipment from single sources and to procure subcontracts to design, program and install proprietary rail and rail-car operating systems and equipment for the Airport Metro Connector (AMC) Project in order to safely and securely link critical station infrastructure with the currently installed rail systems and equipment on the Crenshaw/LAX Line (CLAX).

(REQUIRES TWO-THIRDS VOTE)

Attachments:      [Attachment A - Description of requested equipment](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0-2):**

- 30. **SUBJECT:      METRO CENTER PROJECT CONSTRUCTION SUPPORT SERVICES**      [2020-0200](#)

**RECOMMENDATION**

CONSIDER AUTHORIZING the Chief Executive Officer to:

- A. EXECUTE a two (2)-year cost-plus fixed fee Contract No. PS66100MC076 with Center Street Partners, a Joint Venture between Anser Advisory LLC and STV Construction, Inc. to provide Construction Support Services (CSS) for the Metro Center Project (Project) for a base period of two (2) years in the amount of \$5,034,542.50; and

- B. EXECUTE individual Contract Modifications within the approved Life of Project Budget.

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

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0-1):**

**35. SUBJECT:     METRO CENTER PROJECT** [2020-0563](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A.     AWARD a firm fixed-price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co. LLC, the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project) in the amount of \$81,487,000;
- B.     ALIGN the Life-of-Project Budget (LOP) of \$112.7 million to \$130,688,310 including \$113.5 million state Prop 1B California Transit Security Grant (CTSG) fund, \$7.3 million Federal Emergency Management Agency (FEMA) Transit Security Program grant funds and approximately \$9.888 million of TDA Art 4 local funds;
- C.     AMEND the FY 21 LACMTA budget for the Project by \$44,101,978 using Prop1B CTSG funds.
- D.     NEGOTIATE the Chief Executive Officer to negotiate and execute all agreements, task orders and contract modifications, including design-build options necessary up to the LOP budget to complete the above actions.

**Attachments:**        [Attachment A - Procurement Summary](#)  
                              [Attachment B - Funding/Expenditure Plan](#)  
                              [Attachment C - DEOD Summary](#)

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0-1):**

**40. SUBJECT:     METRO TRAINING AND INNOVATION CENTER** [2020-0614](#)

**RECOMMENDATIONS**

CONSIDER:

- A.     AUTHORIZING the Chief Executive Officer to negotiate and execute with Primestor Development LLC, a Delaware limited liability company (or an affiliated entity that owns the relevant portion of the Vermont and

Manchester Mixed-Use Development Project) (Developer) and other necessary parties (1) a 15-year office lease (Attachment B) for the Metro Training and Innovation Center (MTIC) commencing approximately October 1, 2023; and (2) all other legal documents necessary or desirable to effectuate the transactions; and

- B. APPROVING the Life of Project (LOP) Budget of \$19,900,000 for the MTIC.

Attachments: Attachment A - Conceptual Drawings
Attachment B - Office Lease
Attachment C - Funding and Expenditure Plan

NON-CONSENT

- 3. SUBJECT: REMARKS BY THE CHAIR 2020-0711

RECOMMENDATION

RECEIVE remarks by the Chair.

- 4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2020-0712

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

- 10. SUBJECT: MEASURE R SHORT-TERM BORROWING PROGRAM 2020-0469

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. REPLACE the direct purchase revolving credit facilities ("RCF") and drawdown bond facility ("DBF") with a Measure R Commercial Paper Program, finalize negotiations with the recommended banks and execute agreements and related documents:
1. REPLACE the RCFs currently being provided by Bank of the West ("BW") of \$50 million and State Street Public Lending Corporation ("State Street") of \$100 million with a Direct-pay Letter of Credit ("LOC") to be provided by State Street Public Lending Corporation for a committed principal amount of \$100 million for a two-year term at an estimated cost of \$1.3 million including interest, legal fees and other related expenses.
2. REPLACE the DBF currently being provided by RBC Capital Markets, LLC ("RBC") of \$150 million with a LOC provided by

Bank of America, N.A. ("BANA") for a committed principal amount of \$90 million for a two-year term at an estimated cost of \$1.4 million including interest, legal fees and other related expenses.

- B. If unable to reach agreement with one or more of the recommended banks described above, authorize the Chief Executive Officer to finalize negotiations with each successively ranked bank for LOCs and/or RCFs having two-year terms and the estimated costs shown in **Attachment A**.
- C. ADOPT a resolution with respect to the Measure R short-term program that approves the selection of State Street and BANA or such other banks selected by the Chief Executive Officer for the Measure R short-term program, and the forms of the supplemental trust agreement, issuing and paying agent agreement, dealer agreement, reimbursement agreements, and commercial paper offering memorandum in substantially similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, **Attachment B**.

**(Requires separate, simple majority Board vote)**

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

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

**12. SUBJECT: TECHNOLOGY INFRASTRUCTURE ENGINEERING SERVICES** [2020-0590](#)

**RECOMMENDATION**

CONSIDER AUTHORIZING the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed unit rate Contract No. PS67661000 to Birdi Systems, Inc. (Birdi), for technology infrastructure engineering services supporting new facility Measure M and existing Metro facilities upgrade projects in an amount not to exceed \$10,600,000, effective November 2020, subject to resolution of protest(s), if any.
- B. EXECUTE individual task orders under the Contract for technology infrastructure engineering services for an aggregate not-to-exceed amount of \$10,600,000.



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

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

**22. SUBJECT: NEXTGEN BUS PLAN** [2020-0617](#)

**RECOMMENDATION**

APPROVE

- A. the NextGen Bus Plan, as adjusted through the public outreach and public hearing process, for implementation starting December 2020, and
- B. Approve the results of the Title VI Service Equity Analysis for the NextGen Bus Plan

Attachments: [Attachment A - NextGen Public Engagement Summary](#)  
[Attachment B - Public Hearing Notice](#)  
[Attachment C - Public Hearing Comment Summary](#)  
[Attachment D - Line Level Proposals](#)  
[Attachment E - Stop Optimization Proposals](#)  
[Attachment F - Title VI Analysis](#)  
[Attachment G - Regional Service Council Vote Summary Presentation](#)

**42. SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT BUILD ALTERNATIVES** [2020-0733](#)

**RECOMMENDATION**

APPROVE Motion by Directors Solis, Hahn, Garcia, Fasana, Garcetti, and Bonin that the Board direct the Chief Executive Officer to report back to the Planning and Programming Committee in January 2021 with a status update and in April 2021 with a final report on suggestions for other I-605 build alternatives that consider:

- A. An additional locally-supported alternative that minimizes right-of-way impacts and/or a stand-alone Transportation System/Demand Management (TSM/TDM) alternative similar to the TSM/TDM alternative put forth on the SR-710 North Project; and
- B. A review of the project’s purpose and need and its alignment with various local and state policies and plans related to equity, greenhouse gas emissions and vehicle miles traveled.

WE FURTHER MOVE that staff, including the Executive Officer of Equity and Race, engage with the San Gabriel Valley Council of Governments, the Gateway Cities Council of Governments, the I-5 Joint Powers Authority, the County of Los Angeles, corridor cities, and community stakeholders to develop this report. The release of the EIS/EIR should be further delayed until after the final report is received by the Metro Board.

**43. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT**

[2020-0684](#)

**RECOMMENDATION**

CONSIDER:

- A. Holding a public hearing on the proposed Resolution of Necessity.
- B. Adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Subsurface Tunnel Easement in the parcels identified on Attachment "A" ("the Property").

**Attachments:**      [Attachment A- List of Parcels included in Resolutions](#)  
                                 [Attachment B- Staff Report](#)

**END OF NON-CONSENT ITEMS**

**44. SUBJECT: CLOSED SESSION**

[2020-0713](#)

- A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
  - 1. Soo Ja Chung v. LACMTA, Case No. BC638379
  - 2. City of Beverly Hills v. LACMTA, et al., USDC Case No. CV 18-3891-GW(SSx)
  
- B. Public Employee Performance Evaluations - G.C. 54957(b)(1)

Titles: Chief Executive Officer, Board Secretary, Chief Ethics Officer, Inspector General, and General Counsel

**SUBJECT: GENERAL PUBLIC COMMENT**

[2020-0680](#)

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



Metro

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

## Board Report

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**File #:** 2020-0714, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
OCTOBER 22, 2020**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held September 24, 2020.



## **MINUTES**

**Thursday, September 24, 2020**

**10:00 AM**

### **Board of Directors - Regular Board Meeting**

**DIRECTORS PRESENT:**

**Eric Garcetti, Chair**  
**Hilda L. Solis, 1st Vice Chair**  
**Ara Najarian, 2nd Vice Chair**  
**Kathryn Barger**  
**Mike Bonin**  
**James Butts**  
**Jacquelyn Dupont-Walker**  
**John Fasana**  
**Robert Garcia**  
**Janice Hahn**  
**Paul Krekorian**  
**Sheila Kuehl**  
**Mark Ridley-Thomas**  
**John Bulinski, non-voting member**

**Phillip A. Washington, Chief Executive Officer**

**CALLED TO ORDER: 10:07 A.M.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 11, 12, 13, 14, 16, 17, 18, 21, and 33.

Consent Calendar items were approved by one motion except for item 8 which was held by a Director for discussion and/or separate action.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y

2. SUBJECT: MINUTES

2020-0596

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held August 27, 2020

3. SUBJECT: REMARKS BY THE CHAIR

2020-0630

RECEIVED remarks by the Chair.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	A	P	P	P	P	P	P	P	P	P	P	P

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2020-0631

RECEIVED report by the Chief Executive Officer.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	A	P	P	P	P	P	P	P	P	P	P	P

\*\*\*\*\*

PK = P. Krekorian	HS = H. Solis	KB = K. Barger	RG = R. Garcia
JF = J. Fasana	JB = J. Butts	JDW = J. Dupont-Walker	
JH = J. Hahn	EG = E. Garcetti	MRT = M. Ridley-Thomas	
MB = M. Bonin	SK = S. Kuehl	AN = A. Najarian	

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

**5. SUBJECT: LEASE AGREEMENT WITH WETZEL'S PRETZELS FOR KIOSK K-1 AT LOS ANGELES UNION STATION 2020-0459**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a lease agreement with Wetzel's Pretzels ("Wetzel's") for Kiosk K-1 in Union Station West and a vending cart located in the East Portal at a monthly rent of \$28,292 with annual increases of three-percent (3%), plus common area maintenance fees, eight-percent (8%) of gross sales above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five-years and a tenant-initiated five-year extension at fair market value.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C												

**6. SUBJECT: LEASE AGREEMENT WITH CILANTRO FRESH MEXICAN GRILL FOR KIOSK K-5 AT LOS ANGELES UNION STATION 2020-0460**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a lease agreement with Cilantro Fresh Mexican Grill for Kiosk K-5 at Los Angeles Union Station at a monthly rent of \$5,100 with annual increases based on CPI of no less than three-percent (3%) and no more than five-percent (5%), exclusive of common area maintenance fees, gross sales rent of eight-percent (8%) above the natural breakpoint, as well as provisions related to COVID-19 for an initial term of five years with a tenant-initiated five-year extension at fair market value.

**7. SUBJECT: EXPRESSLANES FINANCIAL ADVISORY SERVICES 2020-0552**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to: EXECUTE Modification No. 1 to Task Order No. 17 to Contract No. PS 130521031 to exercise two (2), one-year options with Sperry Capital Inc. to serve as financial advisor on the Metro Express Lanes, in the not-to-exceed amount of \$337,725 for Option Year 1, and in the not-to-exceed amount of \$270,180 for Option Year 2, increasing the not to-exceed Task Order value from \$1,243,065 to \$1,850,970 and extending the contract term from October 17, 2020, to October 17, 2022.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
ABS								S	C			

**8. SUBJECT: GROUP INSURANCE PLANS 2020-0567**

AUTHORIZED the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including the life and disability coverage for Teamster employees, for a one-year period beginning January 1, 2021.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
C	C	Y	Y	Y	C	C	Y	C	Y	Y	C	Y

**9. SUBJECT: LOCAL RETURN PROPOSITION A AND PROPOSITION C 2020-0265  
CAPITAL RESERVE AND LAPSING EXTENSION**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Accounts as approved; and:

- A. ESTABLISH Proposition A Local Return funded Capital Reserve Account for the Cities of Industry and Lynwood
- B. ESTABLISH Proposition C Local Return funded Capital Reserve Account for the Cities of Beverly Hills, Manhattan Beach, Pomona, Redondo Beach, San Marino, and Whittier
- C. AUTHORIZE a one-time, one year extension of Local Return funds allocated in FY20 or previously, as a result of the COVID-19 pandemic.

**10. SUBJECT: FISCAL YEAR 2021 (FY21) BUDGET 2020-0522**

- A. ADOPTED AS AMENDED the proposed FY21 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
  - 1. AUTHORIZED \$6.0 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted Metro Vision 2028 strategic plan; and
  - 2. AUTHORIZED a total of 10,219 FTEs with 8,482 Represented FTEs and 1,737 Non-Represented FTEs which did not change from FY20 authorized levels; and
  - 3. APPROVED the Life of Project (LOP) budgets for new capital projects with LOP exceeding \$5.0 million presented in Attachment A; and
  - 4. AMENDED the proposed budget to include \$165.2 million for Gold Line Foothill Extension 2B for a total of \$265.2 million, finalized after budget closed; and
- B. APPROVED the Reimbursement Resolution declaring Metro's intention to issue debt in FY21 for capital projects, as shown in Attachment B, with the provision that actual debt issuance will require separate Board approval.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y



**10.1.SUBJECT: FY21 OPERATIONS RECOVERY PLAN**

**2020-0644**

APPROVED Motion by Directors Bonin, Garcetti, Solis, Garcia, and Kuehl that the Board direct the Chief Executive Officer to:

- A. Report back to the Operations, Safety, and Customer Experience Committee in 60 days, with updates every 60 days thereafter, with an FY21 Operations Recovery Plan that achieves the following outcomes:
  - 1. Aligns bus lines with their respective NextGen service tier standards.
  - 2. Does not exceed maximum load factors on buses and trains based on industry-accepted health and safety standards.
  - 3. Sets criteria for adding service in anticipation of future on-street conditions related to economic sector and/or school reopening's and the return of traffic congestion and effect on bus speeds.
  - 4. Takes full advantage of operational savings from faster bus speeds to achieve performance-based service outcomes.
  - 5. Restores revenue service hours as appropriate to achieve all of the above outcomes.
- B. Report back to the Finance, Budget, and Audit Committee in 60 days with an amendment to the FY21 Budget, if necessary, to implement the above FY21 Operations Recovery Plan.

<b>KB</b>	<b>MRT</b>	<b>JF</b>	<b>JDW</b>	<b>MB</b>	<b>EG</b>	<b>HS</b>	<b>AN</b>	<b>RG</b>	<b>JB</b>	<b>PK</b>	<b>JH</b>	<b>SK</b>
Y	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y

**11. SUBJECT: FISCAL YEAR 2021 TRANSIT FUND ALLOCATIONS**

**2020-0548**

APPROVED ON CONSENT CALENDAR:

- A. \$2.1 billion in FY 2021 Transit Fund Allocations for Los Angeles County jurisdictions, transit operators and Metro operations as shown in **Attachment A**. These allocations comply with federal, state and local regulations and LACMTA Board approved policies and guidelines;
- B. fund exchanges in the estimated amount of \$2,813,249 of Metro's TDA Article 4 allocation with Municipal Operators' shares of Low Carbon Transit Operations Program. Funding adjusted based on LCTOP actual allocations;

(continued on next page)

(Item 11 -- continued from previous page)

- C. fund exchanges in the estimated amount of \$267,928 of Metro's Prop C 40% allocation with Antelope Valley's shares of Low Carbon Transit Operations Program. Funding adjusted based on LCTOP actual allocations;
- D. fund increases from \$6.0 million to \$9.0 million in FY 2021 for Tier 2 Operators. This allocation includes CARES ACT Equivalent Supplemental Funding as approved by the LACMTA Board of Directors;
- E. the execution of local funding exchanges as appropriate in order to implement the Board approved CARES Act allocations;
- F. fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCR TTC) through Long Beach Transit in the amount of \$330,000 with Metro's TDA Article 4 allocation;
- G. fund exchanges in the amount totaling \$14.0 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- H. AUTHORIZING the Chief Executive Officer to adjust FY 2021 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities) and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Authority and amend FY 2021 budget as necessary to reflect the aforementioned adjustment;
- I. AUTHORIZING a \$1.26 million allocation to LIFE Program Administrators, FAME Assistance Corporation (FAME) and the International Institute of Los Angeles (IILA) to fund the FY21 Taxi Voucher component of the LIFE Program;
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements to implement the above funding programs; and
- K. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations (**Attachment B**).

**12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2021  
BUDGET**

**2020-0547**

APPROVED ON CONSENT CALENDAR:

- A. local funding request for Access Services (Access) in an amount not to exceed \$97,564,167 for FY21. This amount includes:
- Local funds for operating and capital expenses in the amount of \$95,245,337;
  - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,318,830; and
- B. AUTHORIZED the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

**13. SUBJECT: FY 2020-21 METROLINK ANNUAL WORK PROGRAM  
BUDGET**

**2020-0568**

APPROVED ON CONSENT CALENDAR:

- A. the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA operated as "Metrolink") FY 2020-21 Budget Transmittal dated July 24, 2020, in the amount of \$129,089,000 as detailed in Attachment A;
- B. REPROGRAMMING \$2,018,016 in surplus FY14, FY15, FY16 and PTIMSEA state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program;
- C. REPROGRAMMING up to \$7,000,000 in cost savings from the FY19 and FY20 state of good repair and capital funds to fund a portion of Metro's share of Metrolink's FY 21 rehabilitation program detailed in Attachment B as first priority as additional funding for reprogramming becomes available;
- E. PROGRAMMING additional funding for the acquisition of new Metrolink Ticket Vending Devices in the amount of \$1,599,242 to fund Metro's remaining share of the total project budget totaling \$9,673,242;
- F. the FY21 Transfers to Other Operators payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and the SCRRA for the approved funding.

**14. SUBJECT: METRO VANPOOL VEHICLE SUPPLIER BENCH CONTRACTS**

**2020-0509**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to the Vanpool Vehicle Supplier Bench Contract Nos. PS10754400051491 for Airport Van Rental, PS10754300051491 for Green Commuter, and PS10754500051491 for Enterprise Rideshare (a division of Enterprise Holdings) to exercise the first one-year option in an amount not to exceed \$9 million increasing the total contract value from \$18 million to \$27 million, and to extend the period of performance from October 1, 2020 to September 30, 2021.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
ABS								S	C			

**15. SUBJECT: 2020 LONG RANGE TRANSPORTATION PLAN REQUEST FOR ADOPTION 2020-0465**

APPROVED AS AMENDED the following:

- A. the 2020 Long Range Transportation Plan; and
- B. the development of a Short-Range Transportation Plan, to include a strategic project list.

**FASANA, BARGER, AND KUEHL AMENDMENT:**

Approved Motion by Directors Fasana, Barger, and Kuehl amending the Long Range Transportation Plan (page 68) to:

Delete:

4.1.g. Explore funding opportunities and implementation strategies for Transit to Parks Strategic Plan

And replace with:

4.1.g. Implement Transit to Parks Strategic Plan with high equity focus / high feasibility Transit to Parks routes across the County.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y

**16. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCILS 2020-0409**

APPROVED ON CONSENT CALENDAR Cynthia Rose's membership on Metro's Westside Central Service Council.

**17. SUBJECT: SPARK PLUGS 2020-0472**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, indefinite delivery/indefinite quantity Contract No. MA69672000 to Cummins Incorporated, the lowest responsive and responsible bidder for spark plugs for Metro's bus engines. The Contract one-year base amount is \$909,973 inclusive of sales tax, and the one-year option amount is \$939,154, inclusive of sales tax, for a total contract amount of \$1,849,127, subject to resolution of protest(s), if any.

**18. SUBJECT: HERBICIDE APPLICATION SERVICES 2020-0498**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 9 to Contract No. OP33673325 with Conejo Crest Landscape Maintenance, Inc., for herbicide application services to increase the contract authority by \$330,000 increasing the total contract value from \$2,026,594.55 to \$2,356,594.55 and extending the period of performance from December 1, 2020 to November 30, 2021.

**21. SUBJECT: PEST AND BIRD CONTROL SERVICES ACTION: APPROVE CONTRACT MODIFICATION 2020-0499**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 4 to Contract No. OP852420003367 with Pestmaster Services Inc., for pest and bird control services to exercise the one, two-year option in the amount of \$2,727,946.08, increasing the total contract value from \$3,926,123.12 to \$6,654,069.20 and extending the period of performance from January 1, 2021 to December 31, 2022.

**25. SUBJECT: REPORT BACK ON COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT 2020-0572**

RECEIVED AND FILED Report on a Community Safety Approach to System Security and Law Enforcement

<b>KB</b>	<b>MRT</b>	<b>JF</b>	<b>JDW</b>	<b>MB</b>	<b>EG</b>	<b>HS</b>	<b>AN</b>	<b>RG</b>	<b>JB</b>	<b>PK</b>	<b>JH</b>	<b>SK</b>
P	A	P	P	P	P	P	P	P	A	P	P	P

**26. SUBJECT: REPORT BACK ON USE OF FORCE POLICIES**

**2020-0571**

RECEIVED AND FILED Report on 'Use of Force' policies followed by Metro policing contractors and employees.

<b>KB</b>	<b>MRT</b>	<b>JF</b>	<b>JDW</b>	<b>MB</b>	<b>EG</b>	<b>HS</b>	<b>AN</b>	<b>RG</b>	<b>JB</b>	<b>PK</b>	<b>JH</b>	<b>SK</b>
P	A	P	P	P	P	P	P	P	A	P	P	P

**28. SUBJECT: ENVIRONMENTAL CONSTRUCTION WASTE HANDLING SERVICES 2020-0512**

AUTHORIZED the Chief Executive Officer to:

- A. Increase the total authorized funding for Contract No. PS20655 with TRC Solutions Inc. for Environmental Construction and Waste Handling Services in the amount of \$8,000,000, increasing the Total Contract Funding limit from \$66,800,000 to \$74,800,000, and
- B. Execute all individual Task Orders and changes within the new Board approved contract funding amount.

<b>KB</b>	<b>MRT</b>	<b>JF</b>	<b>JDW</b>	<b>MB</b>	<b>EG</b>	<b>HS</b>	<b>AN</b>	<b>RG</b>	<b>JB</b>	<b>PK</b>	<b>JH</b>	<b>SK</b>
ABS	Y	Y	Y	Y	Y	Y	Y	S	C	Y	Y	Y

**31.1.SUBJECT: FARE CAPPING VS FARELESS SYSTEM POLICY QUESTIONS**

**2020-0638**

APPROVED Motion by Directors Butts and Barger that the Board direct the Chief Executive Officer to:

- A. Endorse the development of a budget and timeline for Fare Capping options that can be phased in over time and return with a status report in the same cycle as the Fareless System Initiative status report in the November-December Board cycle;
- B. In the same Board cycle(s), explore the financial ramifications of implementing a phased vs total Fareless System Initiative program
  - vis-a-vis a Fare Capping program with the Fareless System Initiative policy analysis being a factor in the preparation of the Fare Capping option report; and
- C. Answer the following questions when Metro staff return to the Board in the November-December cycle with both status reports on a Fareless System Initiative Policy recommendation:

(continued on next page)

(Item 31.1 -- continued from previous page)

1. How much annual fare revenue is collected for each fare category?
2. What is the capital cost for fare collection and enforcement equipment and how often must the equipment be replaced and rehabilitated?
3. What is the estimated annual net operating cost of fare collection for each fare category (fare revenues minus (fare media printing and distribution, fare collection and enforcement, fare collection equipment maintenance and operations, fare enforcement)?
4. What ridership growth could be anticipated from a free fare or from just capping fares respectively?
5. What incremental service would be required to accommodate either fare policy under pre-COVID 19 bus load assumptions and long-term social distancing load assumptions?

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

**33. SUBJECT: MOVING BEYOND SUSTAINABILITY** **2020-0439**

ADOPTED ON CONSENT CALENDAR Moving Beyond Sustainability as Metro's strategic plan for sustainability over the next ten years.

**35. SUBJECT: UPDATE ON CRENSHAW/LAX PROJECT** **2020-0598**

RECEIVED ON CONSENT CALENDAR oral report on Crenshaw/LAX Project.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
P	A	P	P	P	P	P	P	P	P	P	P	P

**36. SUBJECT: CLOSED SESSION** **2020-0605**

A. Conference with Real Estate Negotiator - G.C. 54956.8

1. Property Description: 11301 Wilshire Blvd. LA, CA 90073  
(West Los Angeles VA Campus)

Agency Negotiator: Velma Marshall

Negotiating Party: U.S. Department of Veterans Affairs

Under Negotiation: Price and terms

No report.

(continued on next page)

(Item 36 -- continued from previous page)

- 2. Property Description: 13861 Rosecrans Avenue, Santa Fe Springs, Ca  
 Agency Negotiator: Craig Justesen  
 Negotiating Party: Marvin Terry Vance, Trustee of the Vance Trust  
 Under Negotiation: Price and terms

No report.

- 3. Property Description: 13650 Rosecrans Avenue, Santa Fe Springs, Ca  
 Agency Negotiator: Craig Justesen  
 Negotiating Party: Betty L. Patridge, as sole Trustee of The Patridge Family Trust; Connie Jean Eason, a Married Woman as her sole and Separate Property; Monty Ray Patridge, Trustee of the Monty Ray Patridge Revocable Living Trust, and Mark W. Patridge and Lynn Patridge, Trustees of the M&L Patridge 2013 Family Trust  
 Under Negotiation: Price and terms

No report.

- 4. Property Description: 800 N Alameda St, Los Angeles, CA 90012  
 Agency Negotiator: Ken Pratt  
 Negotiating Party: CC Cal, LP  
 Under Negotiation: Price and Terms

No report.

**B. Public Employee Employment - G.C. 54957**

Title: Chief Ethics Officer

Selected final candidate and instructed staff to negotiate salary.

KB	MRT	JF	JDW	MB	EG	HS	AN	RG	JB	PK	JH	SK
Y	A	Y	Y	Y	Y	A	Y	Y	A	Y	Y	Y

**C. Public Employee Performance Evaluations - G.C. 54957(b)(1)**

Titles: Chief Executive Officer, Board Secretary, Chief Ethics Officer, Inspector General, and General Counsel

No report.

**ADJOURNED AT 2:38 P.M. IN MEMORY OF V.C. POWE AND RAMON GAMEZ, SENIOR.**



Prepared by: Jessica Gamez  
Administrative Analyst, Board Administration

  
Michele Jackson, Board Secretary

###



**Board Report**

**File #:** 2020-0649, **File Type:** Policy

**Agenda Number:** 5.

**FINANCE, BUDGET, AUDIT COMMITTEE  
OCTOBER 14, 2020**

**SUBJECT: SALE OF EXEMPT SURPLUS LAND**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER declaring that a portion of 13700 Rosecrans Avenue (shown in Attachment A) is not necessary for use by LACMTA and is “exempt surplus land” as defined in Section 54221(f)(1) (C) of the California Surplus Land Act (the “Act”) (California Gov. Code Sections 54220-54234).

**ISSUE**

LACMTA acquired fee simple interest in 13700 Rosecrans Avenue (the “Subject Property”) for the Rosecrans/Marquardt Grade Separation Project (the “Project”). A portion of the Subject Property is not needed for the Project (such portion will be referred to hereinafter as the “Property”). Under Section 54221(b)(1) of the Act, “land shall be declared either “surplus land” or “exempt surplus land”, as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures”.

**DISCUSSION**

**Exempt Surplus Land - Summary Findings**

The Act, as amended in October 2019, provides for the disposition of “surplus land” or “exempt surplus land”, as defined in the Act. “Surplus Land” means land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Pursuant to the Act, land may be declared either “surplus land” or “exempt surplus land”. As defined in Section 54221(f)(1)(C) of the Act, exempt surplus land includes “surplus land that a local agency is exchanging for another property necessary for the agency’s use”.

If it is declared “exempt surplus land”, the Property will be conveyed to the owner of the contiguous adjacent land (“Adjacent Property”) located at 13650 Rosecrans Avenue, Santa Fe Springs, CA, as part of a settlement in connection with the acquisition of real property interests necessary for the Project.

### **Discussion of Findings**

Pursuant to Section 54221(f)(1)(C) “exempt surplus land” includes “*surplus land that a local agency is exchanging for another property necessary for the agency’s use.*” The exchange of the Property for other property interests necessary for LACMTA’s use complies with Section 54221(f)(1)(C) as follows:

#### **The Property to be Exchanged**

LACMTA acquired a fee simple interest in the Subject Property for construction and operation of the Project. The Subject Property, more particularly described and depicted in Attachment A, is approximately 37,001 square feet in size. Of the 37,001 square feet, approximately 16,500 square feet, comprising the Property, will not be needed for the operation of the Project.

#### **Property Necessary for LACMTA Use**

The Adjacent Property is improved with a 15,000-square foot concrete tilt-up industrial building, surface parking, and two driveway entrances onto Rosecrans Avenue, which are essential to the tractor trailers entry and exit for business at the Adjacent Property.

LACMTA needs to acquire certain property interests from the Adjacent Property for the construction and operation of the Project. The property interests to be acquired include a temporary construction easement containing approximately 5,278 square feet and a roadway easement containing approximately 716 square feet. As a result of the design of the Project, one of the driveways to the Adjacent Property will be closed and ten (10) parking spaces will be lost from the parking lot. LACMTA staff proposes to convey the Excess Land to the owner of the Adjacent Property to remedy the potentially significant damage to the property’s business by replacing the lost parking spaces, replacing the lost driveway and ensuring an adequate width in the drive aisle for use by tractor trailers. LACMTA’s appraiser determined that the benefits gained by conveying the additional land effectively compensate for the lost parking and eliminate significant damages to the Adjacent Property.

Under these circumstances and pursuant to the Act, the Property is exempt surplus land as defined by Cal. Gov. Code Section 54221(f)(1)(C).

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

Funding for the final settlement of the acquisition is included in the adopted FY21 budget, under Measure R 20% Highway Capital for the Rosecrans/Marquardt Grade Separation Project number 460066 and Cost Center 2415. The conveyance of the Property reduces the cash amount that Metro would otherwise pay.

Impact to Budget

The approved FY21 budget is designated for the Rosecrans/Marquardt Grade Separation Project and does not have an impact to operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. No other funds were considered.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Equity Platform Framework Consistency

Equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling.

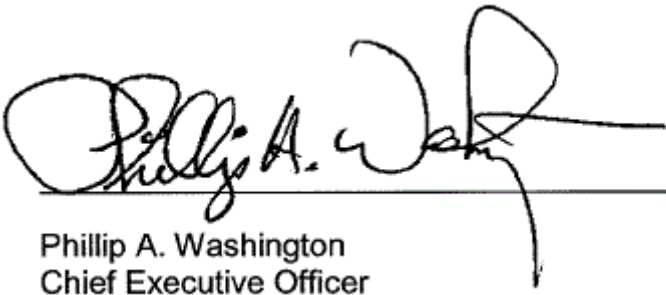
**ATTACHMENTS**

Attachment A - Site Plan for RM-08 Surplus Property

Prepared by: Craig Justesen, Director of Real Property Management & Development - Real Estate (213) 922-7051

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

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

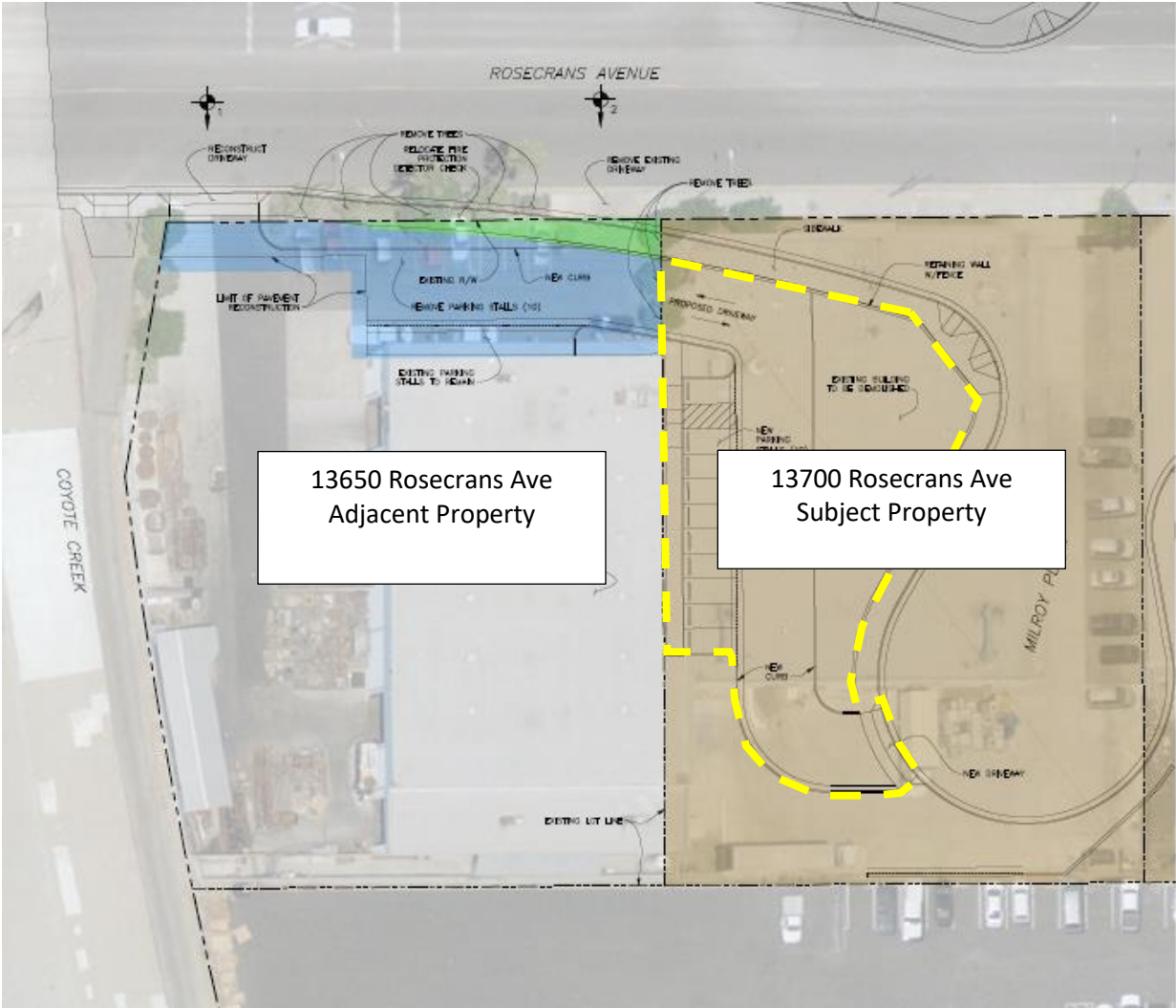


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Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A**

**Site Plan for RM-08 Surplus Property**





## Board Report

File #: 2020-0434, File Type: Contract

Agenda Number: 6.

### FINANCE, BUDGET, AND AUDIT COMMITTEE OCTOBER 14, 2020

**SUBJECT: METRO FREEWAY SERVICE PATROL**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

A. INCREASE Contract Modification Authority (CMA) to 27 existing Freeway Service Patrol (FSP) contracts as delineated below for an aggregate amount of \$8,915,000 thereby increasing the CMA amount from \$20,004,130 to \$28,919,130 and extend the periods of performance as follows:

- Beat no. 3: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$210,000 for up to 7 months
- Beat no. 5: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$240,000 for up to 7 months
- Beat no. 6: Neighborhood Towing 4 U Contract No. FSP3469600B6, for \$180,000 for up to 7 months
- Beat no. 7: Girard & Peterson Contract No. FSP3469900B7/11, for \$245,000 for up to 7 months
- Beat no. 10: Neighborhood Towing 4 U Contract No. FSP3848100FSP1410, for \$440,000 for up to 8 months
- Beat no. 11: Girard & Peterson Contract No. FSP3469900B7/11, for \$270,000 for up to 7 months
- Beat no. 12: Tip Top Tow Contract No. FSP2826700FSP14, for \$460,000 for up to 8 months
- Beat no. 17: Sonic Towing, Inc. Contract No. FSP3469500B5/17, for \$230,000 for up to 7 months
- Beat no. 18: Bob & Dave's Towing, Inc. Contract No. FSP2690300FSP1418, for \$315,000 for up to 7 months
- Beat no. 20: Bob's Towing Contract No. FSP2836600FSP1420, for \$460,000 for up to 7 months
- Beat no. 21: Bob's Towing Contract No. FSP2839000FSP1421, for \$535,000 for up to 8 months

- Beat no. 24: T.G. Towing, Inc. Contract No. FSP2833200FSP1424, for \$410,000 for up to 7 months
- Beat no. 27: Hovanwil, Inc. dba Jon's Towing Contract No. FSP3470400B27/39, for \$295,000 for up to 7 months
- Beat no. 28: Hadley Tow Contract No. FSP3847300FSP1428, for \$445,000 for up to 7 months
- Beat no. 29: Platinum Tow & Transport, Inc. Contract No. FSP3470600B29, for \$170,000 for up to 7 months
- Beat no. 31: Navarro's Towing Contract No. FSP3470700B31/50, for \$360,000 for up to 7 months
- Beat no. 33: Mid Valley Towing Contract No. FSP2851900FSP1433, for \$325,000 for up to 7 months
- Beat no. 34: South Coast Towing, Inc. Contract No. FSP2839600FSP1434, for \$495,000 for up to 8 months
- Beat no. 36: Hadley Tow Contract No. FSP2841400FSP1436, for \$510,000 for up to 7 months
- Beat no. 37: Reliable Delivery Service Contract No. FSP3696000FSP1437, for \$330,000 for up to 7 months
- Beat no. 38: Steve's Towing Contract No. FSP38468001438, for \$475,000 for up to 7 months
- Beat no. 39: Hovanwil, Inc. dba Jon's Towing Contract No. FSP5966400FSPB39, for \$170,000 for up to 7 months
- Beat no. 42: Platinum Tow & Transport Contract No. FSP2842100FSP1442, for \$345,000 for up to 7 months
- Beat no. 43: Hollywood Car Carrier Contract No. FSP3469400B3/43, for \$240,000 for up to 7 months
- Beat no. 50: Navarro's Towing Contract No. FSP3470700B31/50, for \$280,000 for up to 7 months
- Beat no. 70: Tip Top Tow Contract No. FSP3471300B70, for \$260,000 for up to 8 months
- Beat no. 71: Bob & Dave's Towing, Inc. Contract No. FSP3471500B71, for \$220,000 for up to 8 months

## **ISSUE**

Recommendation A authorizes increasing contract modification authority (CMA) in the aggregate amount of \$8,915,000 to execute contract modifications to existing FSP light duty tow service contracts and extend periods of performance.

## **BACKGROUND**

FSP is a congestion mitigation program managed in partnership with Metro, CHP and Caltrans serving motorists on all major freeways in Los Angeles County. The Los Angeles County FSP program has the highest benefit to cost ratio of all the statewide FSP programs.

The program utilizes a fleet of roving tow and service trucks designed to reduce traffic congestion by efficiently rendering disabled vehicles operational or by quickly towing those vehicles from the

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freeway to a designated safe location. Quick removal of motorists and their disabled vehicles from the freeway reduces the chances of further incidents caused by onlookers and impatient drivers. FSP helps save fuel and reduce air polluting emissions by reducing stop-and-go traffic. The service is free to motorists and operates seven days a week during peak commuting hours.

Metro contracts with independent tow service providers for light duty tow service on general purpose lanes on all major freeways in Los Angeles County, 2 light duty contracts on the ExpressLanes (I-110 and I-10), and 2 heavy duty (Big Rig) contracts (I-710 and SR-91).

The annual benefit of the program is as follows:

- For individual beats, an annual Benefit to Cost Ratio of 10:1 - For every \$1 spent, there is a \$10 benefit to motorists.
- 325,000 motorist assists
- 9,727,671 hours motorists saved from sitting in traffic
- 16,721,867 gallons of fuel savings
- Approximately 147,000,000 kg of CO2 reductions
- The average motorist wait time for FSP service is 7 minutes (the average wait time for other roadside service is over 30 minutes)
- The Los Angeles County FSP program generates one-half of the cumulative benefits of the 14 FSP programs in the state.

## **DISCUSSION**

In response to the COVID-19 pandemic and its impact on funding and freeway congestion levels, the FSP program reduced tow service on all beats beginning in April 2020 with ongoing monitoring by the CHP to ensure adequate service provision to address needs. In FY20 Q4, FSP's operating budget was reduced by 40% with additional reductions of 40% in Q1, 25% in Q2, and 10% in Q3 & Q4 in FY21. In order to ensure that the program continues to operate at necessary service levels and within budget, the decision was made to delay operations of seven recently awarded FSP contracts and delay the procurement of additional new contracts which are anticipated to have higher operating costs since with each procurement, hourly rates have increased. In lieu of initiating scheduled new solicitations, staff decided to pursue contract extensions which enables continued provision of this vital service to Los Angeles County motorists at the required levels and a reasonable cost.

Authorizing increased contract modification authority and extending the periods of performance will ensure seamless and efficient operation of the FSP program. Increased CMA will also provide funds to address operating costs not recovered by contractors due to the reduction in service levels, increased insurance premiums, major maintenance expenses, fluctuating fuel prices, and will also replenish funding to contracts that provide support to Caltrans construction projects through a Cooperative Agreement which reimburses Metro for FSP support. The FSP program currently expends up to \$60,000 each month to support Caltrans construction projects.



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## **DETERMINATION OF SAFETY IMPACT**

The FSP Program enhances safety on Los Angeles County freeways by assisting motorists with disabled vehicles, by towing vehicles from freeway lanes to prevent secondary accidents and removing debris/obstacles from lanes that can be a hazard to motorists.

## **FINANCIAL IMPACT**

The amount of \$8,915,000 for CMA is included in the FY21 budget in cost center 3352, Metro Freeway Service Patrol.

### **Impact to Budget**

The FSP program is funded through a combination of dedicated state funds, SB1 funding and Proposition C 25% sales tax. These funds are not eligible for Metro Bus and Rail Operating and Capital expenses. Metro is also reimbursed for the services provided to support Caltrans construction projects.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The FSP Program aligns with Strategic **Goal 1: Provide high quality mobility options that enable people to spend less time traveling.** The program mitigates congestion on all major freeways in Los Angeles County.

## **ALTERNATIVES CONSIDERED**

The Board may decide not to authorize the increase in contract modification authority. This alternative is not recommended as it will adversely impact the existing contracts and the level and quality of FSP service provided in Los Angeles County.

## **NEXT STEPS**

Upon Board approval, staff will execute the necessary contract modifications to assure efficient and seamless delivery of the FSP program. Staff will work on new procurements to address needs beyond FY21. Barring additional unforeseen impacts, staff will return to the Board at the appropriate time to secure approval for new contracts with services to commence in July 2021.


## **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - Contract Modification Authority (CMA) Summary  
Attachment C - Contract Modification/Change Order Log  
Attachment D - FSP Beat Map

Attachment E - DEOD Summary

Prepared by: John Takahashi, Senior Highway Operations Manager, (213) 418-3271

Reviewed by: Shahrzad Amiri, Executive Officer, Congestion Reduction, (213) 922-3061  
Debra Avila, Chief Vendor/Contract Management, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

**PROCUREMENT SUMMARY**

**METRO FREEWAY SERVICE PATROL/VARIOUS BEATS**

<b>1.</b>	<b>Contract Number:</b> Various, See Attachment B		
<b>2.</b>	<b>Contractor:</b> Various, See Attachment B		
<b>3.</b>	<b>Mod. Work Description:</b> General Redeployment Support, Caltrans Construction, Special Event Support, Service Coverage		
<b>4.</b>	<b>Contract Work Description:</b> Freeway Service Patrol		
<b>5.</b>	<b>The following data is current as of:</b> September 15, 2020		
<b>6.</b>	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	Various	<b>Contract Award Amount:</b> Various, See Attachment B
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> Various, See Attachment B
	<b>Original Complete Date:</b>	N/A	<b>Pending Modifications (including this action):</b> Various, See Attachment C
	<b>Current Est. Complete Date:</b>	Various	<b>Current Contract Value (with this action):</b> Various, See Attachment C
<b>7.</b>	<b>Contract Administrator:</b> DeValory Donahue		<b>Telephone Number:</b> (213)-922-4726
<b>8.</b>	<b>Project Manager:</b> John Takahashi		<b>Telephone Number:</b> (213) 418-3271

**A. Procurement Background**

This Board Action is to approve an increase in Contract Modification Authority (CMA) for multiple firm fixed unit rate contracts (see Attachment B-Contract Modification Authority Summary) for towing services in support of the Metro Freeway Service Patrol (FSP) program.

The proposed CMA increase for 27 FSP general purpose lanes and ExpressLane contracts in the amount of \$8,915,000 will continue required towing services for the FSP program and extend the period of performance to support unanticipated events, redeployment, and support during freeway construction work, and service delivery until new contracts are established.

Attachment B - Contract Modification Authority Summary shows the list of contracts that require an increase in CMA.

Attachment C - Contract Modification/Change Order Log shows that modifications have been issued to date and no contract modifications are currently in negotiations or pending.

**B. Cost**

Contract modifications that are required in the future will be deemed fair and reasonable prior to execution.

**ATTACHMENT B  
CONTRACT MODIFICATION AUTHORITY (CMA) SUMMARY**

**METRO FREEWAY SERVICE PATROL  
TOWING SERVICES FOR GENERAL PURPOSE LANES**

<b>Beat</b>	<b>Contractor</b>	<b>Contract No.</b>	<b>Original Contract Value</b>	<b>Approved CMA</b>	<b>Requested CMA Increase</b>	<b>Revised Total CMA</b>
3	Hollywood Car Carrier	FSP3469400B3/43	\$1,915,326.00	\$1,280,532.00	\$210,000.00	\$1,490,532.00
5	Sonic Towing, Inc.	FSP3469500B5/17	\$1,808,057.00	\$810,000.00	\$240,000.00	\$1,050,000.00
6	Neighborhood Towing 4 U	FSP3469600B6	\$1,760,238.00	\$838,000.00	\$180,000.00	\$1,018,000.00
7	Girard & Peterson	FSP3469900B7/11	\$2,891,301.00	\$0.00	\$245,000.00	\$245,000.00
10	Neighborhood Towing 4 U	FSP3848100FSP1410	\$1,717,924.00	\$1,101,792.00	\$440,000.00	\$1,541,792.00
11	Girard & Peterson	FSP3469900B7/11	\$2,891,301.00	\$0.00	\$270,000.00	\$270,000.00
12	Tip Top Tow	FSP2826700FSP14	\$2,312,650.00	\$921,000.00	\$460,000.00	\$1,381,000.00
17	Sonic Towing, Inc.	FSP3469500B5/17	\$1,782,209.00	\$716,000.00	\$230,000.00	\$946,000.00
18	Bob & Dave's Towing, Inc.	FSP2690300FSP1418	\$2,486,760.00	\$975,000.00	\$315,000.00	\$1,290,000.00
20	Bob's Towing	FSP2836600FSP1420	\$2,292,530.00	\$411,000.00	\$460,000.00	\$871,000.00
21	Bob's Towing	FSP2839000FSP1421	\$2,292,530.00	\$263,000.00	\$535,000.00	\$798,000.00
24	T.G. Towing, Inc.	FSP2833200FSP1424	\$1,753,911.00	\$1,360,391.00	\$410,000.00	\$1,770,391.00
27	Hovanwil, Inc. dba Jon's Towing	FSP3470400B27/39	\$2,594,126.00	\$355,000.00	\$295,000.00	\$650,000.00
28	Hadley Tow	FSP3847300FSP1428	\$2,293,737.00	\$244,000.00	\$445,000.00	\$689,000.00
29	Platinum Tow & Transport, Inc.	FSP3470600B29	\$3,012,024.00	\$0.00	\$170,000.00	\$170,000.00
31	Navarro's Towing	FSP3470700B31/50	\$2,909,952.00	\$375,000.00	\$360,000.00	\$735,000.00
33	Mid Valley Towing	FSP2851900FSP1433	\$1,671,437.00	\$993,143.00	\$325,000.00	\$1,318,143.00
34	South Coast Towing, Inc.	FSP2839600FSP1434	\$1,724,050.00	\$1,049,405.00	\$495,000.00	\$1,544,405.00
36	Hadley Tow	FSP2841400FSP1436	\$1,932,125.00	\$936,212.00	\$510,000.00	\$1,446,212.00
37	Reliable Delivery Service	FSP3696000FSP1437	\$1,898,072.00	\$890,000.00	\$330,000.00	\$1,220,000.00
38	Steve's Towing	FSP38468001438	\$2,263,556.00	\$321,000.00	\$475,000.00	\$796,000.00
39	Hovanwil, Inc. dba Jon's Towing	FSP5966400FSPB39	\$2,152,353.00	\$723,000.00	\$170,000.00	\$893,000.00
42	Platinum Tow & Transport, Inc.	FSP2842100FSP1442	\$1,765,665.00	\$861,566.00	\$345,000.00	\$1,206,566.00
43	Hollywood Car Carrier	FSP3469400B3/43	\$1,915,326.00	\$1,128,000.00	\$240,000.00	\$1,368,000.00
50	Navarro's Towing	FSP3470700B31/50	\$3,283,230.00	\$220,000.00	\$280,000.00	\$500,000.00
70	Tip Top Tow	FSP3471300B70	\$3,885,770.00	\$1,568,577.00	\$260,000.00	\$1,828,577.00
71	Bob & Dave's Towing, Inc.	FSP3471500B71	\$5,455,123.12	\$1,662,512.00	\$220,000.00	\$1,882,512.00
<b>Totals</b>				<b>\$20,004,130.00</b>	<b>\$8,915,000.00</b>	<b>\$28,919,130.00</b>

**ATTACHMENT C**

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**METRO FREEWAY SERVICE PATROL  
TOWING SERVICES FOR GENERAL PURPOSE LANES AND EXPRESSLANES**

**Contract No. FSP3469400B3/43**

**Beat No. 3**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Modified Contract Start Date	Approved	5/23/2016	\$0.00
2	Add Funding and Period of Performance	Approved	5/19/2019	\$191,532.00
3	Add Funding and Period of Performance	Approved	7/25/2019	\$849,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	5/21/2020	\$240,000.00
	<b>Modification Total:</b>			<b>\$1,280,532.00</b>
	<b>Original Contract:</b>			<b>\$1,915,326.00</b>
	<b>Total:</b>			<b>\$3,195,858.00</b>

**CONTRACT No. FSP3469500B5/17**

**Beat No. 5**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Period of Performance	Approved	6/27/2019	\$0.00
2	Add Funding and Period of Performance	Approved	7/25/2019	\$320,000.00
3	Service Reduction	Approved	4/3/2020	\$0.00
4	Add Funding and Period of Performance	Approved	5/21/2020	\$490,000.00
	<b>Modification Total:</b>			<b>\$810,000.00</b>
	<b>Original Contract:</b>			<b>\$1,808,057.00</b>
	<b>Total:</b>			<b>\$2,618,057.00</b>

**CONTRACT No. FSP346960B6**

**Beat No. 6**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Period of Performance	Approved	6/27/2019	\$0.00
2	Add Funding and Extend Period of Performance	Approved	7/25/2019	\$338,000.00
3	Service Reduction	Approved	4/3/2020	\$0.00
4	Add Funding and Extend Period of Performance	Approved	5/21/2020	\$500,000.00
	<b>Modification Total:</b>			<b>\$838,000.00</b>

	<b>Original Contract:</b>			<b>\$1,760,238.00</b>
	<b>Total:</b>			<b>\$2,598,238.00</b>

**CONTRACT No. FSP3469900B7/11**

**Beat No. 7**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Period of Performance	Approved	4/3/2020	\$0.00
2	Service Reduction	Approved	4/14/2020	\$0.00
	<b>Modification Total:</b>			<b>\$0.00</b>
	<b>Original Contract:</b>			<b>\$2,891,301.00</b>
	<b>Total:</b>			<b>\$2,891,301.00</b>

**CONTRACT No. FSP3848100FSP1410**

**Beat No. 10**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Period of Performance	Approved	8/20/2018	\$0.00
2	Add Funding and Period of Performance	Approved	12/27/2018	\$171,792.00
3	Add Funding and Period of Performance	Approved	7/25/2019	\$610,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Service Reduction	Approved	7/6/2020	\$0.00
6	Add Funding and Period of Performance	Approved	7/21/2020	\$320,000.00
	<b>Modification Total:</b>			<b>\$1,101,792.00</b>
	<b>Original Contract:</b>			<b>\$1,717,924.00</b>
	<b>Total:</b>			<b>\$2,819,716.00</b>

**CONTRACT No. FSP3469900B7/11**

**Beat No. 11**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Period of Performance	Approved	4/3/2020	\$0.00
2	Service Reduction	Approved	4/14/2020	\$0.00
	<b>Modification Total:</b>			<b>\$0.00</b>
	<b>Original Contract:</b>			<b>\$2,891,301.00</b>
	<b>Total:</b>			<b>\$2,891,301.00</b>

**CONTRACT No. FSP2826700FSP14**

**Beat No. 12**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/25/2019	\$796,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/21/2020	\$125,000.00
	<b>Modification Total:</b>			<b>\$921,000.00</b>
	<b>Original Contract:</b>			<b>\$2,312,650.00</b>
	<b>Total:</b>			<b>\$3,233,650.00</b>

**CONTRACT No. FSP3470200B17**

**Beat No. 17**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2018	\$241,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	5/21/2020	\$475,000.00
	<b>Modification Total:</b>			<b>\$716,000.00</b>
	<b>Original Contract:</b>			<b>\$1,782,209.00</b>
	<b>Total:</b>			<b>\$2,498,209.00</b>

**CONTRACT No. FSP2690300FSP14-18**

**Beat No. 18**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Period of Performance	Approved	4/28/2015	\$0.00
2	Period of Performance	Approved	5/16/2019	\$0.00
3	Period of Performance	Approved	6/14/2019	\$0.00
4	Add Funding and Period of Performance	Approved	8/1/2019	\$695,000.00
5	Service Reduction	Approved	4/3/2020	\$0.00
6	Service Reduction	Approved	7/20/2020	\$0.00
7	Add Funding and Period of Performance	Approved	7/23/2020	\$280,000.00
	<b>Modification Total:</b>			<b>\$975,000.00</b>
	<b>Original Contract:</b>			<b>\$2,486,760.00</b>
	<b>Total:</b>			<b>\$3,461,760.00</b>



**CONTRACT No. FSP2836600FSP14-20**

**Beat No. 20**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2019	\$211,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Period of Performance	Approved	7/29/2020	\$200,000.00
	<b>Modification Total:</b>			<b>\$411,000.00</b>
	<b>Original Contract:</b>			<b>\$2,292,530.00</b>
	<b>Total:</b>			<b>\$2,703,530.00</b>

**CONTRACT No. FSP2839000FSP14-21**

**Beat No. 21**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/25/2019	\$153,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/29/2020	\$110,000.00
	<b>Modification Total:</b>			<b>\$263,000.00</b>
	<b>Original Contract:</b>			<b>\$2,292,530.00</b>
	<b>Total:</b>			<b>\$2,555,530.00</b>

**CONTRACT No. FSP2833200FSP14-24**

**Beat No. 24**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Period of Performance	Approved	5/11/2018	\$0.00
2	Period of Performance	Approved	8/3/2018	\$0.00
3	Add Funding and Period of Performance	Approved	12/21/2018	\$175,391.00
4	Add Funding and Period of Performance	Approved	5/17/2019	\$330,000.00
5	Period of Performance	Approved	8/30/2019	\$0.00
6	Period of Performance	Approved	9/27/2019	\$0.00
7	Period of Performance	Approved	10/31/2019	\$0.00
8	Period of Performance	Approved	11/27/2019	\$0.00
9	Add Funding and Period of Performance	Approved	12/6/2019	\$275,000.00
10	Service Reduction	Approved	4/3/2020	\$0.00
11	Add Funding and Period of Performance	Approved	5/12/2020	\$580,000.00
	<b>Modification Total:</b>			<b>\$1,360,391.00</b>

	<b>Original Contract:</b>			<b>\$1,753,911 .00</b>
	<b>Total:</b>			<b>\$ 3,114,302.00</b>

**CONTRACT No. FSP3470400B27/39**

**Beat No. 27**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	2/27/2020	\$355,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
	<b>Modification Total:</b>			<b>\$355,000.00</b>
	<b>Original Contract:</b>			<b>\$2,594,126.00</b>
	<b>Total:</b>			<b>\$2,949,126.00</b>

**CONTRACT No. FSP3847300FSP1428-28**

**Beat No. 28**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2019	\$99,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/31/2020	\$145,000.00
	<b>Modification Total:</b>			<b>\$244,000.00</b>
	<b>Original Contract:</b>			<b>\$2,293,737.00</b>
	<b>Total:</b>			<b>\$2,537,737.00</b>

**CONTRACT No. FSP3470600B29**

**Beat No. 29**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Period of Performance	Approved	4/17/2020	\$0.00
3	Service Reduction	Approved	7/2/2020	\$0.00
	<b>Modification Total:</b>			<b>\$0.00</b>
	<b>Original Contract:</b>			<b>\$3,012,024.00</b>
	<b>Total:</b>			<b>\$3,012,024.00</b>

CONTRACT No. FSP3470700B31/50

Beat No. 31

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Add Funding and Period of Performance	Approved	5/21/2020	\$375,000.00
3	Service Reduction	Approved	7/6/2020	\$0.00
	<b>Modification Total:</b>			<b>\$375,000.00</b>
	<b>Original Contract:</b>			<b>\$2,909,952.00</b>
	<b>Total:</b>			<b>\$3,284,952.00</b>

CONTRACT No. FSP2851900FSP14-33

Beat No. 33

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	6/12/2018	\$0.00
2	Add Funding and Period of Performance	Approved	1/9/2019	\$167,143.00
3	Add Funding and Period of Performance	Approved	5/17/2019	\$380,000.00
4	Add Funding and Period of Performance	Approved	7/25/2019	\$266,000.00
5	Service Reduction	Approved	4/3/2020	\$0.00
6	Add Funding and Period of Performance	Approved	7/23/2020	\$180,000.00
	<b>Modification Total:</b>			<b>\$993,143.00</b>
	<b>Original Contract:</b>			<b>\$1,671,437.00</b>
	<b>Total:</b>			<b>\$2,664,580.00</b>

CONTRACT No. FSP2839600FSP1434

Beat No. 34

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance	Approved	6/12/2018	\$0.00
2	Add Funding and Period of Performance	Approved	12/19/2018	\$172,405.00
3	Add Funding and Period of Performance	Approved	7/25/2019	\$607,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	7/24/2020	\$270,000.00
	<b>Modification Total:</b>			<b>\$1,049,405.00</b>
	<b>Original Contract:</b>			<b>\$1,724,050.00</b>
	<b>Total:</b>			<b>\$2,773,455.00</b>

**CONTRACT No. FSP2841400FSP14-36****Beat No. 36**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Period of Performance	Approved	6/12/2018	\$0.00
2	Add Funding and Period of Performance	Approved	12/20/2018	\$193,212.00
3	Add Funding and Period of Performance	Approved	7/18/2019	\$638,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	7/31/2020	\$105,000.00
	<b>Modification Total:</b>			<b>\$936,212.00</b>
	<b>Original Contract:</b>			<b>\$1,932,125.00</b>
	<b>Total:</b>			<b>\$2,868,337.00</b>

**CONTRACT No. FSP363600FSP1437****Beat No. 37**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2019	\$690,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/23/2020	\$200,000.00
	<b>Modification Total:</b>			<b>\$890,000.00</b>
	<b>Original Contract:</b>			<b>\$1,898,072.00</b>
	<b>Total:</b>			<b>\$2,788,072.00</b>

**CONTRACT No. FSP38468001438****Beat No. 38**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2019	\$106,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	7/29/2020	\$215,000.00
	<b>Modification Total:</b>			<b>\$321,000.00</b>
	<b>Original Contract:</b>			<b>\$2,263,556.00</b>
	<b>Total:</b>			<b>\$2,584,556.00</b>

**CONTRACT No. FSP5966400FSP39**

**Beat No. 39**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2019	\$253,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	5/26/2020	\$470,000.00
	<b>Modification Total:</b>			<b>\$723,000.00</b>
	<b>Original Contract:</b>			<b>\$2,152,353.00</b>
	<b>Total:</b>			<b>\$2,875,353.00</b>

**CONTRACT No. FSP2842100FSP14-42**

**Beat No. 42**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Period of Performance	Approved	7/10/2018	\$0.00
2	Add Funding and Period of Performance	Approved	12/18/2018	\$176,566.00
3	Add Funding and Period of Performance	Approved	7/18/2019	\$585,000.00
4	Service Reduction	Approved	4/3/2020	\$0.00
5	Add Funding and Period of Performance	Approved	7/31/2020	\$100,000.00
	<b>Modification Total:</b>			<b>\$861,566.00</b>
	<b>Original Contract:</b>			<b>\$1,765,665.00</b>
	<b>Total:</b>			<b>\$2,627,231.00</b>

**CONTRACT No. FSP3469400B3/43**

**Beat No. 43**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	7/18/2019	\$828,000.00
2	Service Reduction	Approved	4/3/2020	\$0.00
3	Add Funding and Period of Performance	Approved	5/21/2020	\$300,000.00
	<b>Modification Total:</b>			<b>\$1,128,000.00</b>
	<b>Original Contract:</b>			<b>\$1,915,326.00</b>
	<b>Total:</b>			<b>\$3,043,326.00</b>

**CONTRACT No. FSP3470700B31/50**

**Beat No. 50**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Service Reduction	Approved	4/3/2020	\$0.00
2	Add Funding and Period of Performance	Approved	5/21/2020	\$220,000.00
	<b>Modification Total:</b>			<b>\$220,000.00</b>
	<b>Original Contract:</b>			<b>\$3,283,230.00</b>
	<b>Total:</b>			<b>\$3,503,230.00</b>

**CONTRACT No. FSP3471300B70**

**Beat No. 70**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	12/18/2018	\$388,577.00
2	Add Funding and Period of Performance	Approved	7/18/2019	\$920,000.00
3	Service Reduction	Approved	4/3/2020	\$0.00
4	Add Funding and Period of Performance	Approved	7/27/2020	\$260,000.00
	<b>Modification Total:</b>			<b>\$1,568,577.00</b>
	<b>Original Contract:</b>			<b>\$3,885,770.00</b>
	<b>Total:</b>			<b>\$5,454,347.00</b>

**CONTRACT No. FSP3471500B71**

**Beat No. 71**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add Funding and Period of Performance	Approved	12/18/2018	\$480,512.00
2	Add Funding and Period of Performance	Approved	7/18/2019	\$932,000.00
3	Service Reduction	Approved	4/3/2020	\$0.00
4	Add Funding and Period of Performance	Approved	7/24/2020	\$250,000.00
	<b>Modification Total:</b>			<b>\$1,662,512.00</b>
	<b>Original Contract:</b>			<b>\$5,455,123.12</b>
	<b>Total:</b>			<b>\$7,117,635.12</b>



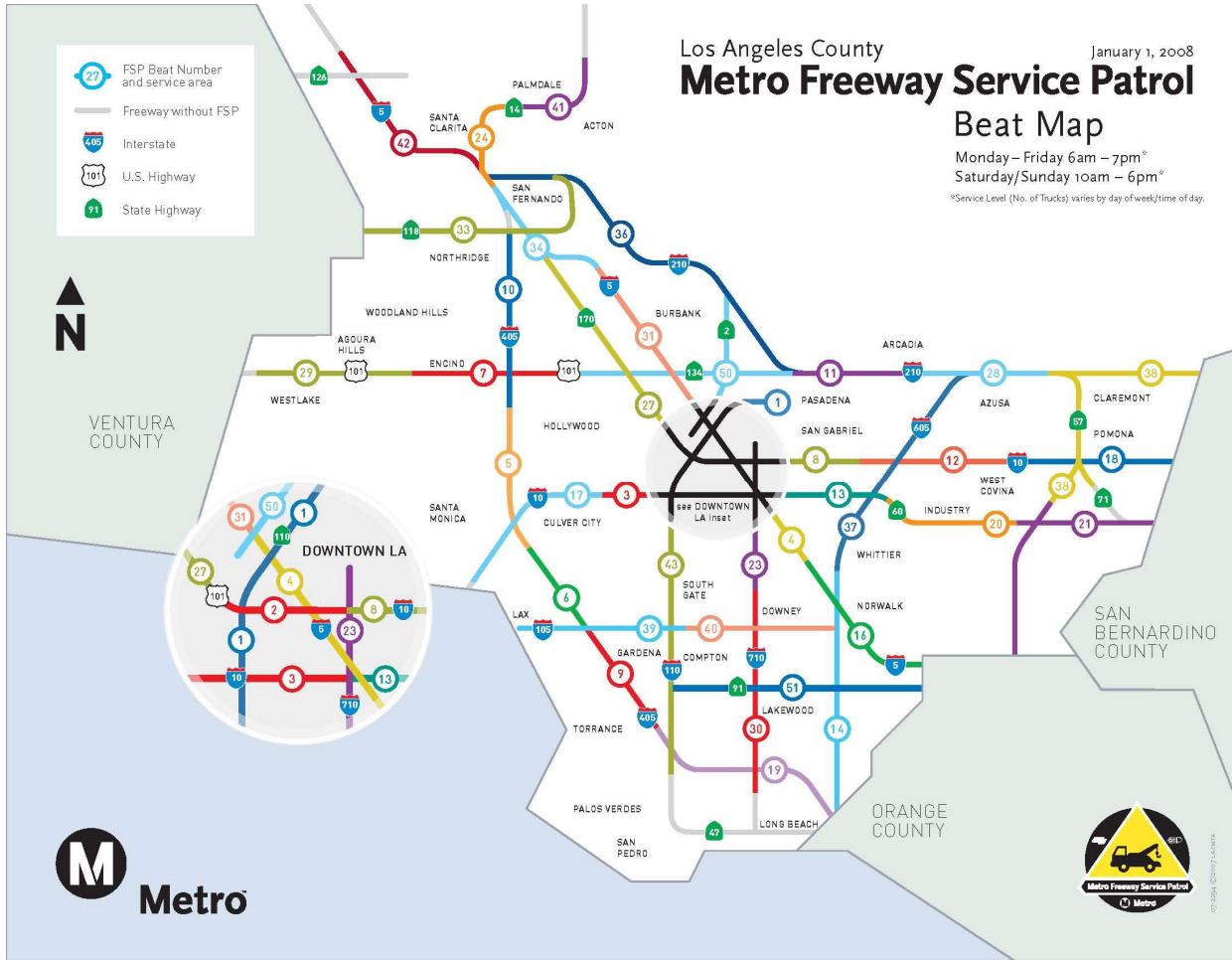
# Attachment D

## Los Angeles County Metro Freeway Service Patrol Beat Map

January 1, 2008

Monday – Friday 6am – 7pm\*  
Saturday/Sunday 10am – 6pm\*

\*Service Level (No. of Trucks) varies by day of week/time of day.





**DEOD SUMMARY****METRO FREEWAY SERVICE PATROL/VARIOUS BEATS****A. Small Business Participation – Various Beats**

Of the twenty-seven FSP contracts included in this modification, Contractors made Small Business Enterprise (SBE) commitments for 22 Beats, 13 of which are meeting or exceeding their SBE commitment(s) and 10 of which are SBE Primes.

The FSP Contractors for Beats 27, 33, 38, 39 and 71 did not make SBE commitments and have no SBE participation. These contracts were procured prior to the 2016 legislative change to the Public Utilities Code that authorized meeting the SBE goal as a condition of award for non-federal IFB procurements.

The FSP Contractors for Beats 3, 7, 11, 12, 31, 34, 43, 50, and 70 have participation levels below their respective commitment levels and are in shortfall.

For Beats 3 and 43, Disco Auto Sales dba Hollywood Car Carrier, made a 10.20% SBE commitment on each, which are 94% and 100% complete, respectively. Current SBE participation is 0.00% on each, representing a 10.20% shortfall for both beats. Disco explained that their shortfall is the result of their SBE firm being decertified prior to the executive of a sub agreement. Disco has submitted a shortfall mitigation plan demonstrating their plans to reduce the shortfall and DEOD will continue to monitor the contract to ensure compliance.

For Beats 7 and 11, Girard & Peterson, Inc., made a 4.03% SBE commitment on each, which are 81% and 80% complete, respectively. Current SBE participation is 1.84% and 1.96%, representing shortfalls of 2.19% and 2.07%, respectively. Girard explained that their shortfall is the result of their SBE firm being decertified prior to the executive of a sub agreement. Girard has submitted a shortfall mitigation plan demonstrating their efforts to reduce the shortfall and DEOD will continue to monitor the contract to ensure compliance.

For Beats 12 and 70, Classic Tow, Inc., dba Tip Top Tow made a 10.20% SBE commitment for each beat, which are 92% and 100% complete, respectively. Current SBE participation is 2.02% and 0.00%, representing shortfalls of 8.18% and 10.20%, respectively. Tip Top Tow explained that their listed SBEs had been decertified prior to subcontract execution for Beat 70 but they have added two (2) SBE subcontractors to mitigate their shortfall for both beats. DEOD will continue to monitor the contract to ensure compliance.

For Beats 31 and 50, Navarros Towing, made a 6.00% SBE commitment on each, which are 100% and 86% complete, respectively. Current SBE participation is 0.00% on each, representing a shortfall of 6.00% for each beat. Navarros explained that their shortfall is the result of their SBE firm being decertified prior to the executive of a sub agreement. Navarros has submitted a shortfall mitigation plan demonstrating their efforts to reduce the shortfall and DEOD will continue to monitor the contract to ensure compliance.

For Beat 34, South Coast Towing made an 11.31% SBE commitment. The project is 89% complete. As a result of a correction to its Supplier crediting, South Coast Towing has a current SBE participation of 8.82%, representing a shortfall of 2.49%. However, South Coast Towing has indicated that they will increase their spend with the certified supplier to ensure compliance in meeting their SBE commitment.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that the FSP Contractors are on schedule to meet or exceed their SBE commitments. Additionally, key stakeholders associated with the contract have been provided access to Metro’s tracking and monitoring system to ensure that all parties are actively tracking Small Business progress.

**Beat 3 – Disco Auto Sales dba Hollywood Car Carrier**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuels	10.20%	0.00%
2.	Hunter Tires	Added	0.00%
	<b>Total</b>	<b>10.20%</b>	<b>0.00%</b>

**Beat 5 – Sonic Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment	16.70%	0.00%
2.	Sonic Towing, Inc. (SBE Prime)	-	70.30%
	<b>Total</b>	<b>16.70%</b>	<b>70.30%</b>

**Beat 6 – Neighborhood Towing 4U**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment	16.70%	0.00%
2.	Neighborhood Towing 4U, Inc.	-	43.65%
	<b>Total</b>	<b>16.70%</b>	<b>43.65%</b>

**Beat 7 – Girard & Peterson, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	1.45%	0.00%
2.	Buchanan & Associates	1.20%	1.33%
3.	Casanova Towing Equipment	1.38%	0.51%
	<b>Total</b>	<b>4.03%</b>	<b>1.84%</b>

**Beat 10 – Neighborhood Towing 4 U**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Neighborhood Towing 4 U (SBE Prime)	10.02%	36.88%
2.	AAA Oils, Inc.	Added	4.99%
	<b>Total</b>	<b>10.02%</b>	<b>41.87%</b>

**Beat 11 – Girard & Peterson, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	1.45%	0.00%
2.	Buchanan & Associates	1.20%	1.35%
3.	Casanova Towing Equipment	1.38%	0.61%
	<b>Total</b>	<b>4.03%</b>	<b>1.96%</b>

**Beat 12 –Tip Top Tow**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	10.20%	2.05%
2.	Hunter Tires	Added	0.00%
3.	JCM & Associates	Added	0.00%
	<b>Total</b>	<b>10.20%</b>	<b>2.05%</b>

**Beat 17 – Sonic Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Casanova Towing Equipment	16.70%	0.00%
2.	Sonic Towing (SBE Prime)	-	68.69%
	<b>Total</b>	<b>16.70%</b>	<b>68.69%</b>

**Beat 18 – Bob & Dave’s Towing**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Deborah Dyson Electrical	4.95%	8.98%
2.	JCM & Associates	0.07%	0.44%

	<b>Total</b>	<b>5.02%</b>	<b>9.44%</b>
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**Beats 20 and 21 – Safeway Towing Services, Inc. dba Bob’s Towing**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Bob’s Towing (SBE Prime)	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

**Beat 24 – T.G. Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	T. G. Towing, Inc. (SBE Prime)	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

**Beat 28 – Hadley Tow**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	18.83%	16.36%
2.	Manatek Insurance	2.62%	8.35%
	<b>Total</b>	<b>21.45%</b>	<b>24.71%</b>

**Beats 29 and 42 – Platinum Tow & Transport**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Platinum Tow & Transport (SBE Prime)	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

**Beat 31 – Navarro’s Towing, LLC**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	6.00%	0.00%
	<b>Total</b>	<b>6.00%</b>	<b>0.00%</b>

**Beat 34 – South Coast Towing, Inc.**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	11.31%	8.82%
	<b>Total</b>	<b>11.31%</b>	<b>8.82%</b>

**Beat 36 – Hadley Tow**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	16.77%	16.65%
2.	Manatek Insurance	2.33%	7.71%

	<b>Total</b>	<b>19.10%</b>	<b>24.26%</b>
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**Beat 37 – Reliable Delivery Service**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	Reliable Delivery Service (SBE Prime)	100%	100%
	<b>Total</b>	<b>100%</b>	<b>100%</b>

**Beat 43 – Disco Auto Sales dba Hollywood Car Carrier**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc. dba California Fuel	10.20%	0.00%
2.	Hunter Tires	Added	0.00%
	<b>Total</b>	<b>10.20%</b>	<b>0.00%</b>

**Beat 50 – Navarro’s Towing, LLC**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	6.00%	0.00%
	<b>Total</b>	<b>6.00%</b>	<b>0.00%</b>

**Beat 70 – Tip Top Tow Service**

	SBE Subcontractor(s)	% Commitment	% Participation
1.	AAA Oils, Inc.	10.20%	0.00%
2.	Hunter Tires	Added	0.00%
3.	JCM & Associates	Added	0.00%
	<b>Total</b>	<b>10.20%</b>	<b>0.00%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable to this 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 \$19.56 per hour (\$14.22 base + \$5.34 health benefits), including yearly increases. The increase may be up to 3% of the total wage, annually. In addition, contractors will be responsible for submitting the required reports for the Living Wage and Service Contract Worker Retention Policy and other related documentation to staff to determine overall compliance with the policy.

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**D. Project Labor Agreement/Construction Careers Policy**

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



**Board Report**

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**File #:** 2020-0606, **File Type:** Contract

**Agenda Number:** 7.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
OCTOBER 14, 2020**

**SUBJECT: AUDIT SERVICES BENCH FY2018 to FY2022**

**ACTION: APPROVE CONTRACT MODIFICATION**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 3 to Contract Nos. PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018 to exercise the first, one-year option, extending the contract term from January 1, 2021 to December 31, 2021; and increasing the total authorized not-to-exceed amount by \$2,288,000 from \$6,864,000 to \$9,152,000; and
  
- B. AWARDING AND EXECUTING task orders for an aggregate not-to-exceed amount of \$9,152,000.

**ISSUE**

In May 2017, the Board of Directors approved the establishment of Audit Services Bench contracts (Bench) for a combined total amount not-to-exceed \$11,440,000 for a 3-year base term, plus two, one-year options. The Bench provides Management Audit Services (MAS) with consulting and assurance services relating to a broad range of audits and reviews including completion of the Board approved annual audit plan, assistance with CEO/Board requested assignments, staffing support for fluctuating workload requirements, and supports specialized and/or complex audits.

Board authorization is requested to exercise the first one-year option to provide specialized expertise and augmented audit services.

**DISCUSSION**

MAS is required to comply with Generally Accepted Government Auditing Standards (GAGAS).

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GAGAS has a due professional care standard which requires MAS to bring in outside experts to supplement staff when the area being audited requires technical or specialized skills that are not available within the department. Co-sourcing is typically used to supplement staff expertise with highly specialized audits which exceeds internal capacity and/or resources. Outsourcing is used depending on the complexity of the audit or if the specialized skillsets and/or capacity is not available in-house. Specialized audits that generally fall under this requirement include information technology audits, construction or operations projects, programs and/or processes. Other areas of work outsourced or co-sourced to expert firms include Call-for-Projects closeout audits, Caltrans audits, grant audits such as State Transportation Improvement Program including financial, compliance and external audits of subrecipients; and others

To date, a total of 63 task orders have been issued against the Bench, for a cumulative total value of \$6,296,682.79, or 92% of the total not to exceed amount of \$6,864,000 for the initial 3-year base term. Currently, 11 of the 16 firms on the Bench are certified as DBEs and SBEs and task orders have been awarded to these firms in a cumulative amount of \$4,543,019.50 or 72% of the total awarded value. A list of the awarded task orders is provided as Attachment D.

### **DETERMINATION OF SAFETY IMPACT**

The approval of the recommendation above will have no negative impact on the safety of Metro employees or passengers.

### **FINANCIAL IMPACT**

Funding for FY21 is included in the department, cost center budgets. Each task order awarded to a Contractor will be funded with the source of funds identified for that project. Since this option will continue into FY2022, the cost center managers, Chief Auditor and other Executive Officers will be accountable for budgeting future costs.

#### **Impact to Budget**

The funding for these task orders is dependent upon the specific project.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

### **ALTERNATIVES CONSIDERED**

Two alternatives were considered. One alternative would be to hire additional full-time staff to perform the audits. However, this alternative is not considered cost effective because the volume of work is constantly changing making this activity subject to peak periods alternating with periods of low activity. Further, some projects require various technical or specialized skills that are not available since it is not practical to hire staff for each of the particular skillsets. Another alternative would be to obtain the audit services as separate procurements. This also is not recommended, as



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this would prolong the procurement process making it difficult to complete time-sensitive audits within the planned timeframe. In addition, because of the frequency of task orders typically issued, this would require a substantial amount of procurement processing time.

**NEXT STEPS**

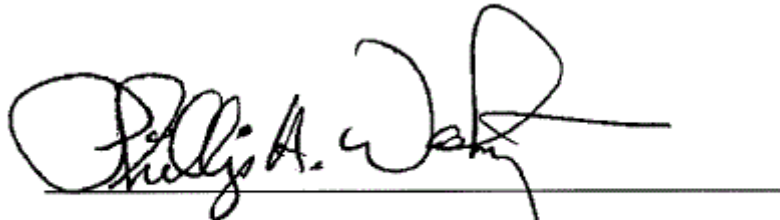
Upon approval by the Board, staff will execute Contract Modification No. 3 to the Audit Service Bench contracts and continue to award individual task orders for audit services.

**ATTACHMENT**

- A. Procurement Summary
- B. Contract Modification/Change Order Log
- C. Firms on Audit Services Bench
- D. List of Task Orders and Values
- E. DEOD Summary

Prepared by: Monica Del Toro, Audit Support Manager, (213) 922-7494

Reviewed by: Shalonda Baldwin, Chief Auditor (Interim), (213) 418-3265  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**AUDIT SERVICES BENCH FY2018 TO FY2022 / PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018**

1.	<b>Contract Number:</b> PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018		
2.	<b>Contractor:</b> See Attachment C		
3.	<b>Mod. Work Description:</b> Exercise the first one-year option		
4.	<b>Contract Work Description:</b> To provide audit services		
5.	<b>The following data is current as of:</b> 8/27/20		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	5/17/17	<b>Contract Award Amount:</b> \$6,864,000
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	6/30/20	<b>Pending Modifications (including this action):</b> \$2,288,000
	<b>Current Est. Complete Date:</b>	12/31/21	<b>Current Contract Value (with this action):</b> \$9,152,000
7.	<b>Contract Administrator:</b> Greg Baker		<b>Telephone Number:</b> (213) 922-7577
8.	<b>Project Manager:</b> Lauren Choi		<b>Telephone Number:</b> (213) 922-3926

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 3 to the Audit Services Bench Contract Numbers PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, and PS36627011 through PS36627018 to exercise option year one to perform audit services, which increases the total cumulative not-to-exceed amount and extends the contract term to December 31, 2021.

This Contract Modification and future Task Orders will be processed in accordance with Metro's Acquisition Policy and the contract type is task order based firm fixed unit rate.

On May 17, 2017, the Board of Directors authorized the Chief Executive Officer to award audit bench contracts to the firms listed in Attachment C to provide audit support to Management Audit Services for a period of three years with two, one-year options. The current Audit Services Bench contracts will expire on December 31, 2020.

**B. Cost/Price Analysis**

All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy at the time of issuance and award.

## CONTRACT MODIFICATION/CHANGE ORDER LOG

AUDIT SERVICES BENCH FY2018 TO FY2022 / PS36627000 through PS36627004,  
PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add the Disadvantaged Business Enterprise (DBE) Participation requirement of 30%	Approved	10/31/2018	\$0
2	Extended the contract base period of performance by six months from July 1, 2020 through December 31, 2020	Approved	06/17/2020	\$0
3	Exercise Option 1	<b>Pending</b>	<b>Pending</b>	<b>\$2,288,000</b>
	<b>Modification Total:</b>			<b>\$2,288,000</b>
	<b>Original Contract:</b>			<b>\$6,864,000</b>
	<b>Total:</b>			<b>\$9,152,000</b>

## FIRMS ON THE AUDIT SERVICES BENCH

<b>Contract #</b>	<b>Consultant</b>	<b>Certifications</b>
PS36627000	BCA Watson Rice, LLP	SBE
PS36627001	Choi Hong Lee & Kang, LLP	None
PS36627002	Chung & Chung Accountancy Corporation, CPAS	DBE/SBE
PS36627003	Conrad, LLP	SBE
PS36627004	CPC Financial Services, Inc.	SBE
PS36627006	KNL Support Services	DBE/SBE
PS36627008	Lopez and Company, LLP	DBE/SBE
PS36627009	MACIAS, Gini & Co.	None
PS36627011	Qiu Accountancy Corp.	SBE
PS36627012	RTJ CPA, P.C.	SBE
PS36627013	Simpson & Simpson CPAS	None
PS36627014	Susan Hum, CPA	DBE/SBE
PS36627015	Talson Solutions, LLC.	DBE/SBE
PS36627016	David M. Lewis Company, LLC.	None
PS36627017	Tap International, Inc.	SBE
PS36627018	Vasquez and Company, LLP.	None

**ATTACHMENT D - LIST OF TASK ORDERS AND VALUES**

<b>DBE/SBE Awards</b>			
<b>Contract No.</b>	<b>Company Name</b>	<b>Task Orders Awarded to Date</b>	<b>Task Order Award Amount</b>
PS36627000	BCA Watson Rice, LLP	22	\$1,561,220.00
PS36627002	Chung & Chung Accountancy Corporation, CPAS	0	\$0.00
PS36627003	Conrad, LLP	0	\$0.00
PS36627004	CPC Financial Services, Inc.	16	\$850,920.00
PS36627006	KNL Support Services	2	\$191,965.68
PS36627008	Lopez and Company, LLP	10	\$1,286,008.82
PS36627011	Qiu Accountancy Corp.	3	\$112,080.00
PS36627012	RTJ CPA, P.C.	0	\$0.00
PS36627014	Susan Hum, CPA	1	\$71,808.00
PS36627015	Talson Solutions, LLC.	3	\$449,017.00
PS36627017	Tap International, Inc.	1	\$20,000.00
<b>Total Awarded Task Order Subtotal</b>		<b>58</b>	<b>\$4,543,019.50</b>
<b>Total Task Order Value</b>			

**ATTACHMENT D - LIST OF TASK ORDERS AND VALUES**

<b>Non DBE/SBE Awards</b>			
<b>Contract No.</b>	<b>Company Name</b>	<b>Task Orders Awarded to Date</b>	<b>Task Order Award Amount</b>
PS36627001	Choi Hong Lee & Kang, LLP	0	\$0.00
PS36627009	MACIAS, Gini & Co.	0	\$0.00
PS36627013	Simpson & Simpson CPAS	4	\$1,734,840.00
PS36627016	David M. Lewis Company, LLC.	0	\$0.00
PS36627018	Vasquez and Company, LLP.	1	\$18,823.29
Total Awarded Task Order Subtotal		5	\$1,753,663.29
Total Task Order Value			

Total Task Orders Awarded	63	Amount Awarded
DBE/SBE Task Order Value		\$4,543,019.50
Total Task Order Value		\$6,296,682.79

## DEOD SUMMARY

**AUDIT SERVICES BENCH FY2018 TO FY2022 / PS36627000 through PS36627004, PS36627006, PS36627008, PS36627009, PS36627011 through PS36627018****A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 27% Small Business Enterprise (SBE), 3% Disabled Veteran Business Enterprise (DVBE) goal and subsequently a 30% Disadvantaged Business Enterprise (DBE) goal was added to accommodate federally funded task orders through contract modification.

Each bench participant met or exceeded the 27% SBE / 3% DVBE or 30% DBE commitment. The Audit Services Bench is subject to the Small Business Prime (Set-Aside) Program requirements. Twelve of the nineteen bench participants are SBE primes. The overall SBE/DVBE/DBE participation is based on the aggregate of all Task Orders awarded through the bench.

To date, sixty-three (63) task orders have been awarded to ten (10) primes on the bench. Fifty-eight (58) of the task orders were awarded to SBE firms. Based on payments, the cumulative SBE participation is **70.69%** and the cumulative DBE participation is **83.25%**. To-date, no task orders have been awarded with a DVBE commitment, due in part to the number of Small Business Prime (Set-Aside) task orders awarded, where DVBE participation does not apply. Task orders will continue to be tracked for progress in meeting participation commitments.



<b>Small Business Commitment</b>	<b>27% SBE 3% DVBE 30% DBE</b>	<b>Small Business Participation</b>	<b>70.69% SBE 0% DVBE 83.25% DBE</b>
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DBE/SBE Primes & Subcontractors		Current Participation		
		DBE	SBE	DVBE
1	BCA Watson Rice (SBE Prime)	-	100%	-
Total		-	100%	-
2	CPC Financial Services, Inc. (SBE Prime)	-	100%	-
Total		-	100%	-
3	KNL Support Services (SBE Prime)	-	100%	-
Total		-	100%	-
4	Lopez and Associates, LLC (SBE Prime)	-	96.98%	-
Total		-	96.98%	-
5	Qiu Accountancy Corporation (SBE Prime)	-	100%	-
Total		-	100%	-
6	Simpson and Simpson, LLP	-	0.00%	0.00%
Total		-	0.00%	0.00%
7	Susan Hum, CPA (SBE Prime)	-	100%	-
Total		-	100%	-
8	Talson Solutions, LLP (DBE/SBE Prime)	83.25%	97.55%	-
Total		83.25%	97.55%	-

9	TAP International, Inc. (SBE Prime)	-	100%	-
Total		-	100%	-
10	Vasquez and Company, LLP	-	0.00%	0.00%
Total		-	0.00%	0.00%

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

**D. Project Labor Agreement/Construction Careers Policy**

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



**Board Report**

**File #:** 2020-0633, **File Type:** Informational Report

**Agenda Number:** 9.

**FINANCE, BUDGET AND AUDIT COMMITTEE  
OCTOBER 14, 2020**

**SUBJECT: FY21 AUDIT PLAN**

**ACTION: ADOPT THE FY21 PROPOSED AUDIT PLAN**

**RECOMMENDATION**

ADOPT the FY21 Proposed Audit Plan.

**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**

At its January 2008 meeting, the Board adopted modifications to the FY07 Financial Stability Policy. The Financial Stability Policy requires Management Audit Services (MAS) to develop a risk assessment and an audit plan each year and present it to the Board. It also requires that the Finance, Budget and Audit Committee provide input and approval of the audit plan.

**DISCUSSION**

The FY21 Audit Plan (Audit Plan) has been developed with consideration to the current state of the agency as result of the impacts of COVID-19 and the results of the agency-wide risk assessment including input from Metro’s senior leadership. As a result, the Audit Plan is flexible, relevant and risk based; and the plan includes audit projects that will provide actionable information to support risk management efforts, add value to the agency and lend to the achievement of organizational goals in alignment to Metro’s Vision 2028 Strategic Plan.

**A. Risk Assessment**

MAS staff performed an agency-wide risk assessment between the period of March 2020 and July 2020 through a comprehensive and systematic process that entailed the review of financial, operational and strategic reports and data; internal stakeholder meetings with the senior leadership teams of each Metro department; and the analysis of risks by themes and impact. The risk assessment ensured continued emphasis on the agency’s internal control framework, vulnerability to

fraud and the identification of new and emerging risks that have the potential to affect the agency-wide performance.

### B. Enterprise Risk Themes

The agency-wide risk assessment process lent to the identification of core enterprise-risk themes by internal stakeholders summarized as:

- **Staffing:** The impacts of the pandemic have led to the decentralization of planning and customer service efforts, more reliance on e-training, remote work practices and restrictions on the backfill of vacant positions.
- **Political/external:** During this period of uncertainty, there are risks related to the agency's ability to react to new federal, state and local directives, the increase in crisis populations, and uncertainty related to additional federal funding for public transit.
- **Financial:** Financial constraints have deferred the progress of selected capital projects and delayed the initiation of certain process improvement initiatives; and expressed risk related to decreased toll and transit fare revenues and availability of funds for emergency management activities.
- **Scale of capital projects:** The financial impacts of the pandemic and the general period of uncertainty have required an adjusted approach to the capital projects while ensuring adherence to Measure M schedules; and the completion of various environmental studies may be impacted due to the pandemic.
- **Global/supply chain:** Perceived risks related to the agency's internal capability to handle future procurement needs given existing resource constraints, potential impacts to global supply chains and the disruption to small business vendors.
- **Unknown:** There are some unique risks that do not fit clearly into one of the major risk categories. These risks include recovery of lost ridership, changes in population and societal behaviors and the restoration of pre-pandemic service levels and commuter patterns; including the general unknown of the "new normal" post pandemic.

### C. Audit Plan

The FY21 Audit Plan includes 20 audit projects broken down into two categories; priority and discretionary. The priority audit projects will be given primary focus and initiated at the onset of the annual plan. The priority projects address high-level risk areas and risk impacts. The discretionary audit projects address lower-level risk areas and will be reassessed by MAS staff at mid-year review and initiated based on the status of priority audits, internal capacity and resources. MAS staff may also exercise the discretion to carry-forward discretionary audit projects to the FY22 annual audit plan.

The priority and discretionary audit projects listed below are summarized in Attachment A.

Priority	Discretionary
Business Interruption Fund	Access Services Operations and KPIs
COOP - Rail Operations	EAMS Pre-Implementation Reviews
COVID-19 Regulatory Compliance	EIS-EIR
Cybersecurity Follow Up	IT Awareness Third Party Vendors
M3 Replacement - Controls and Readiness	Metrolink Security
Metrolink Rehabilitation Projects	Microtransit
Micro Mobility Program	Pre-Award Cost Price Analysis
Telecommuting - Policy Revision	Rail Overhaul - Project Management
Transit Asset Inventory Records	Real Estate Management System
Westside Purple Line Extension	Access Services Operations and KPIs

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro patrons or employees.

### **FINANCIAL IMPACT**

Funding for the annual audit plan has been included Management Audit's FY21 budget and corresponding cost center.

### **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 Audit Plan is a management tool to systematically assign resources for the delivery of an agency-wide audit plan in accordance to the Financial Stability Policy. Additionally, the development of an annual internal audit plan is in accordance to MAS' Charter and the Generally Accepted Government Auditing Standards.

### **NEXT STEPS**

Upon Board approval, MAS will develop the Audit Plan schedule; and deliver quarterly status reports to the Board of Directors.

### **ATTACHMENTS**

Attachment A - FY21 Proposed Audit Plan

Prepared by: Alfred Rodas, Sr. Director, Audit, (213) 922-4553  
Monica Del Toro, Audit Support Manager, (213) 922-7494

Reviewed by: Shalonda Baldwin, Chief Auditor (Interim), (213) 418-3265



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Phillip A. Washington  
Chief Executive Officer

**Priority Projects**

**Vision 2028 Goal #1 – Provide high-quality mobility options that enable people to spend less time traveling**

	<b>Title</b>	<b>Objective</b>	<b>Area</b>
1.	Continuity of Operations Plan (COOP) – Rail Operations	This audit will evaluate the adequacy of the rail COOP and SOPs to support the achievement of Mission Essential Functions in emergency situations.	Operations
2.	Metrolink Rehabilitation Projects	This audit will assess the efficiency and effectiveness of project controls designed to ensure that these projects are completed timely and with minimal overruns.	Program Management
3.	Transit Asset Inventory Records	This audit will evaluate the adequacy of the records for this area, with a focus on accuracy, completeness and proper controls over asset records.	Risk, Safety and Asset Management

**Vision 2028 Goal #3 – Enhance communities and lives through mobility and access to opportunity**

	<b>Title</b>	<b>Objective</b>	<b>Area</b>
1.	Micro Mobility Program	This audit will assess the progress made in achieving program goals and objectives, including assessing the consideration given to the Metro rapid equity assessment tool.	Planning and Development

**Vision 2028 Goal #5 – Provide responsive, accountable, and trustworthy governance within the Metro organization**

	<b>Title</b>	<b>Objective</b>	<b>Area</b>
1.	Pre-Award Audits	Pre-award audits for procurements and modifications.	Vendor / Contract Management
2.	Incurred Cost Contract Audits	Incurred cost audits to verify costs are reasonable, allowable and allocable on cost reimbursable contracts for contractors.	Vendor / Contract Management
3.	Incurred Cost Grant Audits	Grant audits to verify costs are reasonable, allowable and allocable on cost reimbursable contracts for Caltrans, Cities & County MOUs.	Planning & Development / Program Management
4.	Financial and Compliance External Audits	Complete legally mandated financial and compliance audits.	Agencywide
5.	Buy America Post-Award and Post-Delivery	Conduct Buy America Post-Award / Post- Delivery Audits for rolling stock procurements.	Vendor / Contract Management
6.	US Employment and Local Employment Program	Determine vendor's compliance with the US Employment and Local Employment Program terms and conditions.	Vendor / Contract Management
7.	Business Interruption Fund	This audit will validate compliance with administrative guidelines and fund disbursement procedures.	Vendor / Contract Management
8.	COVID-19 Regulatory Compliance	This audit will determine Metro's compliance with the COVID-19 planned document as well as with applicable state transit industry guidelines.	Systems, Security & Law Enforcement
9.	Cybersecurity Follow Up	This audit will verify if corrective actions have been taken by ITS on the prior external audit recommendations provided for this area.	Information Technology Services



## FY21 Proposed Audit Plan

## Appendix A

<b>10.</b>	M3 Replacement – Controls and Readiness	This audit will assess if system controls and other aspects of project preparedness have been adequately considered prior to project implementation.	Information Technology Services
<b>11.</b>	Telecommuting – Policy Revision	This engagement will compile information on best practices for this area, and verify selected information already collected by Metro that will inform policy decisions.	Human Capital & Development
<b>12.</b>	Westside Purple Line Extension	This audit will evaluate mid-life efficiency and effectiveness over project management, including monitoring of schedule, budget, risk management and quality assurance.	Project Management

**Discretionary Projects**

**Vision 2028 Goal #1 – Provide high-quality mobility options that enable people to spend less time traveling**

	<b>Title</b>	<b>Objective</b>	<b>Area</b>
1.	3 <sup>rd</sup> Party Coordination	This audit will assess the effectiveness and efficiency of the third-party coordination process related to major construction projects.	Program Management
2.	EIS-EIR	This audit will assess the effectiveness and efficiency of the Environmental Impact Report/Environmental Impact Statement (EIR \ EIS) process.	Program Management

**Vision 2028 Goal #2 – Deliver outstanding trip experiences for all users of the transportation system**

	<b>Title</b>	<b>Objective</b>	<b>Area</b>
1.	Metrolink Security	This audit will determine if the internal controls, including monitoring, over Metrolink’s security program are effective.	Program Management
2.	Microtransit Pilot Program	This audit will determine whether the Micro-transit pilot program has appropriate system controls to ensure the accuracy, completeness, timeliness, and proper distribution of pilot program data.	Office of Extraordinary Innovation / Operations
3.	Rail Overhaul – Project Management	This audit will assess Metro’s project management practices for rail overhaul & refurbishment projects to as compared to established procedures & best practice frameworks.	Operations

**Vision 2028 Goal #3 – Enhance communities and lives through mobility and access to opportunity**

	Title	Objective	Area
1.	Access Services Operations and KPIs	This audit will evaluate the effectiveness and efficiency of Access Services operations and assess the reliability of data used to support KPIs.	Office of Civil Rights

**Vision 2028 Goal #5 – Provide responsive, accountable, and trustworthy governance within the Metro organization**

	Title	Objective	Area
1.	EAMS Pre-Implementation Reviews	This audit will evaluate the condition of selected processes prior to the EAMS implementation.	Information Technology Services
2.	IT Awareness Third Party Vendors	This audit will assess third party vendors level of awareness of Metro’s information security policies.	Information Technology Services
3.	Pre-Award Cost Price Analysis	This audit will evaluate the adequacy of the process performed by contract administrators for pre-award cost-price analyses.	Vendor / Contract Management
4.	Real Estate Management System	This audit will determine if prior audit findings and recommendations have been considered as part of the upcoming implementation of the new Real Estate Management System.	Planning & Development

*Delivering value through partnership and trust*

# FY21 Proposed Annual Audit Plan

Finance, Budget and Audit Committee

October 14, 2020



MANAGEMENT AUDIT SERVICES

# Risk Assessment Results

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A risk assessment was done to identify areas of high importance which resulted in a tentative workplan with two project categories:

- *Priority projects* which are deemed to be of high importance and will be worked on first.
- *Discretionary projects* which are less critical and will be addressed as conditions warrant.

# Category Factors

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Relevance

Potential  
Value

Timely  
Completion

Resource  
Balancing

Stakeholder  
Feedback

# Risk Discussion Themes

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# Proposed Audit Plan

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Priority	Discretionary
Business Interruption Fund	3 <sup>rd</sup> Party Coordination
COOP – Rail Operations	Access Services Operations and KPIs
COVID-19 Regulatory Compliance	EAMS Pre-Implementation Reviews
Cybersecurity Follow Up	EIS-EIR
M3 Replacement – Controls and Readiness	IT Awareness Third Party Vendors
Metrolink Rehabilitation Projects	Metrolink Security
Micro Mobility Program	Microtransit
Telecommuting – Policy Revision	Pre-Award Cost Price Analysis
Transit Asset Inventory Records	Rail Overhaul – Project Management
Westside Purple Line Extension	Real Estate Management System



# Risk Considerations

Priority	Underlying Risk
Business Interruption Fund	Financial
COOP – Rail Operations	Recovery & Business Continuity
COVID-19 Regulatory Compliance	Safety / Regulatory Compliance
Cybersecurity Follow Up	Information Security
M3 Replacement – Controls and Readiness	ITS Project Execution
Metrolink Rehabilitation Projects	Financial
Micro Mobility Program	Equity
Telecommuting – Policy Revision	Human Capital / Equity
Transit Asset Inventory Records	Documentation Adequacy
Westside Purple Line Extension	Quality Assurance

# Next Steps

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- Initiate kick-off process – October 2020
- Quarterly reporting to the Board – through June 30, 2021

# Questions

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**Board Report**

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**File #:** 2020-0607, **File Type:** Resolution**Agenda Number:** 11.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
OCTOBER 14, 2020****SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or his designee to claim \$32,584,888 in fiscal year (FY) 2020-21 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program; and
- B. APPROVE the regional SGR Project List for FY20-21; and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations and guidelines.

**ISSUE**

The California Department of Transportation (Caltrans) issued final FY 2020-21 guidelines for the SGR Program in August, 2019. The Guidelines state that eligible transit operators shall provide a proposed list of projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is the Regional Entity. Metro is required to submit a combined project list to Caltrans by September 1, 2020. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the certifications and assurances documents. Since the required documentation was not ready until August, Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

**DISCUSSION**

As defined in The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1), the SGR Program provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets,

increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies using the State Transit Assistance Program formula. This formula distributes half of the funds according to population and half according to transit operator revenues. Within Los Angeles County, the revenues will be distributed according to the Metro Board-adopted FAP.

### **DETERMINATION OF SAFETY IMPACT**

The requested actions will have no impact on the safety of our customers or employees.

### **FINANCIAL IMPACT**

Adoption of the SGR resolution and would positively impact the region by making \$32.6 million available to support state of good repair efforts for Metro and the Municipal Operators.

#### **Impact to Budget**

Claiming SGR funds will have a positive impact to the FY21 budget, as Metro is one of the regional recipients of these funds.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendations support Metro Vision 2028 Strategic Goal 1.2: Optimize the speed, reliability and performance of the existing system by revitalizing and upgrading Metro's transit assets.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of the region's FY20-21 SGR fund allocation.

### **NEXT STEPS**

- October, 2020: Metro submits Board-adopted Resolution to Caltrans.

### **ATTACHMENTS**

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds  
Attachment B - Submitted Project Listing From Metro and Municipal Operators

Prepared by: Timothy Mengle, Senior Director, OMB, (213) 922-7665

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



Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A**  
**RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS**

**RESOLUTION # \_\_\_\_\_**

**APPROVING THE PROJECT LIST FOR FY 2020-21**  
**FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

**WHEREAS**, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

**WHEREAS**, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

**WHEREAS**, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

**WHEREAS**, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

**NOW, THEREFORE, BE IT RESOLVED**, that Metro hereby approves the SB1 State of Good Repair Project List for FY 2020-21; and

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

**NOW, THEREFORE, BE IT RESOLVED**, that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: \_\_\_\_\_

**Attachment B**

**Submitted Project Listing From Metro and Municipal Operators**

SB1 State of Good Repair Program, Fiscal Year 2020-2021 Cycle

Agency	Project Title	Project Description	Estimated 99313 Costs	Estimated 99314 Costs	Other SB1 Costs	Total Project Costs
Antelope Valley Transit Authority	Purchase Replacement Commuter Bus	Funds toward the purchase 2 replacement commuter buses. Size – 45 foot commuter,		\$ 281,454	\$ 1,002,803	\$ 1,212,757
City of Arcadia	Purchase Ten Replacement Transit Vehicles	Purchase ten powered cutaway vehicles to replace the existing aging gasoline-powered vehicles. The new vehicles will be wheelchair accessible and ADA equipped.	\$ -	\$ 15,189	\$ 1,280,000	\$ 1,294,159
City of Commerce	Tire Replacement Transit Fleet	The SGR funds shall be used to replace bus tires within the City's transit fleet, up to 20 vehicles.		\$ 18,572	\$ -	\$ 18,572
City of Gardena	Capital Bus Components/Facility Equipment	Replacement bus components and facility equipment.		\$ 234,793	\$ -	\$ 234,793
City of Los Angeles	Electrical Infrastructure for Bus Charging at LADOT Bus Yard in Sylmar	The City of Los Angeles owns the bus yard in Sylmar, CA. LADOT will use the SGR money to install electrical infrastructure related to bus charging for the DASH and Commuter Express bus fleet as LADOT Transit plans to have an all electric fleet by 2030.		\$ 546,648	\$ -	\$ 560,000
City of Montebello	Transportation Facility Improvements	Including but not limited to workspace furniture, lighting, carpeting, and other long-term maintenance designed to extend the life of the facility.	\$ -	\$ 359,478	\$ -	\$ 359,478
City of Montebello	Repair and Rehabilitation of Admin Building	Includes costs attributed to the maintenance of the Administrative Building, Grounds, Maintenance Equipment, and associated costs required to preserve or extend the asset's functionality and serviceability in a cost-effective	\$ -	\$ -	\$ -	\$ -
City of Norwalk	Fluid Inventory Management System & Maintenance Equipment Inventory System	NTS will be purchasing a fluid inventory management system and a vehicle maintenance equipment inventory system. The fluid inventory management system is a tangible piece of equipment that would be		\$ 137,509	\$ -	\$ 137,509
City of Redondo Beach	Transit Operations Facility Improvements	Transit Operations facility improvements that may include interior improvements to the general office space, bathroom, and storage space for use by Transit Operations. The project may also include		\$ 32,870	\$ -	\$ 67,265
City of Santa Clarita	Transit Maintenance Facility Hydrogen Fueling Station	Replace and/or upgrade the existing fueling station to accommodate Hydrogen fuel to meet the California 100% Zero Emission Bus (ZEB) rule.	\$ -	\$ 248,026	\$ 2,600,000	\$ 2,848,026
City of Santa Monica	Bus Replacement	Purchase Zero-Emission Vehicles to replace CNG buses that have reached its useful life of 12 years.		\$ 871,111	\$ -	\$ 1,792,881
City of Torrance	Torrance Transit SB1 State of Good Repair Rehab & Repair Vehicles FY2020	Repair and maintenance of the vehicles after an accident or through wear and tear during prolonged service. Funds will also be used to maintain the physical exterior of the buses such as decals, paint, molding, etc. to ensure		\$ 275,999	\$ -	\$ 582,513
Culver City	FY20-21 Transit Vehicle Repair	Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist.		\$ 232,285	\$ -	\$ 216,523
Foothill Transit Zone	Bus Repair and Rehabilitation	Activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of buses.		\$ 1,197,695	\$ -	\$ 2,151,624
Long Beach Public Transportation Company	LBT1 Facility Rehabilitation	The project will support the rehabilitation of LBT's operating and maintenance facility (LBT1) in support of the agency's transitioning facility needs as it grows to be a zero-emissions hub. LBT's recent facility assessment identified		\$ 1,024,004	\$ -	\$ 1,024,004
Los Angeles County	East Azusa and East Los Angeles Bus Shelters Replacement	Replace 4 advertising bus stop shelters located in the unincorporated East Azusa and East Los Angeles area. Each bus stop shelter will consist of a bench, a trash receptacle and illumination from dusk to dawn.	\$ -	\$ 59,212	\$ -	\$ 65,247
Los Angeles County Metropolitan Transportation Authority	Metro Bus Vehicle Repair and Rehabilitation	Repair and Rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility. *Formerly Preventive Maintenance*	\$ -	\$ 12,004,471	\$ -	\$ 168,036,000
Los Angeles County Metropolitan Transportation Authority	Metro Rail Vehicle and Wayside Rehabilitation and Repair Preventive Maintenance	Rehabilitation and repair preventive maintenance expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system.	\$ 15,045,572	\$ -	\$ 103,415,376	\$ 131,666,865
<b>Total</b>			<b>\$ 15,045,572</b>	<b>\$ 17,539,316</b>	<b>\$ 108,298,179</b>	<b>\$ 312,268,216</b>





## Board Report

File #: 2020-0589, File Type: Contract

Agenda Number: 13.

### PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2020

**SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT - FIELD INVESTIGATION OF UTILITIES**

**ACTION: AUTHORIZE A CONTRACT MODIFICATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute Modification No. 00009 to Contract No. AE58083E0129 with Gannet Fleming, Inc. for the East San Fernando Valley Transit Corridor Project, for field confirmation of utility conflicts consisting of potholing and slot trenching along Van Nuys Blvd. for Segment A (Oxnard Blvd to Covello St.), in the amount of \$1,691,789 increasing the total Contract amount from \$62,028,016 to \$63,719,805.

#### **BACKGROUND**

The East San Fernando Valley (ESFV) Light Rail Transit Project (Project) is a light rail system that will extend north from the Van Nuys Metro Orange Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles with 14 at-grade stations. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From there, they will transition onto existing Metro right-of-way and follow a shared corridor with Metrolink and freight for 2.5 miles to the Sylmar/San Fernando Metrolink Station.

On June 28, 2018, the Metro Board approved the Locally Preferred Alternative (LPA) as Alternative 4: Light Rail Transit (LRT). The Final Environmental Impact Statement (EIS) / Environmental Impact Report (EIR) are expected to be presented to the Metro Board for certification before end of 2020 along with the FTA issuing a Record of Decision (ROD).

Metro continues to advance the Project design in anticipation of the procurement for a Design Build contractor to begin in 2021 and conclude with a selection in 2022. Groundbreaking for construction is scheduled to begin in 2022. The schedule for advancing the design, which includes utility investigations, and preparing solicitation documents is critical to achieve groundbreaking in 2022 and completion in time for the Olympics.

#### **ISSUE**

The recommended Contract Modification includes field investigations of utilities along Van Nuys Blvd

to identify the location of existing utilities and to determine if those utilities can remain in place or require relocation. Gannett Fleming, Inc, the ESFV Engineering Consultant for Metro, will conduct this field investigation work as part of their Phase 1 Preliminary Engineering work.

Utility relocation, particularly for underground utilities is one of the major risk in any new rail project. Early and extensive investigations and engineering to identify utility locations, conditions and remediation strategies has proven to be a lesson learned and best practice on Metro projects. This action will greatly assist in mitigating utility risk.

## **DISCUSSION**

In 2019, Metro awarded to Gannett Fleming, Inc. a cost plus fixed fee (CPFF) contract for Architecture Engineer (AE) services to advance the design for the design build project delivery method (Phase 1), support during the solicitation process (Phase 2) and design support during construction (Phase 3) for the Project. As part of Phase 1, Gannett Fleming compiled existing utility as-built information into composite utility drawings and conducted non-invasive field investigation work to initially verify the as-built information. In order to confirm the initial investigation and provide accurate information on the contract drawings, Gannett Fleming will conduct more thorough field investigations of utilities to identify the existing utility locations and use this information to determine if there is a conflict with the proposed project alignment. The more thorough field investigation work will consist of potholing and slot trenching at specific locations along the 9.2 miles of Project alignment.

In an effort to effectively manage the Project, the alignment was divided into four (4) segments identified as Segments A thru D, with each approximately 2-miles in length. For the field investigation work as defined in the Architectural Engineering contract, this segmented approach was implemented. Therefore, a contract modification is anticipated to implement potholing and trenching for each segment for a total of four (4) contract modifications. In order to keep the design moving forward, this request is for Segment A (Oxnard Blvd to Covello St). A separate request for the remaining three segments will be presented at a future Board meeting.

## **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an adverse impact on safety standards for Metro.

## **FINANCIAL IMPACT**

This Project is funded on a fiscal year basis under Project number 865521 East San Fernando Valley Transit Corridor, cost center 8510, under various accounts including Professional/Technical Services and \$12.8m is included in the FY21 Adopted Budget. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

### **Impact to Budget**

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Sources of funds for the recommended actions are Measure M 35% and State Grants. There is no impact to Operations eligible funding. No other funds were considered

**ALTERNATIVES CONSIDERED**

The Metro Board could decide not to approve this contract modification. Staff does not recommend this alternative because this utility investigation work is necessary for Metro to make informed decisions concerning existing utilities and will assist the Design Build contractors during the procurement process with accurate information.

**NEXT STEPS**

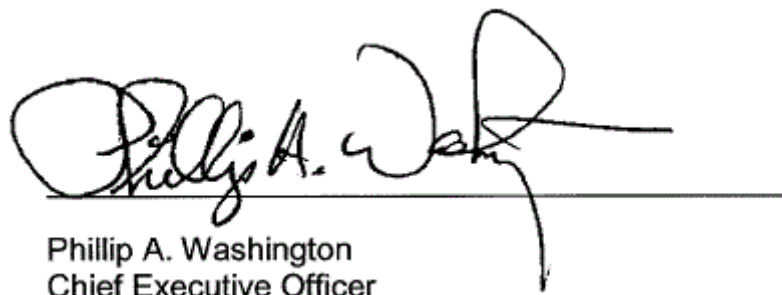
Upon Metro Board adoption, staff will complete negotiations and execute the contract modification and will return at a future board meeting for approval of the remaining contract modifications for Segments B-D.

**ATTACHMENTS**

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

Prepared by: Monica Born, Deputy Executive Officer, Program Management, (213) 418-3097  
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Reviewed by:  
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Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

## EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

1.	<b>Contract Number:</b> AE58083E0129		
2.	<b>Contractor:</b> Gannett Fleming, Inc.		
3.	<b>Work Description:</b> Perform field investigation of utilities consisting of slot trenching and utility pot holing along Van Nuys Blvd., for the East San Fernando Valley Transit Corridor Project Segment A (Oxnard Blvd to Covello St.).		
4.	<b>Contract Work Description:</b> Engineering design and oversight services for the ESFV Transit Corridor Project. This action is for SOW required under part of Task 2.2.8.3 Field Confirmation of Conflicts in Phase 1 development of Preliminary Engineering (PE) design.		
5.	<b>The following data is current as of:</b> 9/23/20		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	7/25/19	<b>Contract Award Amount:</b> \$61,974,852
	<b>Notice to Proceed (NTP):</b>	8/15/19 (Contract Execution)	<b>Total of Modifications Approved:</b> \$53,164
	<b>Original Complete Date:</b>	8/15/28	<b>Pending Modifications (including this action):</b> \$1,691,789
	<b>Current Est. Complete Date:</b>	8/15/28	<b>Current Contract Value (with this action):</b> \$63,719,805
7.	<b>Contract Administrator:</b> Diana Sogomonyan		<b>Telephone Number:</b> (213) 922-7243
8.	<b>Project Manager:</b> Monica Born		<b>Telephone Number:</b> (213) 418-3097

**A. Procurement Background**

On July 25, 2019, the Board of Directors approved award of Contract No. AE58083E0129 to Gannett Fleming, Inc. in support of the East San Fernando Valley Transit Corridor Project, a proposed light rail system that will extend north from the Van Nuys Metro Orange Line Station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles. Consultant's Scope of Services consists of three phases: Preliminary Engineering (PE); Solicitation Support (SS); and Design Support During Construction Services (DSDC). The Period of Performance for the Contract is nine (9) years from execution date of the contract.

Two (2) Contract Modification have been approved and issued to date and six (6) Contract Modifications are in progress and pending negotiations and/or approval. This action is to authorize staff to execute Contract Modification No. 00009 for field confirmation of conflicts consisting of utility potholing and slot trenching at specific locations along the 9.2 miles of Project alignment, where potential conflicts due to existing utilities have been identified. This Scope of work is part of Consultant's

Phase 1 Preliminary Engineering work; however, completion of this Field Confirmation of Conflicts was contingent upon completion of initial investigation of existing utilities and identification of conflicts (tasks identified under Scope of Services subsections 2.2.8.1 and 2.2.8.2 of the Contract), and therefore, was not included in the Contract amount at time of award. This field work was only to be priced when more information was available upon the initial investigation tasks. Consultant can only begin with the work for Subsections 2.2.8.3 Field Confirmation of Conflicts upon Metro’s issuance of a contract MOD for the costs and a written authorization to proceed.

This Contract Modification will be processed in accordance with Metro’s Acquisition Policy. Contract No. AE58083E0129 is a Cost Reimbursable Contract with cost plus fixed fee (CPFF).

(Refer to Attachment B – Contract Modification/Change Order Log)

**B. Cost/Price Analysis**

The recommended price for the modifications is determined to be fair and reasonable based upon fact finding, technical evaluation, cost analysis, and negotiations. The Contract Modification will be processed in accordance with Procurement Policies and Procedures, within the additional funding requested.

PROPOSAL	INDEPENDENT COST ESTIMATE	NEGOTIATED AMOUNT
\$1,691,792.68	1,788,601	1,691,789

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
00001	Contract Conforming and Clarifications	Approved	11/12/19	\$0.00
00002	Underground Utility Detection Services along Van Nuys Blvd.	Canceled	5/28/20	\$0.00
00003	Geotechnical Test Plan and Hazardous Material Work Plan	Approved	8/24/20	\$53,164
00004	Underground Utility Detection Services Along Van Nuys Blvd. – Segment A	Pending	TBD	TBD
00005	Underground Utility Detection Services Along Van Nuys Blvd. – Segment B	Pending	TBD	TBD
00006	Underground Utility Detection Services Along Van Nuys Blvd. – Segment C	Pending	TBD	TBD
00007	Underground Utility Detection Services Along Van Nuys Blvd. – Segment D	Pending	TBD	TBD
00008	Advanced Planning for Slot Trenching and Utility Potholing on Van Nuys Boulevard – Segment A	Pending	TBD	TBD
00009	Slot Trenching and Utility Pot Holing – Segment A	Pending	TBD	\$1,691,789
	<b>Approved Modification Total:</b>			<b>\$53,164</b>
	<b>Original Contract:</b>			<b>\$61,974,852</b>
	<b>This Board Action</b>			<b>\$1,691,789</b>
	<b>New Total:</b>			<b>\$63,719,805</b>

## DEOD SUMMARY

## EAST SAN FERNANDO VALLEY (ESFV) TRANSIT CORRIDOR PROJECT

**A. Small Business Participation**

Gannett Fleming, Inc. (Gannett) made a 25.29% Small Business Enterprise (SBE) and 5.54% Disabled Veteran Business Enterprise (DVBE) commitment. The project is 16% complete and the current participation is 13.17% SBE and 3.41% DVBE, which represents a 12.12% SBE shortfall and 2.13% DVBE shortfall. The contract is in the early stages but DEOD will continue to monitor the contract progress to ensure the Contractor meets or exceeds its commitments.

<b>Small Business Commitment</b>	<b>25.29% SBE 5.54% DVBE</b>	<b>Small Business Participation</b>	<b>13.17% SBE 3.41% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	BA Inc.	1.66%	0.00%
2.	Cross Spectrum Acoustics	added	0.00%
3.	Diaz Consultants, Inc.	1.44%	1.30%
4.	FPL and Associates, Inc.	5.95%	3.16%
5.	Here Design Studio, LLC	0.60%	0.00%
6.	Lenax Construction Services, Inc.	0.29%	0.00%
7.	PacRim Engineering Inc.	2.18%	0.00%
8.	Ramos Consulting Services, Inc.	8.28%	5.24%
9.	Sanchez Kamps Associates Design	0.59%	0.00%
10.	Zephyr UAS, Inc.	4.30%	3.47%
	<b>Total</b>	<b>25.29%</b>	<b>13.17%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Casamar Group, LLC	5.54%	2.56%
2.	E-Nor Innovations Inc.	Added	0.85%
	<b>Total</b>	<b>5.54%</b>	<b>3.41%</b>

<sup>1</sup>Current Participation = Total Actual amount Paid-to-Date to SBE/DVBE firms ÷ Total Actual Amount Paid-to-date to Prime.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).





**Board Report**

**File #:** 2020-0110, **File Type:** Plan

**Agenda Number:** 15.

**REVISED**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**OCTOBER 14, 2020**

**SUBJECT: TRANSIT ORIENTED COMMUNITIES IMPLEMENTATION PLAN**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

1. APPROVING the Transit Oriented Communities (TOC) Implementation Plan (Attachment A) and the TOC Grant Writing and Technical Assistance Program Guidelines (Attachment B); and
2. AUTHORIZING the Chief Executive Officer or designee to enter into multiple agreements with Los Angeles County cities, the County of Los Angeles, and other eligible entities to fund TOC Grant Writing and Technical Assistance recommended in the TOC Implementation Plan in an aggregate amount not to exceed \$5,000,000, subject to annual budget programming.

**ISSUE**

In 2018, the Metro Board adopted the Transit Oriented Communities Policy (TOC Policy) which affirmed Metro’s commitment to incorporate equity, community development, and land use in how Metro plans and delivers the Los Angeles County public transportation system. The TOC Policy committed Metro to the development of an Implementation Plan as an immediate next step to establish how Metro will work with partners across Los Angeles County to realize equitable TOCs.

The COVID-19 economic and public health pandemic has further exacerbated the pressing need for community stabilization, equity, and access to opportunity in Los Angeles County, especially in communities of color. The implications of this crisis directly affect the Metro riders of today and tomorrow.

The TOC Implementation Plan (TOC Plan) (Attachment A) charts an actionable course for Metro to lead and to partner with communities across the county to leverage the positive benefits that come with the public transportation system, as well as chart a course to guard against potential unintended consequences especially within vulnerable communities.

**BACKGROUND**

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The Vision 2028 Strategic Plan calls for Metro to ***enhance communities and lives through mobility and access to opportunity*** and to ***transform LA County through regional collaboration and national leadership***. The TOC Plan seeks to leverage the investment in the public transportation system to spur access to opportunity and improve equitable outcomes in Los Angeles County. Metro recognizes that collaboration and partnerships are essential to realizing equitable TOCs. The TOC Plan is an example of Metro stepping into a regional leadership role through actions that maximize equitable, positive outcomes for Los Angeles County residents and create places that support transit riders and increase transit ridership.

The public transportation system expansion is a once-in-a-generation opportunity that extends to almost every corner of Los Angeles County and will touch almost every county resident. Metro is in a unique position to convene, lead, influence and support jurisdictions and communities to identify community-specific strategies for transit-supportive community development plans and policies that are essential for a successful transportation system.

The TOC Plan will support transit-adjacent communities to leverage the transit infrastructure and promote multi-modal connectivity to and from transit. It will also help foster land use and development patterns that leverage the transit investment and make it easy and convenient for people to live, work, and shop in communities connected by transit.

The TOC Plan builds upon the goals of the TOC Policy adopted by the Board in 2018 which include:

1. Increase transit ridership and choice.
2. Stabilize and enhance communities surrounding transit.
3. Engage organizations, jurisdictions, and the public.
4. Distribute transit benefits to all.
5. Capture the value created by transit.

In addition, the TOC Plan will advance other aspects of the TOC Policy which include identification of opportunities where Metro leads and partners, as well as defining eligible TOC activities for which jurisdictions can use Measure M local return.

The TOC Plan was developed in close coordination with the TOC Policy Working Group which includes representatives of the Metro Policy Advisory Council (PAC), Los Angeles County jurisdictions, the Southern California Association of Governments (SCAG), Councils of Government (COGs), and advocacy organizations. A total of six meetings were held with the Working Group over the course of the preparation of the TOC Plan.

## **DISCUSSION**

The TOC Plan includes a series of initiatives, strategies, and actions for Metro to undertake directly or as a partner to maximize the public transit investments that support equitable community development and thus increase transit ridership. The TOC Plan is organized into the following four initiatives:

1. **Creating TOC Corridor Baseline Assessments for all Metro Transit Corridors:** Highlight community characteristics, opportunities, and needs to support communities in leveraging the positive benefits of the transit investment and guarding against potential unintended consequences.

2. **Continually Improving Metro TOC Programmatic Areas:** A series of actions that Metro will undertake to ensure that Metro TOC Programs align with and advance the TOC Policy goals and outcomes.
3. **Enhancing Metro's Internal Coordination:** Activities that Metro will undertake to align internal coordination in support of creating TOCs in Los Angeles County.
4. **Strengthening Coordination and Collaboration with Metro's Partners:** Many of the activities that are critical to TOCs are outside of Metro's jurisdiction. This initiative calls for ongoing coordination and collaboration with municipalities, local communities, and advocacy organizations which is essential for the region to realize equitable TOCs.

The TOC Plan incorporates many existing Metro TOC programs and highlights strategic new programs to build LA County jurisdictions' capacity in TOC areas. The TOC Initiative areas include *actions* (the activity that Metro will undertake), *measures* (a measurable activity that Metro will achieve, track, and report on semi-annually), *timeline* (the target period to launch an action), and identification of whether *Metro leads or supports*.

The following three new programs are the most notable and impactful for supporting TOCs in Los Angeles County. Staff recommends implementing these in the near-term.

#### TOC Corridor Baseline Assessments

The TOC Corridor Baselines (Baselines) are one of the most critical and potentially impactful recommendations in the TOC Plan. Baselines will be developed for every Metro Transit Corridor, starting with Measure M, in close partnership with jurisdictions and with deep stakeholder engagement throughout the process. Each Baseline will be informed by a three-part process that includes data assessment, policy inventory and assessment, and recommended strategies for realizing equitable TOCs.

The data assessment will explore community characteristics around the TOC Policy goals and sub-goals and will include socioeconomic, demographic, housing, mobility, and other TOC-related data sets, with a keen focus on identifying community-specific equity needs. Informed by this data, the policy assessments will inventory and analyze jurisdictions' existing TOC-related policies and programs around station areas to determine whether policies are in place and whether there is a need to update a policy/program or develop a new one based on findings from the Baselines. Each Baseline will include a series of recommended strategies for each jurisdiction to pursue to realize equitable TOCs.

Stakeholder engagement will be incorporated in every step of the process. For example, stakeholders will be engaged during the data assessment to ensure that the data is accurately reflective of community characteristics as well as during the policy/program assessment to confirm that the policy/program recommendations that come out of the Baseline process are reflective of community needs. As such, staff recommends partnering with academic institutions on data collection and community-based organizations (CBOs) to lead Baseline stakeholder engagement

efforts.

To start, Baselines will be prepared for every Measure M Transit Corridor and will be sequenced based on the following three considerations:

- Status of Board-approved Locally Preferred Alternative (LPA)
- Transit Corridor line open date
- Equity Focus Communities (EFCs)

Baselines will also be prepared for existing transit corridors upon completion of the Measure M Transit Corridor Baselines. Staff anticipates preparing a Baseline for the first Transit Corridor in FY21 and sequencing Baselines for other transit corridor on an annual basis, staffing and funding permitting. To track need and progress over time, corridor-wide Baselines will be updated in 5 to 7 10 years.

### TOC Grant Writing and Technical Assistance

TOC Grant Writing and TOC Technical Assistance will be made available to Los Angeles County jurisdictions. The TOC Grant Writing Assistance Program will make grant writers available to Los Angeles County jurisdictions seeking to apply for planning or capital grants to implement TOC activities, as defined by the TOC Policy, with a prioritization for EFCs and other high-need communities, based on socio-economic factors, as deemed relevant.

Authorization is being sought to allow Metro to enter into agreements with local jurisdictions in an aggregate amount not to exceed \$5,000,000, subject to annual budget programming. For the Metro Active Transport (MAT) component, eligible applicants also include state and federal agencies; transit agencies; and other transportation-related joint powers authorities (JPAs) that are sponsored by one of the aforementioned public agencies for the MAT component. For Transit to Parks Strategic Plan, eligible applicants for grant writing assistance also include nonprofit organizations that are eligible if they are an eligible applicant for the grant for which they are seeking grant writing assistance.

The TOC Technical Assistance Program (TOC TAP) is intended to provide jurisdictions with up to \$200,000 for technical assistance needed to build local jurisdiction capacity in TOC subject areas and/or explore the feasibility of implementing TOC planning programs through market studies, transportation and/or land use studies (including affordable housing and community stabilization), environmental remediation studies, and similar.

In addition, the TOC TAP will include convenings with Los Angeles County municipalities (staff, elected officials, and commissioners) and partners as a forum for Los Angeles County municipalities to facilitate an exchange of ideas and lessons learned, provide joint training opportunities in a time- and cost-effective manner, and structure and deliver targeted TOC technical assistance.

### Near-Term Implementation

Staff recommends proceeding with the Baselines in the near-term and focusing TOC Grant Writing and Technical Assistance planning activities on the following four categories:

1. Affordable Housing Production, Preservation, and Tenant Protections
2. Community Stabilization (including anti-displacement strategies-housing and small businesses assistance)
3. Regional Housing Needs Assessment (RHNA) compliance activities, aligned with TOC Policy Goals
4. First/Last Mile, Metro Active Transport (MAT) project implementation (for MAT, scope items that extend beyond MAT funding allocations), and Transit to Parks Strategic Plan project implementation.

Additionally, given Metro's current financial constraints, staff recommends focusing the TOC TAP program activities in the near-term on convenings (as opposed to feasibility studies) with a commitment to hold one convening in FY21 and at least two convenings a year thereafter on the above topics. Future fiscal years will fund technical assistance in the form of feasibility studies, subject to annual budget programming.

The TOC Grant Writing and Technical Assistance Guidelines (Attachment B) establish the following criteria that will be used to evaluate and prioritize jurisdiction funding requests:

- TOC Policy Goal alignment and seeking to address a TOC need
- Projects located in Equity Focus Communities or other high-need area as defined by equity methodology
- Projects that have Baselines or are prioritizing the four TOC areas identified in the near-term implementation section above
- Projects that demonstrate that equity will be an outcome
- Staffing commitment and demonstrated successful past grant performance
- Projects that demonstrate equity as a process through commitment to meaningful and inclusive stakeholder engagement
- Transit corridor timing (existing, planned, and/or environmentally-cleared transit corridor project)

### Semi-Annual Reports

TOC Plan Semi-Annual Reports will be prepared to report on progress made, lessons learned, and areas where there may be a need to course correct a program. The Semi-Annual Reports will include a status of the Baselines, a summary of grant writing assistance offered (including external resources secured/leveraged), as well as the number and type of convenings held and the number of attendees reached.

The TOC Plan is a living document that will evolve as lessons are learned over the course of implementing the various activities and reporting out through the Semi-Annual Reports. A more comprehensive TOC Plan update is anticipated after five years.

### Equity Platform

The TOC Plan is grounded in equity and aligns with the following Equity Platform Pillars:

- 1. Define and Measure** - The Baselines will be a critical resource to define community-level equity needs and measure progress in these areas over time. Additionally, the TOC Plan leverages the Equity Focus Communities (EFCs) designation as an importance tool for prioritizing TOC Plan resources.
- 2. Listen and Learn** - The TOC Plan was developed through an iterative process with the TOC Policy Working Group and the new programs included in the plan, call for ground-up stakeholder engagement and collaborations with municipalities. In particular, the Baselines will be grounded in deep stakeholder engagement to ensure that the data and policy assessments are ground-truthed in community experiences.
- 3. Focus and Deliver** - The Plan outlines targeted, near-term, actionable areas that Metro can tackle directly and in partnership with others, to realize equitable TOCs in Los Angeles County.

### **DETERMINATION OF SAFETY IMPACT**

These recommendations have no impacts on safety.

### **FINANCIAL IMPACT**

The proposed FY 2021 budget includes \$335,000 in Cost Center 4530, Project 401049 (Transit Oriented Communities), for a Baseline, Grant Writing Assistance, and a TOC Convening. Since this is a multi-year commitment, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years subject to funding availability and annual programming.

#### **Impact to Budget**

The funding for this program is from the General Fund. These funds are eligible for Metro bus and rail capital and operating expenditures.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports Vision 2028 Strategic Plan Goals # 3 and 4.

The TOC Plan is grounded in *enhancing communities and lives through mobility and access to opportunity* (Strategic Goal 3) by working with communities to leverage the public transportation system to improve mobility and plan for equitable community development.

Additionally, the need for *transforming LA County through regional collaboration and national leadership* (Strategic Goal 4) is greater than ever and Metro is best positioned to lead and convene Los Angeles County jurisdictions to create equitable TOCs.

### **ALTERNATIVES CONSIDERED**

The Board could choose to not approve the TOC Plan or the TOC Grant Writing and Technical

Assistance Program Guidelines. Staff does not recommend this. The Board-adopted TOC Policy calls for the TOC Plan and for Metro to report on progress through Semi-Annual Reports. Staff recommends prioritizing resources based on EFCs and programs that will support community stabilization and building Los Angeles County jurisdiction capacity in TOC areas.

**NEXT STEPS**

Should the Board approve the recommendations, staff will: 1) initiate the Baseline solicitation; 2) take the necessary steps to launch the TOC Grant Writing and Technical Assistance Programs and engage Los Angeles County jurisdictions on program availability; and 3) hold a TOC Convening in late spring/early summer 2021.

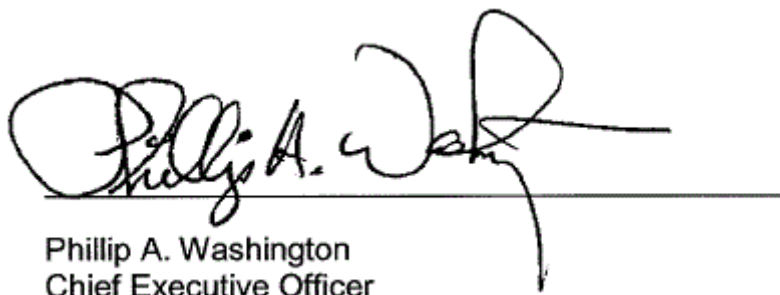
**ATTACHMENTS**

Attachment A - TOC Implementation Plan(REVISED)

Attachment B - TOC Grant Writing and Technical Assistance Program Guidelines

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Chief Executive Officer



We're supporting thriving communities.



Metro®

Transit Oriented Communities Implementation Plan



## Acknowledgments

Thank you to all of the people and partners that worked with Metro on the TOC Implementation Plan. A special thanks to the TOC Policy Working Group in particular for its invaluable contribution.

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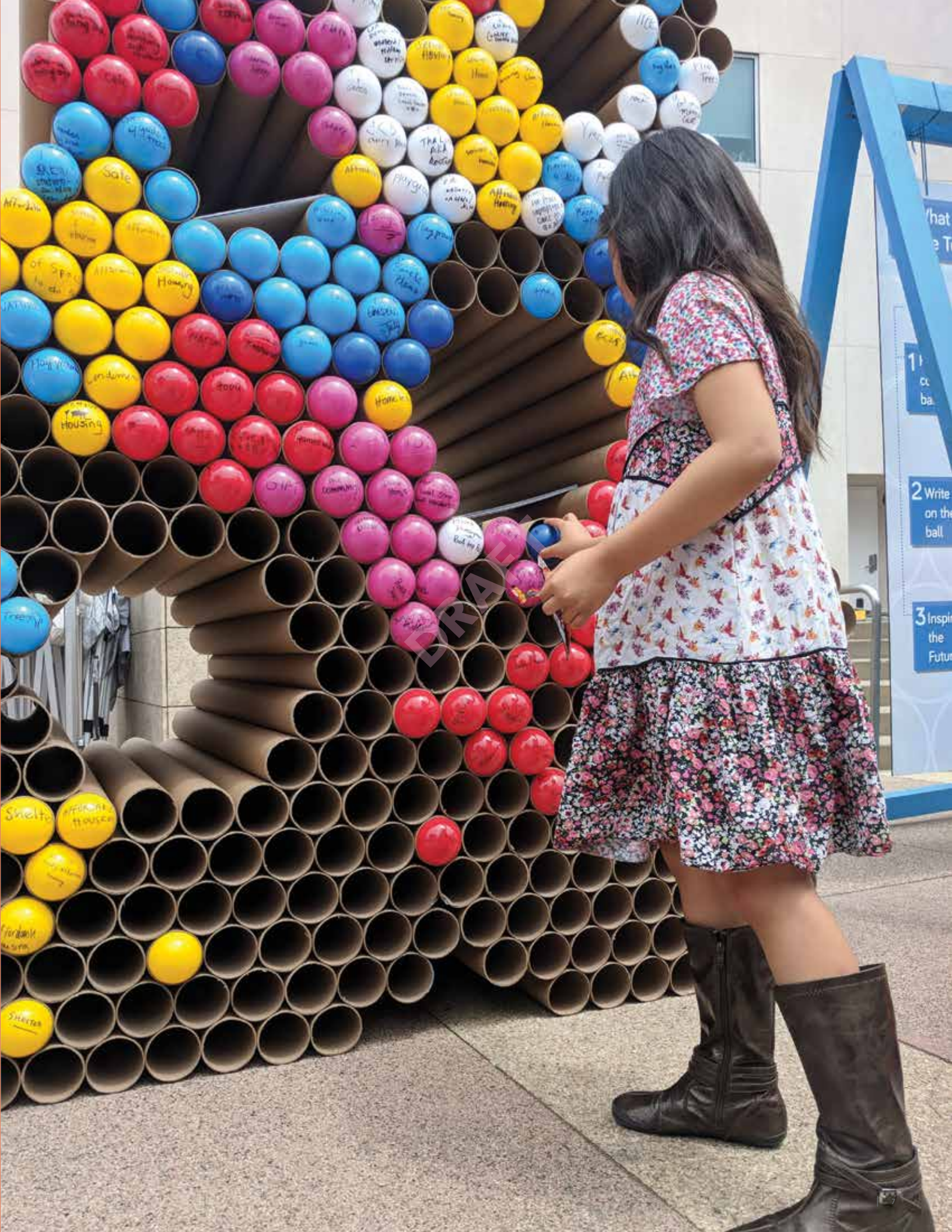
*We're in a defining moment  
of unprecedented transportation  
investments in LA County.*

**Metro has a plan to make it easier  
to get around by building dozens  
of new transit projects, tackling  
traffic and partnering to improve  
streets and create thriving  
communities for everyone.**



*And we want to make sure that  
no one is left behind.*

**We believe that building  
public transit projects must  
better incorporate voices from  
the community.**



1 Write on the ball


2 Write on the ball

3 Inspire the Future

**Metro's *TOC Policy and Implementation Plan* outlines how we will lead and support partners to ensure that our investments equitably benefit communities where we operate.**

***But our commitment doesn't end here; reporting will help us refine so that we can continue making progress.***

### Small Group Discussions

1. In 5 years, the Fairview Heights station will be in full operation and this neighborhood will be \_\_\_\_\_
2. What types of uses would you like to see at these sites?
3. What would be the look, feel, or design of a successful project here?
4. What are some community needs a future project here could help meet?
5. Is there a project or place you enjoy that we can look to for inspiration for these sites?
6. As Metro moves forward on this development, how do you like to stay informed and involved in the process?  
 Metro





## Executive Summary

Metro is committed to transforming mobility in LA County. Metro's Vision 2028 Strategic Plan aims for increased prosperity for all by removing mobility barriers; realizing swift and easy mobility throughout LA County anytime; and accommodating more trips through a variety of high-quality options.

The passage of Measure M has created a transformative opportunity for LA County to improve mobility for all, bring communities together and increase access to opportunity. The Transit Oriented Communities (TOC) Policy and Implementation Plan build on the Vision 2028 goals to **enhance communities and lives through mobility and access to opportunity** and to **transform LA County through regional collaboration and national leadership**.

Grounded in community development and equity, the TOC Policy and TOC Implementation Plan seek to uplift the positive benefits of the transformational transit investments that promote healthy, livable communities. Simultaneously, the plan charts a course to ensure that the positive benefits of these investments are leveraged equitably and that communities are prepared for the potential unintended consequences of gentrification and displacement pressures. Metro's TOC Policy and TOC Implementation Plan outline how Metro will lead and support others, through partnership, to ensure that Metro's investments equitably benefit all communities where Metro operates.

The TOC Implementation Plan is grounded in the following four initiatives:

- 1. Creating TOC Corridor Baselines Assessments for Metro Transit Corridors:**  
Highlights community characteristics, opportunities and needs to support communities in leveraging the positive benefits of the transit investment and preparing for potential unintended consequences.
- 2. Continually Improving Metro TOC Programmatic Areas:**  
Includes a series of actions that Metro will undertake to ensure that Metro TOC Programs align with the policy goals and outcomes.
- 3. Enhancing Metro's Internal Coordination:**  
Activities that Metro will undertake to enhance internal coordination in support of creating TOCs in LA County.
- 4. Strengthening Coordination and Collaboration with Metro's Partners:**  
Many of the activities that are critical to TOCs are outside of Metro's jurisdiction. This initiative calls for the essential ongoing coordination and collaboration with municipalities, local communities and advocacy organizations for the region to realize equitable TOCs.

The TOC Implementation Plan includes actions and measures that will be carried out within the designated timeframes in the plan. Lessons learned, adjustments and progress will be reported through Semi-Annual Reports to ensure that Metro maintains an open communication loop with the various partners that are critical realizing equitable TOCs in LA County.

## Plan Organization

This plan identifies existing and new programs and corresponding actions that Metro will carry out either directly or through partnerships to implement the policy goals. The plan includes an introduction, an overview of how this plan relates to other Metro planning efforts and a section for each of the four initiatives that are the primary implementation vehicles for this plan. It concludes with plan monitoring and next steps. The plan is organized as follows:

### **1.0 TOC Implementation Plan and Background**

Describes the policy context for TOC, the process and an overview of the plan. Describes the plan's relationship to other concurrent Metro planning efforts.

### **2.0 Initiatives**

- > Initiative 1 – Creating TOC Corridor Baseline Assessments for all Metro Transit Corridors
- > Initiative 2 – Continually Improving Metro TOC Programmatic Areas
- > Initiative 3 – Enhancing Metro's Internal Coordination
- > Initiative 4 – Strengthening Coordination and Collaboration with Metro's Partners

### **3.0 Plan Monitoring and Updates**

This chapter outlines how Metro will monitor and update the plan through developing Semi-Annual Reports. The section includes details on how Metro will track implementation progress, raise lessons learned from administering the plan, enact necessary program changes and establish timing for reports and updates.

### **Conclusion**

The conclusion summarizes the plan and the approach for implementation.

**We will help LA County's  
communities thrive.**

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## TOC Implementation Plan and Background

In 2016, LA County voters resoundingly approved Measure M, a \$120 billion investment in the LA County transportation system that over the next 40 years, combined with prior transportation investment commitments, service improvements and new mobility options, will transform how people travel while expanding their access to opportunities and resources across the broader LA County region. The expansion of the public transit system will make it easier, faster and safer for people to get where they need to go via public transit, while also helping the LA region meet its Greenhouse Gas (GHG) reduction goals.

This improved connectivity will dramatically enhance mobility options for communities across the region that will be more accessible and interconnected. Improved mobility and the resulting improved access to opportunity are certainly benefits for local stakeholders. However, improved public transit access also poses a risk for low-income communities, as it can result in unintended consequences such as gentrification and displacement pressures. In the face of this once-in-a-generation public transit investment, LA County finds itself in a defining moment that calls for comprehensive and urgent action to ensure that Metro's investments and services are equitable, holistic and support the rich diversity of LA County communities.

Metro is responsible for delivering this transformative public transit system that will reshape mobility in the region. This includes targeting investments towards those with the greatest mobility needs and expanding the transportation system as responsibly and quickly as possible. Ensuring that the transportation system will have the furthest reaching positive impacts on the region's existing and future residents, the climate and the economy requires consideration of the broader community context surrounding these mobility investments.

### WHAT ARE TOCs?

---

*Transit Oriented Communities are places that, by their design, allow people to drive less and access transit more.*

---

A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development. TOCs differ from Transit Oriented Development (TOD) in that TOD is a specific building or development project that is fundamentally shaped by proximity to transit.

#### **TOCs promote equity and sustainable living in a diversity of community contexts by:**

- > offering a mix of uses that support transit ridership of all income levels (e.g. housing, jobs, retail, services and recreation);
- > ensuring appropriate building densities, parking policies and urban design that support accessible neighborhoods connected by multi-modal transit;
- > elevating vulnerable users and their safety in design; and
- > ensuring that transit-related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.

## TOC Policy

In the context of broader planning efforts that support the realization of equitable TOCs, such as the Equity Platform and the Vision 2028 Strategic Plan, in 2018, the Metro Board adopted the trailblazing Transit Oriented Communities Policy to ensure that as Metro moves forward with improving mobility, matters of equity and the importance of safeguarding vulnerable low-income communities are prioritized, along with issues of land use, active transportation and community development.

### Metro's five TOC Policy Goals are:

- > Increase transportation ridership and choice.
- > Stabilize and enhance communities surrounding transit.
- > Engage organizations, jurisdictions and the public.
- > Distribute transit benefits to all.
- > Capture the value created by transit.

Metro's functional role is to plan, design, build, operate and maintain the regional transportation system in LA County. However, the TOC Policy acknowledges that for public transit to be successful, the planning and delivery process must leverage partnerships with community members, community based-organizations, cities, LA County, Southern California Association of Governments (SCAG) and the sub-regional Councils of Government (COGs). Achieving the goals of Metro's Vision 2028 Strategic Plan and delivering the promise of Measure M will require strong partnership and coordination with municipalities, policy makers and local communities in the transit investment itself and in areas of transit-supportive land use, active transportation and community development.

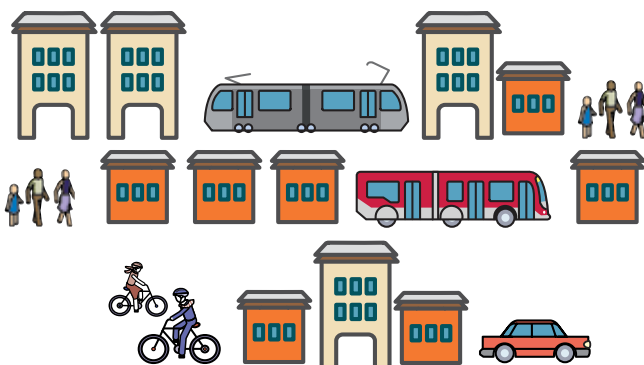
## TOD

Single Development  
within 1/2 mile of transit



## TOC

Integrated Community  
served by transit with mix of uses



## Plan Purpose

The TOC Implementation Plan is an action plan for Metro that will build from the policy by outlining the steps that Metro will take to carry out the policy and a process for tracking progress over time. The plan is a cross-cutting document that reflects the complexity and interrelationship of community development, land use planning, mobility and the many stakeholders that play a role in advancing equitable TOCs in LA County. The plan is organized into four initiatives:

1. Creating TOC Corridor Baseline Assessments for all Metro Transit Corridors
2. Continually Improving Metro TOC Programmatic Areas
3. Enhancing Metro's Internal Coordination
4. Strengthening Coordination and Collaboration with Metro's Partners

**For Metro**, the plan outlines a clear path enabling Metro to take actionable steps and collaborate with others to realize TOCs, track progress over time and make needed updates and adjustments along with changing conditions. The plan is intended to ensure that the realization of the public transit system equitably delivers upon improved mobility, from stakeholder engagement in planning and delivery of new public transit lines, to partnering with local communities to catalyze equitable and holistic TOCs.

**For cities and the County of Los Angeles**, the plan is a resource that presents TOC collaboration opportunities with Metro to maximize equitable community benefits of the public transit investments, build capacity, receive technical assistance and outline steps and funding opportunities that communities can pursue to realize community-specific visions of TOCs.

**For local community partners**, the plan presents Metro's commitment to work with municipalities and engage local communities. The plan will outline how Metro will work with local communities in realizing TOCs through data collection and policy assessments, with stakeholder engagement, to support municipalities and communities in realizing communities' vision of TOCs with the goal of making public transit more responsive, holistic and equitable.



## Approach to Equity

The Metro Board-adopted Equity Platform establishes four pillars for Metro to pursue to improve equitable outcomes and access to opportunity across the county. The first pillar, Define and Measure, recognizes that there must be a common basis of understanding to build an equity agenda and that equity-needs may vary across communities. Most notably, the Equity Platform recognizes that historically and currently, race and class have largely defined where these disparities are most concentrated – in low-income communities of color throughout LA County – and that age, gender, disability and residency can expand or constrain opportunities.

Truly realizing equitable TOCs in LA County will require acknowledging the role that race and class have played and continue to play in access to opportunity. At its core, this plan works to fulfill the mission of the Equity Platform to address and improve equitable outcomes and access to opportunity.

Equity and improving equitable outcomes are fundamental tenets of the TOC Policy and Plan. As such, equity will be approached in two ways in the plan: first, the Board adopted Equity Focus Communities (EFCs) will be a prioritization measure for funding programs and resources included in this plan. Second, at the community level, the TOC Plan's proposed technical assistance and grant writing programs will be focused on creating TOCs and tackling equity needs that will be defined at the community level, with race and income at the forefront.

As the TOC Plan is implemented, it will be critical for Metro to continuously engage local communities directly in areas where Metro leads or through partnership with municipalities when Metro TOC programs are utilized, to ensure that equity needs are defined at a community level.

## WHAT IS EQUITY?

---

*Equity is both an outcome and a process to address racial, socioeconomic and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options and healthier communities. It is achieved when one's outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic or social identities. It requires community-informed and needs-based provision, implementation and impact of services, programs and policies that reduce and ultimately prevent disparities.*

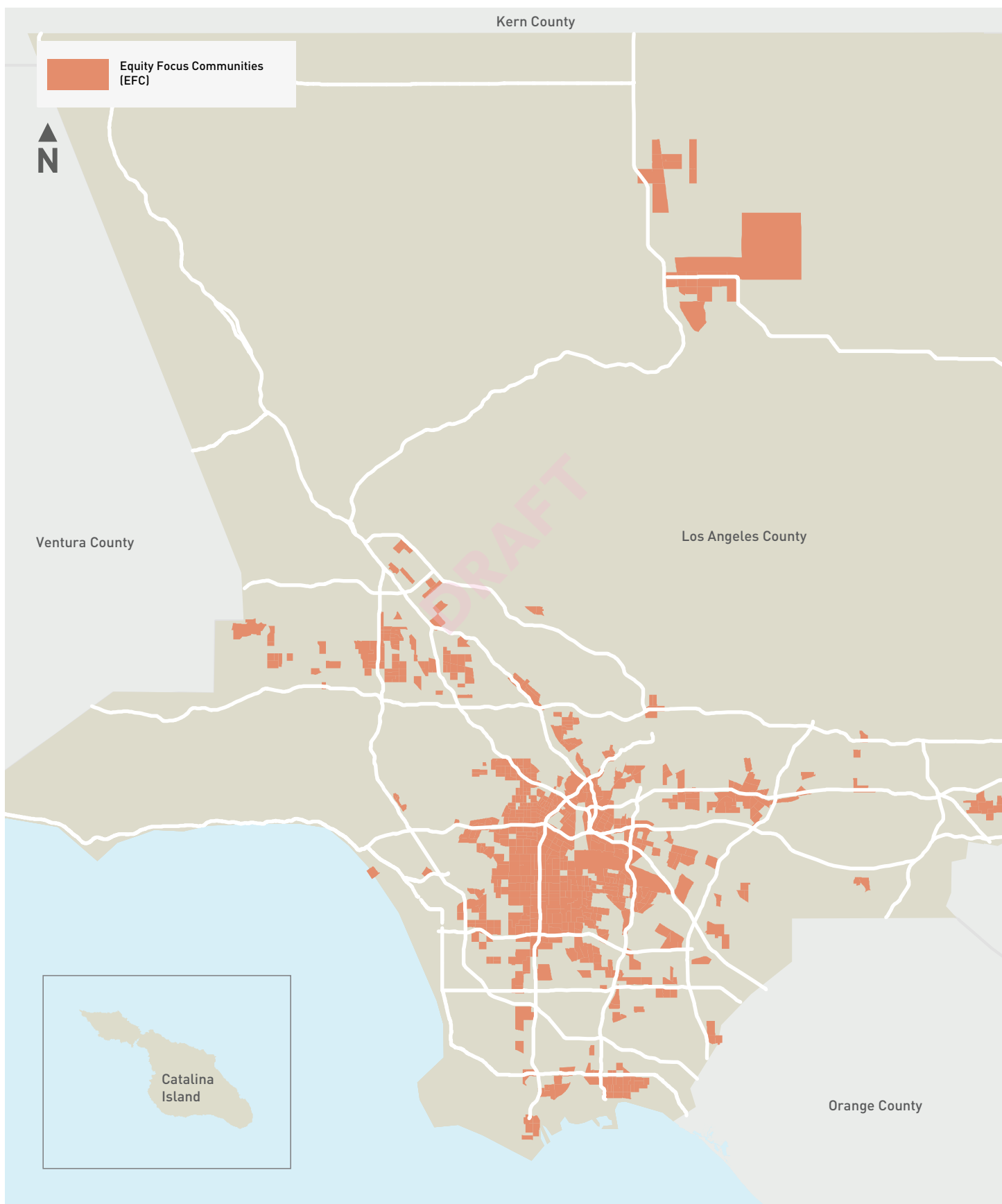
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## Equity Focus Communities

In June 2018, the Metro Board adopted Equity Focus Communities (EFCs) to identify areas of need. EFCs include census tracts with:

- > at least 40% of households are low-income (\$35,000 or less), and
- > at least 80% are households of color, or
- > at least 10% of households have zero cars

# METRO DESIGNATED EQUITY FOCUS COMMUNITIES





## Process for Developing this Plan

The plan was developed with input and collaboration from Metro internal departments, community-based organizations and municipal partners:

- > **2018:** Feedback was provided by the TOC Policy Working Group during the TOC Policy and Framework process. The TOC Policy Working Group includes representatives from Metro's Policy Advisory Council (PAC), cities, Councils of Government, the Southern California Association of Governments (SCAG) and advocacy organizations.
- > **2018/2019:** A series of focus group meetings were held with LA County municipalities.
- > **2019/2020:** TOC Policy Working Group was convened on a regular basis between January 2019 and September 2020 to inform the development of the TOC Implementation plan through discussions at working group meetings and supported with written comments. The plan development was an iterative process allowing for multiple rounds of feedback on the draft, the corridor analysis data needs, the initiatives and ideas on stakeholder engagement.

The plan development process included coordination within Metro with staff from various departments, including staff leading concurrent and related planning efforts, such as the Long Range Transportation Plan, Moving Beyond Sustainability Strategic Plan, Vision 2028 Strategic Plan and the Metro's CBO Partnering Strategy.

LA County finds itself in a defining moment that calls for comprehensive and urgent action to ensure that Metro's investments and services are equitable, holistic and support the rich diversity of LA County communities.



## TOC Relationship to Other Metro Plans

The plan was developed concurrently with Metro's other comprehensive, equity-focused efforts. Each of these concurrent planning efforts are highlighted, as is their relationship to the TOC Policy and Implementation Plan.

### *Measure M Guidelines (2017)*

#### **What is it?**

Guidelines that address all aspects of administering and overseeing Measure M.

#### **Relationship to plan?**

The Measure M Guidelines establish the eligible projects and uses that can be funded with Measure M Local Return Funds. The Measure M Guidelines introduced 'TOC Investments' as eligible uses for local return expenditures. TOC Investments were further defined as 'TOC Activities' in the TOC Policy that was adopted by the Board in 2018.

The TOC Plan is the implementation vehicle of the policy and includes a series of actions that municipalities can pursue, with local return, to advance equitable TOCs in LA County.

### *Vision 2028 (2018)*

#### **What is it?**

Strategic plan that aligns all of Metro's services, programs and projects over the next 10 years. The plan lays out a Metro's vision to improve mobility and quality of life for everyone in LA County.

As outlined in the *Vision 2028 Strategic Plan*, Metro's visionary outcome is to double the share of transportation modes other than solo driving. The plan details five goals:

- 1 Provide high-quality mobility options that enable people to spend less time traveling**
- 2 Deliver outstanding trip experiences for all users of the transportation system**
- 3 Enhance communities and lives through mobility and access to opportunity**
- 4 Transform LA County through regional collaboration and national leadership**
- 5 Provide response, accountable and trustworthy governance within the Metro organization**

#### **Relationship to plan?**

This plan falls under the umbrella of the Vision Strategic Plan 2028, most specifically the third goal that calls for enhanced communities and lives through mobility and access to opportunity. The Vision 2028 Strategic Plan plays a critical role in realizing the outlined goals to provide mobility options, enhance communities and access to opportunity through transportation and transform LA County through regional collaboration.

Figure 7

**Metro’s Framework for Improving Mobility in LA County**

**We’re guided by our *Strategic Plan* goals.**

 *Vision 2028 Strategic Plan*

**We’re creating**

- ① Faster Travel Options    ② Better Trips    ③ Thriving Communities**

**Better Transit**

Providing more transit options with improved quality and service

- Transit Projects*
- Bus Improvements*
- New Mobility Options*

**Less Congestion**

Managing the transportation system to reduce the amount of time people spend in traffic

- Roadway Improvements*
- Congestion Management*
- Goods Movement*

**Complete Streets**

Making streets and sidewalks safe and convenient for everyone, to support healthy neighborhoods

- Bike and Pedestrian Projects*
- Local Street Improvements*
- Station and Stop Access Enhancements*

**Access to Opportunity**

Investing in communities to expand access to jobs, housing and mobility options

- Workforce Initiatives*
- Support for Local Businesses*
- Transit Oriented Communities*

 *Long Range Transportation Plan*

**We’re committed to**

- ④ Leadership    ⑤ Accountability**

-  Collaboration
-  Continuous Improvement
-  Customer Focus
-  Innovation
-  Inspired and Inclusive Workforce
-  Safety

 *Customer Experience Plan*     *COVID-19 Recovery Plan*

**We’re intentionally focused on *eliminating racial and socioeconomic disparities* and *advancing sustainable practices* in everything we do.**

-  Equity
-  Sustainability

 *Equity Plan*     *Moving Beyond Sustainability Plan*

### *Equity Platform (2018)*

**What is it?** Multi-point Equity Platform built around four pillars: Define and Measure, Listen and Learn, Focus and Deliver and Train and Grow. Following the precedent set by Measure M, it is intended to help identify and implement projects or programs that close or eliminate gaps in equity across LA County.

**Relationship to plan?** The TOC Plan is grounded in the Equity Platform’s acknowledgement that historically and currently, race and class have largely defined where these disparities are most concentrated – in low-income communities of color throughout LA County – and that age, gender, disability and residency can expand or constrain opportunities. Truly realizing equitable TOCs in LA County will require acknowledging the role that race and class have played and continue to play in access to opportunity. At its core, this plan works to fulfill the mission of the Equity Platform to address and improve equitable outcomes and access to opportunity.

### *Equity Activation Plan (2019)*

**What is it?** Highlights a broad portfolio of current/planned projects and new initiatives that work towards realizing the goals embedded within the four pillars of the Equity Platform. The Equity Activation Plan highlights projects/ initiatives that correspond to each pillar.

**Relationship to plan?** The policy is explicitly identified in the second pillar, “Listen and Learn,” as a policy that will strengthen the relationship between Metro and the LA County Community. In the same pillar, the Community-based Organization Partnering Strategy (outlined on page 23) is identified, which will be a measure in the Baseline Corridor Assessments of the plan. Additionally, the plan relates to the first pillar, “Define and Measure,” adopted by the Metro Board in June 2019.

### *Moving Beyond Sustainability Plan*

**What is it?** An agency-wide plan that consolidates the sustainability activities of Metro into a comprehensive roadmap for conserving resources, reducing emissions, improving operational efficiency and improving the overall health and safety of Metro employees, the public and the environment.

**Relationship to plan?** This plan and the Moving Beyond Sustainability Plan are mutually-reinforcing in their shared goals of supporting compact, transit-friendly communities that enable low-carbon mobility choices and infusing the principles of equity into the decision-making process.

### *Long Range Transportation Plan*

**What is it?** The Long-Range Transportation Plan (2020 LRTP) will outline what Metro is doing currently and what Metro must do to lead and advance the transportation system improvements necessary to bring about the economic, mobility, safety, environmental and quality of life benefits needed in LA County. Current challenges present great opportunities for Metro to take bold action and help achieve our vision for the region.

**Relationship to plan?** Following the goal of the Equity Platform's first pillar to "Define and Measure," the Long Range Transportation Plan established a Metro Board-adopted definition of "Equity Focus Communities" (EFCs).

### *Community-based Organization Partnering Strategy (anticipated 2020)*

**What is it?** Metro is strengthening its relationships with community-based organizations and in so doing, ensuring that those relationships and partnerships align with the Equity Platform Framework to continue reaching LA County's most vulnerable populations, including those in urban and rural areas, ethnic and cultural groups, underserved and under-represented communities, populations with limited education attainment and people with disabilities.

**Relationship to plan?** Creating an agency-wide CBO Partnering Strategy will be integral to realizing TOC Policy goals and the plan. The strategy will identify consistent and equitable ways that Metro can partner with CBOs.

# We will act boldly to effect real change.

The plan charts a course to ensure that the positive benefits of these investments are leveraged equitably and that communities are prepared for the potential unintended consequences.

This section describes the purpose, strategies of and activities to be undertaken and measured within the four initiatives that underpin this plan.

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## TOC Implementation Plan Initiatives

### > Initiative 1 – Creating TOC Corridor Baseline Assessments for all Metro Transit Corridors:

Baseline Assessments are a snapshot of where communities are today. They will be a resource of information for municipalities and community members that will highlight positive opportunities to leverage the transit infrastructure investments for equitable TOCs and identify potential risks and vulnerabilities. The Baseline Assessments will also identify what tools and resources municipalities can best deploy to respond to their specific conditions and best leverage the transit investment for community benefits and to address the potential challenges.

### > Initiative 2 – Continually Improving Metro TOC Programmatic Areas:

Enables Metro to continue to track the impacts of transit investment; to integrate TOC into its programs by providing resources and information to its partner cities through grant writing assistance, station areas planning assistance, case studies and tools, etc.; and on an ongoing basis to continually improve upon TOC Programmatic areas.

### > Initiative 3 – Enhancing Metro's Internal Coordination:

Identifies a series of internal collaboration opportunities that Metro will undertake to realize equitable TOCs in areas that are within Metro's functional jurisdiction, such as through identifying joint development sites and incorporating TOC goals and tasks in the Measure M corridor delivery process.

### > Initiative 4 – Strengthening Coordination and Collaboration with Metro's Partners:

Many of the community development policies and programs that are integral to realizing TOCs are outside of Metro's functional jurisdiction. Strengthening coordination and collaboration with Metro's partners will include a series of strategies that Metro can use to realize equitable TOCs through coordination and collaboration with Metro's many partners, including local municipalities.



## INITIATIVE 1

# We will create TOC Corridor Baselines Assessments.

This initiative includes snapshots of community characteristics, including areas where partnership and support could help leverage positive benefits and prepare for potential unintended consequences of transportation investment.





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1  
6  
7

# Creating TOC Corridor Baseline Assessments

The TOC Corridor Baseline Assessments (Baselines) will be prepared in partnership with municipalities and with deep stakeholder engagement throughout the process. In addition, Metro is committed to partnering with academic institutions and Community Based Organizations on the Baseline development. The Baselines will serve as a resource providing data and policy information that will inform a series of recommended TOC related strategies for municipalities.

To start, Metro will prepare a TOC Corridor Baseline Assessment (Baseline) for each Measure M Transit and Active Transportation Corridor. Upon completing Baselines for Measure M corridors, Baselines will also be prepared for existing transit corridors. An individual Baseline report will be prepared for each municipality with a station along the corridor. The following three factors will be considered when sequencing the preparation of Baselines for Measure M corridors: when a transit corridor alignment, or locally preferred alternative (LPA), is selected, transit corridor open dates and whether a transit corridor is within an EFC. Upon completing the Measure M Transit Corridor Baselines, Metro will initiate Baselines for existing transit corridors, using EFCs as a prioritization factor.

The TOC Plan calls for Baseline Assessments to be ground-truthed with local communities. In this context, ground-truthing means that Metro will engage local community members on the Baseline development process to ensure that the data and policy findings and recommendations are an accurate reflection of what community members are experiencing 'on the ground' in their communities and the interventions that may be needed to realize equitable TOCs. Each Baseline will include:

- > Demographic mobility, land use and economic data assessment to establish existing conditions related to the TOC Policy's five goals and subgoals, with stakeholder engagement to ground-truth the data assessment findings;
- > An inventory and assessment of existing municipal policies and programs that are integral to TOC realization; and

## WHAT ARE BASELINES?

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- > Recommended strategies and partnership opportunities for municipalities to leverage the transit infrastructure for equitable TOCs.

*TOC Corridor Baseline Assessments are a snapshot of where communities are today. They will be a resource of information for municipalities and community members that will highlight positive opportunities to leverage the transit infrastructure investments for equitable TOCs and identify potential risks and vulnerabilities. The Baseline Assessments will also identify what tools and resources municipalities can best deploy to respond to their specific conditions and best leverage the transit investment for community benefits and to address the potential challenges.*

*This focus on data trends is intended to illuminate how each community is changing over time, ways to maximize the benefits of transit investments potential vulnerabilities to the*

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*adverse impacts of infrastructure investment, and to ensure that municipalities and local communities are provided with detailed information on what they need to do to be “transit equity ready.”*

## Data Assessment

The data assessment will be prepared for each municipality as a first step in identifying specific strategies that jurisdiction can use to achieve TOCs. The data will identify existing community characteristics and examine opportunities to achieve the positive benefits called for in the TOC policy, as well as potential community risks and vulnerabilities that will in turn inform the policy/planning assessments. The data will highlight trends, over a 15-year time frame, as appropriate given data availability.

This focus on data trends is intended to illuminate how each community is changing over time, ways to maximize the benefits of transit investments, potential vulnerabilities to the adverse impacts of infrastructure investment and to ensure that municipalities and local communities are provided with detailed information on what they need to do to be “transit equity ready.”

The data trends will reflect the five TOC Policy goals and subgoals, as available, such as:

- > Key community socioeconomic vulnerabilities, such as the prevalence of low-income households, limited English-proficiency, zero vehicle households, low educational attainment, housing and transportation cost burden and similar factors.
- > Mobility trends such as transit ridership, options and frequencies, mode share, vehicle ownership and injuries and deaths from collisions.
- > Land uses that can enhance or hinder transit use and safe multi-modal mobility including zoning, walkability, space dedicated to parking and access to community asset that enhance healthy living (affordable housing, grocery stores, daycare centers, health centers, parks, open space and recreational facilities, schools, employment centers and similar).
- > Economic and real estate factors that can inform strategies for joint development and value capture, including land costs, commercial rents and vacant and underutilized properties.

The data assessments will be ground-truthed through stakeholder engagement to ensure that an accurate depiction of community characteristics are noted during this phase of the process.

Example data factors:

- > **Median Household (HH) Income Distribution:** HH income is closely linked to both transit ridership and car ownership
- > **Ethnicity:** Historically, Metro’s public transit ridership profile is heavily oriented towards non-white populations
- > **Car Ownership Distribution:** Zero-car and car-lite households ride public transit at higher rates
- > **Population Density/Household Size/Dwelling Units:** Key variable in public transit ridership, ridership potential and understanding of displacement potential
- > **Employment in Place:** Can illustrate existing commute patterns and commute distance
- > **Housing Tenure Distribution:** Provides a profile of the preponderance of renter versus owner households
- > **Age Distribution:** Can illuminate an age profile of different populations and public transit service needs
- > **Crash Rate/Collision Factors for Pedestrians and Bicyclists:** Identification of hot spots/corridors that would benefit from First/Last Mile investments
- > **College Educated Population Change Over Time:** Education change can be a signal of market changes in an area

## Stakeholder Engagement

In partnership with local municipalities, local community stakeholders will be engaged in the Baseline development. Stakeholder engagement will allow Metro and municipalities to hear from local stakeholders to ground truth the data findings and to understand communities' current needs related to TOCs (such as land use conditions and access to opportunities) to inform the recommended strategies that come from the Baselines. Municipalities and stakeholders will be engaged in the data/policy assessment phase, as well as in the recommended strategies phase of the baseline development.

The stakeholder engagement effort for each Measure M Corridor will be integrated with ongoing planning studies, whenever possible.



## Policy and Planning Assessment and Recommendations

The data collection and stakeholder feedback together will highlight some of the qualitative questions that will be asked as part of the policy/planning assessments to align the evaluation and ultimately identify the recommended strategies, with the policy goals and the desired equitable outcomes. The data and policy assessments and stakeholder engagement will inform each Baseline's recommended strategies. The recommendations will outline the type of activities that will need to be deployed by municipalities, with Metro support and in concert with local communities to achieve TOCs. As an example, high transportation and housing cost burden may result in the evaluation identifying a need for new/updated affordable housing and anti-displacement policies: high collision rates for pedestrians and bicyclists may indicate a need for updating bike/pedestrian plans and/or the implementation of existing plans that have not been implemented and similar. Additionally, Metro will use the assessments to identify the need to revamp existing Metro tools, create new tools or disseminate information to ensure that the tools and resources are readily accessible to municipalities.

Metro will track and report on the number of Baselines prepared for Measure M Transit Corridor municipalities and the number of municipalities that utilize Metro programs (grant writing or technical assistance) to implement the Baseline recommendations via the TOC Plan Semi-Annual Reports.

A high-level, corridor-wide update will be undertaken for each Baseline after five to seven years that highlights community characteristics and TOC policy landscape.

Appendix 2: Baseline Framework, outlines the framework that will be utilized to inform the preparation of the Metro TOC Corridor Baseline Assessments.

## How to Read the Implementation Matrices for Initiatives 2–4

Metro’s role as both a leader and a partner for helping municipalities achieve equitable TOC outcomes is described in the following three initiatives. Initiatives 2-4 are organized in a matrix format. Each initiative includes strategies and actions, defines whether Metro leads or supports in implementation, identifies measures and cross references the action against the five policy goals. The terms are defined as follows:

- > **Strategies:** Outcomes that Metro seeks to achieve through plan
- > **Actions:** Programs that will be continued or created to achieve the initiative strategies
- > **Measures:** Measurable activities that Metro will achieve, track and report on in the Semi-Annual Reports
- > **Timeline:** Each action item has an associated timeline related to how long it will take to start up a new program and/or whether the action is an ongoing activity that Metro will realize
- > **Leads or Supports:** Defines whether Metro leads an activity (within Metro’s functional responsibility) or whether Metro incentivizes, enables or encourages others to execute the activity when the activity is outside of Metro’s direct control

An example matrix is shown below.

### Strategy: Outcome that Metro seeks to achieve through plan

ACTION	MEASURE	TIMELINE	LEAD	SUPPORT
Program that will be continued or created to achieve the initiative strategy	A measurable activity that Metro will achieve, track and report on in the Semi-Annual Reports	Shown in years	●	
	# Number \$ Dollar amount % Percentage > Deliverable	Ongoing		●

## INITIATIVE 2

# We will continually improve our TOC programmatic areas.

This initiative includes actions for Metro to focus on TOC policy goals and to constantly learn and improve our efforts.







# Continually Improving TOC Programmatic Areas

**Initiative 2, Continually Improving Metro's TOC Programmatic Areas**, outlines activities that are specific to Metro's TOC unit, described below, within the Metro Countywide Planning & Development Department. The Transit Oriented Communities (TOC) unit consists of the following four groups:

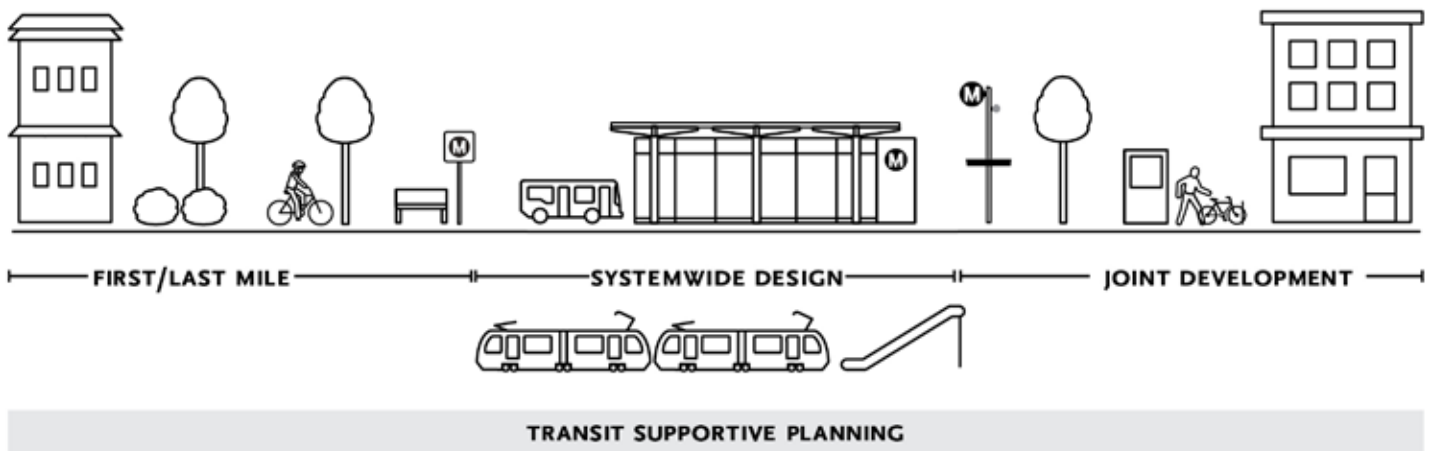
- > The Joint Development team works with local communities and developers to develop viable Metro-owned properties that are undeveloped after the public transit infrastructure is built. The joint development process is outlined in the Joint Development Policy.
- > The First/Last Mile (FLM) team works with local communities to develop First/Last Mile Plans for all Measure M corridors. The FLM team's work is guided by the agency's FLM Policy, as well as its First/Last Mile Strategic Plan and Active Transportation Strategic Plan.
- > The Systemwide Design team reviews station design of all Measure M corridors focusing on:
  - Providing a safe, accessible and comfortable Metro experience
  - Connecting Metro stations to the greater regional transit network
  - Orienting stations to neighborhood destinations and pedestrian routes
  - Improving the durability of Metro's infrastructure to reduce maintenance
  - Supporting the vision of transit-oriented communities

> TOC Strategic Initiatives group administers Metro's Transit Supportive Planning efforts that include:

- TOD Planning Grant Program
- The Transit Supportive Planning Toolkit
- Metro's Adjacent Development Review functions
- Metro's Union Station redevelopment program
- Mobility Corridor Integration
- The Policy and Planning group is also lead for the West Santa Ana Branch TOD Strategic Implementation Plan (TOD SIP) and is responsible for developing the TOC Implementation Plan.

The activities envisioned to be undertaken in Initiative 2 will address two strategies:

- > Strategy 2.1 Implement Metro TOC Programmatic Areas (Joint Development, First/Last Mile, Systemwide Design and TOC Strategic Initiatives) programs and tools in alignment with policy goals
- > Strategy 2.2 Improve effectiveness of existing TOC programmatic areas and respective programs and tools



\*NOT TO SCALE

## Strategy 2.1 Implement Metro TOC Programmatic Areas, including programs and tools in alignment with Policy Goals.

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
2.1a. Facilitate construction of affordable housing units in the Metro Joint Development portfolio.	# Affordable units (and affordability levels) for residents earning 60% or less than AMI of Metro Joint Development projects (planned and completed)  % Affordable units, portfolio-wide	Ongoing	●	
2.1b. Evaluate Metro Joint Development Policy to strengthen commitment to addressing the affordable housing crisis through additional tools and policies.	> Memo summarizing tools/policies to increase affordable housing production  > Board adoption of update Joint Development Policy	Ongoing	●	
2.1c. Develop First/Last Mile Plans for Metro transit projects.	# FLM plans by station areas	Ongoing	●	
2.1d. Support municipalities in implementing First/Last Mile Plans for existing and new Metro transit stations.	# Grant writing assistance provided  # Funded projects	Ongoing		●
2.1e. Implement Measure M Active Transport Program (MAT Program) and fund active transportation projects using the MAT program.	# Projects selected for funding	Ongoing	●	
2.1f. Support implementation of active transportation projects using MAT Program.	# Transit stations/stops funded for FLM improvements  # Linear miles of corridor funded projects	1		●
2.1g. Pursue discretionary funding opportunities for Transit to Parks Strategic Plan activities, including providing grant writing assistance to eligible partner agencies and nonprofits.	# Grant applications, inclusive of grant writing assistance and grants applied for directly	2	●	
2.1h. Collaborate with LA County Parks and Rec to determine a baseline number of LA County residents who lack a 10-minute walk or ride to a park. Support LA County Parks and Rec in updating the data in congruence with the LA County Park Needs Assessment every five to eight years.	> One report within five years within goings-on updates on five-year cycles	5		●

## Strategy 2.1 Implement Metro TOC Programmatic Areas, including programs and tools in alignment with Policy Goals. *(continued)*

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
2.1i. Conduct Design Review for new Measure M stations as part of the Systemwide Design Process to ensure compliance with systemwide station design standards and transit station design best practices.	# Stations	Ongoing	●	
2.1j. Deploy Metro Affordable Transit Connected Housing (MATCH) Program.	# MATCH loans \$ Loans provided # Units	Ongoing	●	
2.1k. Provide Technical Assistance around value capture to Measure M cities.	# Meetings held with municipalities where technical assistance was provided	Ongoing	●	
	# Potential districts advanced for further study	Ongoing		●
2.1l. Summarize Lessons Learned from TOD Planning Grant Program Rounds 1-5 and evaluate need for land use planning funding in LA County upon administering grant writing and technical assistance program for one year.	> TOD Planning Grant Program Lessons Learned > Funding need findings	2	●	
2.1m. Support Rounds 1-5 of the TOD Planning Grant Program Grantees in advancing equitable transit supportive plans.	# Metro staff coordination meetings with Grantees # Technical assistance provided with Strategic Advisor	Ongoing		●
2.1n. Support the retention of small businesses with loans that leverage public, private and philanthropic partnerships to catalyze investment in and preservation of small businesses near transit.	# Loans	Ongoing	●	

## Strategy 2.2 Improve effectiveness of existing TOC programmatic areas and respective programs and tools.

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
2.2a. Increase partner awareness of the existing programs and tools and establish process to receive stakeholder input on the effectiveness of TOC programs/tools and potential improvements.	# Partners briefed on available TOC programs and tools as part of the TOD Planning Grant Program and TOC Corridor Baseline Assessment processes	Ongoing		●
2.2b. Use the TOC Corridor Baseline Assessments to inform TOC Programmatic Area improvement areas such as updates to the Transit Supportive Planning Toolkit tools, based on feedback received during the TOC Corridor Baseline Assessments.	# Tools updated or developed	3	●	

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## INITIATIVE 3

# We will enhance our internal coordination.

This initiative includes activities that help Metro better align its work to support the creation of transit-oriented communities.





# Enhancing Metro’s Internal Coordination

## Initiative 3: Enhance Metro’s Internal Coordination

includes actions that Metro can use to help achieve the TOC Policy goals through enhanced internal coordination. Important collaboration opportunities will lie within the Metro Countywide Planning & Development, Communications, Program Management, Operations, the Office of Extraordinary Innovation and Grants Management.

As the regional transportation agency and primary driver for enhanced mobility in LA County, Metro is a critical player in shaping the future of the region. Enhancing Metro’s internal coordination around equitably attaining TOCs addresses three strategies that were informed by active concurrent planning efforts, feedback from the TOC Policy Working Group and focus group meetings held with municipalities.

The three strategies associated with this initiative include:

- > Strategy 3.1 Integrate TOC planning into the Measure M Corridor delivery process
- > Strategy 3.2 Increase equitable partnership opportunities with Community-Based Organizations (CBOs)
- > Strategy 3.3 Expand Metro staff capacity and training in TOC areas

## Strategy 3.1 Integrate TOC planning into the Measure M corridor delivery process.

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
3.1a. Identify opportunity sites for joint development in each Measure M Transit corridor.	# Potential sites identified	Ongoing	●	
3.1b. Incorporate TOC Goals and tasks (ex FLM planning, SWD review) into contractor scopes of work for corridor delivery process.	# Scopes of work that include TOC elements/tasks in corridor planning contracts	Ongoing	●	
3.1c. Work with the Mobility Corridor Planning Group and Communications to improve Metro’s coordination through development of Standard Operating Procedures (SOPs) during the development of the TOC Corridor Baseline Assessments for Measure M Corridors.	> Establish coordination SOPs for TOC integration into corridor planning projects  > Establish approach to coordinating TOC Corridor Baseline Assessments with the Mobility Corridor stakeholder engagement process, as feasible  # Corridor planning meetings that include TOC Corridor Baseline Assessment engagement	1	●	

## Strategy 3.2 Increase equitable partnership opportunities with Community-Based Organizations.

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
3.2a. Work with Community Relations, County Counsel, Office of Equity and Race, Procurement and other Metro departments to develop an equitable, agency wide CBO Partnering Strategy.	> CBO Partnering Strategy	Ongoing	●	

## Strategy 3.3 Expand Metro staff capacity and training in TOC areas

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
3.3a. Train Metro staff on TOC Policy goals through provision of annual trainings.	# Annual TOC staff trainings # Metro staff in attendance	Ongoing	●	
3.3b. Coordinate with Equity Officer on TOC Plan implementation and opportunities to maximize Equity Platform integration, including operationalizing Metro's Equity definition and related tools.	> Metro Equity definition	Ongoing	●	●



## INITIATIVE 4

# We will strengthen external coordination and collaboration.

This initiative includes partnerships with municipalities, local communities and advocacy organizations for the region, is the only way Metro can provide support for the realization of equitable TOCs.





Health  
- needs  
Journals  
Warm up  
- positive experiences  
- Hobbes' Strategy  
- reflections  
act out a story



# Strengthening Collaboration with Metro's Partners

**Initiative 4 addresses the need for stronger external partnership as another key ingredient for delivering equitable TOCs.** Many of the policies, plans and programs that influence the realization of TOCs are outside of Metro's direct functional jurisdiction, including land use planning, oversight and responsibility for the public right of way, complementary infrastructure investments made by other regional and local entities, regional grant making programs, affordable housing and anti-displacement policies/funding and local economic development programs, including small business assistance programs.

Strengthening coordination and collaboration with Metro's partners addresses the following five strategies:

- > Strategy 4.1 Improve technical capacity and increase funding for TOC-related activities by providing grant writing and technical assistance
- > Strategy 4.2 Improve education and information around TOC issues and TOC supportive policies
- > Strategy 4.3 Support state and federal policy and funding legislation to advance TOC goals and outcomes
- > Strategy 4.4 Collaboration with partners to leverage corridor assessments to support TOC Implementation in Measure M corridors
- > Strategy 4.5 Improve the accessibility of Metro resources and provide funding information for partners

In 2018 and 2019, Metro engaged a group of LA County cities and LA County to solicit input on how Metro could better partner in helping municipalities in planning for TOCs. The meetings with the municipal representatives helped raise key collaboration issues and identify potential opportunities. The topics that were raised in those discussions included the need for funding, grant writing and technical assistance, access to data, messaging assistance and best practice knowledge sharing.

The fourth initiative outlines a series of new programs and activities that Metro will establish to partner with local municipalities, other public agencies and philanthropy to build greater coordination for TOC planning in the region. Through partnership with municipalities, stakeholders and CBOs, Metro will maintain a continual feedback loop for information sharing and improvement of Metro programs and tools.

Essential ongoing partnership opportunities include:

- > Partnership with municipalities to coordinate on TOC community development, land use planning, the TOC Corridor Baseline Assessments and stakeholder engagement.
- > Partnership with CBOs through ongoing project engagement and the recommendations that come from the CBO Partnering Strategy.
- > Collaboration with SCAG and municipal partners on a coordinated housing strategy supporting production for all income levels, on TOC-related legislative and funding activity and to help municipalities secure funding for TOC projects and outcomes.

Feedback and ongoing communication with external stakeholders and partners will also provide a "feedback loop" for Metro's internal programs. As Metro works with these partners and stakeholders, ongoing input communication can also be used to further refine Metro's TOC-related case studies and other program offerings identified in Initiative 2.

## TOC Technical Assistance Program and TOC Grant Writing Assistance

The TOC Plan establishes a TOC Technical Assistance Program (TOC TAP) and TOC Grant Writing Assistance Program to support local municipalities, prioritizing LA County's EFCs, in building local capacity and securing funding to realize equitable TOCs.

The TOC TAP will make professional services available for municipalities to build staff capacity in TOC areas and/or explore the feasibility of implementing TOC programs through market studies, transportation or land use studies (including affordable housing and community stabilization), utility studies that can evaluate needed utility upgrades that may be required to accommodate land use planning, environmental remediation studies and similar. Additionally, the TOC TAP includes Metro-hosted convenings with LA County municipalities and partners, as a forum for LA County municipalities (staff, elected officials and commissioners), to facilitate exchange of ideas and lessons learned, provide joint training opportunities in a time- and cost-efficient manner and structure and deliver targeted TOC technical assistance.

The TOC Grant Writing Assistance Program will be available to municipalities that are seeking to apply for grants to implement TOC activities as defined in the policy. Metro will make grant writers available to LA County municipalities that seek to implement TOC activities in their communities, prioritizing EFCs and other high-need communities, based on socio-economic factors, as deemed relevant.

Municipalities for which Baselines have been prepared will be encouraged to utilize the TOC TAP and TOC Grant Writing assistance to carry out the Baseline TOC recommended strategies. Municipalities that do not yet have a Baseline will be able to utilize the TOC TAP and TOC Grant Writing program if they are seeking to carry out TOC activities around the following TOC core areas:

- > Affordable Housing Production, Preservation and Tenant Protections
- > Community Stabilization (including anti-displacement strategies for housing and small businesses)
- > Regional Housing Needs Assessment (RHNA) compliance activities, aligned with TOC Policy Goals
- > First/Last Mile, MAT project implementation and Transit to Parks Strategic Plan (only grant writing assistance)

For the MAT, LA County municipalities, Caltrans, State and Federal agencies and transit agencies are eligible to receive funding through this program. For the Transit to Parks, LA County municipalities, transit agencies and nonprofits are eligible for the Grant Writing Assistance Program.

### TOC Activities as Defined by the TOC Policy

GENERAL ACTIVITIES	WITHIN THREE MILES OF A STOP**	WITHIN A HALF MILE OF A STOP
<ul style="list-style-type: none"> <li>&gt; Community engagement that targets harder-to-reach communities around/regarding TOC activities or transit</li> <li>&gt; Events or programs that promote multi-modal transit options</li> <li>&gt; Discounted transit passes</li> <li>&gt; Grants and/or technical assistance to support projects and programs that achieve TOC goals</li> <li>&gt; Transportation-related workforce training and education</li> </ul>	<ul style="list-style-type: none"> <li>&gt; First/last mile improvements</li> <li>&gt; Complete streets</li> <li>&gt; Land use planning that promotes TOC goals</li> <li>&gt; Value capture studies and formation activities that support investment in TOCs. A value capture district must include at least one Major Transit Stop, but may span a broader radius around that Major Transit Stop</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Public improvements that create stronger and safer connections to transit and improve the transit rider experience recognizing vulnerable users and their safety in design.</li> <li>&gt; Affordable housing: Programs that produce, preserve and protect affordable housing through preservation or development of affordable housing units, and through innovative anti-displacement strategies to protect and retain low-income households.</li> <li>&gt; Small business preservation: Programs that support and protect small businesses.</li> <li>&gt; Neighborhood-serving amenities: Programs that preserve, protect and/or produce neighborhood-serving amenities.</li> </ul>

\* **Major Transit Stop**, per California Public Resource Code 21064.3, which may be amended from time-to-time, is defined as:

- (a) An existing rail or bus rapid transit station (PRC 21060.2).
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) The intersection of two or more major bus routes with a frequency of service interval 15 minutes or less during the morning and afternoon peak commute periods.

Per the intent of the TOC Policy, Major Transit Stop shall also include an environmentally-cleared fixed-guideway transit station. A planned fixed-guideway station may also be considered if its location is the only alternative under consideration for a transit corridor in the planning stages.

## Strategy 4.1 Improve technical capacity and increase funding for TOC projects by providing grant writing and technical assistance.

ACTION	MEASURE	TIMELINE	LEAD	SUPPORT
<p>4.1a. Establish a TOC grant writing assistance program grounded in TOC incentives and requirements to support municipalities in securing funding for TOC activities. EFCs will be a prioritization measure.</p>	<ul style="list-style-type: none"> <li>&gt; Established grant writing assistance program</li> <li>&gt; EFC considerations incorporated</li> </ul>	1	●	
<p>4.1b. Establish a TOC Technical Assistance program for municipalities to:</p> <ul style="list-style-type: none"> <li>&gt; Host convenings around a series of TOC topic areas</li> <li>&gt; Support TOC feasibility studies</li> </ul>	<ul style="list-style-type: none"> <li>&gt; Establish TOC Technical Assistance Program</li> <li>&gt; EFC considerations incorporated</li> </ul>	1	●	
<p>4.1c. Provide TOC Grant Writing services to support municipalities in advancing equitable TOCs in LA County.</p> <p>*Utilize Equity Focus Communities (EFC) index to inform prioritization of program recipients.</p>	<ul style="list-style-type: none"> <li># Annual grant writing assistance support provided</li> <li># Grants secured</li> <li># Grant dollars leveraged</li> <li># of TOC plans/programs in place</li> <li># of affordable housing units produced/preserved (as data is available)</li> </ul>	1		●
<p>4.1d. Provide TOC Technical Assistance Program (TOC TAP) to support municipalities in advancing equitable TOCs in LA County.</p> <p>*Utilize Equity Focus Communities (EFC) index to inform prioritization of program recipients.</p>	<ul style="list-style-type: none"> <li># TOC TAP assistance provided</li> <li># of TOC plans/programs in place</li> <li># of affordable housing units produced/preserved (as data is available)</li> </ul>	2		●

ACTION	MEASURE	TIMELINE	LEAD	SUPPORT
4.1e. Organize TOC convenings for LA County municipal staff, elected officials and commissioners to facilitate an exchange of ideas around TOC topics and best practices, provide joint training opportunities in a time- and cost-effective manner and structure and deliver targeted TOC technical assistance around topics that include but are not limited to the Transit Supportive Planning Toolkit Communications and Messaging, Community Stabilization, Affordable Housing and similar Community Development activities.	# Convenings completed  # Municipalities that participated in convenings	1		●

**Strategy 4.2 Improve education, information and training around TOC issues and TOC supportive policies.**

ACTION	MEASURE	TIMELINE	LEAD	SUPPORT
4.2a. Identify topics of community concern and develop educational resources that address concerns, using case studies/messaging guides that demonstrate the importance of TOC investments and/or TOC supportive policies.  Make educational resources available on Metro online portal.	# Informational resources developed and shared with community	Ongoing	●	

**Strategy 4.3 Support state and federal policy and funding legislation to advance TOC goals and outcomes.**

ACTION	MEASURE	TIMELINE	LEAD	SUPPORT
4.3a. In conjunction with partners, identify state and federal and funding efforts that would provide municipal partners with substantial policy and/or funding support to implement equitable TOCs in LA County.	> Summary of items elevated for Board consideration	Ongoing		●
4.3b. As appropriate, engage the Metro Board to support policy and funding efforts that would provide municipal partners with substantial policy and/or funding support to implement TOCs.	> Summary of items elevated for Board consideration	Ongoing	●	

## Strategy 4.4 Collaboration with partners to leverage TOC Corridor Baseline Assessments to support TOC implementation in Measure M transit corridors.

ACTION	MEASURE	TIMELINE	LEAD	SUPPORT
4.4a. Support municipalities in realizing recommended strategies from TOC Corridor Baseline Assessments.	<ul style="list-style-type: none"> <li># Grant writing assistance provided to LA County municipalities</li> <li># Technical assistance provided</li> <li># of TOC plans/programs in place</li> </ul>	2		●

## Strategy 4.5 Improve the accessibility of Metro resources and funding opportunity information for Metro partners.

ACTION	MEASURE	TIMELINE (YEARS)	LEAD	SUPPORT
4.5a. Work with the Grants Department, Policy and Programming, Strategic Financial Planning, OMB, Marketing, and others to develop a consolidated, user-friendly portal of Metro resources and funding opportunities.	<ul style="list-style-type: none"> <li>&gt; Launch Portal</li> <li>&gt; Measure traffic volumes</li> </ul>	1	●	





# We will share our progress.

The *TOC Implementation Plan* includes actions and measures that will be carried out within the designated timeframes in the plan. Lessons learned, adjustments and progress will be reported through Semi-Annual Reports to ensure that Metro maintains an open communication loop with the various partners that are critical in realizing equitable TOCs in LA County.

## Plan Monitoring and Updates

This Implementation Plan is a living document that will evolve over time. Semi-Annual Reports will be prepared every six months to report on progress, lessons learned and adjustments to existing efforts and to provide a space to make other potential improvements to the plan. The plan itself is intended to be an actionable plan for direct focused and near-term actions. As such, the entire plan will be updated every five years.

Metro staff will prepare the Semi-Annual Reports to present detailed progress being made towards achieving the four initiatives, strategies and actions, as illustrated through applicable measures. Specific details will be provided identifying what is working well and where there are needed/ planned improvements related to implementation, including revised timelines.

Specific feedback from municipalities and stakeholders will also inform the contents of each report. Semi-Annual reporting will act as the core mechanism for near-and medium-term TOC Plan performance assessments. The five-year update is intended to be more comprehensive and is an opportunity to identify the need for deeper adjustments, continuity or a more substantial reformulation of Metro's approach to

implementing the policy.

## Conclusion

Metro is fully committed to pursuing a future where improved mobility and the resulting access to opportunity are a reality for all LA County residents.

Improved mobility translates into improved quality of life that gets people where they need to go faster, safer and with the ability to choose from various mobility options. Transit Oriented Communities are places that facilitate this by **maximizing equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.** The TOC Policy and this plan outline the process that Metro will continue to pursue, in collaboration with others, to maximize the positive benefits of the transit system and support communities to prepare for potential unintended consequences of these investments.

Grounded in the Vision 2028 goals of **enhancing communities and lives through mobility and access to opportunity and transforming LA County through regional collaboration and national leadership,** the policy and this plan blaze a trail for Metro that transcends the traditional role of a transit agency and embarks upon a future that is grounded in equity, collaboration and partnership.

# Appendices

## Appendix 1: TOC Policy Goals and Implementation

This matrix summarizes how each *TOC Implementation Plan* action fulfills the *TOC Policy Goals*.

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## TOC Policy Goals and Implementation – Initiative 2

TOC IMPLEMENTATION ACTION	TOC POLICY GOALS				
	Increase transportation ridership and choice	Stabilize and enhance communities surrounding transit	Engage organizations, jurisdictions and the public	Distribute transit benefits to all communities surrounding transit	Capture value created by transit
2.1a. Affordable housing units in the Metro Joint Development	●	●	●	●	
2.1b. Evaluate Metro Joint Development Policy	●	●	●	●	
2.1c. First/Last Mile plans for Metro transit projects	●		●	●	
2.1d. First/Last Mile Plans Implementation	●		●	●	
2.1e. Measure M Active Transport Program (MAT Program) project	●		●	●	
2.1f. Support implementation of MAT Program projects	●		●	●	
2.1g. Funding opportunities for Transit to Parks Strategic Plan activities	●		●	●	
2.1h. Collaborate with LA County Parks & Rec on park and transit needs	●		●	●	
2.1i. Design Review for new Measure M stations	●				
2.1j. Deploy Metro Affordable Transit Connected Housing (MATCH) Program		●	●		
2.1k. Provide Technical Assistance around value capture to Measure M cities		●	●		●
2.1l. Summarize Lessons Learned from TOD Planning Grant Program	●	●	●	●	●
2.1m. Support TOD Planning Grant Program Grantees	●	●	●	●	●
2.1n. Support the retention of small businesses with loans that leverage partnerships		●	●		

## TOC Policy Goals and Implementation – Initiative 2 *(continued)*

TOC IMPLEMENTATION ACTION	TOC POLICY GOALS				
	Increase transportation ridership and choice	Stabilize and enhance communities surrounding transit	Engage organizations, jurisdictions and the public	Distribute transit benefits to all communities surrounding transit	Capture value created by transit
2.2.a. Increase awareness of the existing programs and tools	●	●	●	●	
2.2.b. Update Transit Supportive Planning Toolkit	●	●	●	●	

## TOC Policy Goals and Implementation – Initiative 3

TOC IMPLEMENTATION ACTION	TOC POLICY GOALS				
	Increase transportation ridership and choice	Stabilize and enhance communities surrounding transit	Engage organizations, jurisdictions and the public	Distribute transit benefits to all communities surrounding transit	Capture value created by transit
3.1a. Opportunity sites for Joint Development	●	●	●	●	
3.1b. TOC Goals & tasks into scopes of work for corridor delivery process	●			●	
3.1c. Develop process for delivering the TOC Baselines Assessments	●	●	●	●	
3.2a. Develop an equitable, agency wide CBO Partnering Strategy			●		
3.3a. Train Metro staff on TOC Policy goals			●		
3.3b. Equity Platform integration		●			

## TOC Policy Goals and Implementation – Initiative 4

TOC IMPLEMENTATION ACTION	TOC POLICY GOALS				
	Increase transportation ridership and choice	Stabilize and enhance communities surrounding transit	Engage organizations, jurisdictions and the public	Distribute transit benefits to all communities surrounding transit	Capture value created by transit
4.1a. Establish a TOC grant writing assistance	•	•	•	•	•
4.1b. Establish a TOC Technical Assistance program (TOC TAP)	•	•	•	•	•
4.1c. Provide TOC Grant Writing services	•	•	•	•	•
4.1d. Provide TOC TAP services	•	•	•	•	•
4.1e. Organize TOC convenings for LA County municipal staff, elected officials and commissioners	•	•	•	•	•
4.2a. Develop educational resources that demonstrate the importance of TOC investments and/or TOC supportive policies	•	•	•		
4.3a. Identify TOC-related policy and funding effort	•	•	•	•	•
4.3b. As appropriate, engage the Metro Board on TOC-related policy	•	•	•	•	•
4.4a. Support municipalities in realizing TOC Corridor Baselines	•	•	•	•	•
4.5a. Develop a consolidated, user-friendly portal of Metro resources & funding opportunities			•		

## **Appendix 2: TOC Corridor Baseline Assessment Framework**

As noted in the TOC Implementation Plan, the TOC Corridor Baseline Assessments will be informed by collaboration with local jurisdictions and local community input and a three-part process that includes data assessment with community listening, policy inventory and a series of recommended strategies for municipalities.

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The data and policy assessments are described below:

The **Data Assessment** will be grounded in the TOC Policy Goals and Sub-goals and will include factors that are understood to play a role in transit ridership. The rationale for each factor is included in the table. Note – this is in addition to the EFCs, which are defined by race, income and zero-vehicle household:

- > Key community socioeconomic vulnerabilities, such as the prevalence of low-income households, limited English-proficiency, zero vehicle households, low educational attainment, housing and transportation cost burden and similar factors.

- > Mobility trends such as transit ridership, options and frequencies, mode share, vehicle ownership and injuries and deaths from collisions.
- > Land uses that can enhance or hinder transit use and safe multi-modal mobility, including zoning, walkability (walkscore), space dedicated to parking, access to community assets that enhance healthy living (affordable housing, grocery stores, daycare centers, health centers, parks, open space and recreational facilities, schools, employment centers, and similar) and tree canopy/urban heat exposure.
- > Economic and real estate factors that can inform strategies for joint development and value capture, including land costs, commercial rents and vacant and underutilized properties.

### Example Demographic Data Factors

FACTOR	RATIONALE
Median Household (HH) Income Distribution	HH income is closely linked to both transit ridership and car ownership
Ethnicity	Historically, Metro’s public transit ridership profile is heavily oriented towards non-white populations
Car Ownership Distribution	Zero-car and car-lite households ride public transit at higher rates
Population Density/Household Size/Dwelling Units	Key variable in public transit ridership, ridership potential and understanding of displacement potential
Employment in Place	Can illustrate existing commute patterns and commute distance
Housing Tenure Distribution	Provides a profile of the preponderance of renter versus owner households
Age Distribution	Can illuminate an age profile of different populations and public service needs
Crash Rate/Collision Factors for Pedestrians and Cyclists	Identification of hot spots/corridors that would benefit from First/Last Mile investments
College Educated Population Change Over Time	Education change can be a signal of market changes in an area
Housing Cost-burden Change Over Time and Housing and Transportation Cost-burden Over Time	Demonstration of market pressure on an area



The **Policies and Plans Assessment** would be utilized to take a snapshot of the policies, plans and key attributes, in existence within jurisdictions and around stations along transit corridors. It will provide a greater understanding of the types of TOC supportive steps jurisdiction have in place at the time of the assessment. It is assumed that this assessment/snapshot would be completed with input from the jurisdictions.

The Policies and Plans Assessment includes the following:

- > **TOC Policy Goals:** As with the larger implementation plan, the five TOC Policy goals are the organizing variables in the matrix and its contents
- > **Policy Goal Subtopic Areas:** Because the TOC Policy Goals are cross-cutting, the Subtopic areas have been included as an additional organizing element
- > **Assessment:** Policies and plans that are currently in place at the time of the assessment
- > **Policy/Plan Definitions and Characteristics:** General description of the policy/plan and the geographies in which they typically apply:
  - **Jurisdiction-wide:** Covers an entire jurisdiction with no variability or focus areas that are treated differently
  - **Jurisdiction with focus areas:** Treats specific areas within the jurisdiction differently. This could include different standards, zoning, projects, etc.
- > **Attributes:** A list of questions and characteristics to be examined as part of the assessment, ranging from binary to more detailed, qualitative responses

# Goal 1: Increase Transportation Ridership and Choice

## Policy and Plans Assessment

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>First/Last Mile (FLM)</b>	<ul style="list-style-type: none"> <li>&gt; Active transportation plan</li> <li>&gt; Bicycle master plan</li> <li>&gt; Pedestrian master plan</li> <li>&gt; Vision Zero</li> <li>&gt; Micromobility/shared mobility plan/policy</li> </ul>	<p>These plans include strategies to ensure better options for biking, walking and/or transit access. Active transportation, bicycle and pedestrian plans are typically jurisdiction wide while mobility plans may focus on specific areas.</p>	<ul style="list-style-type: none"> <li>&gt; Yes/No, indicate which</li> <li>&gt; Date of last update completed</li> <li>&gt; What priority projects does it identify in the station areas?                             <ul style="list-style-type: none"> <li>0.5-mile walkshed</li> <li>1.5-mile bikeshed</li> <li>3-mile bikeshed</li> </ul> </li> <li>&gt; Time frame for next update</li> <li>&gt; Date adopted</li> </ul>
<b>Transportation Demand Management (TDM)</b>	<p>TDM ordinance</p>	<p>These include strategies to encourage mode shifts away from Single Occupancy Vehicles and often involve a combination of incentives and requirements, such as transit passes, subsidies, developer provided infrastructure improvements, etc.</p>	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Employment/residential thresholds included</li> <li>&gt; Does it require or incentivize new development/redevelopment to include active transportation amenities?</li> <li>&gt; Does it require or incentivize businesses above the thresholds to offer transit and/or active transportation incentives/subsidies?</li> <li>&gt; Date adopted</li> </ul>

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Transportation Demand Management (TDM)</b> <i>(cont.)</i>	Transit supportive parking policies in station areas	Can include a broad range of policies, such as reduced or eliminated parking minimums for developments, establishment of parking maximums, demand-based pricing, shared parking, etc.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Includes reduced parking minimums?</li> <li>&gt; Includes parking maximums?</li> <li>&gt; Includes parking pricing?</li> <li>&gt; Unbundled parking</li> <li>&gt; Includes transit pass/ subsidy incentives/ requirements?</li> <li>&gt; Requires active transportation amenities</li> <li>&gt; Date completed</li> </ul>
<b>Transit Supportive Planning</b>	General Plan Mobility/ Circulation Element	State law requires the inclusion of this element. Typically includes sets of policies, street classifications, etc. More recently adopted/updated general plans incorporate complete streets policies and approaches into the mobility/ circulation element.	<ul style="list-style-type: none"> <li>&gt; Does this element include complete streets or other policies that support active transportation improvements? (Yes/No)</li> <li>&gt; Does the city's functional street classification system include features that support pedestrian and transit in balance with cars?</li> <li>&gt; Are the street classifications within station areas supportive of FLM access? <ul style="list-style-type: none"> <li>0.5-mile walkshed</li> <li>1.5-mile bikeshed</li> <li>3-mile bikeshed</li> </ul> </li> <li>&gt; Time frame for next update</li> <li>&gt; Date adopted</li> </ul>

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POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Transit Supportive Planning</b> <i>(cont.)</i>	Complete Streets Policy/Plan/ Resolution (if not included in the General Plan)	Some cities may not have complete streets policies in their General Plans if they have not recently completed a comprehensive general plan update or updated the Mobility/Circulation Element	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Does the policy/plan/ resolution include streets identified for “complete streets” treatment that serve as FLM feeder streets, or does the city need to reorient its priorities to make better connections to existing or proposed transit stop/ stations?</li> <li>&gt; Date adopted</li> </ul>
	Land Use Element	Provides general direction and guidance for physical development	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Does the policy/plan/ resolution prioritize complete neighborhoods, livability, placemaking, density near transit, afford- able housing production near existing and proposed transit stations/stations?</li> <li>&gt; Date adopted</li> </ul>
	Housing Element	Establishes goals and policies for housing within the General Plan. Must be updated every five to eight years and establish the jurisdictional capacity for housing overall and within areas of the city.	<ul style="list-style-type: none"> <li>&gt; What is the date of the last certified Housing Element?</li> <li>&gt; What housing densities are permitted within 0.5 miles of transit stations?</li> <li>&gt; When is the next planned update?</li> <li>&gt; Is the city filing the required Annual Reports?</li> </ul>

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Transit Supportive Planning</b> <i>(cont.)</i>	Specific Plans or station area plans, or overlay zones and general zoning designed to be transit supportive within 0.5 miles of station(s)	Designed to implement General Plan goals and policies. May be general and include only broad policy constructs or may be very specific and govern every facet of development, urban design, placemaking, livability and land form.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Specific Plans or station area plans in place (this would include frameworks)</li> <li>&gt; Allowed mix of uses</li> <li>&gt; What densities are permitted?</li> <li>&gt; DUs p/acre; FAR</li> <li>&gt; What parking minimums/ maximums are in place?</li> <li>&gt; Do existing and/or proposed block sizes and street design support walkability and transit access?</li> <li>&gt; Date adopted</li> </ul>
	Climate Action Plans	Establishes a roadmap to reduce GHG emissions in alignment with state climate policies. Typically contain a number of transportation/ mobility measures that support increased modal shift towards transit, biking and walking.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; TOD, transit, active transportation actions/ measures included</li> <li>&gt; Date adopted</li> </ul>

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## Goal 2: Stabilize and Enhance Communities Surrounding Transit

### Policy and Plans Assessment

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Housing</b>	Inclusionary housing policy	Inclusionary zoning programs vary in their structure; they can be mandatory or voluntary and have different set-aside requirements, affordability levels and control periods. Most inclusionary zoning programs offer developers incentives, such as density bonuses, expedited approval and fee waivers.	> Yes/No  > What are the affordability requirements?  > What incentives/ requirements are included?  > Date adopted
	Rent control or rent stabilization	Rent control ordinances protect tenants from excessive rent increases. Such ordinances limit rent increase to certain percentages, but California state law allows landlords to raise rents to the market rate once the unit becomes vacant.	> Yes/No  > What are the characteristics/requirements of the policy(ies)?  > Date adopted
	Just cause eviction ordinance	Just cause eviction statutes are laws that allow tenants to be evicted only for specific reasons. These “just causes” can include a failure to pay rent or violation of the lease terms.	> Yes/No  > What are the characteristics/requirements of the policy?  > Date adopted
	First Right of Return (ROR) Ordinance and/or relocation assistance	ROR provides tenants the first right of return after housing repairs/redevelopment, generally at the same or approximately the same rent. Typically jurisdiction-wide policy. Relocation requires assistance to renters if certain triggers are met, such as no-cause eviction.	> ROR, Yes/No  > ROR, what are the characteristics of the policy?  > Date adopted  > Relocation, Yes/No  > Relocation, what are the characteristics of the policy?  > Date adopted

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Housing</b> (cont.)	Density Bonus ordinances that expand on state requirements	Provides an increase in allowed dwelling units per acre (DU/A), Floor Area Ratio (FAR) or height. Can be linked to a variety of actions, such as covenanted affordable housing, reduced parking, etc. Can be jurisdiction-wide or focused on subareas.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy or ordinance?</li> <li>&gt; Date adopted</li> </ul>
	Commercial linkage fee	Commercial linkage fees are charged to developers of new office or retail properties and used to fund the development of affordable housing. Can be jurisdiction-wide or focused on subareas.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy?</li> <li>&gt; Date adopted</li> </ul>
	Affordable housing linkage fee	Generally, places a fee on certain market-rate units to ensure the production/preservation of affordable housing	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy?</li> <li>&gt; Date adopted</li> </ul>
	Condominium conversion restrictions	Prevents or restricts conversion of rental units to condominiums. Typically, jurisdiction-wide policy.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy?</li> <li>&gt; Date adopted</li> </ul>
	Municipal foreclosure assistance	Provision of funding to forestall foreclosure	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy or program?</li> <li>&gt; Does the city do this or work through a separate entity?</li> <li>&gt; Date adopted</li> </ul>

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Housing</b> <i>(cont.)</i>	SRO (Single-Room Occupancy) Programs	Any ordinance that helps to preserve or allow new properties with single room occupancies, also called residential hotels	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy or program?</li> <li>&gt; Date adopted</li> </ul>
	Surplus Land for Affordable Housing	Does the city have policies and/or procedures in place that align with the Surplus Land Act as amended in 2019 that prioritizes surplus land for affordable housing?	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the policy?</li> <li>&gt; Does the jurisdiction have an inventory of surplus land and make reports to HCD?</li> <li>&gt; Date adopted</li> </ul>
	Land Banking for Affordable Housing Program	Land Banking for Affordable Housing Program allows local jurisdictions to develop a strategy to acquire property to support the development of affordable housing. Program characteristics include an inventory of the existing affordable housing stock, identification of opportunity sites that can be leveraged for affordable housing, and in some cases, the creation of a community land trust.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the program?</li> <li>&gt; Date adopted</li> </ul>
	Affirmatively Furthering Fair Housing Plan	A housing plan that aims to advance fair housing to overcome patterns of segregation, promote fair housing choice and inclusive communities.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; What are the characteristics of the program?</li> <li>&gt; Date adopted</li> </ul>



POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Business/Workforce</b>	Presence of Municipal Economic Development or Workforce Development Department or programs or similar entities that focus on small business/workforce	Entities may have formal or informal relationships with a jurisdiction and ability to support/carry-out small business/workforce development	> Yes/No  > Is there a formal relationship with the jurisdiction?
	Small business support programs/policies	May include a variety of programs/policies that can include direct subsidies, technical assistance, or other efforts	> Yes/No  > Program/policy details  > Date adopted
<b>Sustainability</b>	> Low Impact Development (LID) standards  > Green Streets standards		> Yes/No  > Program/policy details  > Date adopted
<b>Public Health</b>	Health and wellness plans or Policies	Does the entity have a General Plan and/or other policies in place that promote public health and wellness by targeting upstream interventions (environmental conditions that exist outside of an individual's control that affect opportunities for health and wellbeing, such as access to healthful food, parks and open spaces, environmental justice (including air quality), public safety, and similar?	> Yes/No  > Program/policy details  > Date adopted

## Goal 3: Engage Organizations, Jurisdictions and the Public

### Policy and Plans Assessment

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Civic Engagement</b>	Public Participation Plan	> Provide frameworks for engaging the public/ stakeholders to inform projects, policies and plans  > Provide frameworks for engaging CBOs in formal relationships	> Yes/No  > Program/policy details  > Date adopted

# Goal 4: Distribute Transit Benefits to All

## Policy and Plans Assessment

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
Equity	Equity Policies	Some jurisdictions have strategic plans that include equity policies and/or methodologies for evaluating projects through an equity lens. Typically, jurisdiction-wide but will identify geographic areas where equity merits special attention.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Does the jurisdiction have a strategic plan or framework as it relates to equity and/or processes to incorporate equity into its planning processes?</li> <li>&gt; Does the jurisdiction define mobility as it relates to equity and/or have processes to incorporate equity into transportation/mobility planning?</li> <li>&gt; Does the city/county have any community benefits requirements?</li> <li>&gt; Date adopted</li> </ul>
	Community Benefits Framework/Equity Screen	Community Benefits/Equity Screen allow for corridor communities to capture the value created by the public sector investment (transit) and develop a corridor-level community benefits strategy grounded in on the ground equity priorities	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; Does the jurisdiction or do the corridor communities have a Community Benefits/Equity Screen?</li> <li>&gt; What is included in the community benefits menu, if any?</li> <li>&gt; Date adopted</li> </ul>

# Goal 5: Capture Value Created by Transit

## Policy and Plans Assessment

POLICY GOAL SUBTOPIC AREAS	ASSESSMENT (POLICIES AND PLANS IN PLACE)	DEFINITIONS AND CHARACTERISTICS	ATTRIBUTES
<b>Capture Value</b>	<ul style="list-style-type: none"> <li>&gt; Assessment districts</li> <li>&gt; Tax Increment Financing (TIF) district</li> </ul>	Value capture mechanisms that are frequently utilized to make local improvements, such as streetscapes, FLM improvements, affordable housing, etc.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; If yes, provide details i.e. what kind of district</li> <li>&gt; If no, is this something that has been or is being considered?</li> </ul>
	<ul style="list-style-type: none"> <li>&gt; Impact fees</li> <li>&gt; Does the city have an impact fee program, and if so, do any of the projects in the fee program, provide for improvements that could help with station accessibility?</li> </ul>	Impact fees provide a means to fund the “fair-share” of improvements from development. May vary within a jurisdiction and include a range of transportation investments.	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; If yes, provide details</li> <li>&gt; If no, is this something that has been or is being considered?</li> </ul>
	<ul style="list-style-type: none"> <li>&gt; Community Benefits District</li> <li>&gt; Does the jurisdiction have any Community Benefits Districts in place (such as Business Improvement Districts)?</li> </ul>	Community Benefit Districts are districts that are created to provide improvements and other benefits within a jurisdiction. These districts typically materialize through a business improvement district (BID).	<ul style="list-style-type: none"> <li>&gt; Yes/No</li> <li>&gt; If yes, provide details</li> <li>&gt; If no, is this something that has been or is being considered?</li> </ul>





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Transportation Authority

Transit Oriented Communities

Grant Writing Assistance and  
Technical Assistance Program Guidelines

## I. TOC POLICY BACKGROUND

### TOC POLICY

In 2018, the Metro Board approved the Transit Oriented Communities Policy (TOC Policy) which affirmed Metro's commitment to incorporate equity, community development and land use considerations in how Metro plans and delivers the public transportation system in Los Angeles County.

The TOC Policy did the following:

**1. Defined the concept of TOCs for Metro and develop the goals and objectives of Metro's approach to enabling TOCs.**

Transit Oriented Communities (TOCs) are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. A TOC maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development. TOCs differ from Transit Oriented Development (TOD) in that a TOD is a specific building or development project that is fundamentally shaped by close proximity to transit.

TOCs promote equity and sustainable living in a diversity of community contexts by: (a) offering a mix of uses that support transit ridership of all income levels (e.g. housing, jobs, retail, services and recreation); (b) ensuring appropriate building densities, parking policies, and urban design that support accessible neighborhoods connected by multi-modal transit; (c) elevating vulnerable users and their safety in design; and (d) ensuring that transit related investments provide equitable benefits that serve local, disadvantaged and underrepresented communities.

**2. Defined "TOC Activities" that will be considered a "transportation purpose" and thus are eligible activities for funding under the Measure M guidelines, through Local Return (see Section 3).**

**3. Established a set of criteria to determine which TOC Activities Metro will fund and implement directly and which activities Metro will allow, enable, and incentivize local partners to fund and implement.**

The TOC Grant Writing and TOC Technical Assistance Programs further described in these guidelines are programs that Metro has developed to enable and incentivize Los Angeles County jurisdictions to implement TOC Activities.

The TOC Policy establishes the following five goals:

**1. Increase transportation ridership and choice**

- *Ridership*: Increase system ridership and promote usage of alternate, non-motorized, modes of transportation.
- *Transportation Options*: Leverage land use and urban design to encourage non-single occupant vehicle transportation options both on and off Metro property, through enhanced first/last mile options, travel demand management, and seamless transit connectivity.

- *Safety*: Work to reduce collisions and create welcoming environments for all ages, abilities and protected classes in the planning, construction, and operation of transit-oriented community projects.
2. Stabilize and enhance communities surrounding transit
    - *Housing Affordability*: Prioritize development and preservation of transit-adjacent Affordable Housing.
    - *Neighborhood Stabilization*: Protect and support local residents and businesses from displacement.
    - *Sustainability*: Ensure that infrastructure investments are multi-beneficial, improving access to transit and enhancing communities' environmental resilience.
    - *Economic Vitality*: Promote sustained economic vitality directly benefiting existing communities.
  3. Engage organizations, jurisdictions, and the public
    - *Community Engagement*: Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, construction, and operation of Metro's transit system.
    - *Foster Partnerships*: Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with local residents and businesses, labor, municipal and institutional entities, community-based organizations, workforce development providers, the private sector, and philanthropy, to realize TOC goals.
  4. Distribute transit benefits to all
    - *Equitable Outcomes*: Ensure transportation investments and planning processes consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged, and underrepresented communities.
    - *Complete Communities*: Promote and realize complete communities that support a mix of incomes, land uses, transportation choices, and equitable access to safe, sustainable, and healthy living.
    - *Small Business*: Encourage the utilization of Small Businesses in the contracting opportunities generated by Metro's investments.
  5. Capture value created by transit
    - *Value Capture*: Capture increased value of properties surrounding Metro's transit investments and re-invest that value into TOC Activities.

## II. TOC IMPLEMENTATION PLAN

The TOC Implementation Plan (TOC Plan) established a series of initiatives and strategies that Metro will pursue directly or as a partner to realize equitable TOCs across the County. Two of those strategies include the TOC Grant Writing Assistance and TOC Technical Assistance Programs (TAP), described in greater detail below.



Metro will prepare TOC Corridor Baseline Assessments (Baselines) for all Metro transit corridors, starting with Measure M transit corridors. The Baselines will include a community snapshot and opportunities to leverage the positive benefits of the transit investments as well as strategies to guard against potential unintended consequences, especially within vulnerable communities. Jurisdictions for which Baselines have been prepared will be expected to utilize the TOC TAP and TOC Grant Writing assistance to carry out the TOC strategies recommended in the Baseline.

Jurisdictions for which a Baseline has not yet been prepared will have access to the TOC TAP and TOC Grant Writing program if they are seeking to carry out one or more of the following TOC activities:

- Affordable Housing Production, Preservation, and Tenant Protections
- Community Stabilization (including anti-displacement strategies-housing and small businesses)
- Regional Housing Needs Assessment (RHNA) compliance activities, aligned with TOC Policy Goals
- First/Last Mile, Metro Active Transport (MAT), and Transit to Parks Strategic Plan project implementation (for MAT, scope items that extend beyond MAT funding allocations).

## EQUITY

Metro has defined equity as both an outcome and a process to address racial, socioeconomic, and gender disparities, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to opportunities, including jobs, housing, education, mobility options, and healthier communities. It is achieved when one’s outcomes in life are not predetermined, in a statistical or experiential sense, on their racial, economic, or social identities.

It requires community-informed and needs-based provision, implementation, and impact of services, programs, and policies that reduce and ultimately prevent disparities.

Additionally, in 2019, the Metro Board of Directors approved Equity Focus Communities (EFCs) as a tool for Metro to utilize in programs and plans to help identify areas of need. EFCs are defined as census tracts where:

- At least 40% of households are low-income (\$35,000 or less), and
- At least 80% are households of color, or
- At least 10% of households have zero cars

Through the TOC Plan and the resulting TOC Grant Writing and Technical Assistance Programs, Metro calls on Program Recipients to incorporate equity as a process and an outcome in funding requests. Additionally, Metro will prioritize resources in EFCs<sup>1</sup>.

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<sup>1</sup> Metro will prioritize resources in EFCs and other high-need communities, based on socio-economic factors, as deemed relevant.

## TOC GRANT WRITING ASSISTANCE

The TOC Grant Writing Assistance Program will be available to municipalities that seek to apply for grants to implement TOC Activities as defined in the Policy. Metro will make grant writers available to Los Angeles County municipalities that seek to implement TOC Activities in their communities, prioritizing EFCs.

## TOC TECHNICAL ASSISTANCE

TOC Technical Assistance Program (TOC TAP) will support local municipalities, prioritizing Los Angeles County's EFCs, in building local capacity and securing funding to realize equitable TOCs.

The TOC TAP will make professional services available for municipalities to build staff capacity in TOC areas and/or explore the feasibility of implementing TOC programs through market studies, transportation or land use studies (including affordable housing and community stabilization), utility studies that can evaluate needed utility upgrades that may be required to accommodate land use planning, environmental remediation studies, and similar.

### **III. ELIGIBLE APPLICANTS AND ACTIVITIES**

Eligible applicants for Grant Writing and Technical Assistance include Los Angeles County jurisdictions with land use authority with exceptions noted below.

For the MAT component, cities, County of Los Angeles, Caltrans, State and Federal agencies, and transit agencies are eligible to receive funding through this program. Other transportation-related public joint powers authorities (JPAs) must be sponsored by one of the aforementioned public agencies for the MAT component. Additionally, eligible MAT scope items include those that extend beyond MAT funding allocations that a jurisdiction may have secured.

For the Transit to Parks component, cities, County of Los Angeles, transit agencies, and nonprofit organizations are eligible for the Grant Writing Assistance Program. Nonprofit organizations are eligible for grant writing assistance if the entity is eligible for the specific Transit to Parks-related grant for which grant writing assistance would be provided. Eligible Transit to Parks activities are defined in the Transit to Parks Strategic Plan.

The TOC Grant Writing Assistance Program will support eligible applicants pursuing planning or capital grants and the Technical Assistance Program will support planning activities (not capital projects). Eligible TOC Activities for which TOC Grant Writing Assistance and TOC Technical Assistance Program funding can be requested include the following:

#### **General activities**

- Community engagement that targets harder-to-reach communities around/regarding TOC Activities or transit
- Events or programs that promote multi-modal transit options
- Discounted transit passes
- Grants and/or technical assistance to support projects and programs that achieve TOC goals
- Transportation related workforce training and education

### **Within 3-miles of a Major Transit Stop<sup>2</sup>**

- First/last mile improvements
- Complete Streets
- Land use planning that promotes TOC goals.
- Value capture studies and formation activities that support investment in TOCs. A value capture district must include at least one Major Transit Stop but may span a broader radius around that Major Transit Stop

### **Within half-mile of a Major Transit Stop**

- Public improvements that create stronger and safer connections to transit and improve the transit rider experience recognizing vulnerable users and their safety in design.
- Affordable Housing: Programs that produce, preserve, and protect affordable housing through:
  - Preservation or development of Affordable Housing units.
  - Innovative anti-displacement strategies to protect and retain Low-income Households.
- Small Business preservation: Programs that support and protect Small Businesses.
- Neighborhood-serving Amenities: Programs that preserve, protect, and/or produce Neighborhood-serving Amenities.

## **IV. EVALUATION CRITERIA**

1. TOC Policy Goal Alignment.
  - Does the proposed project align with the TOC Policy goals?
  - What is the TOC-need that the project will address?
2. Equity Focus Communities.
  - Is the proposed project in an EFC?
  - If not, is the proposed project in a high-need area as defined by another equity-based methodology? If so, which one?
3. Is the proposed project implementing a Baseline recommendation or is it advancing one or more of the following TOC priorities?

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<sup>2</sup> Major Transit Stop, per California Public Resource Code 21064.3, which may be amended from time-to-time, is defined as:

(a) An existing rail or bus rapid transit station (PRC 21060.2).

(b) A ferry terminal served by either a bus or rail transit service.

(c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Per the intent of the TOC Policy, Major Transit Stop shall also include an environmentally-cleared fixed-guideway transit station. A planned fixed-guideway station may also be considered if its location is the only alternative under consideration for a transit corridor in the planning stages.

- Affordable Housing Production, Preservation, and Tenant Protections
  - Community Stabilization (including anti-displacement strategies-housing and small businesses assistance)
  - Regional Housing Needs Assessment (RHNA) compliance activities, aligned with TOC Policy Goals
  - First/Last Mile, MAT project implementation, or Transit to Parks Strategic Plan
4. Equity as an Outcome.
- What community disparities will the project help reduce or eliminate?
  - How will the project specifically benefit marginalized, vulnerable, and/or underrepresented groups in the community?
  - How will the project reduce negative impacts for marginalized, vulnerable, and/or underrepresented groups in the community?
5. Staffing Commitment and Demonstrated Past Performance.
- Does the applicant have the staffing commitment to manage and deliver the project?
  - Does the applicant have a successful performance history on prior grants and/or similar efforts?
6. Equity as a Process: Demonstrated commitment to inclusive and meaningful stakeholder engagement.
- How have stakeholders been engaged to-date?
  - Who has been engaged?
  - How will stakeholders be engaged in the project implementation throughout the process?
  - How will the jurisdiction involve and engage residents who are historically underrepresented in land use planning and development processes?
  - How will the jurisdiction involve and engage residents who face community disparities identified above?
7. Transit Corridor Timing
- Description of the transit corridor project that will be associated with this effort and whether it is existing, planned, and/or environmentally cleared.

The following sections are only applicable to TOC TAP.

## **V. ELIGIBLE COSTS**

Applicants will develop and submit a budget as part of the application. Funds awarded will not exceed the budget submitted and may be less if the key objectives can be achieved at lower costs. Any cost overruns shall be the responsibility of the applicant. The grant can fund:

- Third party consulting costs directly providing services with respect to the project will be eligible for funding. Such eligible costs shall not include overtime costs.
- Costs associated with community outreach may include food, and non-cash incentives. Such proposed expenditures must be approved by Metro in advance of incurring costs.

## VI. NON-ELIGIBLE COST

Staff time and third party consultants and contracted staff costs for equipment, furniture, rental vehicles, mileage, food, office leases or space cost allocations.

Applicant staff overtime costs, mileage reimbursements, food and use of pool cars.

## VII. GENERAL AND ADMINISTRATIVE CONDITIONS

- a. **Duration of Grant Projects.** Projects' schedules must demonstrate that the projects can be completed, including related actions by the governing body (if any), within 36 months of award.
- b. **Funding Agreement.** Each awarded applicant must execute a Funding Agreement with Metro. The Funding Agreement will include the statement of work, including TOC objectives to be achieved, the budget reflecting grant amount and any local match, if applicable, as well as a schedule and deliverables. The schedule must demonstrate that the project will be completed within 36 months from the date of execution.
- c. **Funding Disbursements.** The Program is reimbursement-based. Funding will be disbursed on a quarterly basis subject to satisfactory compliance with the budget and schedule as demonstrated in a quarterly progress/expense report supported by a detailed invoice demonstrating the staff and hours charged to the project, any consultant hours, etc. An amount equal to 5% of each invoice will be retained until final completion of the project and audits. In addition, final scheduled payment will be withheld until the project is complete and approved by Metro and all audit requirements have been satisfied.

All quarterly reports will be due on the last day of the months of October, January, April, and July. Project expenditures that reach 75% of budget will be put on suspension when they are behind in submitting a series of quarterly reports and deliverables. Recipients are responsible for submitting on-time completed quarterly reports and invoices. Reports that are delayed or incomplete will result in payments being suspended until the work is on schedule and deliverables are provided according to the Scope of Work and Schedule.

- d. **Audits.** All program funding is subject to Metro audit. The findings of the audit are final. At the Senior Director's discretion, informal audits will be administered by the project staff.
- e. **Contract Management.** Program and contract management shall be administered by the Recipient staff. Recipient staff must clearly define roles of staff administration and management and may budget through the grant to hire contract staff to assist in managing the program. The contractor or consultant must be defined in the TOC TAP application and scope of work. Contractor or consultant staff shall not be associated with the hiring of consultants to perform the development of the work product.
- f. **Design Guidelines.** Program outreach activities will adhere to Metro's logo and design requirements and standards by clicking on the following link:  
[https://media.metro.net/projects\\_studies/tod/images/Metro Logo Guidelines.pdf](https://media.metro.net/projects_studies/tod/images/Metro_Logo_Guidelines.pdf)
- g. **Program Conditions.** Delivery of draft work products at significant milestones and quarterly project briefings will be coordinated with Metro staff.

- Grant recipients are required to share their proposed draft RFP, draft consultant contract and draft regulatory documents with Metro project staff prior to Recipient approval to ensure alignment with TOC Policy Goals.
- Recipient shall demonstrate that it can meet project milestones and stay within the budget identified in the Funding Agreement. If at the time Recipient has expended seventy-five percent (75%) of the Funds and Recipient has not demonstrated that the work is sufficiently complete consistent with Funding Agreement, LACMTA's Senior Director will notify Recipients Project Manager through written notice that payments will cease until a mutually agreed-to cost control plan is in place. In the case of insufficient Funds to complete the Project, no further payments will be made, and Recipient will identify and secure additional funds to complete the project identified in Attachment A.

### **VIII. DEOBLIGATION OF FUNDS.**

Grantee must demonstrate timely use of the funds and effective implementation of project scope of work by:

- i. Executing the Funding Agreement within sixty (60) days of receiving formal transmittal of the Agreement from LACMTA.
- ii. Meeting the Project milestone and deliverable due dates as stated in the Project Schedule and Budget, and Scope of Work.
- iii. Timely submitting of the Quarterly Progress/Expense Reports as defined in Part II, Section 2 of the Agreement and the Reporting and Expenditure Guidelines; and
- iv. Expending funds within thirty-six (36) months from the date the Funding Agreement is fully executed.
- v. Procuring contract/consultant to complete grant Scope of Work within six (6) months of agreement execution with LACMTA.
- vi. Notifying LACMTA as soon as grantee is aware of any changes and circumstances which alter the eligibility of the approved project.

In the event that timely use of funds and effective implementation of the project scope of work is not demonstrated, the Project will be reevaluated by LACMTA as part of its annual budget recertification of funds deobligation process and the Funds may be deobligated and reprogrammed to another project. Grantees will receive a letter by LACMTA notifying them of the opportunity to appeal. Grantees interested in presenting their appeal should reply to LACMTA's Senior Director.

Administrative extensions may be granted under the following conditions:

- i. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (legal challenge, act of God, etc.).
- ii. Project delay due to an action that results in a change in scope of work or project schedule that is mutually agreed upon by LACMTA and the project sponsor prior to the extension request.
- iii. Project fails to meet completion milestone, however public action on the proposed regulatory change(s) has been scheduled and noticed to occur within 60 days of the scheduled completion milestone.
- iv. Administrative time extensions longer than 6 months will require a formal written

amendment of the grant agreement.

Informal administrative amendments may be granted under the following conditions:

- i. Project that requires a one-time 6-month time extension based on the Administrative extensions conditions noted above may be eligible for an informal administrative approval. Informal administrative approval will be provided via a signed letter from Metro Senior Director. The Metro Senior Director must secure concurrence from the Senior Executive Officer.

Upon full execution of agreement, Recipient has committed to having the staffing necessary to fulfill the scope of the project. Therefore, inadequate staffing shall not be considered a basis for administrative extensions or appeal of deobligation of funds.

If Recipient does not complete an element of the Project, as described in the Scope of Work, due to all or a portion of the Funds lapsing, the entire Project may be subject to deobligation at LACMTA's sole discretion. If all the Funds are reprogrammed, the Project shall automatically terminate.



# Next stop: access to opportunity.

**Transit Oriented Communities (TOC) Implementation Plan**  
Legistar: 2020-0110

**Planning & Programming Committee**  
October 14, 2020

**REVISED**





# Recommendations

1. Approve the TOC Implementation Plan and TOC Grant Writing and Technical Assistance Program Guidelines; and
2. Authorize CEO or designee to enter into multiple agreements with Los Angeles County cities, County of Los Angeles, and other eligible entities to fund TOC Grant Writing and TOC Technical Assistance recommended in the TOC Implementation Plan in an aggregate amount not to exceed \$5M, subject to annual budget programming.

# Meeting the Moment

## > ***Mobility Transformation:***

- Measure M (2016)

## > ***Board Direction and Vision:***

- Vision 2028 Strategic Plan (2018)
- **TOC Policy (2018)**
- Equity Platform (2018)

## > ***Need/Urgency of core riders:***

- Affordable Housing, COVID-19, & Community Stabilization Crisis

## **TOC Policy Goals**

*Increase transportation ridership  
and choice*

*Stabilize and enhance communities  
surrounding transit*

*Engage organizations, jurisdictions,  
and the public*

*Distribute transit benefits to all*

*Capture value created by transit*

# Initiative 1: TOC Corridor Baseline Assessments

## TOC Corridor Baseline Assessment Process:

### *Jurisdiction Coordination/Stakeholder Engagement*

#### *TOC Data*

- > Demographic
- > Displacement Risk
- > Economic & Employment
- > Mobility
- > Collision Data
- > Housing



#### *TOC Policy Inventory/Assessment*

- > Land Use Plans
- > Affordable Housing
- > Anti-Displacement
- > Economic Development
- > Value Capture
- > Environmental



#### *TOC Strategy Recommendations*

For municipalities to leverage the transit infrastructure for equitable TOCs with Metro Partnership Opportunities

# Initiatives 2-4: Internal and External to Metro

## INITIATIVE 2: *Continually Improve TOC Program Areas*

2.1	Implement TOC Programs in alignment with Policy Goals	<b>16 actions, examples:</b> > Update Joint Development Policy > Develop F/L Mile Plans for Transit Corridors
2.2	Improve effectiveness of existing Programmatic Areas	

## INITIATIVE 3: *Enhance Internal Coordination*

3.1	Integrate TOC planning in Measure M corridor delivery	<b>6 actions, examples:</b> > Identify opportunity sites for development > Co-Develop CBO Partnering Strategy
3.2	Increase equitable partnership opportunities with CBOs	
3.3	Expand staff capacity and training in TOC areas	

## INITIATIVE 4: *Strengthen Coordination & Collaboration*

4.1	Improve technical capacity & increase funding for TOCs	<b>10 actions, examples:</b> > Develop educational resources > Develop a centralized, user-friendly portal of Metro resources and tools
4.2	Improve education, information, and training around TOCs	
4.3	Support policy and funding legislation that advances TOCs	
4.4	Collaborate to implement TOC Corridor Baselines	
4.5	Improve accessibility of Metro resources and funding	

# TOC Assistance Programs

## *TOC Grant Writing Assistance*

- > Metro to provide Grant Writers
- > *Near-term:* Affordable Housing, Community Stabilization, RHNA, F/L Mile, MAT, & Transit to Parks
- > *Long-term:* TOC Corridor Baseline Recommendations

> Equity Criteria for prioritizing resources

> Authorization to enter into agreements with local jurisdictions not to exceed \$5M, subject to annual budget programming

## *TOC Technical Assistance*

- > Host convenings
- > Up to \$200,000 for planning activities that support TOC activities
- > *Near-term:* Affordable Housing, RHNA, Community Stabilization, F/L Mile, MAT, & Transit to Parks
- > *Long-term:* TOC Corridor Baseline Recommendations

# Plan Monitoring and Updates

- > A living document that will allow for continual feedback, learning, and improvement
- > **Semi**-Annual Reports to the Board
  - Progress and Achievements
  - Adjustments and Refinements
- > Baselines to be updated 5 to **7-10** years
- > Comprehensive TOC Plan update at 5-year period

**Board Report**

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**File #:** 2020-0503, **File Type:** Project**Agenda Number:** 16.

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**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 14, 2020****SUBJECT: LOS ANGELES UNION STATION FORECOURT AND ESPLANADE  
IMPROVEMENTS****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE the Addendum No. 2 to the Final Environmental Impact Report for the Los Angeles Union Station Forecourt and Esplanade Improvements Project.

**ISSUE**

The Metro Board of Directors (Board) certified the Los Angeles Union Station Forecourt and Esplanade Improvements (Project) Final Environmental Impact Report (FEIR) in March 2018 and Addendum No. 1 in July 2018. Since then, the Project team has substantially completed design, stakeholder engagement and interagency coordination with the City of Los Angeles (City). Addendum No. 2 (Attachment A) memorializes design changes that occurred since the FEIR and Addendum No. 1 and requires consideration under the California Environmental Policy Act (CEQA). The proposed design changes will not result in new or significant impacts than those previously documented.

**BACKGROUND**

The Project will reconfigure the public right-of-way in front of Los Angeles Union Station (LAUS) to expand safe and accessible pedestrian and bike facilities on Alameda and Los Angeles Streets and create a civic plaza in front of the station. Staff has secured approximately \$18M in Caltrans Active Transportation Program (ATP) grant funds to design and implement the project improvements, apart from construction funds for the forecourt.

The Project elements cleared in the FEIR and Addendum No. 1 include:

- Alameda Esplanade: Roadway configuration on Alameda Street between Arcadia Street and Cesar E. Chavez Avenue to narrow the roadway and widen pedestrian and bicyclist facilities with a shared pedestrian/bicyclist multi-use path on the eastern sidewalk.
- Los Angeles Crossing: Consolidated raised crossing at Alameda and Los Angeles Streets, closure of the northern Los Angeles Street travel lane and the northern LAUS driveway, and addition of a two-way bike path.

- LAUS Forecourt: Repurpose the existing surface parking lot as a new civic plaza with sustainable features.
- Arcadia Street: Repurpose the northern travel lane as a dedicated El Pueblo Plaza tour bus parking zone during off-peak hours.

The Project received NEPA clearance as a Categorical Exclusion in June 2020 and utility and geotechnical investigations and archeological testing will be performed August through October 2020.

## **DISCUSSION**

Most Project elements are located on the City public right-of-way; as such the Project is required to comply with City standards. The Addendum No. 2 to the FEIR documents and evaluates Project element changes that result in a larger project footprint from what was already captured and cleared in the Final EIR and Addendum No. 1. It was determined that the Project changes considered in the Addendum No. 2 do not result in new or significant impacts.

The design modifications evaluated included:

### **1. Alameda Esplanade Realignment**

The certified Project removed two vehicle lanes and allocated the gained right-of-way equally to both sides of the sidewalk, with a shared multi-use path for pedestrians and bicyclists on the eastern sidewalk. The City and stakeholders raised concerns about a shared multi-use bicycle and pedestrian path that would not offer separation between modes and the potential conflicts that could arise. In addition, staff learned of significant utilities under the roadway on the west side of Alameda. As a result, the Project will still remove two vehicle lanes, but will shift all gained right of way to the eastern sidewalk to allow for fully separated bicycle and pedestrian paths, with mixing zones at the intersections. The Alameda Esplanade realignment was approved by Caltrans as an ATP project scope change.

### **2. Intersection and roadway modifications:** The Project changes related to this item includes the following three revisions:

- **Lane Striping.** The Project now includes additional vehicle lane striping north of Cesar E. Chavez to Alpine and south of Arcadia to Aliso to allow for a smoother transition for vehicles traveling to and along Alameda Street, between Arcadia Street and Cesar E. Chavez Avenue. As such, the Project boundary map (Attachment B) has been updated to reflect this change.
- **Left-hand turn.** The FEIR included removal of a left-hand turn vehicle movement from eastbound Los Angeles Street onto northbound Alameda Street to improve vehicle movement and allow for the possibility of a longer pedestrian crossing phase. The City will maintain the left-hand turn movement to avoid conflicts and pedestrian safety issues that could arise from motorist confusion and/or disregard for the left-hand turn removal. Pedestrians and bicyclist movement over the raised crossing will not run



concurrently with vehicle movement to avoid conflict.

- **Alameda Southern Crosswalk.** The original Project proposed removal of the existing southern crosswalk that connects Father Serra Park to Union Station at Alameda and Los Angeles Streets to consolidate all pedestrian and bicyclist movement on the new raised crossing. Due to City and stakeholder feedback, the Project will maintain the southern crosswalk to ensure that the Project maximizes safe pedestrian crossings in the Project area. Per the City's direction, this crossing will also have a protected pedestrian movement (no right turn on red).

### 3. Streetlight update:

There are currently 10 historic streetlights on the eastside of Alameda Street. The Project will remove and replace these historic lights with replica streetlights to match existing historic lights.

### 4. Utility relocations:

Since the Addendum No. 1 was approved, staff has gathered more information related to utility relocations that will be required. The Addendum No. 2 provides the related environmental analysis and clearance for additional utility relocations.

### 5. Los Angeles Street ADA accessible pathway:

Los Angeles Street is very steep with a slope that exceeds Americans with Disabilities Act (ADA) standards in some areas. In response to feedback from the City and stakeholders, the Los Angeles Street pedestrian path will include an ADA-accessible path of travel to serve users of all abilities and ages. Inclusion of the ADA path of travel on Los Angeles Street was approved by Caltrans as an ATP project scope change.

### Additional Design Changes

In addition to the design changes noted above, two additional Project design changes were not analyzed in detail in the Addendum No. 2 because they result in a smaller footprint than what was cleared in the FEIR. As such, the changes do not pose a potential to result in new or more severe impacts under CEQA.

Addendum #2 does not propose to reduce the Project footprint as the Project is still under design review with the City and does not yet have final plan approval. Clearing a reduced footprint and scope in these areas would limit the Project's ability to refine design as the City review progresses. The two additional changes include:

- **Raised Crossing.** The Project includes a raised crossing on Alameda Street at the northern

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end of the intersection with Los Angeles Street. The raised crossing is a central element of the Project that was originally proposed at 50' wide (38' for pedestrians and 12' for bicyclists) with 12' slopes on either side for a total width of 74'. Additionally, the raised crossing was originally proposed to be flush with the sidewalk at curb height (8" tall).

In April 2020, the City adopted a Supplemental Street Design Guide (Design Guide) that provides standards for raised crossings. Specifically, the parameters in the Design Guide establish a maximum width of 37' (25' for pedestrians and 12' feet for bicyclists) with 9' slopes on either side. Additionally, the height of the crossing was reduced to 3" to comply with the Design Guide. The height reduction will require ramps from the sidewalk down and up to the 3" raised crossing. The reduction in height accommodates the volume of heavy vehicles and emergency services on Alameda Street which serves as an arterial for bus service and as a truck and emergency response route. The reduction in width results from Design Guide guidance that raised crossings wider than 25' are likely to have diminished traffic-calming effectiveness.

- **Street trees.** The original project included new street trees on the western sidewalk with a double row of trees along Alameda Street. Per City standards, the Project cannot remove healthy existing trees on the west side of the street to accommodate new trees. On the eastern sidewalk, trees cannot be planted at the curb edge because of potential tree root impact to existing City storm drain (at a depth of 15'). Across the city, tree root intrusion into existing storm drains is a costly maintenance issue. Planting trees at the curb edge, including a double row of trees, would require that the Project encase the existing storm drain in concrete or to relocate the storm drains; both options are cost prohibitive. Therefore, the Project is planting a total of 17 trees on the eastern edge of the sidewalk, adjacent to the property line.

As previously noted, both the raised crossing and street tree design refinements reduce the project scope from what was previously cleared in the Final EIR and Addendum No. 1 and therefore do not pose any potential for new significant impacts under CEQA. The description of the current design regarding the raised crossing and street trees has been updated in Addendum No. 2 for clarity. The current design concept is included in Attachment C, Project Site Plan.

### Stakeholder Engagement

The draft Addendum No. 2 was released for a 30-day public comment period between July 27 and August 26. E-blasts were sent July 27, August 3, August 11 and August 24 notifying stakeholders of the opportunity to comment on the Addendum No. 2 and of the August 13 public meeting that would cover the Addendum No. 2 and the upcoming utility and geotechnical investigations.

In addition, staff met with El Pueblo de Los Angeles management, El Pueblo Commission, Metropolitan Water District, First 5LA, Mozaic Apartments, LA Walks, Homeboy Industries, FilmLA and local elected offices. A virtual public meeting was held with 71 attendees on August 13 to provide a project update and brief stakeholders on the Addendum No. 2.

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During the Draft Addendum No. 2 public comment period, a total of 28 comments were received and summarized (Attachments D1 & D2). With the exception of the left-hand turn movement, most public comments did not focus on the elements included in the Addendum. The overarching comments focused on the following four issues:

**1. Reintroducing the left-turn movement from Los Angeles Street to northbound Alameda Street (in Addendum)**

Several comments opposed the Project reintroducing the left-turn vehicle movement from eastbound Los Angeles Street to northbound Alameda. In addition, concerns were raised that reintroducing the left-turn vehicle movement would reduce the possibility of extending the duration beyond the minimum required time for the pedestrian/bicycle signal phase because the left turn would be taking away available time within the overall signal cycle to accommodate a dedicated left-turn phase for motorists.

As noted previously, motorists would have a dedicated left-turn phase to ensure that left turns do not conflict with pedestrians in the crossing and it is considered necessary to avoid motorist confusion and illegal left turns.

**2. Raised crossing/pathway design from LAUS to El Pueblo (not analyzed in Addendum)**

As previously noted, the proposed modifications to the raised crossing reduce the width and height. These design changes are opposed by many that provided comment. Stakeholders requested that the raised crossing maintain the original width and height to encourage slower vehicle speeds and to facilitate a more accessible path of travel by not requiring that pedestrians step down from the curb and instead, travel across the sidewalk to the raised crossing at the same grade.

As previously noted, in 2020 the City has developed a Design Guide that establishes standards for raised crossings and the revised width and height of the Project raised crossing complies with these standards.

**3. Number of Trees (not in Addendum)**

The Project currently proposes a total of 24 trees. Several comments included a request to increase the number of trees and more specifically, a double row on the eastside of Alameda Street, as was originally proposed. Concerns over a reduced tree canopy, the reduction in adequate shade cover, heat island impacts, and less comfortable and effective active transportation facility were raised.

As previously noted, the number and location of trees are due to compliance with City standards and the infeasibility of encasing or relocating the existing storm drain.

**4. Design prioritizing pedestrians & bicyclists (not in Addendum)**

Some provided feedback on the right-turn movement into LAUS from northbound Alameda Street be removed to allow for a longer bike path on Alameda Street.

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The right-turn movement was part of the original FEIR approved Project and important to manage circulation in and out of Union Station since the Project will result in closing the northern driveways and shifting all vehicle access to the southern driveway. In addition, this intersection includes a right-turn arrow with no right turn on red to avoid pedestrian and bicyclist conflicts. Overall, the eastside of Alameda Street will be greatly improved as there will be a separated bicycle path, with mixing zones at the intersections. The original concept did not provide for any separation and a narrower sidewalk.

Overarching concerns over the design changes and compliance with the core Project objectives were raised. The Project will repurpose three vehicle lanes in the heart of downtown Los Angeles as new protected pedestrian and bicyclist facilities. While the four design changes that have been raised by stakeholders reduce scope in some areas, the Project will result in significantly safer and more accessible pedestrian and bicyclist facilities in the area.

### Equity Platform

The Project is consistent with the following Equity Platform pillars:

- **Listen and Learn:** The Project is a result of deep stakeholder engagement. While there is opposition to four Project elements noted above, overall, the Project has been supported by stakeholders. In addition, staff has engaged stakeholders proactively and transparently throughout the process.
- **Focus and Deliver:** The Project is part of a larger active transportation program in and around Los Angeles Union Station that will create expanded pedestrian and bicyclist facilities. Over the last few years, staff has secured grant funding, environmental clearance and design to deliver this important transformative project.

### DETERMINATION OF SAFETY IMPACT

The Project will create safer connections for Metro transit patrons, including transit connections as well as connections to the surrounding neighborhood destinations and job centers.

### FINANCIAL IMPACT

The cost of preparing the Addendum is included in the FY21 budget. The recommended action will not change the Project cost or require a funding request. The funding for this year's project activity is Caltran's ATP grant and general fund. The general fund is eligible for Metro's bus and rail operation and capital project.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports:

- Strategic Plan Goal #1: The Project provides a high-quality mobility options that enable people to spend less time traveling by expanding access for people who walk, bike or roll in and around LAUS. The Project adds bike paths, expands pedestrian access and builds an ADA accessible pathway to increase the connections for all users from LAUS to El Pueblo; and
- Strategic Plan Goal #2: The Project delivers outstanding trip experiences for all users of the transportation system by increasing active transportation options for all users.

## **ALTERNATIVES CONSIDERED**

The Board may consider not approving the Addendum No. 2 to the FEIR. This is not recommended. The revisions, additions, and clarifications included in this Addendum No. 2 will ensure that the Project's design complies with City of Los Angeles requirements and that the Project can advance design and be implemented to meet Project grant deadlines.

## **NEXT STEPS**

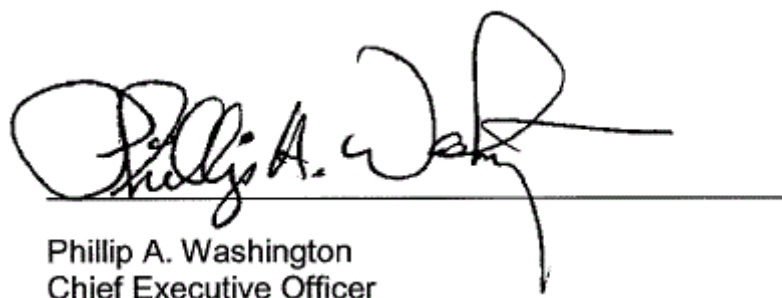
Upon Board approval, staff will continue to engage stakeholders and will coordinate with the City of Los Angeles to finalize design and receive final approvals and permits to construct the Project. The Project is funded by two Caltrans ATP Grants with a project deadline of completing final design by the end of the year to secure the approximately \$15M in construction allocation funding.

## **ATTACHMENTS**

Attachment A - FEIR Addendum No. 2  
Attachment B - Project Map  
Attachment C - Project Site Plan  
Attachment D1 - Public Comments Summary  
Attachment D2 - Public Comment Letters

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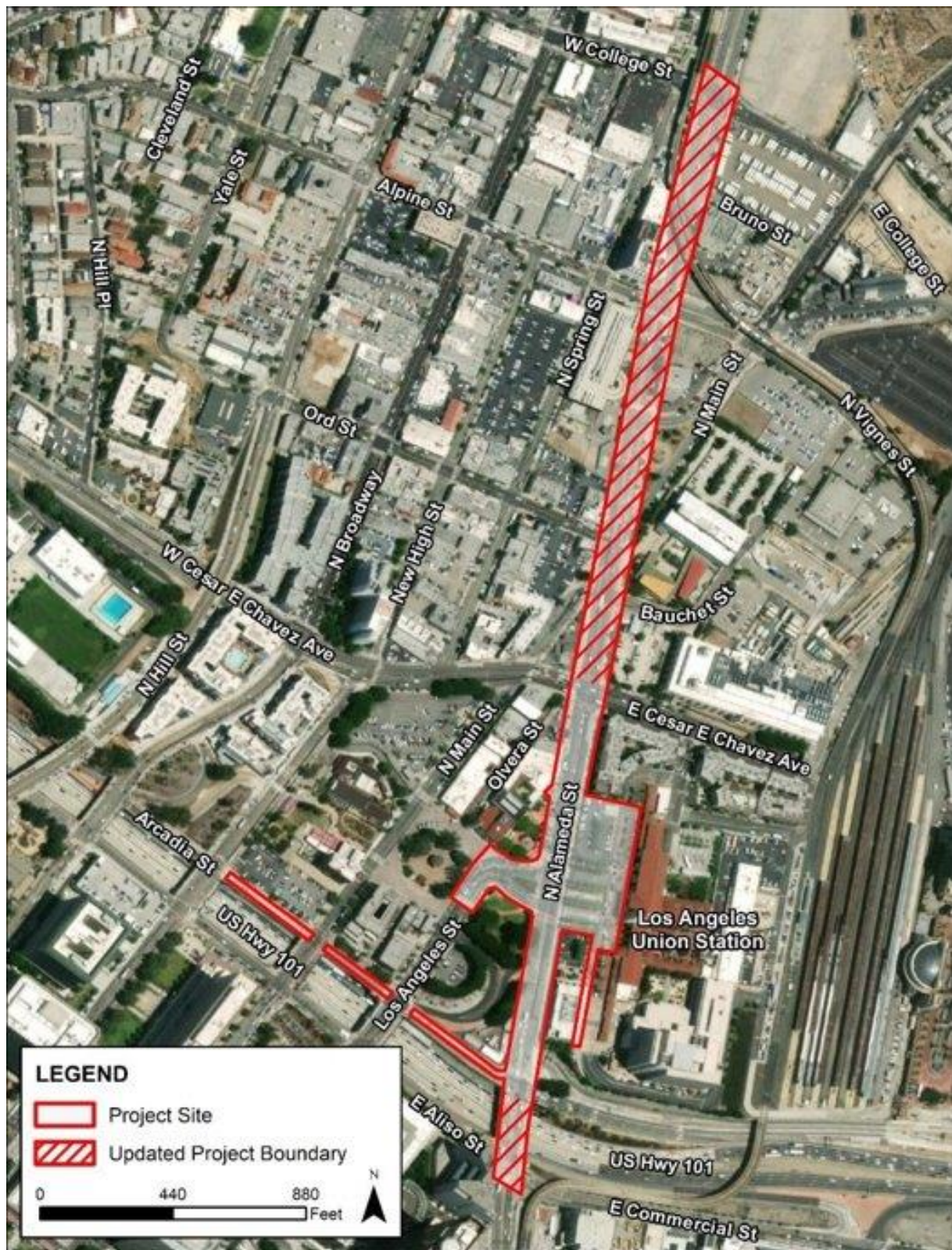
Phillip A. Washington  
Chief Executive Officer

## **Attachment A:**

Los Angeles Union Station Forecourt and Esplanade  
Improvements Project

Addendum No. 2 to the Final Environmental Impact  
Report

# Attachment B: Project Map



**Attachment C:**  
Project Site Plan





**Attachment D1: Public Comments Summary**

Comment No.	Name	Comment Summary	Response
1	Zaul Meza Santillanes	Close Los Angeles St. more pedestrian friendly connection between Union Station and plaza. 🙏👍	Full closure of Los Angeles was evaluated in the FEIR and was not selected due to public opposition.
2	Jess Gayer	To whom it may concern: I looked at the plans for the Union Station / Alameda Esplanade. I will not be commenting on what was in the report but what was not. I will ask this question. I noticed with consternation that a park near Union Station is named for Father Serra. It probably was named so previous to this project. This I have a question. How would a citizen of Los Angeles go about urging that the Father Serra Park to be renamed ? Father Serra was not a good and just man as he has been described in history books in the past. Maybe as a Priest he was a man of God, but his treatment of native peoples who had been living in Los Angeles for about 3,000 years, was a crime against human dignity and justice, as we perceive it today. I know he was working from his historical, religious time frame, and religious outlook, but to have a Park in a prestigious place, like Union Station still named for Father Serra in 2020 is disgusting. He was not an honorable man, he was cultural and humanitarian disaster for native peoples in his time. I guess I should reach out to my City Councilman and the Mayor's Office to address this issue. But I would still like a reply from Metro, as your maps of the Union Station area include the Father Serra Park in your plans. Thank you for your time	Father Serra Park is not included in this project scope and therefore not included in Addendum No. 2.
3	Aram Hacobian	Hi, I would have to say I don't see anything new significant changes other than some new greenery here & there. Still that's better than nothing. That area could use a facelift anyway. What I would really love to see changed is to have Los Angeles Street closed to vehicular traffic and have the land repurposed into more park space.	Full closure of Los Angeles Street was evaluated in the Draft EIR and was not selected as the preferred alternative.

**Attachment D1: Public Comments Summary**

Comment No.	Name	Comment Summary	Response
4	Carolyn Navarro	Please encourage LA lawmakers to fine more people walking around on public sidewalks or jogging near pedestrians without masks, just waiting for a bus is difficult when someone suddenly comes by unmasked, they are prolonging the virus , please fine them a \$1,000 , I don't care if that's a hardship , they are making it miserable for other people who are complying with mask mandates !	Comment does not pertain to project scope.
5	Anant Vasudevan	The new plans showcase that there is very little hope for bikers and pedestrians to get the infrastructure support they need to thrive in this city. What had initially been a project that focused on the pedestrian and bike aspect seems to have been trimmed down from its initial scope and now the pedestrian path suffers because of the road being widened, the bike lane is fragmented, and pedestrians have a more circuitous route. It's surprising given that Union Station is a pedestrian transit hub, and still the car is given priority. If this street won't stick to it's pedestrianization plans, what hope does LA have to transform away from the car. Truly disappointed.	The current Project will increase off-roadway pedestrian and bicyclist facilities on Alameda and Los Angeles Street. Previously, the project was not providing a separated pedestrian and bicycle path on Alameda Street. In both cases, mixing zones are required at intersections to avoid conflicts with pedestrians.
6	Alex Hager	Please include the pedestrian oriented raised platform and shade cover. Signed, a person who walks to Union Station.	As noted in the Board Report, the Project includes a raised crossing and new trees. The scope of both items have been reduced in current design. These changes were not analyzed in the Addendum No. 2 because the design refinements are smaller than what was analyzed and cleared in the FEIR and therefore do not pose any new impacts under CEQA.

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Comment No.	Name	Comment Summary	Response
7	Alexis Zhou	<p>I'm just disappointed to find out that METRO and LADOT are not prioritizing pedestrian &amp; cyclist access, given that it is an improvement project AT a train station. People ride trains, not cars. I understand that the city has concerns about "traffic backing up" and cars "need to make left turns or right turns" but this is a transit hub we're talking about, not some highway interchanges. Los Angeles has been a car-centric city for over a century, and this improvement project will be the first transportation project in the history of the city to truly put the interest of pedestrians front and center. Don't mess it up or it's going to be another century before the next generation will correct our mistake. The elevated pedestrian crossing should stay the way it was originally intended. The pedestrian path should also stay the way it was envisioned. Left-turning and right-turning lanes that block the free-flowing of cycling lanes or sidewalks need to be scratched. This is a project of historic magnitude. please do it right. The people of Los Angeles don't have the luxury to wait for another 100 years to see that the city finally treats pedestrians &amp; cyclists with dignity and respect.</p>	<p>As noted in the Board Report, the raised crossing was redesigned to comply with the City's Supplemental Street Design Guide. However, because the south leg crosswalk is being retained, the overall crossing capacity for pedestrians is increased over the originally proposed project. The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard for pedestrians. This is not intended for traffic capacity, as the removal of the left turn as originally proposed and redistribution of traffic through the network would lead to better traffic operations. The left turn will be controlled with a protected left turn arrow, meaning that it will not conflict with pedestrians crossing over the raised crossing. The northbound right turn only lane into Union Station is included as a safety measure. It will have a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk.</p>
8	Kyle Jenkins	<p>The scaling back of pedestrian features in the 2020 design of the L.A. Union Station Forecourt and Esplanade Improvements, including the reduction in the raised crosswalk, the introduction of a left-turn lane from Los Angeles onto Alameda, and the removal of trees (as documented in the Streetsblog LA article entitled "L.A. City Is Nixing Metro's Pedestrian-Priority Plans for Union Station") is extremely disappointing. If the City and Metro cannot work together to create a truly inviting pedestrian entrance to the centerpiece of regional transit, then it is clear we will never achieve a more walkable, multi-modal city. I urge everyone involved to re-evaluate these plans and revert back to the more pedestrian</p>	<p>As noted in the Board Report, the raised crossing was redesigned to comply with the City Supplemental Street Design Guide. The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard for pedestrians. The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p>

**Attachment D1: Public Comments Summary**

Comment No.	Name	Comment Summary	Response
		friendly 2018 version.	
9	Tom Moline	<p>Hello Metro Team,</p> <p>I would like to comment on the recently released Addendum #2 of the Los Angeles Union Station Forecourt and Esplanade Improvements Project. Though some of the changes noted in the addendum are welcome (e.g., converting parking spaces to a pedestrian plaza and improving existing bike lane protections), others seem to be chipping away at some of the key objectives noted in the project report, such as:</p> <ol style="list-style-type: none"> <li>1) Prioritize[ing] connectivity, convenience, and safety for the most vulnerable users ... to safely navigate to and from the Project site.</li> <li>2) Facilitate[ing] alternatives to driving by providing infrastructure that enables more walking and bicycling.</li> <li>3) Enhance[ing] the safety and quality of pedestrian and bicycle connections ... [to] nearby business and neighborhoods.</li> </ol> <p>I believe that the following changes detract from all of these stated goals, prioritizing driver convenience over pedestrian community, safety, and public transit access:</p> <ol style="list-style-type: none"> <li>1) Reducing the height/width of the raised cross-walk below side-walk level will result in increased vehicle speeds through the area and pose navigation difficulties to those in wheel chairs or riding bicycles, with the former reducing pedestrian safety and the latter reducing access.</li> <li>2) Allowing for left turns from Los Angeles to Alameda Street exacerbates the above issues by reducing pedestrian crossing times and increasing the likelihood of pedestrian/driver conflict, further reducing pedestrian safety and access.</li> <li>3) Maintaining a dedicated right turn lane from Alameda Street to Union Station (which is not a change specific to the addendum, but is harmful nonetheless) disconnects the planned bike lane on the East side of Alameda street, reducing bicyclist safety and access.</li> </ol>	<ol style="list-style-type: none"> <li>1) The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide.</li> <li>2)The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard for pedestrians.</li> <li>3)The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</li> </ol> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>

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Comment No.	Name	Comment Summary	Response
		<p>The report does not offer particularly compelling reasons for any of these changes, which seem to primarily be driven by LADOT desires/requirements (as opposed to expanding/improving on the stated project goals). I believe that these highlighted changes should revert to the 'Final' 2018 design, which did a much better job of both meeting the stated project goals and prioritizing pedestrian safety and access to Union Station and the heart of Los Angeles.</p> <p>Thanks Tom online</p>	
10	Matthew Stevens	<p>I just read this article on Streetsblog about Metro's plan to eliminate pedestrian improvements and I am really disappointed. This is not the direction Metro should be going. Union Station is the primary transit hub in Los Angeles. It should prioritize walking, biking, and public transit - not cars. <a href="https://la.streetsblog.org/2020/08/13/l-a-city-is-nixing-metros-pedestrian-priority-plans-for-union-station/">https://la.streetsblog.org/2020/08/13/l-a-city-is-nixing-metros-pedestrian-priority-plans-for-union-station/</a> Please go back to the original plans that put pedestrians first.</p>	<p>The Project will repurpose three vehicle lanes on Alameda and Los Angeles Street as dedicated and protected pedestrian and bicyclist facilities. The project substantially improves pedestrian and bicycle facilities and completes gaps in the pedestrian and bicycle network to provide access directly to Union Station.</p>
11	Joe Pallon	<p>As a regular commuter from the Antelope Valley to the Los Angeles Basin, I was looking forward to the enhanced pedestrian-friendly features that the Union Station Forecourt and Esplanade Improvements were to have. In particular, the fifty-foot wide raised crosswalk is something very desirable considering the amount of foot traffic that goes through Alameda.</p> <p>I believe that such an improvement will encourage better pedestrian and biker flows while providing commuters, tourists, and locals more incentive to explore more of what the surrounding area, especially the Pueblo, has to offer. I certainly hope that the improvements that were proposed earlier on will stay with the plan.</p> <p>Thank you for your time.</p>	<p>The raised crossing design was revised to be in compliance with the City's Supplemental Street Design Guide, which was recently published. However, because the south leg crosswalk is being retained, the overall crossing capacity for pedestrians is increased over the originally proposed project.</p>

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Comment No.	Name	Comment Summary	Response
12	Daniel Kopec	<p>Union Station sit in the heart of Los Angeles and in the most transit rich neighborhood. The station deserves a surrounding environment that will invite people to make use of the area. Currently the street configurations are unfriendly to pedestrians and promote dangerous driving that discourages walking and cycling. The 2018 concept for the station was great, the 50 foot wide and 8 inch tall cross walk was a perfect design to attract pedestrian use. The new 2020 concept shies too far from the needs of the people that will walk and bike to the station. I ask that LADOT and Metro revert back to the 2018 concept as it is the most appropriate for the world class station that Union station is set to become.</p>	<p>Overall, the core Project elements of repurposing three travel lanes, new street trees, a raised crossing, and off roadway facilities are intact and will improve safety and accessibility to and from Union Station.</p>
13	Sandra Au	<p>The L.A. Union Station Forecourt and Esplanade Improvements project includes upgrades on the Union Station grounds, which Metro owns, as well as upgrades to nearby streets, which are controlled by the city of Los Angeles. The latest version of the project plan removes and waters down some core pedestrian aspects of the project.</p> <p>Please please modernize LA and PRIORITIZE the safety of PEDESTRIANS AND BIKERS instead of continuing to be car-centric! Cars don't need safety measures as much as those of us on foot and bike.</p> <p>Other cities are modernizing...don't let LA fall behind.</p>	<p>Overall, the core Project elements of repurposing three travel lanes, new street trees, a raised crossing, and off roadway facilities are intact and will improve safety and accessibility to and from Union Station.</p>
14	Michael MacDonald	<p>Expressed concerns related to 1) Adjustments to Shade Cover, 2) Pedestrian Signal Cycle Duration, 3) Elimination of Flush Raised Crossing, 4) Elimination of Direct Path of Travel between Union Station and El Pueblo, 5) Stormwater Runoff, 6) Discontinuous Alameda Cycle Path (Comment Letter Attached)</p>	<p>1. Currently there are no existing street trees in the City ROW on the east side of Alameda between Cesar Chavez and Arcadia Street, or on the west side of Alameda south of Los Angeles Street. The project is adding 21 new trees on Alameda Street. and 3 new trees on Los Angeles Street. The trees provide shade on the west side of the trees in the morning, and on the east side in the afternoon.</p>

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Comment No.	Name	Comment Summary	Response
			<p>2. LADOT is ultimately responsible for timing the signal and its phasing. The re-introduction of the the left turn could reduce the overall available cycle length to allocate to the pedestrian phase. LADOT is required to comply with minimum crossing times per the Manual of Uniform Traffic Control Devices.3. The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published. Per the Design Guide, the reduction in height is intended to accommodate the volume of heavy vehicles (trucks and buses) and emergency services. Alameda Street serves as a designated truck and emergency response route.4. The front door to Union Station has never aligned with the proposed raised crossing. Due to Americans with Disabilities Act requirements the center median in between the existing inbound and outbound driveways cannot serve as an accessible path of travel due to the historic steps. 5. The analysis of impacts contained in Addendum #2 is intended to identify if design modifications have potential to result in new significant impacts relative to existing conditions, not relative to previous design of the project approved in the FEIR. While it is acknowledged that a reduction in landscaping would result in some additional accumulation of stormwater on the project site over what was assessed for the FEIR approved project, overall the Addendum No.2 Project will improve the Project site's drainage characteristics by implementing landscaping and porous paving materials that are currently not present on the existing site. Accordingly, no additional analysis of stormwater runoff is</p>

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Comment No.	Name	Comment Summary	Response
			<p>warranted as there is no potential for the Project to result in flooding or exceedance of stormwater drainage facility capacity beyond existing conditions. The modified project has been designed to convey stormwater and other runoff to existing and relocated stormwater collection systems and, as with the FEIR approved Project, will comply with the SUSMP and LID. Given the Project's overall benefit to the Project Site with regard to runoff and stormwater conveyance, Addendum #2 determined that there was no potential for new significant impacts posed by the Project Modifications. 6. The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk). The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>



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Comment No.	Name	Comment Summary	Response
15	Clara Karger (CCA)	Requests Los Angeles left-turn lane be eliminated, design crossing and tree canopy be unchanged (Comment Letter Attached)	<p>The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard.</p> <p>The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published.</p> <p>The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p>
16	Jordan Wolder	<p>I would like to submit my public comment regarding the amendments to the Union Station entrance improvements project. See below.</p> <p>This project is literally and figuratively close to home for me. I live in downtown and use metro and metro bike share frequently. The first time I ever arrived in Los Angeles, I took the LAX flyaway bus direct to Union Station. I then exited the station to walk to LA's downtown core through a number of heavily car-oriented streets. The sidewalks were narrow, and some were even occupied by the tents of homeless encampments. It communicated that pedestrians were not welcome here.</p> <p>What a complete shock coming from the beautiful, historic Union Station building, bustling with people traveling and making connections to get around the city and the region. You would expect the area around the region's transportation hub to be more friendly to pedestrians and cyclists. Look at Denver's recently upgraded Union Station and Washington DC's Union Station. Both are surrounded by highly walkable and bikeable areas, each with a large pedestrian plaza in front</p>	<p>The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard.</p> <p>The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</p> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of</p>

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Comment No.	Name	Comment Summary	Response
		<p>of the main entrance, clearly signifying which street users are being prioritized.</p> <p>The original plan for the upgrades to Union Station's entrance was promising. Finally, a seamless connection between the birthplace of LA at historic Olvera street and the intermodal transportation hub of the LA region we know today.</p> <p>I strongly disapprove of the amendments to the plan which favor cars making turns over the livelihood of pedestrians, cyclists, and transit users. The Streetsblog LA article I've linked below really says it all, but let me reiterate a few points:</p> <ul style="list-style-type: none"> <li>- the left turn from Los Angeles onto Alameda is unnecessary and will be detrimental to the proposed pedestrian crossing almost rendering it useless. Drivers can very easily make their turn at Arcadia or César Chávez. The benefits of being in a downtown environment is the dense street grid that makes alternate routes of travel very simple.</li> <li>- the same goes for the insistence of a dedicated right turn lane from Alameda into Union Station, rendering a proposed bikeway useless. A discontinuous bikeway means cycle traffic and car traffic will be forced to mix. The whole point of a cycle track/bikeway is to separate cyclists from cars to keep them safe.</li> <li>- the reduced width and height of the raised crosswalk is also unacceptable. It shows a prioritization of dedicating street space to cars instead of to people.</li> </ul> <p>What we really need to be asking ourselves is what do we want the future of LA to look like? And who do we want to be planning our future for? For cars or for people? Especially, in and around the heart of Los Angeles and its increasingly walkable, bikeable, and transit friendly core. Let's not make the mistakes of our past, resulting in the gridlocked, polluted mess we have today.</p>	<p>Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p> <p>The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published.</p>

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Comment No.	Name	Comment Summary	Response
		<p>If you have not done so already, please read the Streetsblog LA article below. They are more familiar with the plans and addendums, and they do an excellent job of critiquing the project.  <a href="https://la.streetsblog.org/2020/08/13/l-a-city-is-nixing-metros-pedestrian-priority-plans-for-union-station/">https://la.streetsblog.org/2020/08/13/l-a-city-is-nixing-metros-pedestrian-priority-plans-for-union-station/</a>                      Thanks,                      A proud DTLA resident</p>	
17	Ruth Lansford	<p>The current security lighting on the Los Angeles St. pole illuminates the flags at the Eugene Obregon Medal of Honor Wall Monument in Father Serra Park at night, as required by the U.S. Flag Code, Chapter 1, Section 6A. The new lights are also required to do the same. Can you confirm that they will?; I already submitted a comment. Where is it?; Don't understand. Didn't receive the response. Can you repeat?; The light is within the project; thanks.</p>	<p>The Project will not result in any improvements on Father Serra Park or the Obregon Monument. Street lights that are replaced will comply with City standards.</p>
18	Sam	<p>It looks like there has been a reduction of sidewalk trees, What percentage of the new sidewalk along Alameda will be shaded from midday sun?</p>	<p>Currently there are no existing street trees in the City ROW on the east side of Alameda between Cesar Chavez and Arcadia Street, or on the west side of Alameda south of Los Angeles Street. The project is adding 21 new trees on Alameda Street. The trees provide shade on the west side of the trees in the morning, and on the east side in the afternoon.</p>
19	Joe	<p>How wide is the raised crosswalk?; is there any way to revisit the driver left turn from L.A. St to Alameda? Will this impact signal phase timing - allowing less time for peds to cross?</p>	<p>The raised crossing is 37' wide (25' for pedestrians and 12' for bicyclists). The removal of the left-hand turn was discussed extensively and at this time, is not viable to reintroduce due to safety concerns raised by the City of Los Angeles, associated with the potential for motorists making illegal left turns and conflicting with pedestrians in the crosswalk.</p>

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Comment No.	Name	Comment Summary	Response
20	Tom Savio	please repeat email address slowly so I can make a comment.; Hello, I want to know why you are adding a water feature in front of LAUS when 1) it is NOT historic to the station; 2) I will use water in a desert-like climate when we have all been asked to conserve; 3)In a broader question, now that the Serra statue is gone can it be replace with an Tongva (Indian) monument?; Thank you, will you please contact Union Station His. Soc. at: laushs@earthlink.net , when you will discuss the water feature so we can comment as such as we are Sec.106 resource for Union Station? Thanks, Tom; Has Metro gotten input from the emergency services about the wisdom of "dieting" Alameda St. lanes?	1) The Forecourt design includes a water which was evaluated in the FEIR. 2) The interpretive water feature plans to use stormwater runoff water; the interactive water feature design is in progress, and will act as a misting cooling feature. 3) Father Serra Park is not included in the project scope.
21	Anonymous	Ahh I logged in at 6:37 did I miss the presentation?	The presentation is available on the project website: <a href="https://www.metro.net/about/lausfei/">https://www.metro.net/about/lausfei/</a>
22	Tim	Has a traffic study been thoroughly conducted for the raised crosswalk? Will it cause increased traffic and hazard?; Can you elaborate my traffic study question a bit more. I live in the apartments and I'm concerned that the lane reduction and raised crosswalk will just cause a bottle neck on Alameda and will increase air pollution. I'm just being logical	Yes, the raised crossing has been analyzed through a comprehensive traffic study in the FEIR. No, on its own, it was not found to increase traffic or pose as a hazard. The overall project is repurposing vehicle lanes as pedestrian and bicyclist areas. This will result in increased vehicle travel times and expanded pedestrian and bicyclist facilities to and from transit.
23	Matt Lansford	In addendum 2 Figure 4 on Los Angeles St. between the two crosswalks there is a rectangular deviation in the project boundary That abuts the existing olive tree. This rectangular area is not reflected in any of the other Plan view illustrations. What is this area for and does it enter the El Pueblo area as the ADA Compliance zone?; yes; Thank you Elizabeth	The Project does not include improvements at Father Serra Park, including adjacent to the olive trees.

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24	Michael Banner	How much coordination has occurred with the LINK US destination after it passes through the low income community of Lincoln Heights? Do you have any concerns with the proposed bridge at North Main Street?	Link US is a Metro project that has independent utility from the Forecourt and Esplanade Improvements. The inquiry was passed on to the Link US project team.
25	Shawn Maxson	Hello, my name is Shawn Maxson. I'm a resident of the city [of] LA. I do not own a car and I rely extensively on the Metro bike infrastructure to get around the city. I am leaving a public comment to express my disappointment in the proposed addendum. The proposal significantly chooses to prioritize drivers over pedestrians and cyclists. For example, adding a right turn lane on the east side of Alameda to prioritize driver access to Union Station disconnects two segments of the two-way protected bikeway along Alameda rendering the bike lane nearly useless just so that more drivers can turn right. Also by allowing drivers to turn left from Los Angeles St onto Alameda St, pedestrians using the raised crosswalk will no longer have designated walk cycle free from turning sideways. Any driver who is turning left would also have to wait for pedestrians causing cars back up in that lane. This will force the city to shorten pedestrian crossing times and lengthen driver green signals, undermining the priority given to pedestrians. It would also make the experience of crossing Alameda much more stressful than it needs to be. Continuing to prioritize drivers over pedestrians compromises the [proposed or supposed] mission statement of the Union Station Improvement Project and exposes the continued hypocrisy of the LA Department of Transportation. Thank you.	The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard.

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26	Bryn Lindblad	<p>I just wanted to express some disappointment that the street trees have been scaled back to not include a double row on the sidewalk. Extreme heat days and smog are on the rise. These trees should be considered essential for making the main entrance to our region's main transit hub pedestrian friendly. Also, the protected bikeway shouldn't get compromised to create for easy car access. The priorities on that decision are backwards.</p>	<p>The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p> <p>The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</p> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>

**Attachment D1: Public Comments Summary**

Comment No.	Name	Comment Summary	Response
27	John Yi (LA WALKS)	<p>Modification #1: Incorporation of vehicular left turns across “Los Angeles Crossing” and related changes to pedestrian signal timing (Not fully documented in Addendum #2) Modification #2: Reduced raised crossing height from flush to non-flush at “Los Angeles Crossing” (Not documented in Addendum #2) Modification #3: Reduced width of “Los Angeles Crossing” and elimination of direct accessible path between Union Station and El Pueblo (Not documented in Addendum #2) Modification #4: Reduction of shade trees along “Alameda Esplanade” (Not documented in Addendum #2)</p>	<p>1) The re-introduction of the left-hand turn movement will be maintained, per the City, to avoid the potential for motorists to turn illegally at the intersection and create a safety hazard. This was fully documented in Addendum No. 2 and the Appendix.2) and 3) The raised crossing was redesigned to comply with the City's Supplemental Street Design Guide, which was recently published. The raised crossing design is reduced in scope from what was analyzed and cleared in the FEIR and therefore does not pose any new impacts under CEQA. 4) The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible. The street tree scheme is reduced in scope from what was analyzed and cleared in the FEIR and therefore does not pose any new impacts under CEQA.</p>

**Attachment D1: Public Comments Summary**

Comment No.	Name	Comment Summary	Response
28	Kevin Shin (LACBC)	<p>Issue 1: The new elevated street crossing serves no users, "This design flaw fails to serve the needs of every modality.";</p> <p>Issue 2: Understands tree shade was not possible for the project, but wanted to see another means providing shade i.e. "shade structures";</p> <p>Issue 3: The right turn lane on the south side breaks up the "dedicated bi-directional bike lane on the East side of Alameda St...we ask that right turns on red not be allowed and that the signal timing be adjusted" (Comment letter attached)</p>	<p>1) The raised crossing was redesigned to comply with the City's Supplemental Streets Design Guide, which was recently published.</p> <p>2) The tree planting scheme allows for trees to be planted along Alameda. Planting additional trees would require relocating or encasing the existing storm drain in concrete, which is infeasible.</p> <p>3) The dedicated right turn lane into Union Station was cleared in the original project Final EIR. It is included as a safety measure with a protected right turn arrow and no right turn on red so that vehicles will not conflict with pedestrians and cyclists in a crosswalk. Regardless of sidewalk width, the off roadway bike lane would need to end before the intersection to accommodate a mixing zone where pedestrians would gather to cross the street (since both modes are on the sidewalk).</p> <p>The project will be closing the northern Union Station driveway and redirecting all vehicle and bus access on Alameda to the southern driveway. The right turn will also allow for movement in and out of Union Station. In addition, with the revised Alameda Esplanade design that shifts all gained right of way to the east, the Project now provides a separated bike path, with mixing zones, which was previously not a feature of the project.</p>



## **Attachment D-2**

### Public Comment Letters

- Comment Number 14
- Comment Number 15
- Comment Number 28

# Comment Number 14

Los Angeles County Metropolitan Transportation Authority  
Elizabeth Carvajal, Senior Director  
Countywide Planning & Development  
One Gateway Plaza, Mail Stop 99-23-4  
Los Angeles, CA 90012-2952

BY EMAIL

September 18, 2020

**RE: SC# 2016121064 Los Angeles Union Station Forecourt & Esplanade Improvements Project, EIR Addendum #2**

Ms. Carvajal,

Thank you and your team for your hard work over the years on the Union Station Forecourt & Esplanade Improvements project, and for your exemplary efforts at community outreach throughout the project and its design process.

I am disappointed that the most recent update, EIR Addendum #2, has provided adjustments to the project that cause it to fail to meet its project goals. After years of supporting this project, I write to note that I cannot support the project as presented in this addendum.

As noted in Metro documents, the adopted FEIR for this project includes the following objectives:

- “Prioritize connectivity, convenience, and safety for the most vulnerable users (pedestrians, bicyclists, transit patrons and community stakeholders) to safely navigate to and from the project site.”
- “Advance desirable and accessible public space at the LAUS forecourt that creates a visually porous and permeable connection between Union Station and the surrounding historic and cultural communities.”
- “Facilitate alternatives to driving by providing infrastructure that enables more walking and bicycling.”
- “Enhance the safety and quality of pedestrian and bicycle connections between the station and El Pueblo Historic Monument, Father Serra Park, Olvera Street, and nearby business and neighborhoods.”
- “Advance sustainability by providing for reduced consumptive water use in a cost-effective manner and improving multi-modal facilities that encourage active transportation and reduction in vehicle miles traveled.”

FEIR Addendum #2 proposes the following changes which would directly impact or negate stated project objectives:

## Comment Number 14

- Elimination of 28 of 54 mature sidewalk sycamore trees providing shade canopy, and relocation of 17 remaining mature sidewalk sycamore trees from a central sidewalk location providing shade cover for pedestrian and bicycle facilities to a property-line adjacent location that significantly reduces shade provisions for pedestrian facilities, and eliminates shade for bicycle facilities (*not documented* as a proposed modification in FEIR Addendum #2 Section 4.2)
- Addition of provision for driver left turns from Los Angeles Street onto Alameda Street across the enhanced pedestrian/bicycle crossing (“Los Angeles Crossing”) from a shared straight & left turn lane (summarized in FEIR Addendum #2 as “Intersection and Roadway Modifications”)
- Adjustments to signal phasing to accommodate driver left turns from Los Angeles Street onto Alameda Street across the enhanced pedestrian/bicycle crossing (“Los Angeles Crossing”) from a shared straight & left turn lane (summarized in FEIR Addendum #2 as “Intersection and Roadway Modifications”)
- Elimination of a flush enhanced pedestrian/bicycle crossing in favor of a non-flush 3” high raised crosswalk (*not documented* as a proposed modification in FEIR Addendum #2 Section 4.2)
- Elimination of a direct path of travel between Union Station and El Pueblo in favor of a non-aligned 37’ wide raised crosswalk (*not documented* as a proposed modification in FEIR Addendum #2 Section 4.2)

Only two of these modifications are summarized in Addendum #2 Section 4.2, and are attributed to direction imposed by the Los Angeles Department of Transportation (LADOT). The inclusion of these five modifications impacts the achievement of aforementioned project objectives, primarily by negatively impacting the resulting “connectivity,” “convenience,” “quality,” “desirability,” and “accessibility” of pedestrian and bicycle facilities.

Metro should fully document proposed modifications, study their impact not only on environmental impacts but also project objectives upon which previous environmental review is based on, and offer alternatives that meet project objectives concerning quality pedestrian and bicycle access. Below are summaries of some impacts that have not been addressed in Addendum #2.

### 1. Adjustments to Shade Cover:

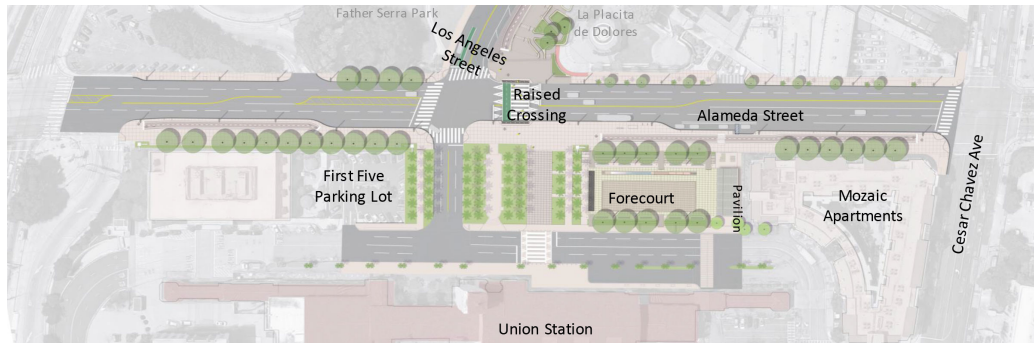
The 2015 Union Station Master Plan (“Transforming Union Station”) presented a vision for the improved pedestrian experience in accessing Union Station from Alameda Street. This plan called for the installation of new double-rows of mature sidewalk trees providing shade cover from midday sun. The plan showed 76 mature sidewalk trees located in double-rows to enhance the pedestrian experience, aesthetics, and usability of these sidewalks on hot days.



Source: *Transforming Union Station, 10/9/2015*

As climate change continues to impact Southern California, Los Angeles residents and visitors are increasingly becoming familiar with 100°+ Fahrenheit days for longer periods and more regularly throughout the year. At these temperatures, it is absolutely critical to provide the relief of shade cover for people not enclosed in air-conditioned vehicles, including pedestrians, bicyclists, and people with disabilities on whom the project is focused.

With adjustments to the proposed roadway configuration of Alameda Street, Metro is now proposing to eliminate 50 of the originally planned 76 Alameda sycamore or similar shade trees (a reduction of 28 from the 54 trees on Alameda referenced in the adopted 2018 FEIR). Additionally, the revised plan shows 17 more trees relocated away from the center of the sidewalk to the edge of the Metro property line. These combined changes in reduction and relocation of shade trees result in a significant reduction in the amount of shade cover provided to pedestrians and bicyclists in accessing Union Station.



Source: *Metro LA Union Station Forecourt and Esplanade Improvements Project Updates, 8/3/2020*

Addendum #2 Section 5.1.1 states, “These elements would not result in any impacts to any trees along Alameda Street that were not already accounted for in the Approved Project. Therefore, the Alameda Esplanade revisions would result in no impacts to aesthetics.” This statement is obviously false in review of Metro’s design presentation, proposal to eliminate double-rows of trees, and provision of only 26 mature shade trees on Alameda in place of 76 as envisioned. Metro must study the aesthetic impact of this large reduction in mature sidewalk trees, study the resulting

changes in temperature along non-shaded areas during heat waves, and provide alternatives to improve aesthetics and sidewalk temperatures for non-vehicular users.

2. Pedestrian Signal Cycle Duration:

Under Addendum #2 Section 4.2.2, Metro states that signal phasing for the intersection would need to be revised to include the new provision for left turns from Los Angeles Street onto Alameda Street at the request of LADOT. LADOT’s explanation – stated as concern over “potential driver non-compliance with the left-turn restriction” – is wholly inadequate, defies logic, and fails to explain what alternatives in the form of signage, physical barriers, or enforcement were considered. Metro should not be designing around the accommodation of illegal driver actions.



Source: Metro LA Union Station Forecourt and Esplanade Improvements Addendum #1, 7/2/2018

Metro does not provide analysis to see what the resulting signal cycles would be. The introduction of a new vehicle phase that accommodates turns from a shared straight & left turn lane across Los Angeles Crossing means that one of two options will be required:

1. The approximately 60 second east/west signal phase will need to be shared by separate vehicle & pedestrian phases; or
2. Turning vehicle drivers will be permitted to conflict with Los Angeles Crossing during a walk/bike phase (not permitted under California code)

In August 2020 community presentations, Metro’s project team has communicated that option #2 will not occur, and that vehicle and pedestrian phases will be separate. Considering that Alameda is a major transportation corridor that is unlikely to be prioritized with less than 60 seconds of an overall 120-second cycle, this will split the

## Comment Number 14

duration of cross-traffic signals aligned with Los Angeles Street between two separate phases: a vehicle-only phase and a ped/bike phase, where the adopted FEIR design would allow vehicle and pedestrian/bicycle phases to be maximized and run contiguously.

The introduction of conflicting vehicle and pedestrian cycles will cause strain on the signal time provided for each mode. As a result, Metro can expect that LADOT will require the inclusion of pedestrian-activated signals (aka “beg buttons”) and/or ADA minimum crossing durations, which would negatively impact the pedestrian experience in order to minimize vehicle backups in the shared straight/left turn lane. For a location that connects Los Angeles’ primary transit hub with Los Angeles’ original walking street, both of these conditions are wholly unacceptable.

In order to incorporate separate vehicle and pedestrian east/west signals, Metro must provide a study of resulting Los Angeles Street traffic volumes, along according demand for signal duration by vehicles and pedestrians. Any study that shows pedestrian crossing at Los Angeles Crossing as less than 45 seconds, or requiring the use of a push button to activate should be deemed as infeasible and contradictory to the stated objectives of the project.

### 3. Elimination of Flush Raised Crossing:

Despite not being detailed in Addendum #2, Metro project staff has communicated that the proposed 8” tall flush enhanced sidewalk-like “Los Angeles Crossing” will now be limited to a 3” tall raised crosswalk to abide by standards that LADOT applies to typical projects across the entire city.

The Los Angeles Union Station Forecourt & Alameda Esplanade project was never presented to the public as a typical roadway project, but instead as a forward thinking and innovative approach to meet the unique needs of Los Angeles’ primary transit hub, at a time where determined action is needed to address climate change caused by vehicle uses. The project’s 2017 DEIR acknowledges the need for innovation in this project, stating that, “Achieving [aggressive reductions in greenhouse gas emissions by a] 2050 target will require innovation and unprecedented advancements in energy demand.”

The Los Angeles Union Station Forecourt & Alameda Esplanade project is to be Phase 1 in implementation of the 2015 Connect US Action Plan. This plan provides a rendering of the flush, enhanced pedestrian crossing to be provided at Alameda Street. Metro continuously used this rendering in 2017, 2018, and 2019 outreach efforts to the public.



EXISTING View from Union Station west up Los Angeles St. to El Pueblo



PROPOSED Los Angeles Crossing will have an enlarged/raised crosswalk and direct walk-bike path between Union Station and the Plaza at El Pueblo

Source: *Connect US Action Plan*, 10/5/2015

A 3" tall raised crosswalk does not meet the accessibility, aesthetic, or safety goals that are achieved by an 8" tall flush crossing. This feature represents a key element of the project. To eliminate it is a downgrade that has significant impacts on the achievement of project objectives. If non-innovative standards are to be applied to this feature within an innovative project, Metro must study and propose alternatives that will meet the accessibility, quality of pedestrian experience, desirability, and enhanced safety aspects of the project's stated objectives.

4. Elimination of Direct Path of Travel between Union Station and El Pueblo:

Providing a direct pedestrian connection between Union Station and El Pueblo was a primary goal documented in the Connect US Action Plan, which proposed a "direct walk-bike path between Union Station and the Plaza at El Pueblo." This proposal was incorporated into the Los Angeles Union Station Forecourt & Alameda Esplanade project through its objectives at providing direct pedestrian and visual connections between Union Station and El Pueblo. El Pueblo is one of Los Angeles' most important cultural monuments, and one of few focused on the indigenous and Latinx heritage of Los Angeles.

# Comment Number 14



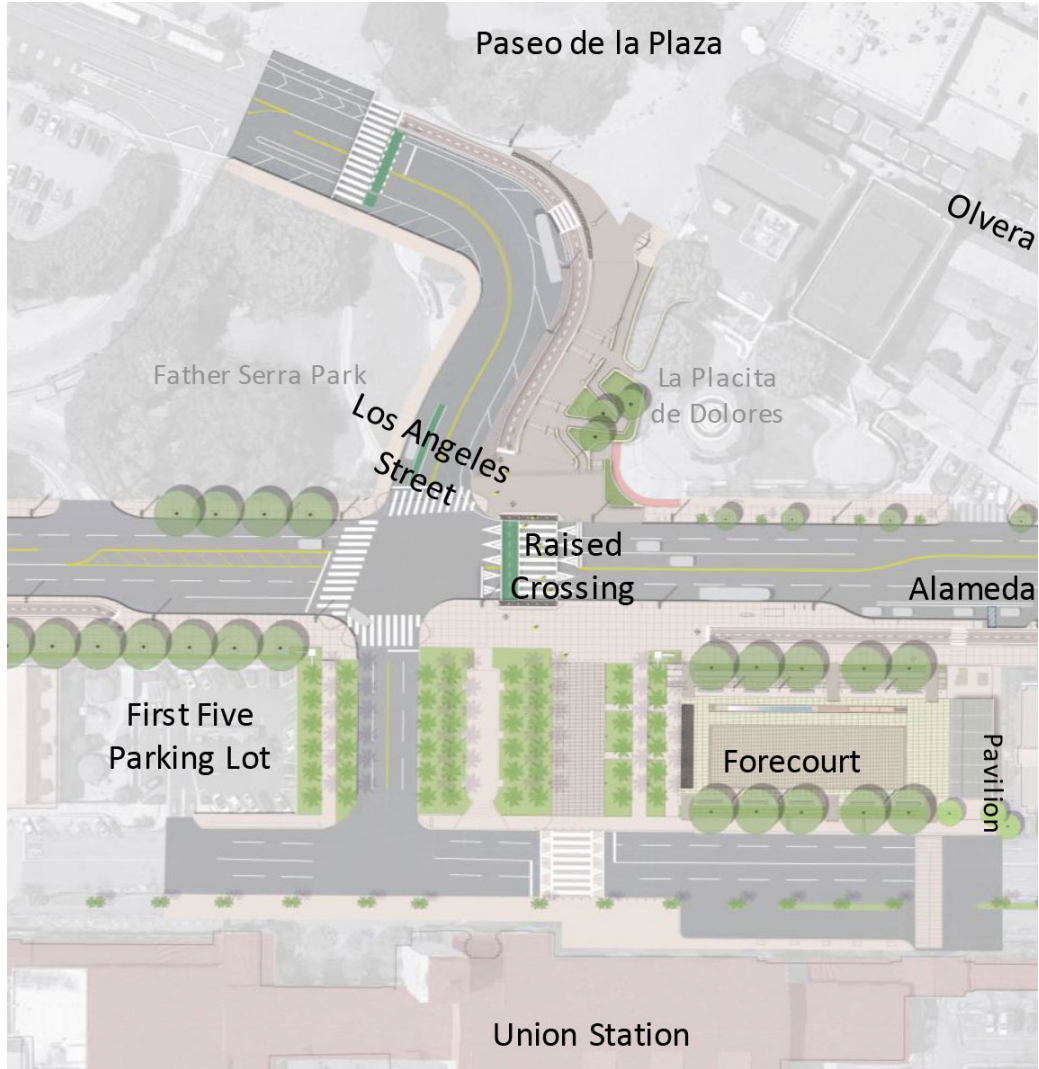
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|--|---|---|
| <ul style="list-style-type: none"> <li>1 Close part of Los Angeles St. to create an enlarged walkway to the Plaza</li> <li>2 Provide wide crosswalk at sidewalk level</li> <li>3 Retain two-way traffic on Los Angeles St.</li> <li>4 Provide access to front door of Union Station per the Union Station Master Plan</li> </ul> | <ul style="list-style-type: none"> <li>5 Provide new crosswalk</li> <li>6 See Alameda Esplanade</li> <li>7 See Los Angeles Street Esplanade</li> <li>8 Walk path to Paseo Luis Olivares and Chinatown from El Pueblo</li> <li>9 See North Main Streetscape</li> <li>10 Walk path to La Placita, Los Angeles Plaza de Cultura y Artes and Ft. Moore</li> </ul> | <ul style="list-style-type: none"> <li>11 Tour bus parking</li> <li>12 Paseo Luis Olivares</li> <li>13 Paseo de La Plaza</li> </ul> <p>Note: Dashed purple lines denote paths that will require bicyclists to walk their bike due to a higher level of pedestrian activity.</p> |
|--|---|---|

Source: *Connect US Action Plan*, 10/5/2015

Despite not being detailed in Addendum #2, Metro project staff has communicated that the proposed Los Angeles Crossing will be reduced from 50 feet in width to 37 feet in width based on feedback from LADOT. A review of this reduction in pedestrian area is not provided, but it is clear from the revised design plan presented in August 2020 that the result is a misalignment off the intended direct connection. This causes a meandering path of travel for pedestrians, negatively impacting the achievement of objectives concerning accessibility, quality of pedestrian experience, and project aesthetics. The presented plan with a reduced crossing shows that the ADA-accessible ramp does not align with the raised crossing. This non-alignment with the accessible route would treat people with disabilities as separate and secondary; it does not abide by the provisions of Federal ADA or California Accessibility Code.





Source: Metro LA Union Station Forecourt and Esplanade Improvements Project Updates, 8/3/2020

No justification has been provided to merit this unnecessary reduction in quality of pedestrian access and in meeting project objectives for direct connection, but it presumably is being requested to increase vehicular capacity on Alameda Street. While vehicular capacity is not an objective of the project, a direct connection between Union Station and El Pueblo is. Metro should expand the width of the enhanced crossing to align with both the accessible route to El Pueblo and the entrance to Union Station.

**5. Stormwater Runoff:**

Addendum #2 Section 5.10 "Hydrology and Water Quality" provides no study to support its statement that a reduction in the number of mature trees and permeable surface area of landscaping has "No Impact" to stormwater runoff from the project scope adopted in the 2018 FEIR. If Metro seeks to eliminate 52% of mature sidewalk trees (28 of 54), Metro should provide a stormwater runoff study to justify that the

## Comment Number 14

elimination of trees from the adopted FEIR has no impact to water systems and/or quantify the adjustment for public review.

### 6. Discontinuous Alameda Cycle Path:

With the adoption of the FEIR for this project, Metro had accommodated an LADOT request for the addition of a right turn pocket on the east side of Alameda to improve vehicular level of service on Alameda and provide a dedicated turn signal for drivers turning right into Union Station. While it was not clear at that time, it is clear now from updated design documents that this accommodation results in discontinuous strips of bike facilities on Alameda. Without providing connection between these strips and to adjacent bicycle infrastructure, these cycle paths are functionally useless and wholly unattractive to people intending to navigate the area by bicycle. Metro should not prioritize driving access to Union Station over the inclusion of functional bicycle facilities. Now that design documents have shown these cycle paths as unworkable, Metro should provide redesign to meet project goals of improved and prioritized bicycle access and consider engagement with LADOT's Livable Streets team to ensure conformance with bicycle facility design best practices and continuity with a citywide bike network.



Source: Metro LA Union Station Forecourt and Esplanade Improvements Project Updates, 8/3/2020

## Comment Number 14

Conclusion:

As a user in the area who regularly relies on pedestrian and bicycle travel, I have followed this project closely, offering my formal support for the project to Caltrans Division of Local Assistance and District 7 in 2019. I unfortunately am not able to support the project as presented in Addendum #2 and as communicated by Metro staff in August 2020, and must oppose this addendum.

I thank you in advance for your consideration. I ask that Metro reconvene with city of Los Angeles department leadership and elected representatives of the public to work through concerns, study impacts and alternatives, and work to ensure that the project can be modified to meet its stated goals.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael MacDonald", with a long horizontal flourish extending to the right.

Michael MacDonald  
Architect, NCARB, LEED AP BD+C

cc: Sharon Tso, Council District 14 caretaker  
Katie Kiefer, Office of Council District 14  
Sarah Flaherty, Office of Councilmember-elect Kevin de León  
Jennifer Barraza, Office of Councilmember-elect Kevin de León  
Dan Rodman, Office of Mayor Eric Garcetti  
Julia Salinas, Office of Mayor Eric Garcetti  
Nate Hayward, Los Angeles Department of Transportation  
Megan Nangle, Metro Transportation Planning Manager



August 20, 2020

*Via Email*

## **Re: LA Union Station Forecourt and Esplanade Improvements - FEIR Addendum 2**

Dear Chair Garcetti,

Central City Association represents a coalition of businesses, nonprofits and trade associations with a shared commitment to the vibrancy of Downtown Los Angeles (DTLA) and increasing investment in the region more broadly. A key component of this vision is an accessible, walkable and welcoming experience for residents, visitors and workers travelling from near and far.

As defined in the 2018 Final EIR (FEIR), the Metro LA Union Station (LAUS) Forecourt and Esplanade Improvements project will improve the DTLA experience by prioritizing connectivity, convenience and safety; increasing desirable public space; and facilitating alternatives to driving by providing infrastructure that enables more walking and bicycling. The project's identified priorities also advance economic development, public health and sustainability goals in the City of Los Angeles.

**While the approved project advances these goals and priorities, we are concerned that certain proposed modifications run counter to the project's stated priorities as well as Metro's Vision 2028 and the City of Los Angeles' Vision Zero policy. We ask you to reconsider the following aspects of Addendum 2 and move forward with the existing provisions outlined in the Board approved 2018 FEIR.**

### Left-Turn Access to Alameda Street

Addendum 2 proposes keeping the existing eastbound Los Angeles Street left-turn lane to northbound Alameda Street out of concern that drivers would not comply with the no left-turn signaling and make illegal left turns at the intersection. The approved project proposed removing this lane to eliminate a movement that would conflict with the raised crosswalk and would create a traffic queue along Los Angeles Street for those waiting to turn left.

We cannot plan projects nor design streets around the possibility that drivers will not comply with the rules of the road. Drivers, like pedestrians and cyclists, must be responsible for following the City's rules and regulations. Keeping the existing left-turn lane puts people driving and people walking at odds. If this turn lane remains, pedestrians using the raised crossing would have a shortened amount of time to cross Alameda Street while navigating the threat of cars turning left into the crossing. This dynamic creates a dangerous and uncomfortable experience for pedestrians. This pathway is a direct connection between LAUS, the region's transportation hub, and the highly walkable El Pueblo District. Pedestrians should feel safe and welcomed as they move to and from these landmark locations without threat from drivers turning left. **We request that the existing eastbound Los Angeles Street left-turn lane be eliminated as designated in the approved project.**

### Pedestrian-Supportive Infrastructure

As defined in the 2018 FEIR, the pedestrian and cyclist crossing on Alameda Street would be a 50-foot-wide raised crossing that connects the LAUS Forecourt and Esplanade to the Los Angeles Street pathway and the El Pueblo District. We are concerned that the modified project reduces the width of the crossing to 37 feet and lowers the platform height to three inches. These design changes again prioritize cars over

## Comment Number 15



other transportation modes by reducing crossing space for pedestrians and cyclists while expanding street space for cars to queue and move more quickly over the crossing.

Changes to the crossing combined with reduction in the number of mature trees that provide much-needed shade to those on foot, bikes and scooters would again erode the project's intent of providing a great public space and encouraging active transportation alternatives. **We request that the designs to the crossing remain consistent with the approved project and that every effort to provide additional tree canopy be made.**

The LAUS Forecourt and Esplanade Improvements project has undergone extensive study and community outreach. Successful implementation that reflects the priorities of this project will lead to a transformative public space that encourages active transportation and alternatives to single-occupancy vehicles while celebrating Los Angeles' surrounding historical landmarks. We thank you for your consideration and ask you not to accept modifications that fall short of meeting this project's intended outcomes.

Sincerely,

A handwritten signature in blue ink, appearing to read "J Lall".

Jessica Lall  
President & CEO  
Central City Association of Los Angeles

cc: Councilmember-elect Kevin de León  
Supervisor Hilda Solis  
Commissioner Teresa Villegas, Board of Public Works



**Los Angeles County Bicycle Coalition**

213.629.2142  
www.la-bike.org

August 25, 2020

Los Angeles County Metropolitan Transportation Authority  
Elizabeth Carvajal, Senior Director  
Countywide Planning & Development  
One Gateway Plaza, Mail Stop 99-23-4  
Los Angeles, CA 90012-2952

SUBJECT: Union Station Forecourt and Alameda Esplanade Project Changes

Dear Ms. Carvajal,

The Los Angeles County Bicycle Coalition (LACBC) is concerned by the latest design sketches proposed of the planned changes to the Union Station Forecourt and Alameda Esplanade project. The project itself is a tremendous opportunity for Metro and the City of Los Angeles to partner on their commitment to making a key transportation, cultural, and historical hub for the region more mobility and pedestrian friendly, but the most recent changes seem to be a step backwards from many of the stated goals laid out for the project.

LACBC is excited that a number of proposed changes, such as the dual-direction sidewalk-level bike lane along Los Angeles St, but these elements on their own do not create an inviting enough environment to encourage more people to consider alternative transportation options to and from Union Station. For example, the current design calls for the elevated crosswalk, which would have previously been a 50-foot wide speed mitigating 8-inch elevated table, to be reduced to an insufficient 37-foot wide, 3-inch grading that not only does little for speed reduction and pedestrian visibility, but also creates a nuisance to drivers. This design flaw fails to serve the needs of every modality. If the main interest is in slowing down traffic along Alameda to ensure a safe crossing at this critical intersection, then the original design meets the stated goals of "prioritiz[ing] connectivity, convenience, and safety for the most vulnerable users (pedestrians, bicyclists, transit patrons and community stakeholders) to safely navigate to and from the project site."

Another change in the recent design that is counter to the intent of the project is the reduction in shade trees along Alameda Street. It is our understanding that this decision was made due to cost constraints around reconfigurations to existing pipes. However, the new design does not address the impact that a lack of shade in the area poses to pedestrians and shared-mobility as well as personal mobility users navigating the area. If the city is unable to incorporate additional trees, then additional shade structures should be considered in order to increase the comfort for all community members using the space. The lack of shade in Southern California's average of 284 days of sunshine makes the latest changes less effective at meeting the stated goal of "Facilitat[ing] alternatives to driving by providing infrastructure that enables more walking and bicycling."

Finally, the proposed changes result in a disjointed and potentially unsafe bike path along the Alameda Esplanade that greatly increases the potentially dangerous mixing of pedestrians, cyclists, and cars at the intersection. The current design shows the dedicated bi-directional bike lane on the East side of Alameda St cutting off quite some distance from the intersection in order to accommodate a right turn late for motor vehicle traffic on the South side of the intersection. This design forces cyclists to intermingle with other traffic while still on the sidewalk, creating a dangerous mix of pedestrians and cyclists as well as creating

## Comment Number 28

opportunities for cars to fail to see cyclists on the sidewalk. This design fails to meet the stated goal of "Prioritiz[ing] connectivity, convenience, and safety for the most vulnerable users (pedestrians, bicyclists, transit patrons and community stakeholders) to safely navigate to and from the project site." We strongly encourage Metro and the City of LA to reexamine the design of this location in order to reduce the potential for dangerous collisions. If this intersection itself cannot be reconfigured, then we ask that right turns on red not be allowed and that the signal timing be adjusted to allow for safe bike/mobility/pedestrian crossing that does not create conflict with motor vehicle traffic.

LACBC raises these issues in an effort to encourage Metro to work with the City of Los Angeles to find more creative and innovative solutions to improve the conditions for walking and biking at the heart of one of the regions most historically and culturally significant sites. We understand that there are many considerations that go into these kinds of projects, but must stand by our conviction that if Metro and the City of Los Angeles prioritized the movement of people over the movement of cars, we could all work together to transform Los Angeles into a region that is celebrated as among the most livable and accessible in the world.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eli Akira Kaufman', with a long horizontal flourish extending to the right.

Eli Akira Kaufman  
Executive Director  
Los Angeles County Bicycle Coalition

# LA UNION STATION FORECOURT AND ESPLANADE IMPROVEMENTS

Addendum No. 2 to the  
Final Environmental Impact Report

LEGISTAR 2020-0503

Planning & Programming Committee  
*October 14, 2020*



# Recommendation

Approve the Addendum No. 2 to the Final Environmental Impact Report for the Los Angeles Union Station (LAUS) Forecourt and Esplanade Improvements project.

# What Was Analyzed?

1. Alameda Esplanade realignment
2. Intersection & roadway modifications
  - a. Retain left turn on Los Angeles Street
  - b. Retain southern crosswalk at the Alameda/LA Street intersection
  - c. Transitions north and south of the project boundary
3. Historic light replacement
4. Utility relocations
5. ADA pathway on Los Angeles Street

# Project Design



Metro



# Findings & Next Steps

## Findings

- Changes were analyzed against all CEQA topic areas and found that the changes did not result in any new significant impacts, so an Addendum was the appropriate level of CEQA documentation.
- The project does not result in any new significant and unavoidable impacts under CEQA.

## Next Steps

- Upon Board approval, staff will continue to engage stakeholders and coordinate with the City of Los Angeles to finalize design and secure Caltrans ATP construction funding.



**Board Report**

**File #:** 2020-0449, **File Type:** Informational Report

**Agenda Number:** 17.

**EXECUTIVE MANAGEMENT COMMITTEE  
OCTOBER 15, 2020**

**SUBJECT: REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES**

**ACTION: AWARD CONTRACTS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD six, five-year base on-call contracts with two, one-year option terms, for Regional Rail Strategic Financial Advisory On-Call Services to the firms listed below for a total not-to-exceed amount of \$6 million for the initial five-year base contract and \$1 million for each one-year option term, for a total not-to-exceed cumulative amount of \$8 million, subject to resolution of protest(s) if any.

**Discipline 1: Financial Advisory Support Services**

1. Deloitte Transactions and Business Analytics LLP - Contract No. PS66571-2000
2. Ernst & Young Infrastructure Advisors, LLC - Contract No. PS66571-2001
3. InfraStrategies LLC - Contract No. PS66571-2002
4. Sperry Capital, Inc. - Contract No. PS66571-2003

**Discipline 2: Strategic Advisory/Advocacy Services**

1. WSP USA, Inc. - Contract No. PS66571-2004
2. Deloitte Transactions and Business Analytics LLP - Contract No. PS66571-2005; and

- B. EXECUTE or delegate the execution of Task Orders within the approved not-to-exceed cumulative value of \$8 million.

## **ISSUE**

The Metro Regional Rail Program requires strategic financial advisory services to provide innovative strategies to bridge the funding gap for capital regional rail projects that integrate commuter rail, intercity rail, and future high speed rail in the Metro-owned railroad corridors especially since all these projects are not listed in the Measure M program. Upon the award of the on-call contracts, individual task orders will be issued to the selected firms on a rotating basis, based on previously Metro board authorized funding.

## **BACKGROUND**

The Metro Regional Rail Program includes commuter and intercity rail capital projects in Los Angeles County, in coordination with regional, intercity and interstate passenger rail operators such as Southern California Regional Rail Authority (SCRRA), Amtrak and Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN), including planning and coordination efforts with the California High Speed Rail Authority (CHSRA) and DesertXpress Enterprise LLC (aka Virgin Trains USA) for future high speed rail service connecting Los Angeles County to northern and southern California, and coordination with freight to ensure that capital projects are compatible with shared-use agreements for freight operations. The Metro Regional Rail capital program improves regional mobility in Los Angeles County including modernizing Los Angeles Union Station to transform it into a World Class transit and mobility hub. Metro owns approximately 140 route miles of right-of-way with 152 at-grade crossings in Los Angeles County that are operated and maintained by SCRRA. Within Los Angeles County, the Metro Regional Rail covers the Valley, Ventura, San Gabriel, River and San Bernardino Subdivisions.

## **DISCUSSION**

The estimated value of capital projects managed by Metro Regional Rail has grown up to \$5 billion such as the Link Union Station Project Phase B, Doran Broadway Brazil Grade Separation, Brighton to Roxford Double Track Project, Lonehill to White Double Track Project and other regional rail projects. Over \$1.3 billion in awarded grants and other funds have been committed on Link Union Station, Rosecrans Marquardt Grade Separation, Antelope Valley Line Program, and Doran Street Grade Separation Active Transportation Projects, etc. Therefore, Metro Regional Rail requires strategic financial advisory services to provide innovative strategies to bridge the funding gap for such projects in various phases of the project delivery process.

Under the Financial Advisory Support Services on-call contracts (Discipline 1), specific tasks may include development of an attainable funding and implementation plan, feasibility analysis for potential transit oriented opportunities along the regional rail corridor, revenue stream strategies and analyses, financial transaction support during negotiations with public and private funding partners, and other financial advisory services.

Under the Strategic Advisory/Advocacy Services on-call contract (Discipline 2), specific tasks mainly include providing technical support materials to Metro's Government Relations Department for any legislative needs, coordination with local, advocacy and regulatory agencies, policy research and

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analysis, grassroots strategies and activation, and other strategic advisory or advocacy services.

Staff recommends the total contract amount of \$6 million for Regional Rail Strategic Financial Advisory On-call Services over five years, with two, one-year options of \$1 million each year, for a total not-to-exceed contract amount of \$8 million. The task order assignments issued under these on-call contracts are tasks that must be initiated and completed in a relatively short period of time.

### **DETERMINATION OF SAFETY IMPACT**

The approval of these on-call contracts will not have any impact on the safety of our customers and employees.

### **FINANCIAL IMPACT**

Award of Regional Rail Strategic Financial Advisory On-Call Services contracts would have no financial impact, since funding for future task orders under these contracts will come from project budgets approved by the Metro Board. Each task order awarded to a contractor will be funded with a source of funds identified at the time of task order initiation. Since this is a multi-year contract, the Chief, Program Management will be responsible for budgeting costs in future years, including any options exercised.

#### Impact to Budget

There is no impact to the FY21 budget at this time. The sources of funds for future task orders under the on-call contracts vary for each task order, and may include State Transit and Intercity Rail Capital Program, Measure R 3% and other federal, state and local funds.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendations support Metro Regional Rail's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network and serves to implement the following strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 2.1: Metro is committed to improving security;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

### **ALTERNATIVES CONSIDERED**

The Metro Board could choose not to approve the recommendations. This is not recommended as

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the award of these on-call services would help Metro Regional Rail to develop strategies to bridge the funding gaps for projects under the Regional Rail program, and allow Metro Regional Rail to respond quickly to Board directions.

**NEXT STEPS**

Upon Board approval, staff will execute the on-call contracts.

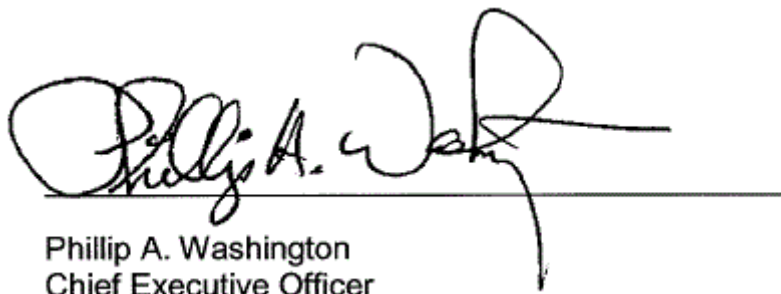
**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Vincent Chio, Director, Regional Rail, (213) 418-3178  
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Yvette Rapose, Chief Communications Officer, (213) 418-3154  
Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Phillip A. Washington  
Chief Executive Officer



## PROCUREMENT SUMMARY

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES  
PS66571-2000 THROUGH PS66571-2005

1.	<b>Contract Number: PS66571-2000 through PS66571-2005</b>	
2.	<b>Recommended Vendor:</b> Discipline 1: Deloitte Transactions and Business Analytics LLP (PS66571-2000) Ernst & Young Infrastructure Advisors, LLC (PS66571-2001) InfraStrategies LLC (PS66571-2002) Sperry Capital, Inc. (PS66571-2003) Discipline 2: WSP USA, Inc. (PS66571-2004) Deloitte Transactions and Business Analytics LLP (PS66571-2005)	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> October 31, 2019	
	<b>B. Advertised/Publicized:</b> October 31, 2019	
	<b>C. Pre-Proposal Conference:</b> November 6, 2019	
	<b>D. Proposals Due:</b> December 5, 2019	
	<b>E. Pre-Qualification Completed:</b> March 30, 2020	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> December 10, 2019	
	<b>G. Protest Period End Date:</b> October 20, 2020	
5.	<b>Solicitations Picked up/Downloaded:</b>  51	<b>Bids/Proposals Received:</b>  9
6.	<b>Contract Administrator:</b> Erica Rodriguez-Duvergel	<b>Telephone Number:</b> (213) 922-1064
7.	<b>Project Manager:</b> Vincent Chio	<b>Telephone Number:</b> (213) 418-3178

**A. Procurement Background**

This Board Action is to approve Contract Nos. PS66571-2000 through PS66571-2005, issued in support of the Regional Rail Program across two disciplines for a base term of five years and two, one-year options. The two disciplines are: (1) Financial Advisory Support Services and (2) Strategic Advisory/Advocacy Services. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

These on-call contracts are intended to support strategic financial advisory services and to provide innovative strategies to bridge the funding gap for projects in various phases of the project delivery process. Work will be authorized, as needed by Metro, through the issuance of task orders which will be issued on a rotating basis to the firms within a specific discipline.

Request for Proposals (RFP) No. PS66571-2 was issued in accordance with Metro's Acquisition Policy. The RFP was issued with a 17% Small Business Enterprise goal and a 3% Disabled Veteran Business Enterprise goal. Task orders will be issued on a fixed-price basis.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 14, 2019, extended the RFP due date to December 2, 2019 and clarified that three hard copies of Volume 1 would be required at the time of submission;
- Amendment No. 2, issued on November 22, 2019, extended the proposal due date to December 5, 2019.

A pre-proposal conference was held on November 6, 2019 and was attended by two participants representing two companies. During the solicitation phase, four questions were asked and responses were released prior to the proposal due date.

A total of 51 firms downloaded the RFP and a total of nine proposals were received on December 5, 2019: six proposals were received for Discipline 1: Financial Advisory Support Services; and three proposals were received for Discipline 2: Strategic Advisory/Advocacy Services.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Regional Rail, Government Relations and Office of Extraordinary Innovation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

### Discipline 1:

- |                                       |            |
|---------------------------------------|------------|
| • Skill and Experience of the Team    | 30 percent |
| • Financial Advisory Service Approach | 30 percent |
| • Project Understanding               | 20 percent |
| • Price                               | 20 percent |

### Discipline 2:

- |   |            |
|---|------------|
| • Skill and Experience of the Team              | 30 percent |
| • Strategic Advisory/Advocacy Services Approach | 30 percent |
| • Project Understanding                         | 20 percent |
| • Price   | 20 percent |

The evaluation criteria are appropriate and consistent with criteria developed for other similar on-call project delivery support services. Several factors were considered when developing these weights, giving the greatest importance to Skill and Experience of the Team, Financial Advisory Service Approach and Strategic Advisory/Advocacy Services Approach.

During December 9, 2019 through January 7, 2020, the PET completed its independent evaluation of the nine proposals received.

Of the six proposals received for Discipline 1, four were determined to be within the competitive range and are listed below in alphabetical order:

1. Deloitte Transactions and Business Analytics LLP (Deloitte)
2. Ernst & Young Infrastructure Advisors, LLC (Ernst & Young)
3. InfraStrategies LLC (InfraStrategies)
4. Sperry Capital, Inc. (Sperry)

Two firms were determined to be outside the competitive range and were not included for further consideration. Examples that led to no further consideration included limited focus on private funding, little to no discussion on challenges in securing funding for Metro Regional Rail capital projects and a lack of strategies on how Metro should pursue revenue sources.

Of the three proposals received for Discipline 2, two were determined to be within the competitive range and are listed below in alphabetical order:

1. Deloitte Transactions and Business Analytics LLP (Deloitte)
2. WSP USA, Inc. (WSP)

One firm was determined to be outside the competitive range and was not given any further consideration. Examples that led to no further consideration included, but not limited to, lacking a detailed approach to address challenges in performing strategic/advisory services; limited and/or non-existent outreach and advocacy experience; as well as limited experience in legislative strategy.

During the week of January 27, 2020, the PET interviewed the firms. The firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions. In general, each team's presentation addressed the requirements of the RFP, experience with all aspects of the required tasks, and stressed each firm's commitment to the success of the project.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **Discipline 1: Financial Advisory Support Services**

##### Deloitte

Deloitte has experience with federal grants for transportation projects. They exhibited expertise in financial assessment, business case analysis, and real estate development feasibilities. The firm demonstrated their knowledge in all value capture strategies including Enhanced Infrastructure Financing Districts (EIFD). The firm provided a clear organization chart with key team members defined along with their relevant roles and responsibilities. Deloitte addressed challenges and mitigation strategies across a variety of the services and interfaces at Metro, including thoughtful approaches to address those challenges.

### Ernst & Young

Ernst & Young has extensive experience across a range of services that include devising and comparing financial plans and delivery approaches for projects and implementation of those plans. They have demonstrated proven experience in working with different entities to secure funding for both transportation and development projects in public and private sectors. Ernst & Young is knowledgeable in the Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Railroad Rehabilitation & Improvement Financing (RRIF) program. The firm provided a well-defined organizational chart that identified key personnel and related areas of expertise for subconsultants. The team has demonstrated its knowledge and experience with a variety of funding sources which will be a benefit in developing a funding plan and financial model for the services required under this discipline.

### InfraStrategies

InfraStrategies has a track record in securing State and Federal grants for transportation projects. The firm offered a realistic approach to prioritizing, funding and implementing the Regional Rail projects based on relevant experience with Metro and other agencies in Southern California. A clear and concise organizational chart was provided, identifying key positions and support staff. The chart also described the strong relationship the key members of the team has at the local, state and federal levels.

### Sperry

Sperry has experience in all aspects of financial advisory services on transportation projects. The firm provided a description of experience working with agencies, private entities and diverse stakeholders. Sperry offered a logical approach to prioritizing, funding and implementing the Regional Rail projects. Their organizational chart demonstrated hierarchies, roles and responsibilities and areas of staff expertise.

## **Discipline 2: Strategic Advisory/Advocacy Services**

### Deloitte

Deloitte detailed an approach to stakeholder engagement which incorporated opportunities for review and adjustment by Metro. They proposed to use a variety of analytical tools and methods to develop a results-oriented approach on stakeholder engagement. The firm's organizational chart defined roles and responsibilities of the key personnel.

### WSP

WSP is skilled and experienced in providing strategic/advocacy services from past and recent engagements with Metro, Southern California Regional Rail Authority (SCRRA) and Coastal Rail (LOSSAN). The firm has a reasonable approach to building support amongst stakeholders and building support for new legislation regarding funding for rail projects. WSP also demonstrated an in depth

understanding of state and regional agency partners for Regional Rail service. Their organizational chart included staff in key positions with well defined roles.

The following is a summary of the PET evaluation scores:

Discipline 1: Financial Advisory Support Services

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>InfraStrategies LLC</b>				
<b>3</b>	Skill and Experience of the Team	75.56	30.00%	22.67	
<b>4</b>	Financial Advisory Service Approach	75.42	30.00%	22.63	
<b>5</b>	Project Understanding	70.00	20.00%	14.00	
<b>6</b>	Price	100.00	20.00%	20.00	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>79.30</b>	<b>1</b>
<b>8</b>	<b>Deloitte Transactions and Business Analytics LLP</b>				
<b>9</b>	Skill and Experience of the Team	65.56	30.00%	19.67	
<b>10</b>	Financial Advisory Service Approach	75.83	30.00%	22.75	
<b>11</b>	Project Understanding	86.67	20.00%	17.33	
<b>12</b>	Price	82.70	20.00%	16.54	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>76.29</b>	<b>2</b>
<b>14</b>	<b>Sperry Capital, Inc.</b>				
<b>15</b>	Skill and Experience of the Team	95.56	30.00%	28.67	
<b>16</b>	Financial Advisory Service Approach	90.00	30.00%	27.00	
<b>17</b>	Project Understanding	84.45	20.00%	16.89	
<b>18</b>	Price	13.30	20.00%	2.66	
<b>19</b>	<b>Total</b>		<b>100.00%</b>	<b>75.22</b>	<b>3</b>
<b>20</b>	<b>Ernst &amp; Young Infrastructure Advisors, LLC</b>				
<b>21</b>	Skill and Experience of the Team	90.00	30.00%	27.00	
<b>22</b>	Financial Advisory Service Approach	82.50	30.00%	24.75	
<b>23</b>	Project Understanding	77.80	20.00%	15.56	
<b>24</b>	Price	25.55	20.00%	5.11	
<b>25</b>	<b>Total</b>		<b>100.00%</b>	<b>72.42</b>	<b>4</b>

Discipline 2: Strategic Advisory/Advocacy Services

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>WSP USA, Inc.</b>				
3	Skill and Experience of the Team	92.22	30.00%	27.67	
4	Strategic Advisory/Advocacy Services Approach	88.33	30.00%	26.50	
5	Project Understanding	84.43	20.00%	16.89	
6	Price	46.65	20.00%	9.33	
7	<b>Total</b>		<b>100.00%</b>	<b>80.39</b>	<b>1</b>
8	<b>Deloitte Transactions and Business Analytics LLP</b>				
9	Skill and Experience of the Team	64.44	30.00%	19.33	
10	Strategic Advisory/Advocacy Services Approach	67.92	30.00%	20.38	
11	Project Understanding	78.88	20.00%	15.78	
12	Price	100.00	20.00%	20.00	
13	<b>Total</b>		<b>100.00%</b>	<b>75.49</b>	<b>2</b>

**C. Cost Analysis**

Firm fixed hourly rates from all recommended firms have been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

Work will be performed through the issuance of separate task orders. Each task order will require an ICE, cost analysis, technical analysis, fact finding, and negotiation prior to award.

**D. Background on Recommended Contractors**

**Deloitte Transactions and Business Analytics LLP (Deloitte)**

The recommended firm, Deloitte, has a growing presence in the Southern California Region, with offices in Downtown LA and Manhattan Beach. The firm has been in business for over 100 years and provides audit, tax, consulting and financial advisory services. Deloitte has served as advisor on multiple loans including Metro’s Westside Purple Line Transit Extension Section 2, Washington Metropolitan Area Transit Authority’s Potomac Yard Metrorail Station and LYNX Blue Line Transit Extension in North Carolina.

Deloitte's Project Manager has 32 years of experience in P3s and transportation projects, having advised on many prominent transactions over the past decade. The project team has knowledge and experience with Metro's transportation system and needs, but also has experience in performing financial advisory support services, innovative and alternative funding and transportation management programs in North America and globally.

**Ernst & Young Infrastructure Advisors, LLC (Ernst & Young)**

The recommended firm, Ernst & Young, has been in business for 31 years. The firm provides several different services including financial and commercial transaction advisory services as well as advising on infrastructure-related policies, programs and initiatives.

The proposed Project Manager has 10 years of experience advising government agencies on the funding, finance and delivery of large-scale rail and transit infrastructure projects. Many of the Ernst & Young team members are Los Angeles-based and have experience serving Metro. Some of their notable past projects have been Measure M Unsolicited Proposal and Sepulveda Transit Corridor. They have also worked on program development of major transit hubs including the Moynihan Train Hall in New York City and loans for redevelopment of major transit hubs such as Denver Union Station.

**InfraStrategies LLC (InfraStrategies)**

The recommended firm, InfraStrategies has been in business since 2000. The firm has three offices in Southern California and is a strategic advisory firm that specializes in transit project development and advocacy, infrastructure funding and finance, financial analysis and planning, innovative project delivery and P3.

InfraStrategies has a history of successfully working for partners in the regional rail system as well as for Metro with past projects that include Financial Strategy and Grant Development for Link US, Willowbrook/Rosa Parks Station Area Master Plan and Crenshaw/LAX Transit Corridor. The Project Manager brings 10 years of experienced leadership, having worked at the federal, state and local levels.

**Sperry Capital, Inc. (Sperry)**

The recommended firm, Sperry, located in Sausalito, California, has been in business for 26 years. The firm is an independent infrastructure and finance advisory service firm that has supported similar project delivery efforts both on the advisory side and on the program sponsor side.

Sperry has performed satisfactorily on Metro projects including West Santa Ana Branch Financial Advisor, Metro ExpressLanes Financial Advisor, and Metro Unsolicited Proposal Program. The firm has also worked on the development of major transit hubs including the Transbay Terminal in San Francisco. Sperry's Project Manager has over 20 years of experience in providing infrastructure advisory

services to a host of public and private sector clients. Their pool of key staff blends their relevant, local and international expertise members for this project.

**WSP USA, Inc. (WSP)**

The recommended firm, WSP, has been in business for over 100 years and has offices in Los Angeles as well as other parts of the United States. The firm provides strategic, financial and legislative support to local, regional and statewide rail systems.

WSP has established working relationships with Metro through its performance on past contracts that include Grant Assistance, Transportation Industrial Park and Antelope Valley Line Study. The firm's Program Manager has managed organizational structure, capacity, and improvement analyses for the rail, freight, port, and other public transportation projects, transportation policy research and analysis for major urban economic development projects and project prioritization and delivery. The project team itself has legislative knowledge and demonstrated ability to advocate and build support for the implementation of commuter rail projects. The team bring expertise in the full spectrum of services required in the scope of work.



DEOD SUMMARY

REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES  
PS66571-2000 THROUGH PS66571-2005

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 17% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this Task Order Contract.

Four firms were selected to perform services for Discipline 1-Financial Advisory Support Services: Deloitte Transactions and Business Analysis, LLP, Ernst & Young Infrastructure Advisors LLC, InfraStrategies LLC, and Sperry Capital, Inc., an SBE Prime. Two firms were selected to perform services for Discipline 2- Strategic Advisory/Advocacy Services: Deloitte Transactions and Business Analysis, LLP, and WSP USA, Inc. All firms committed to or exceeded the 17% SBE and 3% DVBE goals for this Task Order Contract.

In response to a specific Task Order request with a defined scope of work, the prime consultants will be required to identify SBE/DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall SBE/DVBE achievement in meeting the commitments will be determined based on cumulative SBE/DVBE participation of all Task Orders awarded.

<b>Small Business Goal</b>	<b>17% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>17% SBE 3% DVBE</b>
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**DISCIPLINE 1:**

**Prime: Deloitte Transactions and Business Analysis, LLP**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	SHA Analytics	10%
2.	Morgner Construction Management	7%
	<b>Total SBE Commitment</b>	<b>17%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Virtek	3%
2.	OCMI, Inc.	3%
	<b>Total DVBE Commitment</b>	<b>6%</b>

**DISCIPLINE 1 (cont.)****Prime: Ernst & Young Infrastructure Advisors, LLC**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	BAE Urban Economics	13.77%
2.	SHA Analytics	3.37%
	<b>Total SBE Commitment</b>	<b>17.14%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Alexander King Associates	3.04%
	<b>Total DVBE Commitment</b>	<b>3.04%</b>

**Prime: InfraStrategies LLC**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	SHA Analytics, LLC	18.57%
	<b>Total SBE Commitment</b>	<b>18.57%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Wahrenbrock Capital	3.34%
	<b>Total DVBE Commitment</b>	<b>3.34%</b>

**Prime: Sperry Capital, Inc.**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Sperry Capital Inc. (SBE Prime)	31.73%
2.	NWC Partners	0.96%
	<b>Total SBE Commitment</b>	<b>32.69%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Ross Infrastructure Development	3.29%
	<b>Total DVBE Commitment</b>	<b>3.29%</b>

**DISCIPLINE 2****Prime: Deloitte Transactions and Business Analysis, LLP**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	SHA Analytics	10%
2.	Morgner Construction Management	7%
	<b>Total SBE Commitment</b>	<b>17%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Virtek	3%
2.	OCMI, Inc.	3%
	<b>Total DVBE Commitment</b>	<b>6%</b>

**DISCIPLINE 2 (cont.)****Prime: WSP USA, Inc.**

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Katherine Padilla & Associates	5.50%
2.	Lee Andrews Group	4.20%
3.	Sumire Gant Consulting	1.97%
4.	Estolano Advisors	2.15%
5.	Capitol GCS	3.18%
	<b>Total SBE Commitment</b>	<b>17.00%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Leland Saylor	0.86%
2.	OhanaVets, Inc.	2.35%
	<b>Total DVBE Commitment</b>	<b>3.21%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2020-0582, File Type: Policy

Agenda Number: 18.

### PLANNING AND PROGRAMMING COMMITTEE OCTOBER 14, 2020

**SUBJECT: TRANSFER OF PROPERTY TO CITY OF LOS ANGELES FOR DESTINATION  
CRENSHAW PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

A. DECLARING that 4444 Crenshaw Boulevard (the "Property," as described in Exhibit A and depicted in Exhibit B) is not necessary for use by Metro and is "exempt surplus land" as defined in Section 54221(f)(1) of the California Surplus Land Act, as amended.

B. AUTHORIZING the Chief Executive Officer ("CEO") to execute any necessary documents to transfer the Property to the City of Los Angeles ("City"), in support of Destination Crenshaw (defined below) with land value waived, provided that City assume all Rights and Obligations (also defined below) associated with the Property.

#### **ISSUE**

The Destination Crenshaw project ("Destination Crenshaw") is a proposed outdoor museum and placemaking initiative of public art and streetscape design, as depicted in Exhibit C attached hereto, that is comprised of multiple project elements (platforms and parks) along a 1.3-mile stretch of Crenshaw Boulevard, which overlaps an at-grade segment of the Crenshaw/LAX Light Rail Project ("C/LAX"). Destination Crenshaw is borne out of the efforts of the City and a group of community stakeholders.

The Metro Board of Directors ("Board") took various actions on July 25, 2019 to support Destination Crenshaw (see "July 2019 Board Report" or "Report" attached as Exhibit D), including authorizing the CEO to enter into a Memorandum of Agreement ("MOA") with the City to fund and support the project. As discussed in the July 2019 Board Report, the proposed Sankofa Park (the "Project" or "Sankofa Park Project") is among the elements of the Destination Crenshaw. The Project is located at the intersection of Crenshaw and Leimert Boulevards and within walking distance of the Leimert Park Station of C/LAX; staff had recommended that Metro provide the land necessary for the Project to the City, with land value waived.

Metro acquired the Property for C/LAX, and as described in the July 2019 Board Report, has made use of the Property in connection with C/LAX. The Property is not needed for long term use by C/LAX and City desires to use the Property for Destination Crenshaw, specifically, the Sankofa Park Project. Under the Section 54221 of the Act, “land shall be declared either “surplus land” or “exempt surplus land,” as supported by written findings, before a local agency may take any action to dispose of it consistent with an agency’s policies or procedures.” In addition, pursuant to Metro’s Disposition of Surplus Real Property Policy, CEO or Board approval is required for the transfer of the Property for less than fair market value, if it is determined to be in the best interests of Metro to make such a transfer.

## **DISCUSSION**

### ***Background***

On or about October 2019, following the process set forth in California Government Code Section 54220 et seq. (the “Surplus Land Act” or the “Act”) then in effect regarding the disposition of surplus property, Metro issued six (6) written notices to public agencies, including the City, to assess interest in the Property once it became available for disposition as surplus land. The Property was then being used as part of the construction of C/LAX, but Metro had determined it would not be required for C/LAX operations in the long run. The City responded through this process with interest in the Property as an element of Destination Crenshaw. Since October 2019, the Act has been amended, pursuant to AB 1486.

### ***Exempt Surplus Land - Findings***

The Act, as amended and effective January 1, 2020, continues to provide for the disposition of “surplus land” or “exempt surplus land”, as defined in the Act. However, there are various modifications to procedures and definitions. “Surplus Land” means land owned in fee simple by any local agency for which the local agency’s governing body takes formal action in a regular public meeting declaring that the land is surplus and is not necessary for the agency’s use. Pursuant to the Act, land may be declared either “surplus land” or “exempt surplus land”. As defined in Section 54221 (f)(1)(D) of the Act, exempt surplus land includes “surplus land that a local agency is transferring to another local, state or federal agencies for the agency’s use”.

As mentioned above, the Property, more particularly described and depicted in Exhibits A and B, respectively, and comprising a total of 10,755 square feet, is part of property that was originally acquired for C/LAX. The Property has not been scheduled for use in connection with C/LAX and is no longer necessary for the C/LAX. The City desires to use such property for the Project. Under these circumstances and pursuant to the Act, the Property is exempt surplus land.

### ***Valuation***

Metro appraised the Property as of July 15, 2019. It was valued at \$1,890,600. Staff recommends that Metro provide the land necessary for the Project to the City, with land value compensation waived. As discussed in the July 2019 Board Report, Metro recognizes that there are synergies between C/LAX and the Project. As part of the development of C/LAX, Metro’s goals were and

continue to be, to provide transportation and transit improvements and also, with community feedback, (1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; (2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art and/or street furniture; (3) provide additional landscaping within the right-of-way or in project property to create a buffer between sensitive uses and the project; and (4) where practical and appropriate, add additional landscaping and enhanced design features to minimize the visual image of transit facilities (see, C/LAX Final Environmental Impact Report). Metro seeks to promote community preservation in the communities directly affected by C/LAX and facilitate the creation of transit-oriented communities (“TOCs”) that expand mobility options, promote sustainable urban design and help transform communities.

The Project is conceived as an amphitheater for performances, festivals, and community gatherings and will include a park and streetscape design elements including trees, raised viewing platform with south-facing views down Crenshaw Boulevard overlooking a plaza and the C/LAX railroad guideway, crosswalks and other features that will improve the quality of the street and provide a strong connectivity between the community and the Leimert Park Station, as depicted in the renderings attached hereto as Exhibit E. The Project will bridge C/LAX with Destination Crenshaw and the art and cultural community of Leimert Park. The Project is representative of Metro’s vision for TOCs, and as such, the transfer of the Property to the City for the Project, with land value waived, is determined to be in the best interests of Metro.

### ***Property Rights and Obligations***

Metro has informed the City and the City is aware that in connection with Metro’s original acquisition of the Property, the Property is subject to an Interlocutory Judgment in Condemnation as to Defendant CBS Outdoor LLC filed with the Superior Court of California, County of Los Angeles, on February 11, 2015 in Case No. BC510595 (“Interlocutory Judgment”), which provides that Metro’s interest in the Property is subject to an existing Lease No. 25671 dated October 1, 1975 and Addendum thereto dated April 7, 2012 (collectively, the “Billboard Lease”). As a condition of the transfer of the Property to the City, the City must assume from Metro all rights and obligations concerning the Billboard Lease, as set forth in such lease and certain rights and obligations set forth in relevant part (including paragraphs 5, 6, 7 and 9) in the Interlocutory Judgment. In furtherance thereto, concurrent with the execution and delivery of the instrument transferring the Property to the City, the City must execute an assignment and assumption of the Billboard Lease and the relevant portions of the Interlocutory Judgment (collectively, the “Rights and Obligations”).

## **EQUITY PLATFORM**

### **Consistency with Metro’s Equity Platform Framework**

The foundational pillar of Metro’s Equity Platform is “Listen and Learn” and is an acknowledgment of the importance of establishing authentic dialogue and allowing a community’s perspective and experience to be heard. At its core, Destination Crenshaw will document, celebrate and bring to life the history and culture of the corridor and of South Los Angeles specifically. In addition, Destination Crenshaw will enhance pedestrian connectivity, and foster job growth on Metro-owned properties

serving low-income households.

Community outreach efforts will continue to include innovative and comprehensive approaches that engage historically underserved communities with the intention of producing outcomes that promote and sustain access to opportunities and avoid increasing disparity.

#### **DETERMINATION OF SAFETY IMPACT**

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

#### **FINANCIAL IMPACT**

The Property will be the location of the Sankofa Park Project, one of the elements of Destination Crenshaw. In the July 25, 2019 Board report ([Exhibit D](#)), the Board approved funds towards this project, which included the value of this Property.

#### **Impact to Budget**

The source of funds for this action is Proposition C 25%. Metro will execute the MOA with the City of Los Angeles for an approved use of the funds consistent with the July 2019 Board Report and transfer of the Property. These funds are not eligible for Metro bus and rail operating uses. Funds were encumbered in FY20 as part of the July 25, 2019 Board action; there is no impact to the FY21 budget.

#### **Next Steps**

#### **NEXT STEPS**

The MOA (which includes terms and conditions for transfer of the Property to the City) will be finalized following completion of negotiations with the City of Los Angeles and the Property transfer completed.

#### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform LA County through regional collaboration and national leadership.

#### **ATTACHMENTS**

Exhibit A - Legal Description of the Property

Exhibit B - Depiction of the Property

Exhibit C - Destination Crenshaw Project Site Overview

Exhibit D - July 25, 2019 Board Report

Exhibit E - Sankofa Park Renderings (attached for illustrative purposes)

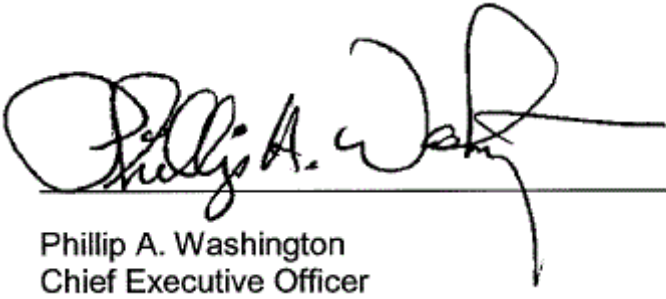
Prepared by: Frances C. Impert, Project Manager-Real Estate, (213) 922-2410

Anthony Crump, DEO-Community Relations, (213) 418-3292

John T. Potts, EO-Real Estate, (213) 418-3397

Holly Rockwell, Senior Executive Officer, Countywide Planning, (213) 922-5585

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



Phillip A. Washington  
Chief Executive Officer



EXHIBIT "A"

LEGAL DESCRIPTION FOR FEE PURPOSES  
PARCEL NUMBER CR-3801

LOTS 7 TO 11, INCULSIVE, OF TRACT NO. 7483, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 88 PAGE 32 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THAT PORTION OF SAID LOT 7, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY LINE OF SAID LOT 7, DISTANT S89°54'48"W THEREON 46.00 FEET FROM THE NORTHEASTERLY CORNER THEROF; THENCE S68°02'47"W 46.19 FEET TO A POINT IN THE SOUTHWESTERLY LINE OF SAID LOT 7, SAID POINT ALSO BEING A POINT IN A NONTANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 1450.12 FEET A RADIAL LINE TO SAID POINT BEARS N65°36'07"E; THENCE NORTHWESTERLY ALONG SAID CURVE TROUGH A CENTRAL ANGE OF 0°44'53", AN ARC LENGTH OF 18.94 FEET; TO THE NOTHERLY LINE OF SAID LOT 7; THENCE N89°43'35"E ALONG THE NORTHERLY LINE THEREOF 50.76 FEET TO THE POINT OF BEGINNING

CONTAINS: 10, 755 SQUARE FEET.

NOTE:

THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

*Stephanie A. Wagner*  
STEPHANIE A. WAGNER, P.L.S. 5752

*August 22, 2011*  
DATE:



# EXHIBIT "B"

Grantor: SHERRY F. RENDEL, TRUSTEE OF THE REVOCABLE LIVING TRUST OF SHERRY FRANCINE RENDEL DATED 05-26-2005, AS TO AN UNDIVIDED 50% INTEREST, AND EVELIN T. SPIRE, TRUSTEE OF THE EVELIN T. SPIRE 2002 REVOCABLE TRUST, DATED 12-11-2002.

The data shown on plot are based on field survey prepared by Wagner Engineering & Survey, Inc. dated June 2011 - June 2012. Bearing and distances are based on California Coordinate System NAD '83 Zone 5 coordinates obtained from California H.P.G.N.

Description: LOTS 7 TO 11 OF TRACT NO. 7483, AS PER MAP RECORDED IN BK. 88 PG.32

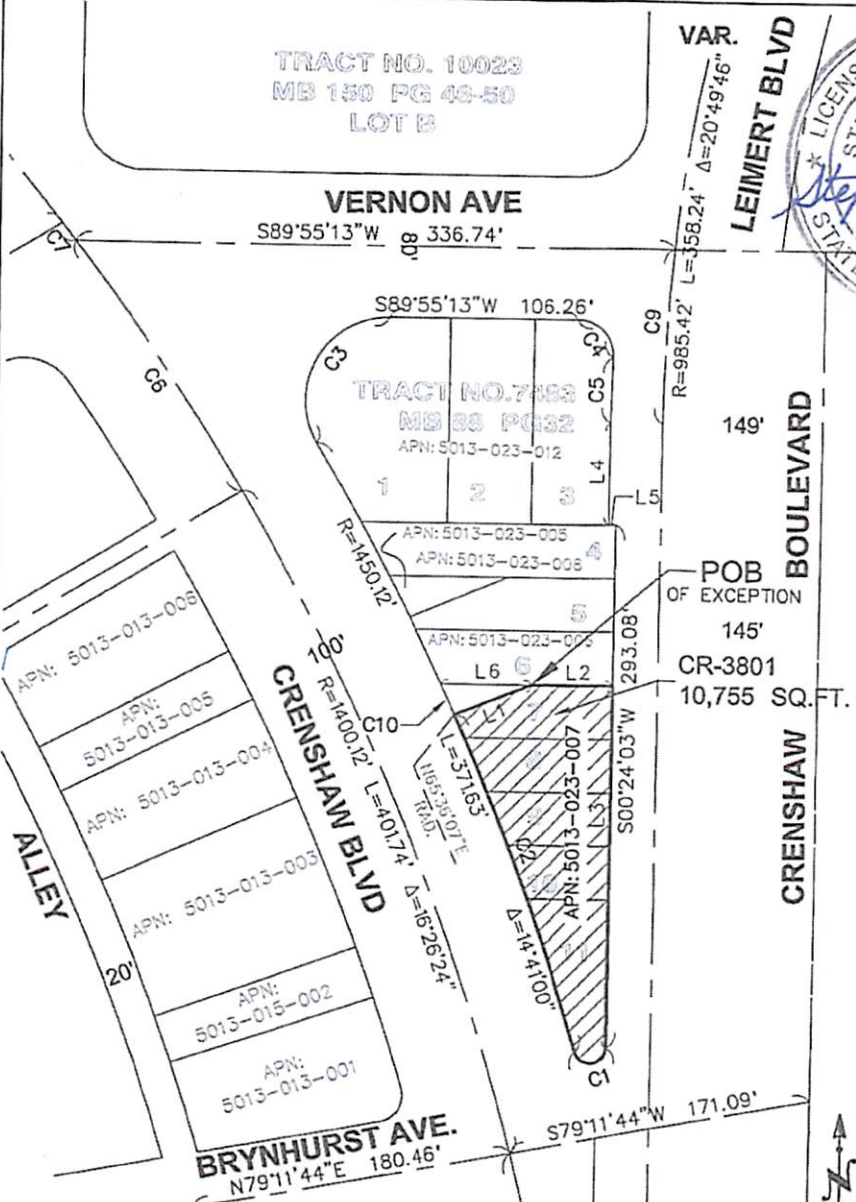
Title Report: STEWART TITLE OF CALIFORNIA, INC. NO. 383690

Assessor's Ref: 5013-023-007

ROW Ref: R-137

No. Date

Revision Description

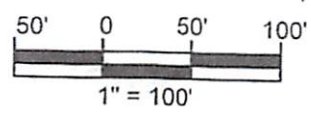


VICINITY MAP  
NOT TO SCALE

LINE TABLE		
LINE	LENGTH	BEARING
L1	46.19'	S68°02'47"W
L2	46.00'	S89°54'48"W
L3	203.07'	N00°24'03"E
L4	57.11'	N00°24'03"E
L5	4.00'	S89°54'48"W
L6	50.78'	S89°54'48"W

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	25.20'	8.85'	163°08'30"
C2	200.96'	1450.12'	7°56'25"
C3	98.91'	46.81'	121°03'40"
C4	32.31'	20.00'	92°33'55"
C5	36.79'	1014.42'	2°04'41"
C6	167.98'	1400.12'	6°52'27"
C7	12.50'	1400.12'	0°30'41"
C9	98.12'	985.42'	5°42'19"
C10	18.94'	1450.12'	0°44'53"

**LEGEND:**  
POB = POINT OF BEGINNING  
APN = ASSESSOR'S PARCEL NUMBER



TOTAL AREA OR PROPERTY	CR-3801	REMAINDER PARCEL AREA	ESTATE
10,755 SQ. FT.	10,755 SQ. FT.	0 SQ. FT.	FEE
<p>APPROVED BY: <i>Steph</i> 1-9-12 PROJECT MANAGER DATE</p>		<p>CRENSHAW/LAX TRANSIT CORRIDOR PROJECT</p>	
<p>Hatch Mott MacDonald 6151 W. Century Blvd. Suite 502 Los Angeles, CA 90045 Phone: 310-217-5000 Fax: 310-217-0642</p>		<p>PREPARED BY: <i>Stephanie Wagner</i> LS: 5752 CHECKED BY:</p>	

**Exhibit C**  
**Destination Crenshaw Project Site Overview**

# Themes

The architecture, landscape, and art take form as 10 platforms/parks organized around 4 themes:



## Metro



## Board Report

File #: 2019-0575, File Type: Project

Agenda Number: 47.

**REGULAR BOARD MEETING  
JULY 25, 2019**

**SUBJECT: SUPPORT OF DESTINATION CRENSHAW PROJECT ON METRO OWNED  
PROPERTY ALONG THE CRENSHAW/LAX LINE PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to enter into a Memorandum of Agreement (MOA) with the City/County of Los Angeles for funding and support of the Destination Crenshaw Project;
- B. APPROVING funding request for the construction of Destination Crenshaw's proposed Sankofa Park in an amount not to exceed \$15,000,000 and related staff support time; and
- C. AMENDING the FY20 Adopted Budget in the amount of \$15,000,000.

**ISSUE**

Metro's Crenshaw/LAX Transit Project (C/LAX) is one of 12 transit projects funded by Measure R, with a projected opening in 2020. A total of \$2.058 billion in funds have been allocated for this project.

While transportation project investments often spur positive economic development and expand access to opportunity, these investments can also have the unintended result of gentrification and displacement that can disrupt the culture and character of a neighborhood. Promoting community preservation and economic mobility of the communities directly affected by Metro's investments is an agency imperative. Consistent with this objective is Destination Crenshaw, a proposed outdoor museum and placemaking initiative ("Museum") that takes form as 10 major project elements - platforms or parks - along the 1.3-mile section of Crenshaw Boulevard, that overlaps an at-grade running segment of the C/LAX project.

Destination Crenshaw has proposed the enhancement of three Metro-owned properties, which were anticipated to receive modest improvements as part of the C/LAX project. In 2015, the Board directed the preparation of a C/LAX Joint Development Strategic Plan which identified these three properties as "exploratory sites" that could potentially be considered for disposition to support a community-

servicing use. The development of these sites as part of the Destination Crenshaw project creates a unique and timely opportunity to drive Metro ridership and actualize the establishment of a transit-oriented community in a manner that enhances mobility and promotes both community preservation and authentic revitalization.

This report includes an assessment of the feasibility of supporting the development of the improvements located on Metro-owned or adjacent sites as well as potential partnership opportunities with Destination Crenshaw through Metro's Joint Development program. Any partnership with Destination Crenshaw would be predicated on Destination Crenshaw being solely responsible for the architecture, design, engineering, construction, and maintenance of the proposed project elements. Destination Crenshaw would also be solely responsible for securing all necessary permits from the City of Los Angeles for construction. Metro would not be responsible for the design, engineering, permitting, or construction of any Destination Crenshaw project element. Metro would retain the right to terminate the partnership if Destination Crenshaw fails to meet required performance deadlines or if the partnership adversely impacts the C/LAX project.

Attachment A shows the location of Metro stations and Metro-owned properties within the 1.3-mile Destination Crenshaw project area.

## **BACKGROUND**

Metro's Crenshaw/LAX Transit Project (C/LAX) is a new 8.5-mile light rail line currently under construction between the existing Metro Expo Line at Crenshaw and Exposition Boulevards in Los Angeles and connects with the Metro Green Line at the Aviation/LAX Station on Aviation Boulevard and Interstate 105 near El Segundo. The new light rail line will serve Crenshaw District communities including Leimert Park, Park Mesa Heights, and Hyde Park, the City of Inglewood, Westchester and the LAX area. The C/LAX project includes eight new stations including a Leimert Park Station and Hyde Park Station on Crenshaw Boulevard. In addition to the alternative transportation option to congested roadways, the Project will provide significant environmental benefits, economic development and employment opportunities throughout Los Angeles County.

As part of the C/LAX project, Metro is redefining the role of the transit agency by expanding mobility options, promoting sustainable urban design, and helping transform communities throughout Los Angeles County. At the forefront of this effort is Metro's vision to create transit-oriented communities (TOCs). Metro fosters TOCs through holistic planning and inclusive community development programs that rely heavily on partnerships with public, private, non-profit and community-based organizations.

With this, it is important that the agency engage in community-driven efforts to support the existing cultural heritage and economic vitality of the communities that are directly affected by Metro's investments. This has manifested in a variety of Metro's programs and policies, such as Metro's Art Program, Eat Shop Play Program, Business Solutions Center, Business Interruption Fund, and Joint Development Program.

Consistent with this objective, is an effort to celebrate history of the communities along Crenshaw Corridor that the C/LAX traverses. A group of community stakeholders led by Los Angeles City Councilmember Marqueece Harris Dawson have proposed Destination Crenshaw, a proposed

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outdoor museum that uses Crenshaw Boulevard as a canvas for public art and streetscape design. Destination Crenshaw proposes to celebrate the historical and contemporary contributions of the Crenshaw community through community gathering spaces, parks, landscape and streetscape improvements, and locally commissioned artwork. Destination Crenshaw overlaps with a 1.3 mile, at-grade segment of C/LAX, potentially providing a powerful cultural experience for both residents and visitors from around the world.

As proposed, Destination Crenshaw would document and preserve the cultural history of South Los Angeles using four themes - Improvisation, Firsts, Dreams and Togetherness - organizes the architecture, exhibition design, art commissions and mobile experience. Exhibition design and storytelling will explore 18 distinct stories. More than 100 2D and 3D art commissions of African American artists will be integrated into the project. Interpretive content will be used to engage youth and empower them with a sense of ownership. Mobile and augmented reality technology will be central to these efforts.

This vision has been developed based on significant community involvement in the design process, including a series of community meetings, interactions with thousands of residents, and the input of a local advisory council and community partners.

Destination Crenshaw has proposed a partnership with Metro to enhance three Metro-owned properties within the Destination Crenshaw project area. The opportunity sites include: a portion of Metro-owned property south of Leimert Park, which Destination Crenshaw has envisioned to become "Sankofa Park"; a Slauson Ave/11th Street property, which Destination Crenshaw envisions as "IAM Park"; and a Slauson Avenue/Victoria Street property envisioned as "Slauson Avenue Park". On June 27, 2019, the Board approved a motion that authorized the CEO to develop a strategy on how best to support implementation of the Destination Crenshaw project in a manner that is compatible with the final stages of construction of C/LAX. Specifically, the strategy would explore the feasibility of supporting the development of the project elements located on Metro-owned or adjacent sites, consistent with the Destination Crenshaw vision.

## **DISCUSSION**

Since 2017, Metro has been working collaboratively with Destination Crenshaw project representatives to incorporate project elements into work already underway on C/LAX. Metro's cooperation with Destination Crenshaw has focused on ensuring synergy and minimizing conflicts with C/LAX in two areas: design and construction, and examination of potential property transfers. To date, Metro has:

- Changed over 170 trees on the alignment to a species consistent with the Destination Crenshaw vision
- Come to an agreement in principle to allow Destination Crenshaw to plant and maintain Metro-funded trees within the Destination Crenshaw project area, which creates efficiencies given Destination Crenshaw's plans to implement and maintain additional landscaping in those areas
- Agreed to replace Metro's median landscaping plan along the C/LAX railroad guideway within the Destination Crenshaw project area to one designed by Destination Crenshaw
- Agreed to allow Destination Crenshaw to place large monument block lettering on top of

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Metro's tunnel portal near 48<sup>th</sup> Street and Crenshaw Boulevard as a gateway piece for the Destination Crenshaw project

The Destination Crenshaw team is currently finalizing architectural and engineering work with the goal of initiating the first phase of construction in Fall 2019. Given the accelerated timeline, Metro is committed to working in close coordination to ensure overall synergy.

### Proposed Partnership

Metro is exploring the feasibility of partnering with Destination Crenshaw, including financial support for the construction of project elements on Metro-owned property in the project area. This would help facilitate Destination Crenshaw's vision and support Metro's goal of creating vibrant transit-oriented communities.

Out of 10 proposed project elements, Metro was asked to review three high-priority project elements for partnership and support opportunities. These three high priority project elements include:

- 1) Sankofa Park, a proposed viewing platform and outdoor amphitheater
- 2) IAM Park, a park dedicated to children and play
- 3) Slauson Avenue Park, and a park that brings community together (Slauson Ave Park) in tribute to the late entrepreneur, artist, and community activist, Nipsey Hussle.

A description of each project element is below.

- 1) Sankofa Park (Attachment B):** Located where Crenshaw and Leimert Boulevards split, Sankofa Park is the largest proposed park within the proposed outdoor museum at 49,000 square feet. Located within walking distance of Metro's new Leimert Park Station and conceived as an amphitheater for performances, festivals, and community gatherings. Sankofa Park would include views down the southern portion of Crenshaw Boulevard overlooking a plaza and the C/LAX railroad guideway. Sankofa Park would be home to three large-scale 3D public sculptures as well as an augmented reality activation that highlights themes of community survival, hope and independence. Sankofa Park would bridge Destination Crenshaw with the art and cultural community of Leimert Park and C/LAX's new Leimert Park Station. Destination Crenshaw proposed to begin construction of Sankofa Park in Fall 2019 and have it open to the community in Fall 2020.
- 2) IAM Park (Attachment C):** Located East of Crenshaw on Slauson Avenue and 11th Avenue, IAM Park would be 5,500 square feet. IAM Park derives its name from the featured 3D public sculpture designed as a climbing structure for children. This currently vacant lot would be transformed into a park for families and outdoor play. Destination Crenshaw proposes to begin construction on IAM Park in Fall 2019 and have it open to the community in Fall 2020.
- 3) Slauson Avenue Park (Attachment D):** Located west of Crenshaw Boulevard at the corner of Slauson Avenue and Victoria Street, Slauson Avenue Park would be 5,400 square feet. Now part of the City of Los Angeles' Nipsey Hussle Square, the Slauson Avenue Park has been reconceived by the architects and curators as home to a 2D and 3D tribute to Nipsey Hussle. A mural and public sculpture would be commissioned to reflect exhibition themes on self-determination.

### Evaluation of Alternatives

As a whole, Destination Crenshaw's proposal is consistent with Metro's vision for vibrant transit-oriented communities. Each proposed project element would encourage multi-modal transportation, create a sense of place, and enhance the quality of life for residents of Los Angeles County. A set of evaluation criteria was applied to the high-priority partnership opportunities. The evaluation criteria included:

1. Consistency with Metro's vision for Transit Oriented Communities;
2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project
3. Constructability and readiness
4. Cost effectiveness

### **Sankofa Park**

1. Consistency with Metro's vision for Transit Oriented Communities;

As proposed, Sankofa Park is highly supportive of Metro's vision for Transit-Oriented Communities. The viewing platform, gathering space and pedestrian-friendly enhancements further Metro's goal of transit-supportive projects that help make streets safer for active modes of transportation and encourage more healthy activities such as walking and biking. Furthermore, the proposed park increases opportunities to meaningfully engage diverse stakeholders, especially underserved and vulnerable communities. The project proposes streetscape design elements including trees, a viewing platform, crosswalks and other features that will improve the quality of the street and provide strong connectivity between the community and C/LAX's Leimert Park Station.

2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project

The proposed Sankofa Park is adjacent to C/LAX alignment and approximately three blocks from the new Leimert Park underground station. The proposed park is located on a parcel of property that Metro is required to improve as part of the C/LAX project. Prior to the start of construction of the C/LAX project, the site contained a large grassy median with a monument sign/lettering that spelled "Leimert". This sign served as a gateway to the Leimert Park community to the north. As part of construction, Metro removed the median and letters and is currently using the site for construction staging. Metro is required to reconstruct the median with new curbs, sidewalks, and landscaping as well as replace the monument sign/lettering. The construction of Sankofa Park would require the removal of the newly constructed improvements.

3. Constructability and readiness

Metro has approved plans for the median island however, Destination Crenshaw will need to secure revised plan approvals from the City of Los Angeles prior to construction. Key issues include the preservation of a large pine tree in the center median, a billboard located on the site, LADOT clearance for a proposed signalized pedestrian crossing and related studies. In addition, the C/LAX contractor currently has rights to this site as a staging area and arrangements would need to be made with them to use an alternate site. These issues need to be resolved and construction funding will need to be secured in a timely manner to avoid negatively impacting the



C/LAX project.

4. Cost effectiveness

Given that Metro is required to build improvements at the Sankofa Park site as part the C/LAX project, partnership on this project element could be cost effective for both Metro and Destination Crenshaw. Metro would de-scope planned improvements from the current contractor and replace those elements with Destination Crenshaw's proposed Sankofa Park. In the absence of a partnership, Metro may be required to make site improvements inconsistent with Sankofa Park, thus requiring Destination Crenshaw to remove them. However, the scope of work for Destination Crenshaw's Sankofa Park exceeds Metro's current commitment for improvements at the site and would require additional funding.

**IAM Park**

1. Consistency with Metro's vision for Transit Oriented Communities

As proposed, the park is consistent with Metro's goal of increasing access to transit through the creation of a strong sense of place that attracts people to stop, linger, interact, and enjoy the activated public places inherent in transit-supportive communities.

2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project

The proposed IAM park is located approximately one block east of C/LAX's new Hyde Park Station. Metro acquired this property as part of C/LAX to facilitate the widening of Slauson Avenue required as part the project's environmental clearance. Metro's current plans for the site include the placement of bicycle parking infrastructure as required as part of C/LAX's environmental clearance.

3. Constructability and readiness

As part of C/LAX's environmental clearance, Metro is required to place bicycle parking infrastructure near the new Hyde Park Station. Metro identified the proposed site of IAM Park as the location for these facilities. However, if Destination Crenshaw or the City of Los Angeles can provide an alternative location in the vicinity, the property could be utilized for Destination Crenshaw. In addition to finding an alternative location for the bicycle parking infrastructure, Destination Crenshaw will need to secure approved plans and permits from the City of Los Angeles as well as demonstrate funding on hand prior to the start of construction.

4. Cost effectiveness

Aside from Destination Crenshaw's proposed cost structure, the cost of the proposed project is largely unknown in the absence of an approved design and engineering for the proposed 3D public sculpture. Metro would still be required to provide for bike storage in the area. Given this uncertainty, it is difficult to evaluate the cost effectiveness of this proposed project element at this time.

## Slauson Avenue Park

### 1. Consistency with Metro's vision for Transit Oriented Communities

As proposed, Slauson Avenue Park is consistent with Metro's goal of increasing access to transit through the creation of a strong sense of place attract people to stop, linger, interact, and enjoy the activated public places inherent in transit-supportive communities.

### 2. Proximity and relevance to the Crenshaw/LAX Transit Corridor Project

The proposed Slauson Avenue Park is located one block west of C/LAX's new Hyde Park Station. Metro acquired this property as part of C/LAX to facilitate the widening of Slauson Avenue required as part the project's environmental clearance. Metro currently has no plans for the site at the conclusion of construction, however, this does not preclude Metro from using the property at a later date.

### 3. Constructability and readiness

This property is the former site of Hi-Tech Cleaners and has extensive soil contamination with Volatile Organic Compounds (VOC's). Metro has been working with the California Department of Toxic Substances Control (DTSC) on a voluntary remediation plan. Metro is currently sharing information with the City of Los Angeles Brownfields Group to assist in their evaluation of whether to acquire this property for Destination Crenshaw. In the absence of a final environmental remediation plan, is it unlikely that this property would be available for use by Destination Crenshaw in the immediate future.

### 4. Cost effectiveness

Metro is continuing to work with the California Department of Toxic Substances Control (DTSC) on a voluntary remediation plan for this site. Preliminary estimates for the cost of remediation are approximately \$1.8 million. However, the actual cost cannot be determined until a final remediation plan is approved. Given the uncertainty associated with these costs, it is difficult to evaluate the cost effectiveness of this proposed project element at this time.

## Conclusion

Based upon the evaluation criteria applied to the three proposed project elements, a partnership that supports the construction of Sankofa Park is most viable. Slauson Avenue Park is currently less viable due to uncertainty regarding the environmental contamination and cleanup associated with the site. IAM Park is not immediately feasible until an alternative location for the bike-related improvements required by the C/LAX environmental clearance is identified. However, Metro has already committed to improvements at the Sankofa Park site as part of the C/LAX project. Construction of Sankofa Park would expand upon these improvements. Furthermore, these improvements are consistent with Metro's vision for transit-oriented communities and provide an important connection to the community and the new Leimert Park Station. However, revised plan

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approvals from the City and alternate location for the C/LAX contractor would need to be resolved prior to proceeding with this property.

## Considerations

### Contingencies and Performance Deadlines

Metro's highest priority is the timely completion of the C/LAX project. Any partnership with Destination Crenshaw should not delay or impede construction of C/LAX. Any partnership should allow Metro to terminate the partnership if it adversely impacts the construction of the C/LAX project and would hold Destination Crenshaw solely responsible for the architecture, design, engineering, and construction of the proposed project elements. Destination Crenshaw would be solely responsible for securing all necessary permits from the City of Los Angeles necessary for construction and construction of the project elements. Metro would not be responsible for permitting of any Destination Crenshaw project elements. Any partnership agreement or Memorandum of Understanding would need to include clear performance deadlines for the delivery approved plans, drawings and permits. If Destination Crenshaw cannot meet these performance deadlines, as determine by Metro staff, Metro would need to have the option of terminating the partnership to ensure that there are no impacts to the completion of the C/LAX project.

### Disposition of Real Estate

Destination Crenshaw has requested three parcels of land. The three parcels are

1. Slauson Avenue Park Site - 4,556 sq. ft.
2. IAM Park Site - 4,633 sq. ft.
3. Adjacent to Sankofa Park - 7,305 sq. ft.

The value of all parcels is estimated at \$5 million, which includes remediation costs at the proposed Slauson Avenue Park and the buy-out of the billboard at the proposed Sankofa Park. The parcels are depicted in Attachment A.

Once the property is no longer required for the C/LAX project, it can be declared surplus. Under California Code, Article 8 Section 54222, prior to disposing of the land, Metro must offer it for sale or lease to public entities for the purpose of low- and moderate-income housing, park and recreational purposes or open-space purposes, school facilities construction, enterprise zone purposes and infill opportunity zone. Because of the location and size of the parcels, it is unlikely any use will be practical other than park and recreational purposes. It is proposed that the City or County respond through this process with its interest in the property as a park. Metro will then transfer fee title to the City or County, who can then work with Destination Crenshaw to allow its use as a Museum. Under Section 54222, Metro has the right to request fair market value for the property, however, in the interest of this proposed partnership, Metro could waive that right.

### Joint Development Partnership Opportunities

In September 2018, the Metro Board of Directors and County Board of Supervisors authorized

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entering into a 14-month Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies for joint development of the Metro and County-owned properties near the C/LAX Project's Expo/Crenshaw Station. Although the Expo/Crenshaw joint development sites are outside of Destination Crenshaw's current boundaries, the Los Angeles City Council has approved a motion to extend the Destination Crenshaw project farther north, and Watt Companies welcomes opportunities to support these efforts. Two pedestrian paseos are proposed just north of both the County and Metro sites. These are envisioned as vibrant public spaces ideal for hosting community events similar in spirit to Destination Crenshaw's objectives. Metro Joint Development staff will work with Watt to identify ways in which the project can support Destination Crenshaw. Currently, Watt Companies is refining the project's design in response to Metro, County and community feedback and intends to submit for entitlements later this summer. Staff will return to the Metro and County Boards later this year to request an ENA extension in order to allow sufficient time to fully entitle the project (as required in order to advance to a Joint Development Agreement) and can provide an update on a potential partnership between Watt Companies and Destination Crenshaw at that time.

#### Stakeholder Outreach

Metro staff have been engaged in the development of Destination Crenshaw since 2017. Through each phase of Pre-Construction, Metro worked to address significant community needs and support Destination Crenshaw architects and engineers in their planning.

#### Consistency with Measure R

This Project will finance new transportation projects and programs consistent with the Measure R Ordinance.

#### Consistency with Metro's Equity Platform Framework

The foundational pillar of Metro's Equity Platform is "Listen and Learn" and is an acknowledgment of the importance of establishing authentic dialogue and allowing a community's perspective and experience to be heard. At its core, Destination Crenshaw will document, celebrate and bring to life the history and culture of the corridor and of South Los Angeles specifically. In addition, Destination Crenshaw will enhance pedestrian connectivity, and foster job growth on Metro-owned properties serving low-income households.

Community outreach efforts will continue to include innovative and comprehensive approaches that engage historically underserved communities with the intention of producing outcomes that promote and sustain access to opportunities and avoid increasing disparity.

### **DETERMINATION OF SAFETY IMPACT**

It has been determined that support for Destination Crenshaw will have no adverse impact on the safety of Metro's patrons and employees and the users of the referenced transportation facilities.

### **FINANCIAL IMPACT**

Destination Crenshaw estimates the total cost of exhibition design, artist commissions, and construction for project elements on the three Metro-owned properties (Sankofa Park, IAM Park and Slauson Avenue Park) is \$28.2 million.

Staff recommends that Metro provide the land necessary for Sankofa Park, with a preliminarily estimated value of \$1.8 million, \$14.5 million for the cost of construction for Sankofa Park, and \$500,000 for staff time to perform coordination and review, for a total contribution valued at \$16.8 million. With land value waived, the contribution to the project would be \$15.0 million. Limiting funding to this amount allows Metro to meet its obligation for improvements to the Sankofa Park site while providing an important community benefit. Destination Crenshaw would be responsible for funding the exhibition design and artist commissions associated with this site.

Approval of this action will amend the FY20 Adopted Budget, adding \$14.5 million for construction and \$500,000 for related staff time to cover the not-to-exceed amount of \$15 million. Upon approval, staff will enact all necessary administrative procedures to meet this commitment.

#### Impact to Budget

The source of funds for this action is Proposition C25%. To utilize these funds, Metro would have to execute a Memorandum of Agreement (MOA) with the City of Los Angeles or the County of Los Angeles for an approved use of the funds and the property. These funds are not eligible for Metro bus and rail operating uses.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Deliver outstanding trip experiences for all users of the transportation system.
- Enhance communities and lives through mobility and access to opportunity.
- Transform LA County through regional collaboration and national leadership.

### **NEXT STEPS**


Should the Board choose to approve the recommendation, staff will prepare and execute a Memorandum of Agreement (MOA) with Destination Crenshaw and the City/County of Los Angeles. Among other things, the MOA will identify the funding vehicle and performance standards and deadlines. Staff will continue to work in close coordination with Destination Crenshaw as construction on C/LAX is finalized and Destination Crenshaw begins construction in Fall 2019.

### **ATTACHMENTS**

Attachment A - Metro-Owned Property Map Overview  
Attachment B - Sankofa Park Site Plan and Renderings:  
Attachment C - IAM Park Site Plan and Renderings  
Attachment D - Slauson Avenue Park Site Plan and Renderings  
Attachment E - Proposed Budget Summary

Prepared by: Anthony Crump, Interim Deputy Executive Officer, Community Relations (213)  
418-3292

Reviewed by: Rick Clarke, Chief of Program Management, (213) 922-7557  
Yvette Rapose, Chief Communication Officer, (213) 418-3154  
Phillip A. Washington, Chief Executive Officer, (213) 922-7555



Phillip A. Washington  
Chief Executive Officer

# Exhibit E Sankofa Park Renderings

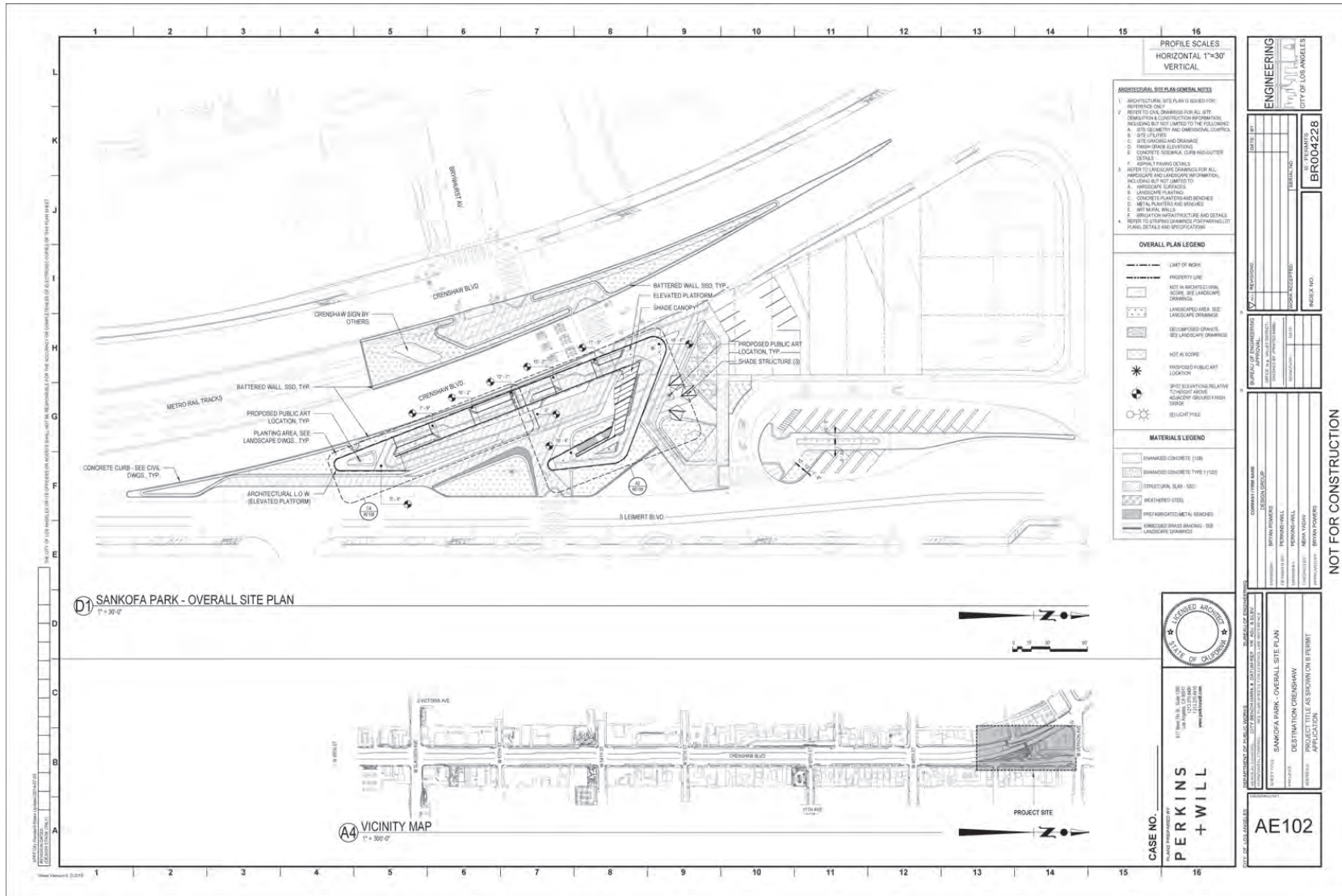


Exhibit E  
[Sankofa Park Renderings]

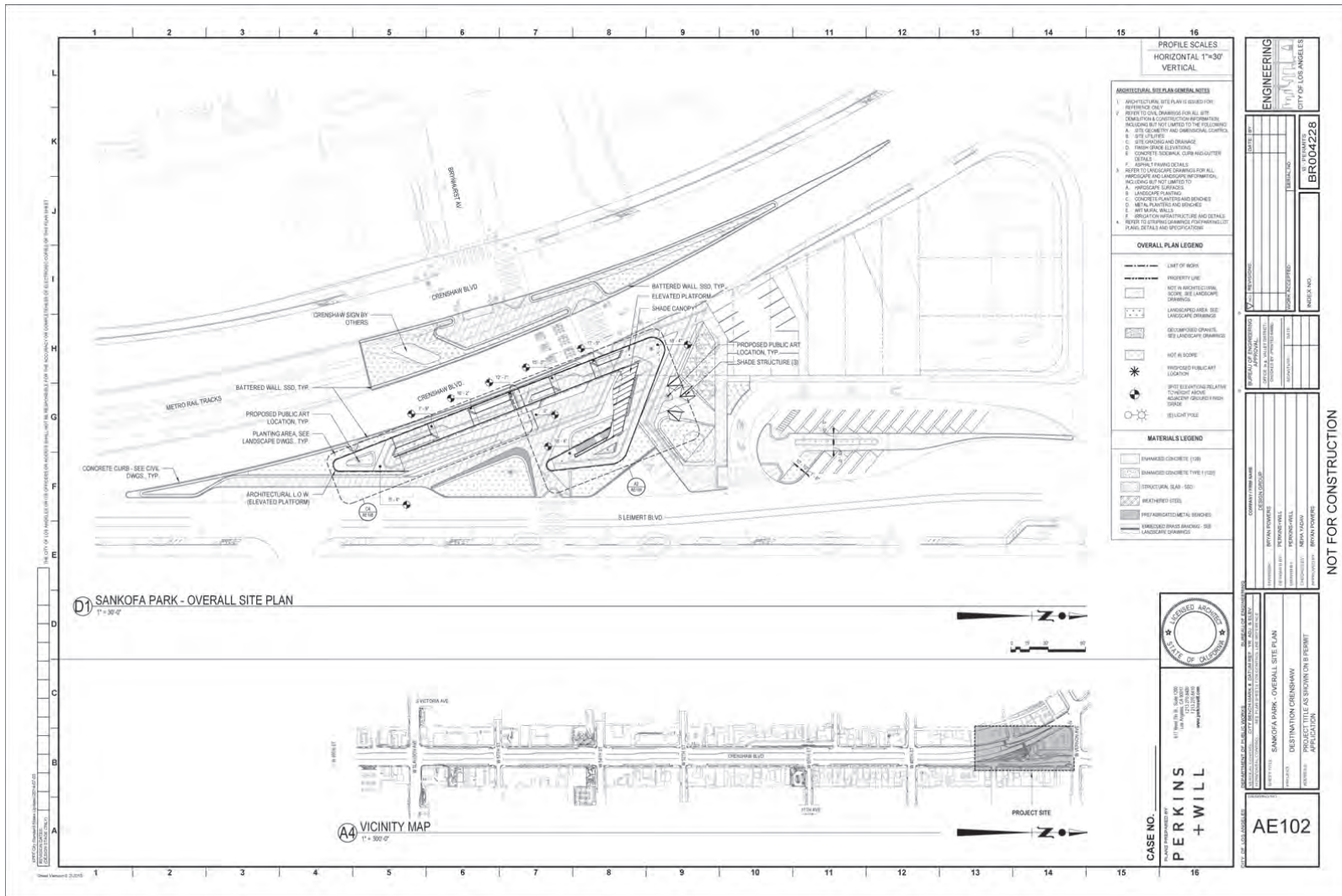


Exhibit E  
[Sankofa Park Renderings]



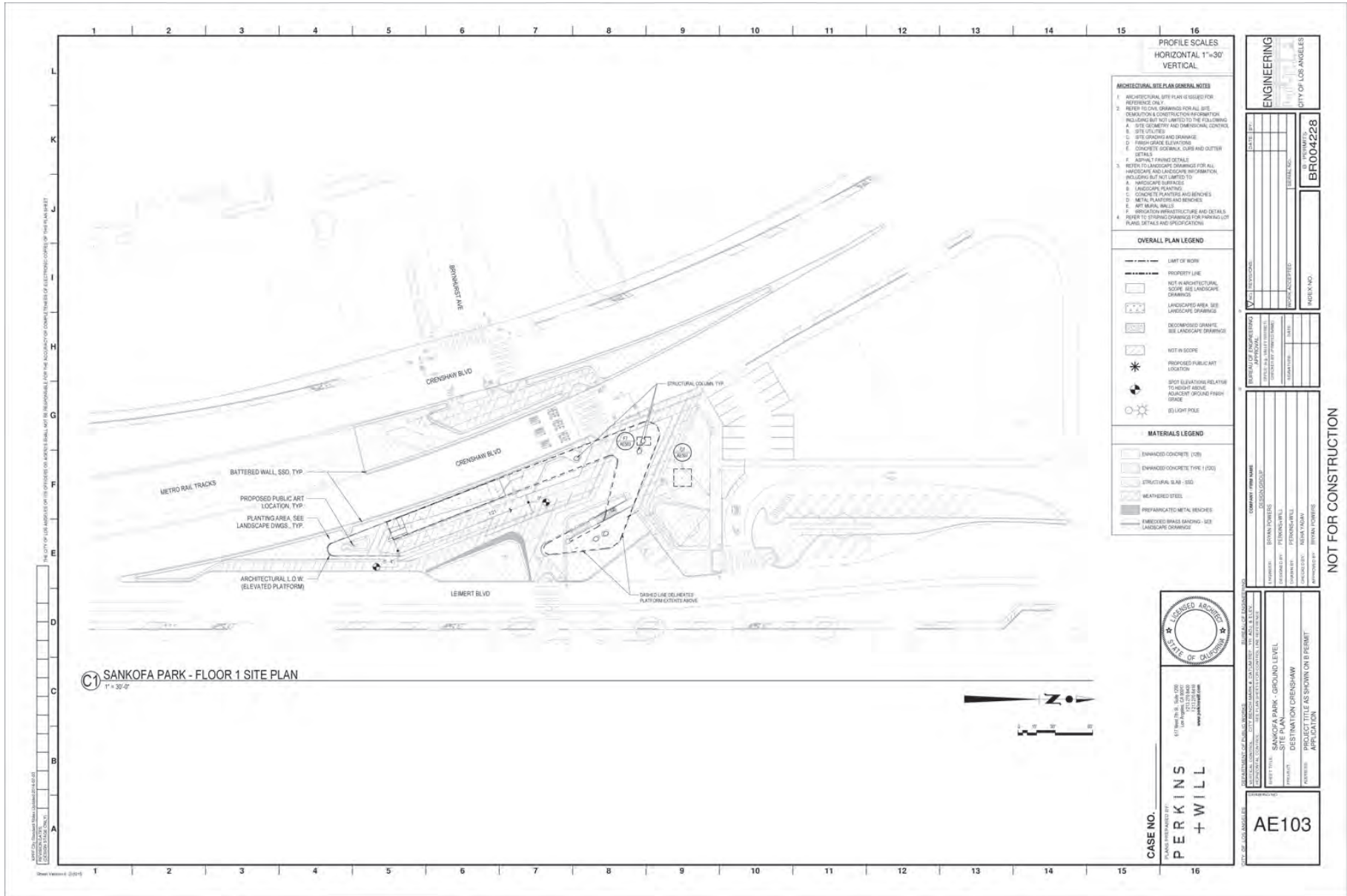


Exhibit E  
[Sankofa Park Renderings]



Exhibit E  
[Sankofa Park Renderings]



Exhibit E  
[Sankofa Park Renderings]



Exhibit E  
[Sankofa Park Renderings]



Exhibit E  
[Sankofa Park Renderings]

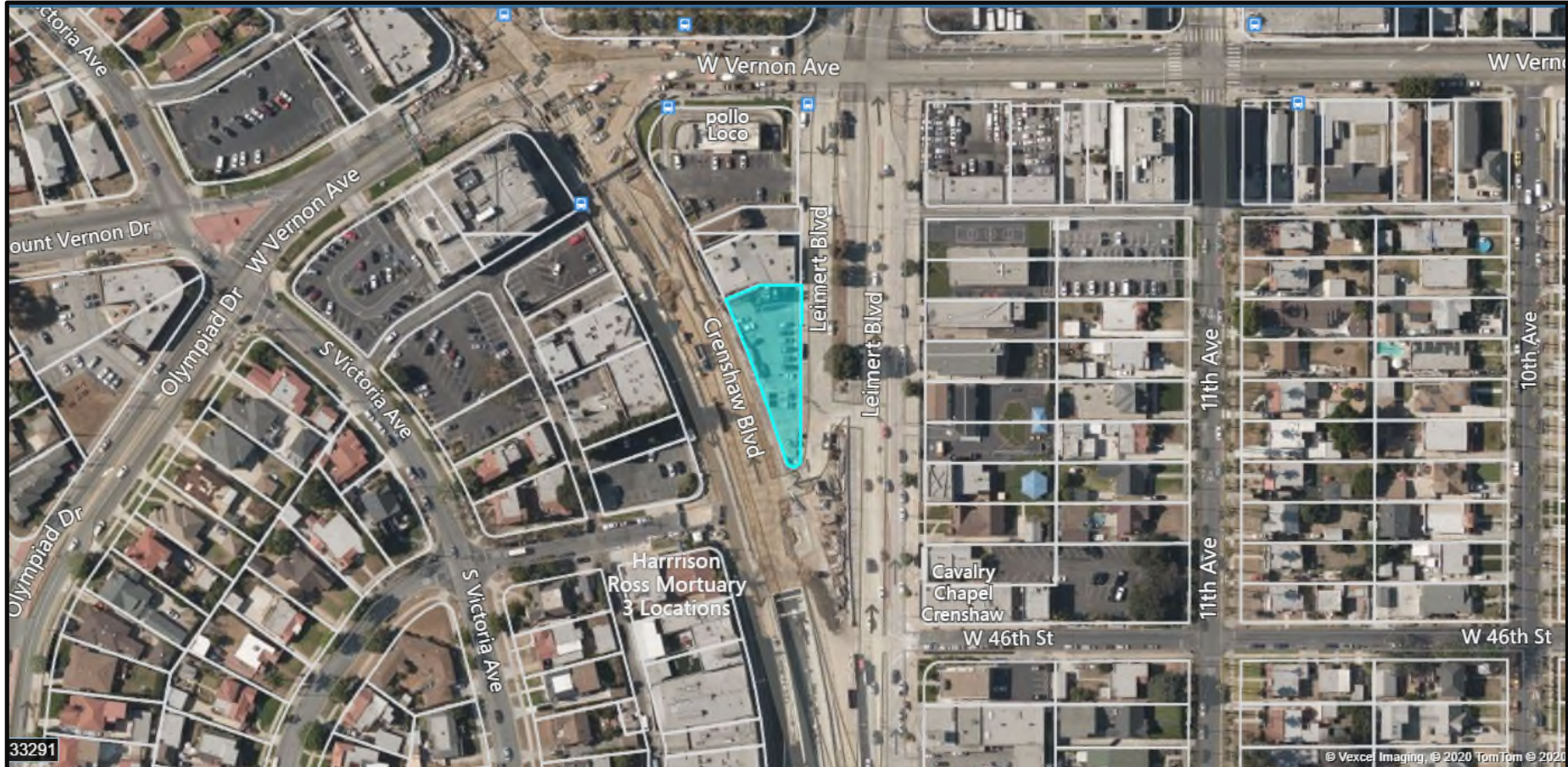
# Destination Crenshaw

## *Crenshaw Boulevard along Crenshaw/LAX Project*



# Destination Crenshaw

*Metro Parcel, as Part of Sankofa Park*



# Destination Crenshaw

## *Sankofa Park*





# Destination Crenshaw

## *Sankofa Park*





**Board Report**

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**File #:** 2020-0591, **File Type:** Contract

**Agenda Number:** 19.

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**EXECUTIVE MANAGEMENT COMMITTEE  
OCTOBER 15, 2020**

**SUBJECT: GATEWAY HEADQUARTERS BUILDING AND UNION STATION EAST PORTAL  
ELEVATOR AND ESCALATOR MAINTENANCE**

**ACTION: APPROVE CONTRACT AWARD**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1680130003367 to provide inspections, comprehensive preventative maintenance and repairs of elevators, escalators, associated systems and equipment at Gateway Headquarters Building and Union Station East Portal, with Elevators Etc. LP., for a not-to-exceed amount of \$4,539,115, effective March 1, 2021 through October 31, 2023, subject to resolution of protest(s), if any.

**ISSUE**

The existing contract with Mitsubishi Electric USA, Inc. (MEUS) will expire on February 28, 2021. To continue providing the regulatory and critical maintenance services to the elevators and escalators at Gateway Headquarters Building and Union Station East Portal, a new contract award is required effective March 1, 2021.

**BACKGROUND**

On January 23, 2014, Metro Board of Directors awarded a seven-year, firm fixed unit rate contract under RFP No. PS14643013 to MEUS, for comprehensive elevator and escalator maintenance services at Gateway Headquarters Building in an amount not to exceed \$3,852,225, effective March 1, 2014.

Upon contract inception, the contractor responsibilities included providing comprehensive elevator and escalator maintenance services on 19 elevators and four (4) escalators located in the Gateway Headquarters Building. On September 1, 2014, the elevator and escalator contracted maintenance services were expanded to include seven (7) elevators and three (3) escalators located in Union Station East Portal.

## **DISCUSSION**

Under this new contract, the contractor is required to provide inspections, comprehensive elevator and escalator maintenance, and as-needed repair services for all 26 elevators and seven (7) escalators along with their associated systems and equipment throughout Gateway Headquarters Building and Union Station East Portal.

The scope of work has significantly expanded to include once per year cleaning of elevator pit and escalator steps at Gateway Headquarters Building, and twice per year cleaning of elevator pit and hoistway glass, as well as escalator steps' cleaning for the Union Station East Portal. The traction elevator hoistway rope and escalator brake inspection frequencies have increased to once a month, exceeding the annual inspection required by the State Code.

The contract terms have been updated to include liquidated damages and improved response time to minimize equipment downtime. The contractor is required to respond to inquiries within 15 minutes during normal hours of operations from 6:00 a.m. to 9:00 p.m., and within 60 minutes during after hours, seven (7) days a week, in order to avoid liquidated damages. Liquidated damages are also imposed for failure to repair a unit after repeated calls for the same problem and excessive equipment downtime.

A systematic preventive maintenance program, along with improved service levels and timely repair of the equipment is necessary to meet State Code regulations, comply with ADA requirements, improve units' cleanliness and provide a safe and reliable vertical transportation system for our patrons and Metro employees.

This contract term is set for a 32-month base period effective March 1, 2021 through October 31, 2023, coinciding with the expiration date of the elevator and escalator maintenance contract for the system-wide units (excluding Gateway Headquarters Building and Union Station East Portal). This will allow Metro the opportunity to consider combining the two maintenance contracts into one elevator and escalator comprehensive maintenance contract while evaluating cost effectiveness and consistency of service delivery.

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Elevators Etc. LP. made a 67.46% SBE and 32.54% DVBE participation commitment for this contract.

## **DETERMINATION OF SAFETY IMPACT**

The approval of this item will provide continuity of quality elevator and escalator maintenance and repair services in an effort to continue delivering safe, on-time, and reliable access to our patrons and Metro employees.

## **FINANCIAL IMPACT**

Budget for this effort is included in the FY21 Budget in cost center 8370 - Facilities Maintenance

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Contracts and Administration, account 50308, Service Contract Maintenance, under various projects. \$567,390 is available to cover March through June 2021.

Since these are multi-year contracts, the cost center manager and Sr. Executive Officer, Maintenance and Engineering will be accountable for budgeting the costs in future fiscal years.

#### Impact to Budget

The current source of funding for this action are State and Local sources including sales tax and fares. Allocation of these funds to this effort maximizes their intended use given approved funding guidelines and provisions.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This board action supports Strategic Goal 1) Provide high-quality mobility options that enable people to spend less time traveling, and Strategic Goal 2) Deliver outstanding trip experiences for all users of the transportation system. Specifically, the elevator and escalator maintenance contract for Gateway Building and Union Station East Portal ensures the continuity of meeting the State mandated regulations and critical maintenance needs necessary to provide safe, clean, timely, and reliable service.

### **ALTERNATIVES CONSIDERED**

Staff considered providing this service through Metro in-house staff. This would require the hiring of state certified technical personnel, the purchase of parts, equipment, vehicles, supplies and the acquisition of warehouse space to inventory long lead parts and supplies. Establishing an in-house maintenance capability would require years to develop and be very challenging for Metro to consistently attract, train and retain sufficient number of certified employees to perform the work within this highly competitive industry. Staff's assessment indicates that this is not a cost-effective option for Metro.

### **NEXT STEPS**

Upon approval by the Board, staff will execute Contract No. OP1680130003367 with Elevators Etc. LP., to provide inspection, comprehensive maintenance services and repairs for the elevators and escalators within Gateway Headquarters Building and Union Station East Portal effective March 1, 2021.

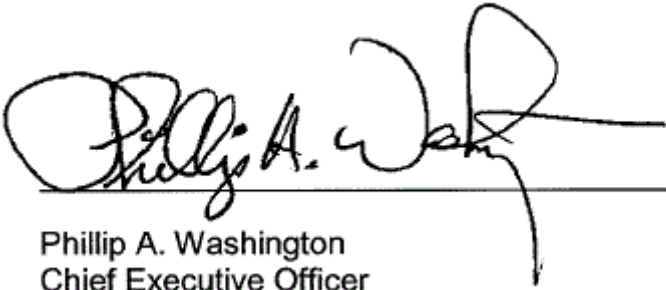
### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Lena Babayan, DEO, Facilities Maintenance Contracts &  
Administration, (213) 922-6765

Carlos Martinez, Sr. Manager, Facilities Maintenance Contracts &  
Administration, (213) 922-6761

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 922-4424  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

GATEWAY HEADQUARTERS BUILDING AND UNION STATION EAST ELEVATOR  
AND ESCALATOR MAINTENANCE / OP1680130003367

1.	<b>Contract Number:</b> OP1680130003367	
2.	<b>Recommended Vendor:</b> Elevators Etc. LP	
3.	<b>Type of Procurement (check one):</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> IFB <input type="checkbox"/> IFB-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> May 28, 2020	
	<b>B. Advertised/Publicized:</b> May 28, 2020	
	<b>C. Pre-proposal/Pre-Bid Conference:</b> June 11, 2020	
	<b>D. Proposals/Bids Due:</b> June 30, 2020	
	<b>E. Pre-Qualification Completed:</b> September 15, 2020	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> September 4, 2020	
	<b>G. Protest Period End Date:</b> October 19, 2020	
5.	<b>Solicitations Picked up/Downloaded:</b> 12	<b>Proposals Received:</b> 4
6.	<b>Contract Administrator:</b> Rommel Hilario	<b>Telephone Number:</b> (213) 922-4654
7.	<b>Project Manager:</b> Maral Minasian	<b>Telephone Number:</b> (213) 922-6762

**A. Procurement Background**

This Board Action is to approve the award of Contract OP1680130003367 to Elevators Etc. LP to provide comprehensive preventative maintenance, servicing, repairs, cleaning, inspections and tests for the elevators, escalators and their associated systems and equipment for the Gateway Headquarters Building high-rise tower building and the adjacent Union Station East Portal. Board approval of contract awards are subject to resolution of any properly submitted protest.

On May 28, 2020, Request for Proposal (RFP) No. OP70077 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is firm fixed unit rate.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 16, 2020, invited potential proposers to a site visit of elevators and escalators at the Union Station and extended the final date to submit questions;
- Amendment No. 2, issued on June 19, 2020, provided revised insurance requirements, prevailing wage information and copy of the sign-in sheet of the site visit.

A virtual Pre-Proposal Conference was held on June 11, 2020. The site visit was conducted on June 18, 2020 and was attended by seven participants representing four firms. There were 12 questions received and responses were provided prior to the proposal due date.

A total of four (4) proposals were received on June 30, 2020, and are listed below in alphabetical order:

1. Amtech Elevators Services
2. Elevators Etc. LP
3. Mitsubishi Electric US, Inc.
4. Schindler Elevators

## **B. Evaluation of Proposals**

The Proposal Evaluation Team (PET), consisting of staff from General Services and Facility Maintenance departments, was convened and conducted a comprehensive evaluation of the proposals received.

Proposals were evaluated based on the following evaluation criteria stated in the RFP:

Evaluation Pass/Fail Criteria: The evaluation focused on the experience of the Prime Contractor and the project management team on preventative maintenance, service, repair, inspection, and testing of elevator and escalators of comparable diversity, age, capacity etc. Further, state issued licenses and certifications were validated.

The PET reconvened and determined that all four proposals met the Evaluation Pass/Fail Criteria and were further evaluated in accordance with the following evaluation criteria and associated weights which are consistent with criteria developed for similar elevator and escalator procurements:

- |                |     |
|----------------|-----|
| • Cost & Price | 35% |
| • Work Plan    | 35% |
| • Experience   | 30% |

Based on evaluation scores, the two highest rated firms were invited to make oral presentations and are listed below in alphabetical order:

- 1, Elevators Etc. LP
2. Mitsubishi Electric US, Inc.

On August 6, 2020, virtual oral presentations were held and the firms' project managers and key team members had an opportunity to present each team's qualifications and respond to the PET's questions.

In general, each team’s presentation described the composition of the team and the roles and responsibilities of each team member; and explained the proposed staffing in relation to Statement of Work requirements. Further, the teams were asked to discuss their plan in sourcing obsolete parts, preventive maintenance and scheduling, response plan for callbacks and trouble calls and its familiarity in the use of “LiftNet” for reporting and monitoring real-time status of elevator and escalator systems.

**Summary of Firms within the Competitive Range**

**Elevators Etc. LP**

Elevators Etc. LP (Elevators Etc.) is an International Union of Elevator Constructors (IUEC) Local 18, independent elevator and escalator company. It was established in 2012 and has been providing preventive maintenance, repair, inspection, testing and modernization of elevators and escalators throughout greater Los Angeles. Government clients include the Los Angeles World Airport (LAWA), Hollywood Burbank Airport, Ontario International Airport Authority, Los Angeles Unified School District and Orange County Superior Courts. Elevators Etc. has been certified by Metro as Small Business Enterprise (SBE) since 2014. The firm is currently the subcontractor to Mitsubishi Electric US, Inc. under Metro Contract No. OP4939100, systemwide maintenance and repair service of elevators and escalators (excluding Gateway Headquarters Building and Union Station East Portal).

**Mitsubishi Electric US, Inc.**

Mitsubishi Electric US, Inc. (MEUS), headquartered in Cypress California, is one of the five divisions of Mitsubishi Electric in the US. It has been serving the vertical transportation needs of buildings of all types and sizes in the United States since 1985. It is a full-service elevator company that offers elevator and escalator maintenance, repair and modernization services for both Mitsubishi and other manufacturer’s equipment. Clients include the Orange County Transportation Authority, Los Angeles Department of Water and Power, Pasadena Courthouse, Circa LA, Sunset Bronson Studios and Metro.

The following is a summary of the final scores:

1	FIRM	Average Score	Factor Weight	Weighted Average Score	Rank
2	ELEVATORS ETC. LP				
3	Cost & Price	100.0	35%	35.0	
4	Work Plan	89.4	35%	31.3	
5	Experience	92.3	30%	27.7	



6	<b>Total</b>		<b>100.00%</b>	<b>94.0</b>	<b>1</b>
7	<b>MITSUBISHI ELECTRIC US, INC.</b>				
8	Cost & Price	85.7	35%	30.0	
9	Work Plan	97.4	35%	34.1	
10	Experience	93.3	30%	28.0	
11	<b>Total</b>		<b>100.00%</b>	<b>92.1</b>	<b>2</b>

### C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on adequate competition, price analysis, technical evaluation, and fact finding. The recommended price is higher than the independent cost estimate (ICE) by \$3,520,640 or 29% because the ICE did not account for economic price adjustment.

BIDDER	AMOUNT	METRO ICE	AWARD AMOUNT
Elevators Etc. LP	\$4,539,115.00	\$3,520,640.00	\$4,539,115.00
Mitsubishi Electric US	\$5,334,585.85		

### D. Background on Recommended Contractor

Elevators Etc. LP is a full service Certified Qualified Conveyance Company (CQCC) by the State of California, City of Los Angeles and other local public entities. It is headquartered in Los Angeles, CA and has been providing maintenance, repair and modernization and new construction of elevators and escalators throughout the greater Los Angeles area since 2012.

Elevators Etc. is a Metro certified Small Business Enterprise (SBE). Its team includes a DVBE subcontractor, Elevators Etc. GS, Inc. which will provide elevator and escalator repairs and provide required construction and modernization.

The proposed Project Manager is a Certified Competent Conveyance Mechanic (CCCM) and has worked in the elevator/escalator industry for over 30 years. He has significant experience working on elevators and escalators at Metro B line, Union Station and Hollywood and Highland stations.

## DEOD SUMMARY

**ELEVATOR / ESCALATOR MAINTENANCE SERVICES FOR GATEWAY  
HEADQUARTERS BUILDING AND UNION STATION EAST PORTAL /  
OP1680130003367**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Elevators Etc. LP exceeded the goal by making a 67.46% SBE commitment and a 32.54% DVBE commitment.

<b>Small Business Goal</b>	<b>3% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>67.46% SBE 32.54% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Elevators Etc. LP (SBE Prime)	67.46%
	<b>Total SBE Commitment</b>	<b>67.46%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Elevators Etc. GS	32.54%
	<b>Total DVBE Commitment</b>	<b>32.54%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2020-0122, File Type: Plan

Agenda Number: 23.

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### OPERATIONS, SAFETY & CUSTOMER EXPERIENCE COMMITTEE OCTOBER 15, 2020

**SUBJECT: MICROTRANSIT OPERATIONS**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. APPROVE the proposed MicroTransit Fare Structure
- B. APPROVE adjustments to Service Zones per the NextGen Bus Plan

**ISSUE**

- A. Approve the proposed MicroTransit Fare Structure

Metro staff seeks approval of the proposed fare structure including introductory pricing for our new on-demand service, MicroTransit.

In May 2020, Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council
- MicroTransit Operations

The working group aimed to identify a fare structure that was consistent with Metro's current offerings and similar to regional operators such as our paratransit provider Access Services.

As such, Metro staff recommends the full price to be set at \$2.50 per trip, aligned with the fare

structure of the Silver Line. As a new on-demand service, MicroTransit is similarly priced to Access Services rates which are \$2.75 per trip for trips up to 19.9 miles and \$3.50 for trips more than 20 miles. MicroTransit trips have been deemed as eligible for National Transit Database 5307 demand-responsive reporting.

In light of the impacts of COVID-19 on our communities, Metro staff recommends a discount be applied for the first six months of Revenue Service Operations for each service zone launched in calendar years 2020 and 2021. As such, the introductory cost of each MicroTransit trip will be \$1.00 for all customers and will not include a transfer. MicroTransit passes will be sold at the introductory price in all MicroTransit service zones.

Operations staff will report back on a proposed timeline for the implementation of full fare 120 days following the launch of Revenue Service Operations.

**B. Approve adjustments to Service Zones per the NextGen Bus Plan**

MicroTransit Service Zones as approved at the February 2020 Board Meeting continue to be adjusted to support the buildout of Metro's NextGen Bus Plan.

Initial operations for MicroTransit will consist of up to a 12-hour service span, up to 7 days per week. Upon launch, hours of operation will be 7am-6pm Monday to Friday and 8am to 4pm on Saturday and Sunday in the Watts/Willowbrook service zone and 5am to 10am and 2pm to 7pm Monday to Friday in the LAX/Inglewood service zone.

MicroTransit is featured within Metro's NextGen Bus Plan recommendations and was presented as part of Metro's public hearings held in August 2020.

**BACKGROUND**

In light of the COVID-19 pandemic, which has resulted in new travel patterns across our fixed-route transit network, Metro staff is preparing for the roll out of MicroTransit Operations in alignment with Metro's NextGen Bus Plan.

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan. The goals of the service are to retain and to grow ridership for Metro while improving the customer experience for current and future riders of the Metro network.

As approved in February 2020, the agency's on-demand service will allow Metro customers to order trips on the new service and to connect to our bus routes and train lines using internet browsers, mobile applications and our in-house call center. MicroTransit has been planned to address systemic ridership losses by investing and prioritizing customer experience elements such as public safety, cleanliness, and responding directly to the needs of how women and girls travel on our system. MicroTransit will make rideshare a viable mode for many communities which may not be able to afford the cost of privately operated services.

Metro staff is currently preparing to launch MicroTransit in the six unique service areas listed below:

- Watts/Willowbrook
- LAX/Inglewood

- Northwest San Fernando Valley
- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre
- UCLA/Westwood/Century City

Operations staff has closely monitored the COVID-19 pandemic and has adjusted the MicroTransit service model in order to safely operate while still serving the transportation needs of vulnerable populations and disadvantaged communities. Operations will fully comply with all safety protocols to ensure that the risk of COVID-19 is minimized for both employees and customers.

In an effort to adjust and respond to evolving State and County directives, Operations staff ran on-street testing in this new operating environment. Testing was run with virtual customers and Metro employees in partnership with technology partner RideCo and vehicle partner Access Services in the summer of 2020. Additional testing will be conducted throughout the fall.

The technology being utilized and developed in this pilot continues to be a highly effective means to adjust public transit to be responsive to an evolving operational environment, including essential trips.

Revenue Service Operations remain on track to launch in December 2020 in the Watts/Willowbrook and LAX/Inglewood service zones.

### **FINANCIAL IMPACT**

The revenue and funding sources will be finalized during future budget processes.

### **NEXT STEPS**

MicroTransit Operations will continue to advance at pace with our NextGen Bus Plan. As a tool of NextGen, MicroTransit will be reviewed and service zones potentially reconfigured to best support the roll out of our systemwide changes to transit operations

Metro staff will continue to pursue funding at local, state and federal levels as well as sponsorship, private financing and related methods for revenue generation.

Prepared by: Rani Narula-Woods, Sr. Director of Special Projects, (213) 922-7414

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington  
Chief Executive Officer

# MicroTransit Pilot

# Overview

By design, MicroTransit is a flexible transit service built in alignment and synchronization with our NextGen Bus Plan.

The goals of the service are to:

- retain ridership
- grow ridership
- improve the customer experience for current and future riders

Per approval by the Board in February 2020, Metro staff is currently preparing to launch

MicroTransit in the six unique service zones listed below:

- Watts/Willowbrook
- LAX/Inglewood
- Northwest San Fernando Valley
- Highland Park/Eagle Rock/Glendale
- Altadena/Pasadena/Sierra Madre
- UCLA/Westwood/Century City



# Fare Working Group

In May 2020, Operations assembled an internal working group to develop a recommendation on the MicroTransit Fare Structure.

The working group aimed to identify a fare structure that was consistent with Metro's current offerings and similar to regional operators such as our paratransit provider Access Services.

Participants represented the following departments and business units:

- Office of Civil Rights
- Office of Marketing and Commute Services
- Office of Equity and Race
- Office of Management and Budget
- Transit Access Pass (TAP)
- System Security and Law Enforcement
- Women and Girls Governing Council
- MicroTransit Operations

# MicroTransit Fare Structure

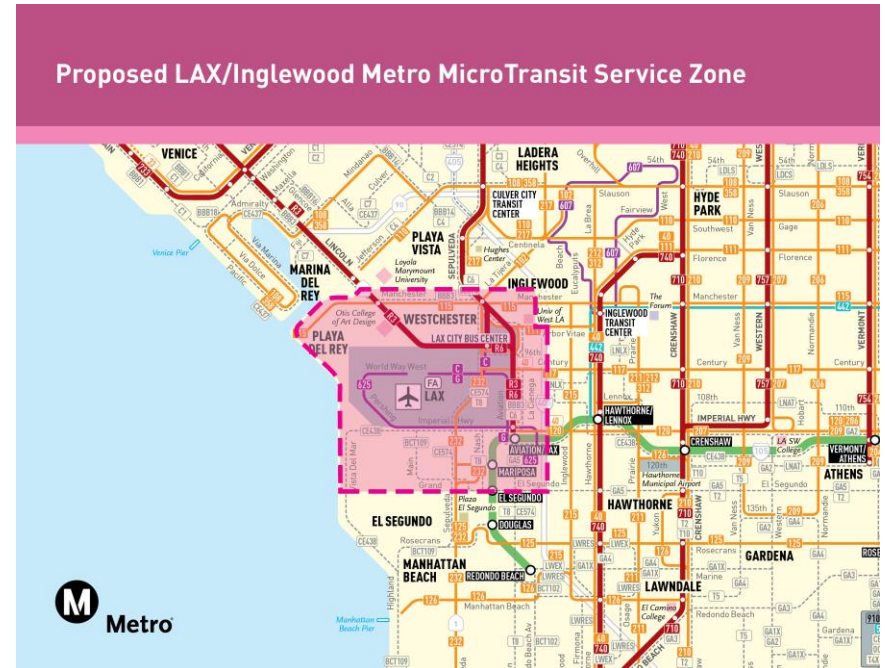
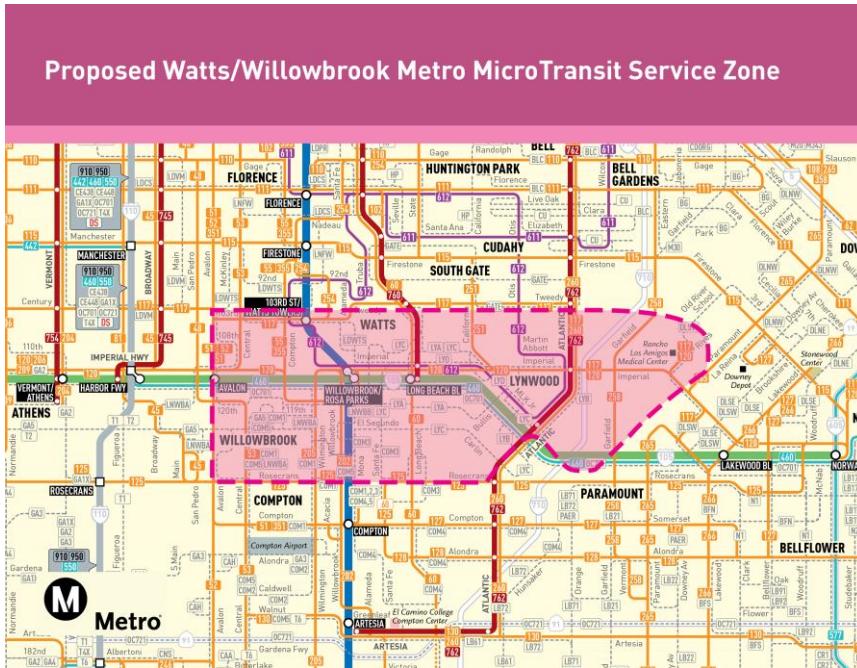
Description	Cost
Full Fare	\$2.50 per trip
Introductory Fare	\$1.00 per trip

Service Zone	Introductory Fare
Watts/Willowbrook	December 2020-May 2021
LAX/Inglewood	December 2020-May 2021

\*Introductory fare to apply for first six months of operation in each service area in calendar years 2020 and 2021.

# Service Zone Maps and Hours of Operation

Service Zone	Monday-Friday	Saturday and Sunday
Watts/Willowbrook	7am to 6pm	8am to 4pm
LAX/Inglewood	5am to 10am and 2pm to 7pm	



\*Zone boundaries and hours of operation will be adjusted based upon customer demand and utilization of the new service\*

**Board Report**

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**File #:** 2020-0613, **File Type:** Plan**Agenda Number:** 24.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
OCTOBER 15, 2020****SUBJECT: REGIONAL CONNECTOR SERVICE PLAN****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE Alternative A (Long Beach - APU/Citrus College and Santa Monica - Atlantic) as the opening day service plan for Regional Connector.

**ISSUE**

The Regional Connector is anticipated to open in the Summer of 2022. This project will connect the A Line (Blue), E Line (Expo) and L Line (Gold) into one integrated light rail network with all trains serving three new stations through downtown LA. The service plan described in the Locally Preferred Alternative (LPA) of the 2012 Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) described trains routed through downtown LA in a North/South and East/West configuration connecting Long Beach to APU/Citrus College and beyond and Santa Monica to Atlantic and beyond. This service plan has been referenced in public outreach and engagement through the EIS/EIR stage of the project as well as during construction. The Board action recommended in this report seeks to validate and approve the LPA as the service plan for operations starting opening day of the Regional Connector.

**DISCUSSION**

The Regional Connector Transit Project is a 1.9 mile Light Rail Transit extension that will connect the A Line (Blue) and E Line (Expo) with the L Line (Gold) through downtown LA. By connecting the three rail lines together, the L Line (Gold) would be severed at Little Tokyo Station. However, all lines will run through downtown LA and serve three new stations at:

- Little Tokyo/Arts District Station - 1st St/Central Av
- Historic Broadway Station - 2nd St/Broadway
- Grand Av Arts/Bunker Hill Station - 2nd Pl/Hope St

In addition, Regional Connector provides the opportunity to connect the A Line (Blue) and E Line (Expo) with L Line (Gold) giving customers direct service through downtown LA. The service plan described in the LPA of the EIS/EIR would connect the A Line (Blue) with the L Line (Gold) north from

Union station to APU/Citrus College and the E Line (Expo) with the L Line (Gold) east from Pico/Aliso to Atlantic Station. The purpose of this report is to validate and seek approval for the LPA service plan based on the following criteria:

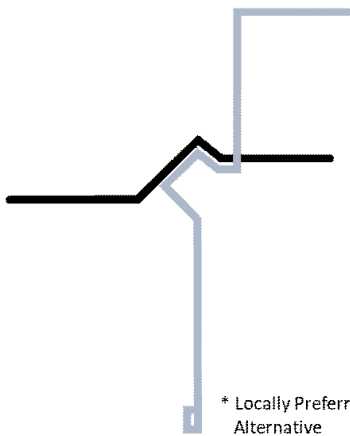
- Travel patterns to/from each segment
- Network simplicity
- Headway consistency
- On Time Performance
- Peak vehicle requirement
- Revenue vehicle hours

In addition, it is important to note that the project team has conducted a significant amount of public and stakeholder outreach and engagement referencing the LPA service plan throughout the project development. Over 100 stakeholder working group briefings were made during the EIS/EIR process as well as elected official briefings, community update meetings, and collateral materials disseminated. During the construction phase, outreach continues through additional elected official briefings, through the Community Leadership Council (CLC), monthly community meetings, pop up events, through print and digital collateral materials, and at the Little Tokyo Community Office. The service plan described in the LPA has been well received throughout the entire outreach and engagement process.

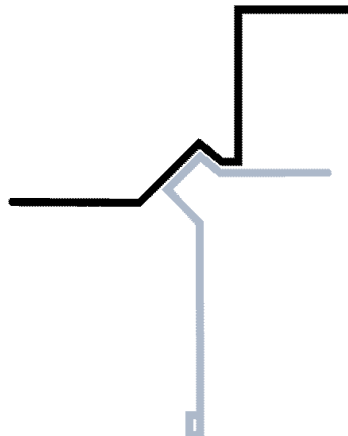
Alternative Evaluated

There are three primary alternative service plans that were evaluated, as follows:

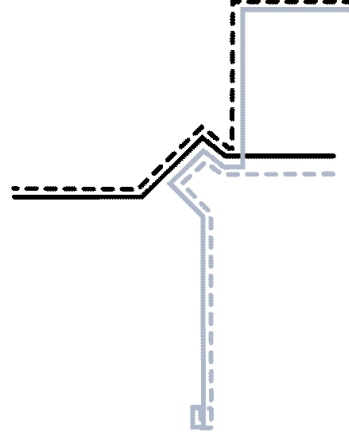
Alt A: Long Beach – Azusa,  
Santa Monica – Atlantic\*



Alt B: Long Beach – Atlantic,  
Santa Monica – Azusa



Alt C: Long Beach – Atlantic/Azusa  
Expo – Atlantic/Azusa



- **Alternative A** is the LPA and connects A Line (Blue) with the L Line (Gold) north from Union station to APU/Citrus College and the E Line (Expo) with the L Line (Gold) east from Pico/Aliso

to Atlantic Station

- **Alternative B** connects A Line (Blue) with the L Line (Gold) east from Pico/Aliso to Atlantic Station and the E Line (Expo) with the L Line (Gold) north from Union station to APU/Citrus College
- **Alternative C** is a branch alternative that connects both A Line (Blue) and E Line (Expo) with alternating trips to the L Line (Gold) east from Pico/Aliso to Atlantic Station and the L Line (Gold) north from Union station to APU/Citrus College

Travel Patterns

All three alternatives provide service from their respective outer terminals to downtown LA. They all also share the same alignment through downtown LA via the Regional Connector. Therefore, the only travel pattern consideration is to identify if there is a distinct bias for customers travelling from one leg of the network through downtown LA to the other leg of the network.

Figure 1  
Trips Distributions for Alternative A

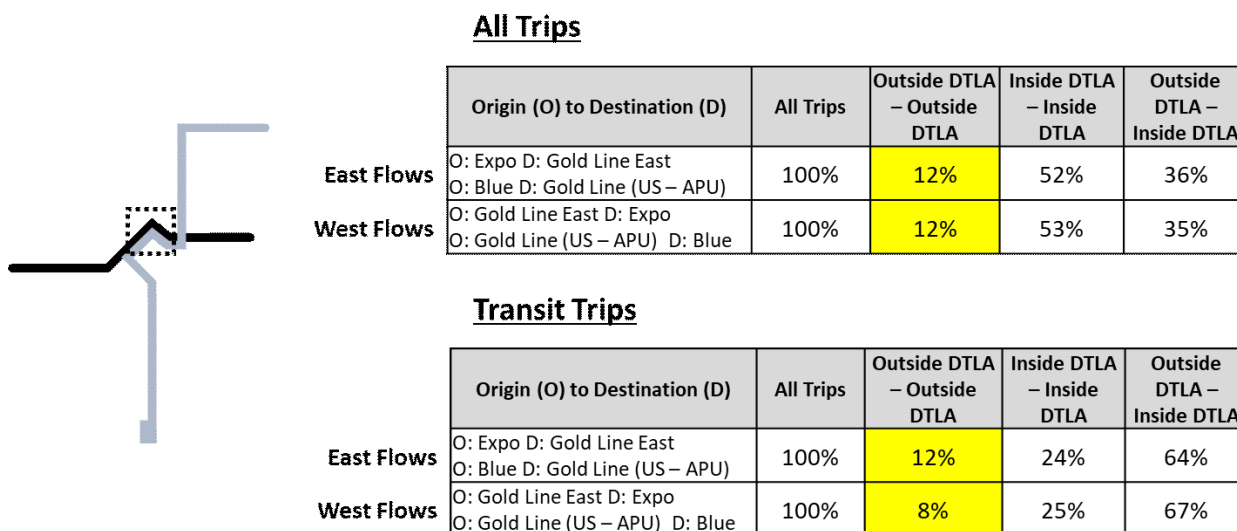
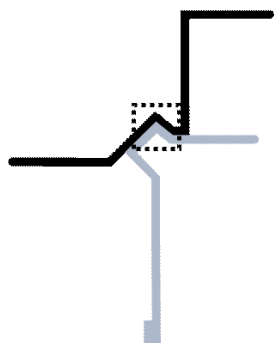


Figure 1 shows the distribution of trips originating within a one mile buffer of each leg of the network based on the Alternative A service plan. The “All Trips” table shows all travel using cell phone location data while the “Transit Trips” shows trips made by transit based on TAP data. About 88% of all trips and transit trips made are either destined for downtown (Outside DTLA - Inside DTLA) or within downtown (Inside DTLA-Inside DTLA). Therefore, only about 12% of customers travel through downtown from the A Line (Blue) to L Line (Gold) north to APU/Citrus College and E Line (Expo) to L Line (Gold) east from Pico/Aliso to Atlantic.

Figure 2

Trips Distributions for Alternative B

**All Trips**



	Origin (O) to Destination (D)	All Trips	Outside DTLA – Outside DTLA	Inside DTLA – Inside DTLA	Outside DTLA – Inside DTLA
East Flows	O: Expo D: Gold Line (US – APU) O: Blue D: Gold Line East	100%	14%	51%	35%
	O: Gold Line (US – APU) D: Expo O: Gold Line East D: Blue	100%	14%	51%	34%

**Transit Trips**

	Origin (O) to Destination (D)	All Trips	Outside DTLA – Outside DTLA	Inside DTLA – Inside DTLA	Outside DTLA – Inside DTLA
East Flows	O: Expo D: Gold Line (US – APU) O: Blue D: Gold Line East	100%	14%	24%	62%
	O: Gold Line (US – APU) D: Expo O: Gold Line East D: Blue	100%	9%	25%	66%

Figure 2 shows a similar analysis based on the Alternative B service plan. Again, most trips are destined for Downtown LA or within downtown LA. Therefore, since neither routing shows significant advantages as only a small percentage of trips travel through downtown LA, travel pattern is not a major factor in validating the LPA.

Network Simplicity

Figure 3  
Peak Hour Wait and Transfer Times (min)

Alternative	Route	Initial Wait	Transfer	Total
	Santa Monica - Atlantic	3	0	3
	Santa Monica - APU/CC	3	3	6
	Long Beach - Atlantic	3	3	6
	Long Beach - APU/CC	3	0	3
	Santa Monica - Atlantic	3	3	6
	Santa Monica - APU/CC	3	0	3
	Long Beach - Atlantic	3	0	3
	Long Beach - APU/CC	3	3	6
	Santa Monica - Atlantic	6	0	6
	Santa Monica - APU/CC	6	0	6
	Long Beach - Atlantic	6	0	6
	Long Beach - APU/CC	6	0	6

Figure 3 shows the average wait + transfer times for customers navigating the three service alternatives based on a 6 minute peak hour headway. This analysis applies to trips that travel through downtown LA.

For Alternative A, all trips would begin with a 3 minute wait time (half the headway). Since A Line (Blue) would be connected to L Line (Gold) north to APU/Citrus College and E Line (Expo) would be connected to L Line (Gold) east to Atlantic, those trips would not require a transfer. Therefore, their total wait + transfer time would be 3 minutes. Going from the A Line (Blue) to L Line (Gold) east to Atlantic or E Line (Expo) to L Line (Gold) north to APU/Citrus College would require a transfer of 3 minutes in this alternative. Therefore their total wait + transfer time would be 6 minutes.

For Alternative B, the opposite would occur with A Line (Blue) to L Line (Gold) east to Atlantic and E Line (Expo) to L Line (Gold) north to APU/Citrus College only incurring a 3 minute wait time, while the remaining two travel patterns would require a transfer.

For Alternative C, the initial wait time from any origin would be 6 minutes since every other train would directly connect to their destination outside of downtown LA. Therefore, all trip patterns would require a total of 6 minutes wait + transfer times. In addition, Alternative C would result in significant operational complexity as peak hour trains would need to pull into different satellite divisions during the middle of the day given the different route lengths and proximity to home divisions from the four different branches. This complexity results in extreme difficulty in keeping track of trains and operators during the midday and adds to the revenue hour and costs due to transferring operators and trains back to their home divisions after the PM peak period.

Headway Consistency

Figure 4  
Percent of Trips within Headway Adherence Levels

Alternative	Percent of Scheduled Headway (NB/EB)						
	100%	110%	120%	130%	140%	150%	Greater
A	55%	73%	82%	87%	90%	92%	8%
B	57%	71%	78%	82%	85%	87%	13%
C	53%	67%	75%	81%	85%	88%	12%
Current	69%	81%	87%	92%	95%	97%	3%
Recovery	58%	82%	90%	94%	96%	97%	3%

Figure 4 shows the percentage of trips under each alternative that would be compliant with the headways at each adherence level. Trips at 100% adherence would be spaced exactly 6 minutes apart on a 6 minute headway. At 150%, trips would be spaced between 6 and 9 minutes (6\*150%) apart. Greater than 150% would result in lost service.

Based on this analysis, Alternative A performs the best in headway consistency with 92% of trips adhering to a 6 to 9 min headway. However, the street running delays currently incurred on the A Line (Blue) and E Line (Expo) as it approaches the Washington/Flower junction spread to the L Line (Gold). As a result, none of the alternatives perform as well as the current network. Therefore, to ensure trains are properly spaced and sequenced going through the Regional Connector, faster



trains must be slowed down to meet the travel time of slower trains, or slower trains must be sped up to meet the travel times of faster trains. The former can be accomplished by adding in-line schedule recovery at stations near the junction. This would require faster trains to wait between one and two minutes at stations approaching the junction. The latter would require improvements to LADOT traffic signal systems to provide more transit signal priority for the A Line (Blue) and E Line (Expo) in the LA street running segments of the lines. Metro continues to work with LADOT on this effort.

Resource Requirements

Figure 5  
Resource Requirements

Alternative	Total Peak Vehicles	With 20% Spares	Weekday Revenue Car Hours	Annual Revenue Car Hours	Annual Operating Cost
A	208	250	2,835	961,558	\$461,547,8
B	205	246	2,799	949,221	\$455,626,2
C	208	250	2,936	995,820	\$477,993,8

\*Assume \$480 per revenue car hour

Figure 5 presents the number of vehicles, revenue car hours, and estimated operating cost for each alternative. While Alternative B is the least expensive to operate, it is worth noting that spending one percent more per year for Alternative A would yield much better headway consistency, which is critical to the successful operations of the Regional Connector.

Recommendation

Based on the analysis presented above, Alternative A (A Line (Blue) to L Line (Gold) north to APU/Citrus College and E Line (Expo) to L Line (Gold) east to Atlantic) is the recommended Regional Connector service plan. Specifically:

- This is the Locally Preferred Alternative
- Significant outreach and support for Alternative A
- Simple to understand (and operate) network that minimizes wait and transfer times
- Performs best in headway regularity
- Second least costly operations

**FINANCIAL IMPACT**

Adoption of Alternative A would require \$462 million per year to operate. However, the current A Line (Blue), E Line (Expo), and L Line (Gold) costs roughly \$344 million per year to operate. Therefore, the net increase in operating cost is \$118 million per year.

Impact to Budget

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Operation of the Regional Connector is not included in the FY21 budget as it is currently still under construction. The staffing plan to support pre-revenue service and revenue service activities for the Regional Connector is under development. The Operations department will seek budget amendment authorization for the agency-wide FTEs needed in the upcoming months. Upon turnover to revenue service operations, labor and expenses will be include future fiscal year budgets.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation supports strategic plan Goal 1: Provide high-quality mobility options that enable people to spend less time travelling by expanding the Metro transit network, increase mobility options, and provide new connections to key destinations.

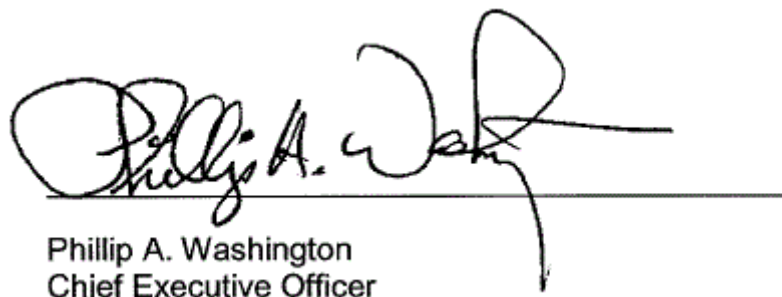
### **NEXT STEPS**

Should the Board approve Alternative A as the Regional Connector service plan, staff will:

- 1) Implement Alternative A (Long Beach - Azusa, Santa Monica - Atlantic) which is the Locally Preferred Alternative (LPA).
- 2) Initially implement in-line schedule recovery before the junction to improve the headway regularity of service running through the Regional Connector.
- 3) Continue to work with LADOT to reduce street signal delays on the Blue and Expo Lines near Downtown LA so that in-line schedule recovery can be minimized or eliminated.

Prepared by: Conan Cheung, SEO Service Development, (213) 418-3034

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington  
Chief Executive Officer

# Regional Connector Service Plan

October 2020



Metro

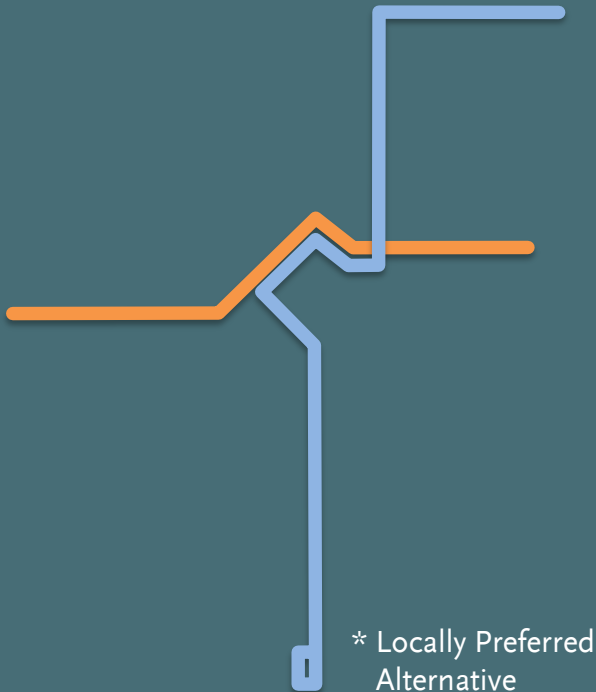
# Purpose

- Purpose – Validate Locally Preferred Alternative (LPA) as continued to be supported by stakeholders and the community through the environmental and construction phases.
- Criteria for validating alternatives include:
  - Travel patterns to/from each segment
  - Network simplicity
  - Headway consistency
  - On Time Performance
  - Peak vehicle requirement
  - Revenue vehicle hours

# Service Scenarios

Three primary service scenarios being evaluated:

Alt A: Long Beach – Azusa,  
Santa Monica – Atlantic\*






Alt B: Long Beach – Atlantic,  
Santa Monica – Azusa



Alt C: Long Beach – Atlantic/Azusa  
Expo – Atlantic/Azusa



# Network Simplicity: Wait and Transfers

Alternative	Route	Initial Wait	Transfer	Total
<b>A</b> 	Santa Monica - Atlantic	3	0	3
	Santa Monica - APU/CC	3	3	6
	Long Beach - Atlantic	3	3	6
	Long Beach - APU/CC	3	0	3
<b>B</b> 	Santa Monica - Atlantic	3	3	6
	Santa Monica - APU/CC	3	0	3
	Long Beach - Atlantic	3	0	3
	Long Beach - APU/CC	3	3	6
<b>C</b> 	Santa Monica - Atlantic	6	0	6
	Santa Monica - APU/CC	6	0	6
	Long Beach - Atlantic	6	0	6
	Long Beach - APU/CC	6	0	6

# Headway Regularity

Alternative	Percent of Scheduled Headway (NB/EB)						
	100%	110%	120%	130%	140%	150%	Greater
<b>A</b>	55%	73%	82%	87%	90%	92%	8%
<b>B</b>	57%	71%	78%	82%	85%	87%	13%
<b>C</b>	53%	67%	75%	81%	85%	88%	12%
<b>Current</b>	69%	81%	87%	92%	95%	97%	3%

Alternative	Percent of Scheduled Headway (SB/WB)						
	100%	110%	120%	130%	140%	150%	Greater
<b>A</b>	60%	75%	83%	87%	90%	92%	8%
<b>B</b>	59%	73%	79%	83%	86%	88%	12%
<b>C</b>	57%	71%	79%	84%	87%	89%	11%
<b>Current</b>	67%	78%	85%	90%	93%	96%	4%

- Alternative A performs the best for regularity of headways
- No alternative performs as well as current because traffic signal delays on Blue and Expo will spread to Gold Line

# Service Plan Recommendation

## Alternative A (Long Beach – Azusa, Santa Monica – Atlantic)

- Approved as Locally Preferred Alternative
- Significant outreach and support for Alt A
- Simple to understand (and operate) network that minimizes wait and transfer times
- Performs best in headway regularity
- Second least costly operations
- Opportunities to improve upon Alternative A with train delay mitigations



# Implementation Recommendation

- Implement Alternative A (Long Beach – Azusa, Santa Monica – Atlantic) which is the Locally Preferred Alternative (LPA).
- Initially implement in-line schedule recovery before the junction to improve the headway regularity of service running through the Regional Connector.
- Continue to work with LADOT to reduce street signal delays on the Blue and Expo Lines near Downtown LA so that in-line schedule recovery can be minimized or eliminated.

# Questions?



## Board Report

File #: 2020-0584, File Type: Contract

Agenda Number: 28.

### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 15, 2020

**SUBJECT: BIOMETHANE PROVIDERS**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD three (3) Indefinite Delivery/Indefinite Quantity Contracts under Request for Proposal (RFP) No. OP59812 each for five (5) years, plus a three (3)-year option, for a combined total Not-To-Exceed amount of \$66,893,882 for Renewable Natural Gas (RNG) to Clean Energy Renewables, Shell Corporation, and Trillium for Metro's Divisions 8, 9, 10, 13, 15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s) and
- B. AWARD Individual Transaction Confirmations (also known as Task Orders) to the qualified Renewable Natural Gas (RNG) suppliers for up to a not-to-exceed of \$5,000,000 each, not greater than the total combined Not-To-Exceed value of \$66,893,882.

#### **ISSUE**

Metro's long-term strategy to support California's ambitious air quality and greenhouse gas (GHG) goals is to procure and deploy a 100% Zero Emission Buses (ZEB) bus fleet by 2030. To ensure that our agency continues to achieve its greenhouse gas emissions and criteria air pollutant goals during this transition from compressed natural gas (CNG) fleet to ZEB fleet, we are using biomethane to power Ultra-Low Nitrogen Oxide (NOx) "Near Zero" CNG engines. Biomethane is also known as renewable natural gas.

The current biomethane contract was awarded in 2017 and will expire in 2022. The number of biomethane supply sources have increased and continued to diversify in the last three years. Low Carbon Fuel Standard (LCFS) rules have also evolved during that time. A new contract is necessary to ensure that our agency could access more diverse biomethane supplies and optimize the number of environmental credits we get from the use of biomethane, while continually minimizing the cost of our natural gas use.

#### **DISCUSSION**

Biomethane is natural gas derived from renewable sources such as landfills, dairies, and wastewater treatment plants rather than being extracted or mined from the ground. Therefore, biomethane has a much lower carbon intensity (CI) when compared to traditional forms of natural gas (i.e., “fossil natural gas”). The CI of a fuel is a measure of its GHG emissions over the lifecycle of that fuel’s production, including extraction, refinement, transportation, and consumption. Alternative sourcing, such as those associated with biomethane, reduce natural gas’ carbon intensity with improved greenhouse gas emissions benefits.

In June 2013, the Board adopted the Biomethane Implementation Plan. In May 2014, the Board approved a staff recommendation to pursue Pathway 2 of the Biomethane Implementation Plan whereby Metro would contract with an energy provider as a means of achieving a transition to biomethane. In the same report, staff demonstrated that the use of biomethane in our CNG buses would not need any new fueling infrastructure or fleet retrofits.

The current contract to use biomethane for our CNG fleet was awarded in 2017. Only after August 1, 2020 was the vendor able to temporarily supply 100% of the biomethane needs of our agency. The pace of biomethane source development prevented the full supply of biomethane from being delivered immediately. While there were no impacts to our bus operations, our ability to generate carbon credits from biomethane use was not optimized.

That temporary increase to 100% is only effective until contract OP59812000 is awarded. After that, the supply available from the current contract is only good for up to 42% of our needs. The current biomethane contract expires in 2022.

Since 2017, there has been an increase in the number of biomethane sources. There were also changes in the Low Carbon Fuel Standard rules. With the current biomethane contract expiring in two years, and the new logistical and LCFS credit landscape, staff developed a new procurement. This new contract seeks to optimize supplier diversity and number of carbon credits we get while keeping the price of natural gas expenses at par or lower than what we currently pay.

The biomethane from the new contract will continue to be delivered in the same quality and grade for immediate use by our fleet at all our bus divisions. The biomethane suppliers will deliver the fuel to Metro bus divisions using existing natural gas pipelines.

The transition to 100% biomethane provides enormous GHG emissions reduction benefits for Metro’s bus emissions and overall carbon footprint. A 100% biomethane short-term strategy is an excellent example of exercising fiscal discipline in the area of energy supply until a 100% ZEB fleet is fully implemented.

According to Metro’s 2019 Energy and Resource Report, the agency spends over \$22M each year on natural gas for its current CNG bus fleet. While this expense is susceptible to price volatility outside of the agency’s control, there are also measures Metro can take in order to reduce risk and

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manage future costs. One of these is to tie the supply of renewable natural gas rate to a natural gas index. Tying natural gas prices to the natural gas index also provides rate transparency for Metro's natural gas procurement planning.

Finally, Metro's use of biomethane makes our agency eligible for accumulating additional carbon credits under state and federal programs. These credits are currently sold in open credit markets. Revenues from these sales are continually reinvested on LA Metro projects that are cost-saving and value creating projects.

### **DETERMINATION OF SAFETY IMPACT**

This Board action will not have an adverse impact on safety standards for Metro.

### **FINANCIAL IMPACT**

Metro will realize two distinct financial benefits from this Board action; natural gas savings and optimized generation of environmental commodities.

Current fossil natural gas price paid for by Metro is based on the average cost of gas. Contract OP59812000 requires that biomethane prices are tied to a natural gas index. This requirement provides for additional savings and transparency for Metro's natural gas program.

Under the California Air Resources Board's (CARB) LCFS and the US EPA's Renewable Index Numbers (RINs) programs, Metro is currently generating credits through the dispensing of natural gas for bus fueling and use of electricity for light and heavy rail propulsion. Specific to natural gas, the lower carbon index value of biomethane allows us to get a greater number of carbon credits compared to those generated when we use fossil natural gas.

Based on index projections and current value of additional environmental commodities, execution of this Contract will add over \$40M in cost-savings and carbon credits revenue for our agency.

### **Impact to Budget**

Budget for these contracts are in the FY21 budget in project number 306002 - Operations Maintenance. This project is currently funded by sources such as Prop C40%, Measure R 20%, TDA 4, STA and other local sources. Allocation of these funds to this effort maximizes the intended use of these sources based on approved funding guidelines and provisions.

### **ALTERNATIVES CONSIDERED**

If this contract is not awarded, Metro will continue to utilize its existing biomethane contract until termination date in 2022. Until then, we will not be able to continually achieve 100% of our biomethane needs. Our receipt of related LFCS and RINs credits will not be optimized.

For any reason the current and future vendors cannot supply the volume of biomethane we need to run our CNG bus fleet; we will revert back to receive fossil natural gas from The Gas Company. We do not anticipate The Gas Company to offer a biomethane service any time soon. In any case, there will be no impact to bus operations.

### **NEXT STEPS**

Upon Board approval, staff will execute the contract and commence biomethane delivery. Staff will evaluate the performance of the contract at the end of the five-year base contract year and determine whether to exercise the three-year option.

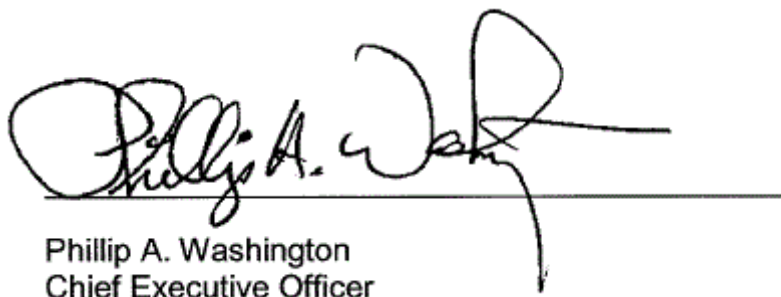
### **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Cris B. Liban, Chief Sustainability Officer, (213) 922-2471

Reviewed by: James Gallagher, Chief Operations Officer, (213) 418-3108  
Richard Clarke, Chief Program Management Officer (213) 922-7557  
Debra Avila, Chief Vendor/Contract Management Officer (213) 418-3051



Phillip A. Washington  
Chief Executive Officer



**PROCUREMENT SUMMARY**

**RENEWABLE NATURAL GAS CONTRACT NO. OP59812000**

1.	Contract Number: OP59812000	
2.	Recommended Vendor(s): Clean Energy Renewable Fuels LLC, Shell Energy North America (US) LP, and Trillium	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 7/24/2019	
	B. Advertised/Publicized: 7/26/19, 7/27/19, 8/1/19, 8/5/19	
	C. Pre-proposal/Pre-Bid Conference: 8/7/19	
	D. Proposals/Bids Due: 10/24/19	
	E. Pre-Qualification Completed: 9/14/20	
	F. Conflict of Interest Form Submitted to Ethics: 12/6/19	
	G. Protest Period End Date: (15 Calendar Days after Notification of Intent to Award) 10/1/20	
5.	Solicitations Picked up/Downloaded: 44	Bids/Proposals Received: 7
6.	Contract Administrator: Lorretta Norris	Telephone Number: (213) 922-2632
7.	Project Manager: Craig Reiter	Telephone Number: (213) 418-3476

**A. Procurement Background**

This Board Action is to approve three (3) Indefinite Delivery/Indefinite Quantity (IDIQ) Contracts for the procurement of Renewable Natural Gas (RNG) in support of Metro's bus fleet for Divisions 8, 9, 10, 13, 15 and 18. Board approval of contract awards is subject to resolution of any properly submitted protest(s).

A Request for Proposal (RFP) No. OP59812 was issued on July 24, 2019, in accordance with Metro's Acquisition Policy and the contract type is an Indefinite Delivery, Indefinite Quantity (IDIQ).

Five (5) Amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued August 2, 2019; provided pre-proposal conference call-in number;
- Amendment No. 2, issued September 06, 2019; revised proposal due date;

- Amendment No. 3, issued October 10, 2019; revised RFP Submittal Requirements;
- Amendment No. 4, issued October 14, 2019; revised RFP Supplemental Instructions to Proposers; and,
- Amendment No. 5, issued November 25, 2019; revised RFP Evaluation Criteria

A Pre-Proposal Conference was held August 7, 2019 and attended by nine (9) potential proposers.

A total of fifty (50) questions were received and responded to prior to the proposal due date.

A total of seven (7) proposals were received, October 24, 2019.

**B. Evaluation of Proposals**

This procurement was conducted in accordance with and complies with Metro’s Acquisition Policy for a Technically Acceptable Lowest Price (TALP) competitive RFP.

A Proposal Evaluation Team (PET) consisting of staff from Metro Environmental Compliance and Sustainability, Construction Management, Office of Management and Budget, and Treasury convened and conducted a comprehensive technical evaluation of the proposals received. The seven (7) proposals were evaluated for technical competence using the pre-established evaluation criteria listed in the RFP. Four (4) proposals were deemed Not Technically Acceptable.

Proposers are listed in alphabetical order with rating received from Metro’s Proposal Evaluation Team (PET) based the RFP defined evaluation criteria:

<b>Proposers</b>	<b>Rating</b>
ampRenew Offtake I LLC	Technically Not Acceptable
Archaea Holdings, LLC	Technically Not Acceptable
Clean Energy Renewable Fuels LLC	Technically Acceptable
Shell Energy North America (US) LP	Technically Acceptable
Trillium	Technically Acceptable
Trustar Energy LLC	Technically Not Acceptable
U.S. Gain a division of U.S. Venture, Inc.	Technically Not Acceptable

In accordance with the solicitation, Metro is making multiple awards to three (3) qualified RNG suppliers. The multiple RNG suppliers will provide the best solutions relative to greenhouse gas emissions, managed energy costs, and optimization of environmental commodities.



Three (3) of the above proposers were deemed fully Responsive to all Metro's RFP requirements and are found to be Responsible proposers. Four (4) of the above proposers were deemed Non-Responsive to the RFP after being found Technically Not Acceptable. That determination was based on their inability to provide RNG output(s) to meet Metro's division(s) volume delivery requirements, and not meeting other statement of work requirements.

### **C. Price Analysis**

A price analysis was conducted comparing the lowest price per therm rates for each Division, per proposer.

Based on adequate price competition, price analysis and technical analyses performed, and the comparability to Metro's Independent Cost Estimate (ICE) of \$68,126,875 – the proposed per therm price rates for Clean Energy, Trillium and Shell, incorporating defined Low Carbon Fuel Standard (LCFS) and Renewable Identification Number (RIN) credit yields – the total proposed price rates have been determined to be fair and reasonable.

### **D. Background on Recommended Contractor**

#### **CLEAN ENERGY**

The recommended firm, CLEAN ENERGY FUELS LLC, has over eleven (11) years of experience in the natural gas industry, including production, marketing, sales, and distribution. Clean Energy is the only company that built, owns and operates natural gas production facilities and is a registered Energy Service Provider with SoCalGas. Since 2009, Clean Energy has delivered natural gas to customers at customer owned stations as well as Clean Energy owned public access stations. Some of Clean Energy's customers include Foothill Transit, City of Santa Monica (Big Blue Bus), Sacramento Municipal Utilities District, City of Sacramento, and University of California, San Diego, and Atlas Refuel. Clean Energy has been a Metro supplier of natural gas products, CNG, RNG, and commodities for over 20 years and their services to Metro have been satisfactory. Clean Energy is Metro's current RNG supplier.

#### **SHELL ENERGY NORTH AMERICA**

The recommended firm, SHELL ENERGY NORTH AMERICA (US) LP (headquartered in the Netherlands), is an international energy company with expertise in the exploration, production, refining and marketing of oil and natural gas, and the manufacturing and marketing of chemicals. Royal Dutch Shell plc, the parent company, was formed in 1907, but its history can be traced back to the first

half of the 19th century. Shell operates in over 70 countries and its strategy is to strengthen its position as a leading energy company by providing oil and gas and low-carbon energy as the world's energy system changes.

### **TRILLIUM**

The recommended firm, TRILLIUM, acquired in 2016 by Love's Travel Stops & Country Stores (headquartered in Oklahoma City), has over two (2) decades of refueling experience and owns 65 public-access CNG facilities. Trillium is a leading developer of alternative fueling system design and provides installation and operations for innovative energy solutions. Trillium's fuels include Compressed Natural Gas (CNG), Renewable Natural Gas (RNG), Hydrogen, and Electric Vehicle (EV) Charging infrastructure. Trillium specializes in designing, building, and operating these facilities, and provides 24/7 maintenance services for various types of professional fleets.

**DEOD SUMMARY**

**RENEWABLE NATURAL GAS CONTRACT NO. OP59812000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this solicitation due to the lack of DBE certified firms available to provide the required services for this procurement. A search of the DBE database revealed that there are no DBE firms certified for Natural Gas Distribution.

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

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File #: 2020-0597, File Type: Contract

Agenda Number: 29.

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### CONSTRUCTION COMMITTEE OCTOBER 15, 2020

**SUBJECT: AIRPORT METRO CONNECTOR PROJECT**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

CONSIDER:

AUTHORIZING the CEO to direct specific Rail and Bus operations, communications and security equipment from single sources and to procure subcontracts to design, program and install proprietary rail and rail-car operating systems and equipment for the Airport Metro Connector (AMC) Project in order to safely and securely link critical station infrastructure with the currently installed rail systems and equipment on the Crenshaw/LAX Line (CLAX).

(REQUIRES TWO-THIRDS VOTE)

#### **ISSUE**

This action is to direct and allow the bidders on the AMC Project (AMC), currently issued, to single source specific rail and bus operations, communications, security and safety equipment and systems for the AMC Station Project to safely and securely connect and operate with the same equipment currently installed as part of the network for the CLAX line. As a new station on the established CLAX line, this procurement is required to ensure that the AMC Station has the critical equipment and systems in order to mitigate conflicts and maintain operations, communications, safety and security during both construction and public operations with the CLAX and Metro Systems overall.

#### **BACKGROUND**

After award of the CLAX Line design-build contract authorized by the Board on June 26, 2014, a new Metro transit station at 96<sup>th</sup> Street was added to the Crenshaw/LAX Transit Corridor to connect with the future Airport Automated People Mover (APM) system being built and operated by the Los Angeles World Airports (LAWA). This new station (AMC) was to be implemented under stand-alone contracts, competitively procured, for design and construction, and be fully integrated with the operations of the CLAX Line once constructed.

During extensive coordination of rail and bus operations throughout the development of the AMC Station project design, concerns were raised by Metro Rail Communications Engineering, Systems Engineering, Operations, and IT Departments regarding the integration of the following systems to the CLAX Line:

- Rail Operations Systems - Rail Car and Track Operations
- Rail and Bus Communications (TPIS, VMS, Public Address, Fire Alarm)
- Rail and Bus Security - Specifically security cameras and access controls
- Future Maintenance for these Systems

To meet these concerns, the 100% design and construction documents for the AMC Station have been fully coordinated with the required single-source components included within; however, specific Board approval to do so is required.

## **DISCUSSION**

The justification for this single source procurement is based on avoiding current and future operational difficulties, including safety and security conflicts with the CLAX Line during both the construction of the AMC Project and the final use of the Station once open for public operations. The procurement of standardized systems equipment by the AMC Contractor, as prescribed in the contract documents, will provide secure and stable transition and operations of the following in delivering the AMC Project:

- Integration of Rail Communications, Rail and Rail Car Programming, Fire Alarm Systems to the current CLAX Line and Southwest Yard Maintenance Facility (SWY), for the temporary transfer and operations of the CLAX rail service during AMC construction;
- Continuity and stabilization in the integration and performance of systems for the final AMC Station to the CLAX Line and Metro Systems overall;
- Fully integrated Station Security between two distinct security systems (Metro Rail and Metro Bus);

The AMC Project Team is confident that these conditions can only be addressed with the procurement of specific equipment and related operating systems established on the CLAX Line.

A list of the specific components and systems equipment included within the IFB and this Board action is included as Attachment A. During construction of the AMC project, Metro Project Management, in coordination with Vendor/Contract Management, will review and accept all project equipment submittals to ensure proper compliance with the plans and specifications and this board action.

## **DETERMINATION OF SAFETY IMPACT**

Approval of this action and the award of the AMC construction contract will result in a positive impact on safety by avoiding operations, safety and security conflicts with the CLAX Line. The installation of these bus and rail communication systems and security system, will ensure safe and uninterrupted service during the construction of the AMC Project and the final use of the Station once open for public operations.

## **FINANCIAL IMPACT**

This board report seeks Board approval for sole source systems and equipment which are to be acquired by the contractor(s) and/or subcontractor selected to work on the AMC project. The cost of the systems and equipment is to be incorporated as part of the construction contract bid price. FY21 budget includes funds for this effort. Details will be provided at the time of contract award as the procurement is currently in blackout phase. Since this is a multi-year contract, the cost center manager, project manager, and Chief Program Management Officer will ensure that all related costs are budgeted in future fiscal years.

### **Impact to Budget**

Airport Metro Connector is funded through Measure R Transit 35%, Measure M Transit 35%, and state grant SB1. These funds are not eligible for bus or rail operations.

### **..Implementation\_Of\_Strategic\_Plan\_Goals**

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This action directly supports the Project which is consistent with Metro's Strategic Plan Goals to enhance communities and lives through mobility and access to opportunity. By increasing capacity at the station, better integrating rail service to the APM, and creating a more intuitive and efficient passenger experience, the Project seeks to better connect residents to a wider range of regional employment, travel, and cultural opportunities.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the single source procurement method and proceed with a competitive bid. The competitive procuring of the specific rail operations, rail and bus communications and security systems equipment is not recommended since it does not provide the assurance that fully compatible equipment will be installed. This may lead to operations, safety and security conflicts with the CLAX Line, causing costly delays and costs to the Project in both the near term construction and the long term future operations of the AMC Station.

## **NEXT STEPS**

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Upon Board approval, staff will proceed with amending the IFB to provide for the single source procurement of systems equipment and third-party systems design.

**ATTACHMENTS**

Attachment A - Description of requested equipment

Prepared by:

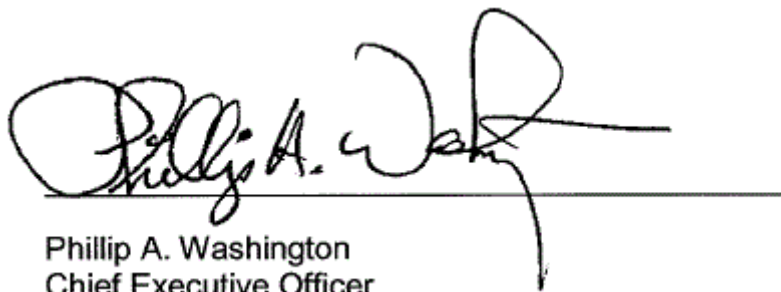
Paul Whang, Senior Director, Engineering, Program Management, (213) 922-4705;

Tim Lindholm, Senior Executive Officer, Program Management, (213) 922-7297

Reviewed by:

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051;

Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington  
Chief Executive Officer



# Interoffice Memo

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Date	August 28, 2020
To	Debra Avila Chief, Vendor/Contract Administration
From	Paul Whang Senior Director, Engineering
Subject	Single Source Equipment List: AMC Station Project Rail and Bus Operations, Communications and Security Systems

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## Description of Equipment and Services Requested

The AMC Project requests the following single-source equipment and design:

- Rail Communications Equipment
  1. ADM Fiber WAN: Fujitsu FW9500
  2. Transit Passenger Information System (TPIS):
    - a. B&C Nucleus ROC headend software
    - b. SCU- HP DL380 Gen 10 Server
    - c. Application Servers - HP DL380 Gen 10
    - d. Workstations - Dell Optiplex 7060
    - e. VMS - AF-6700-32x144-8-A-DF
    - f. BSS Soundweb audio routing and processing hardware. This was one of the primary sole source request that triggered the re-design effort in November 2019.
    - g. Advantech PCIE-1730 Digital I/O card
    - h. Crown DCI 8|600DA Power amplifiers
    - i. RDL RM-MP12a Monitor Panel
  3. CCTV:
    - a. Video management software AKA ROC CCTV headend using Video Insight (VI) by Panasonic
    - b. Lenovo hardware
    - c. Axis Cameras
  4. Public Address System
    - a. BSS Soundweb (Harmon) audio routing and processing hardware
    - b. Bogen Zone Paging Controller PCM Series
    - c. Crown DCI 8|600 Amplifiers
    - d. JBL loudspeakers
    - e. Viking FXI-1 telephone interface



- f. RDL RM-MP12a Monitor Panel
      - g. HP DL380 Gen 10 Server for the SCU
    - 5. Telephone:
      - a. Cisco Unified Communications Manager to provide voice-over-IP network.
    - 6. Emergency Management Panel (EMP):
      - a. EMP consists of TPIS, CCTV, SCADA, Telephone and Fire Alarm system which rely on ARINC/ B&C Nucleus/ Video Insight proprietary systems as listed above.
    - 7. Seismic:
      - a. QMI-2600 provide station seismic alarms to SCADA server (ARINC AIM).
    - 8. Radio:
      - a. Icom's digital land mobile radio system that uses the NXDN™ common air interface.
  - Bus Communications Equipment
    - 1. Enterprise Layer 3 (Routers) and Layer 2 (Switches) Networking
      - a. Cisco Systems 9200 Series (IDF) Switches
      - b. Cisco Systems 9400 Series (Core) Switch
      - c. Cisco Systems 9500 Series Integrated Service Router
    - 2. Enterprise Telephone System
      - a. Cisco Systems IP VoIP 8800 Series Telephones
      - b. Cisco Systems VG320 Analog Gateway
      - c. Talkaphone VOIP 500 Series Hands-Free Telephones
      - d. Viking FXI-1 telephone interface
    - 3. Public Address System
      - a. Bogen Zone Paging Controller PCM Series
      - b. Bogen 70V Amplifiers
      - c. Bogen Outdoor Rated 70V Speakers
    - 4. Enterprise Wi-Fi 802.11 Networking
      - a. Hewlett Packard (HP) Aruba 320 Series Access Points
      - b. Hewlett Packard (HP) Aruba 370 Series Access Points
    - 5. Bus Transportation Passenger Information System
      - a. PCEnclosures LCD Guardian 42" Series NEMA Enclosure with AC Unit
      - b. Extron FOXBOX TX/RX Single Mode HDMI Extender
      - c. Transition Networks Single Mode Ethernet Media Converter
      - d. Azulle Access Plus Windows 10 Pro Fanless Mini PC Stick
    - 6. Campus Time and Date Clock
      - a. Primex ClassicSync 72MHz Transmitter 5Watt and 1Watt
      - b. Primex Digital Clock Levo Series
  - b. Security and SCADA Systems
    - 1. Access Control and Intrusion Detection System
      - a. Sielox Pinnacle Controller

- b. Sielox Pinnacle Aegis2 Software
  - c. HID Badge Readers
- 2. Close Circuit Television Surveillance
  - a. Bosch Autodome IP Starlight 5000i Cameras
  - b. Bosch DIVAR IP 7000 3U 12TB Network Video Recorder
  - c. Bosch BVMS Viewer Software
  - d. Berk-Tek OneReach POE Extender System
- 3. Access Control and Intrusion Detection System
  - a. Sielox Pinnacle Controller
  - b. Sielox Pinnacle Aegis2 Software
  - c. HID Badge Readers
- 4. Land Mobile Radio
  - a. UHF Tait TB9400 Base Station
- 5. SCADA System:
  - a. GE PACSystems RX3i controller
  - b. GE IC695PSA140 power supply
  - c. GE IC695ACC302 auxiliary smart battery model
  - d. GE IC694MDL660 discrete input modules
  - e. GE IC694MDL754 discrete output modules
  - f. GE IC695ETM001 EtherNet/IP module
  - g. GE IC695CMM002/4 serial communication module
  - h. Antaira LNX-1002G-SFP-T Ethernet switch
  - i. Phoenix Contact 2900313 and 2900299 interposing relays
  - j. Phoenix Contact 2296692, 2296715, 2296744 pre-manufactured field interface cables

General Note: With the scheduled duration of the construction, it is likely that advances will be made to the components listed above by the time of submittals and eventually, installation. Contractor to proceed with the most advanced generation of the above units that will best integrate with the CLAX Systems at the time of installation.



**Board Report**

**File #:** 2020-0200, **File Type:** Project

**Agenda Number:** 30.

**EXECUTIVE MANAGEMENT COMMITTEE  
OCTOBER 15, 2020**

**SUBJECT: METRO CENTER PROJECT CONSTRUCTION SUPPORT SERVICES**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

CONSIDER AUTHORIZING the Chief Executive Officer to:

- A. EXECUTE a two (2)-year cost-plus fixed fee Contract No. PS66100MC076 with Center Street Partners, a Joint Venture between Anser Advisory LLC and STV Construction, Inc. to provide Construction Support Services (CSS) for the Metro Center Project (Project) for a base period of two (2) years in the amount of \$5,034,542.50; and
- B. EXECUTE individual Contract Modifications within the approved Life of Project Budget.

**ISSUE**

A Construction Support Services (CSS) consultant is needed to assist staff in providing project support services for the design-build project delivery of the Emergency Operations Center (EOC) and Security Operations Center (SOC).

**DISCUSSION**

The Metro Center Project comprises of the co-location of the EOC and a new SOC to enhance Metro's security, disaster and counter-terrorism response capabilities as well as accommodate future Measure M transit expansion. A Request for Proposals (RFP) for Construction Support Services was issued in November 2019. The procurement process has been completed and Center Street Partners has been determined to be the most advantageous to Metro (See Attachment A - Procurement Summary).

The Metro Center Project is a design-build project and CSS consultant will provide project support services such as subject matter expertise in design and construction of the EOC and SOC including project management, administration, inspection services. The consultant team will reside in an integrated project field office with Metro staff.

### Funding

The Center Project is approximately 92% funded by State grants with a total of \$120.8 M, comprising, of \$113.5 M of Proposition 1B California Transit Security Grant Program (CTS GP) funds and \$7.3 M of Federal Emergency Management Agency Transit Security Grant. The total life of project budget for the Center Project is approximately \$130.688 M. The remaining \$9.888 M will be funded in FY 23 with future federal or state grants and/or local funds.

### **DETERMINATION OF SAFETY IMPACT**

The Metro Center Project will be designed and constructed consistent with Metro’s design and construction safety standards. This Board action will not impact established safety standards for Metro’s design and construction projects.

### **FINANCIAL IMPACT**

The Life of Project (LOP) budget of \$130.688 million for the Center Project is a separate board item (File Number 2020-0563) which includes funds for the CSS consultant services. The funding is included in Cost Center 2610 System Security and Law Enforcement, project number 212121.

Since this is a multi-year project, the Chief System Security and Law Enforcement Officer and Chief Program Management Officer will ensure that all related costs are budgeted in future Fiscal Years.

### Impact to Budget

The cash flow expenditure for the CSS consultant services is listed in the table below with projected \$1 million of expenditure in FY 21 and \$3.2 million in FY 22 paid entirely with Prop 1B CTS GP funds. The remaining \$0.90 million will be paid in FY 23 with federal or state grants and/or local funds.

<b>FY 21</b>	<b>FY 22</b>	<b>FY 23</b>
\$1 million	\$3.2 million	\$0.90 million

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project supports Strategic Plan Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The Project will be designed and constructed to improve security and Metro’s enhance Metro’s ability to plan and respond to special events.

### **ALTERNATIVES CONSIDERED**

The alternative would be to direct Metro staff to perform the design and construction support tasks with current in-house resources. This is not recommended as Metro does not have the specialized consultant expertise required to support the design and construction of the EOC and a new SOC.

### **NEXT STEPS**

After Board approval of the recommended actions, staff will complete the process to award and execute the contract.

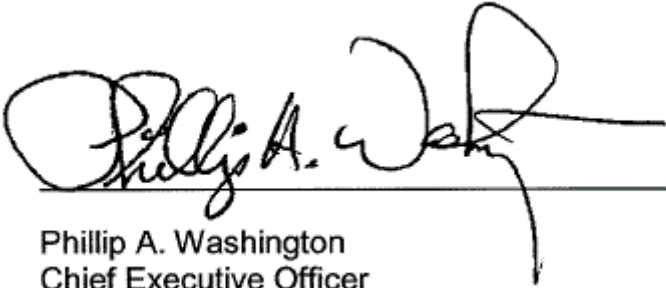
**ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Kate Amisshah, Senior Engineer, Regional Rail, (213) 418-3224  
Aston Greene, Executive Officer, Security & Law Enforcement, (213) 922-2599  
Jeanet Owens, Senior Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922 -7557  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051  
Robert Green, Chief Security & Law Enforcement Officer, (213) 922-4811



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Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**METRO CENTER CONSTRUCTION SUPPORT SERVICES CONSULTANT (CCSC)  
PS66100MC076**

1.	<b>Contract Number:</b> PS66100MC076	
2.	<b>Recommended Vendor:</b> Center Street Partners, a Joint Venture between Anser Advisory, LLC and STV Construction, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued :</b> November 7, 2019	
	<b>B. Advertised/Publicized:</b> November 29, 2019	
	<b>C. Pre-Proposal Conference:</b> November 20, 2019	
	<b>D. Proposals Due:</b> December 17, 2019	
	<b>E. Pre-Qualification Completed:</b> 3/3/2020	
	<b>F. Organizational Conflict of Interest Review Completed by Ethics:</b> 12/20/2019	
	<b>G. Protest Period End Date:</b> October 8, 2020	
5.	<b>Solicitations Picked up/Downloaded:</b> 123	<b>Proposals Received:</b> 8
6.	<b>Contract Administrator:</b> Rafael Vasquez	<b>Telephone Number:</b> 213.418-3036
7.	<b>Project Manager:</b> Jeanet Owens	<b>Telephone Number:</b> 213-418-3189

**A. Procurement Background**

This Board Action is to approve Contract No. PS66100MC076 Metro Center Construction Support Services Consultant (CCSC) to provide construction support services that will support Metro in the performance of Metro's responsibilities such as overall project and construction management, community involvement, coordination of construction impacts with surrounding community, coordination with Metro Security Operations, Facilities Maintenance, and other Metro departments, safety and security compliance oversight and loss prevention, quality management, cost and schedule management, environmental and project control oversight.

Board approval of contract awards are subject to resolution of any properly submitted protest.

The Request for Proposals (RFP) was a competitively negotiated procurement process, performed in accordance with Metro Procurement Policies and Procedures. This process required each of the responding firms' qualifications to be evaluated on the technical requirements and approaches as described in the Scope of Services. The technical factors were weighted including the cost proposal and the firms rated accordingly, as shown below. The RFP was issued with an SBE goal of 23% and DVBE goal of 3%. The contract type is a cost plus fixed fee. The Contract is for a term of two (2) years with a one-year option.

Three amendments were issued during the solicitation phase of the RFP:

- Amendment No. 1, issued on November 25, 2019, corrected typographical errors in the Submittal Requirements Section.
- Amendment No. 2, issued on November 26, 2019, extended Proposals due date to December 17, 2019.
- Amendment No. 3, issued on December 12, 2019, clarified Cost Proposal Submittal-Volume III and replaced Form 60 for Key Personnel one-year level of effort with a new Form 60 for Key Personnel level of effort for three base years and two-year options.

A total of eight (8) proposals were received on December 17, 2019 from the following firms:

- Anil Verma Associates, Inc. (Joint Venture with Hill International, Inc.)
- Center Street Partners, (a Joint Venture between Anser Advisor, LLC and STV Construction, Inc.)
- Cornerstone Transportation Consulting
- Destination Enterprises, Inc.
- MARRS Services, Inc.
- O2EPCM, Inc.
- TEC Auriga Arcadis Joint Venture
- Vanir Construction Management, Inc.

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro Construction Management, and Regional Rail Departments was convened and conducted a comprehensive evaluation of the proposals received.

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

- |  |            |
|--|------------|
| • Experience and Qualifications of Firms on the Team | 20 percent |
| • Key Personnel's Skills and Experience              | 25 percent |
| • Project Understanding and Approach                 | 35 percent |
| • Cost Proposal                                      | 20 percent |

The evaluation criteria were appropriate and consistent with criteria developed for other, similar Professional Service procurements. Several factors were considered when developing the weightings, giving the greatest importance to Key Personnel's Skills and Experience and Project Understanding and Approach.

The PET evaluated all eight (8) written qualification proposals from December 18, 2019 through mid-January 2020. From January 22, 2020, thru January 23, 2020, the PET held oral presentations with all eight (8) Proposers. The firms were given the opportunity to present on: Experience and Qualifications of Firms on the Team, Key Personnel's Skills and Experience and Project Understanding and Approach. The proposing firms had the opportunity to present their proposed project managers, key personnel and some of their key members, as well as respond to the PET's questions. In general, each Proposer's presentation addressed the requirements of the RFP, experience with all aspects of the required and anticipated tasks and stressed each proposer's commitment to the success of the contract.

Of the eight (8) proposals received, four (4) were determined to be within the competitive range. The four firms are listed below in alphabetical order:

1. Center Street Partners (CSP)
2. MARRS Services, Inc.
3. TEC Auriga Arcadis Joint Venture
4. Vanir Construction Management, Inc.

The following Proposals from Anil Verma Associates, Inc. (Joint Venture with Hill International, Inc.), Cornerstone Transportation Consulting, Destination Enterprises, Inc, and O2EPCM; were outside the competitive range and excluded from further consideration. Their initial overall scores after oral presentation were as follows:

Anil Verma Associates, Inc.: 67.35  
Cornerstone Transportation Consulting: 72.74  
Destination Enterprises: 69.82  
O2EPCM: 67.69

Therefore, due to their lower overall scoring, there was zero probability that neither one of these four Proposers would have been successfully recommended for contract award.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **CENTER STREET PARTNERS (CSP)**

- The Proposal substantially meets the RFP minimum requirements in the Experience and Qualifications of Firms on the Team criteria. The Center Street Partners (CSP), is a Joint Venture partnership between Anser and STV Construction has very good experienced in design and construction applications associated with essential services buildings (ESB`s) and has the knowledge and technical understanding of ESOC systems.
- The Proposal substantially meets the RFP minimum requirements in the Key Personnel's Skill and Experience criteria. Proposed Project Manager and



Resident Engineer have over 25 years of experience working in Essential Services Buildings (ESBs).

- The proposed Systems and Communications Manager has good experience in Operation Centers.
- The Proposal substantially meets the RFP minimum requirements of Project Understanding and Approach criteria. The CSP Team demonstrated an exceptional project understanding and approach of the CSSC requirements, staffing needs.
- The CSP team has shown exceptional understanding of the challenges and a clear concise path to overcome them.
- The CSP team demonstrated an exceptional understanding with the technical review of Design Build scope of work, Concept of Operations and Rail Operations Center/Bus Operations Center integration. Furthermore, the coordination of design elements shows a real understanding of the work needed between Cyber Physical Systems, ITS, and Rail communications.
- The team has a very good experience of low voltage systems, redundant systems, and demonstrated a strong approach to safety, security and sensitivity needs of the building with examples of plan implementation.
- The proposed team show understanding of environmental mitigation requirements.
- Proposer demonstrated a very good “Project First” approach with a detailed narrative to teamwork.
- Proposer demonstrated an exceptional understanding of the “First 60 days” plan from design to construction.

### **VANIR CM, INC.**

- The Proposal generally meets the RFP minimum requirements in the Experience and Qualifications of Firms on the Team criteria.
- The Proposal included three projects that are comparable to the Operation Center scope of the ESOC; Los Angeles Police Administration Building, San Francisco Public Safety Building, and Contra Costa County Emergency Operations Center (EOC)/Public Safety Building (PSB).
- The Proposed team has good experience with security buildings.
- The Proposed team demonstrated extensive experience of LEED projects achieving Platinum certification.
- The team demonstrated good knowledge of Concept of Operations.
- The Proposal substantially meets the RFP minimum requirements in the Key Personnel’s Skills and Experience criteria. The Project Manager has strong resume with experience in LEED and Operations Center construction.
- The Construction/Resident Manager has extensive experience with the construction of Operation Centers; projects of similar size and complexity and has LEED certification.
- The Operations Systems Manager has extensive experience in Operations and Communications Centers and demonstrated ROC/BOC technical knowledge.

- The Security Manager is a very qualified individual with extensive work like the scope of the Metro Center Street project.
- The Proposal demonstrated a team of subconsultants with depth in personnel for support and inspections for the project.
- The Proposal generally meets the RFP minimum requirements of Project Understanding and approach criteria.

### **MARRS SERVICES, INC.**

- The Proposal generally meets the RFP minimum requirements in the Experience and Qualifications of Firms on the Team criteria.
- The Proposed Team has strong LEED experience.
- The Proposer's Key Personnel's Skills and Experience of their team members substantially meet the RFP minimum experience requirements. The Systems and Communication Manager has extensive background in radio and visual display technology installation.
- The proposed Systems Requirements Manager will double as Security Manager, this double role could benefit the project.
- The team demonstrated a good understanding in the construction of essential buildings.
- The proposal demonstrated a good understanding of the risks involved in the project and provided a "top 5" list.
- The Proposal general meets the RFP minimum requirements in the Project Understanding and Approach criteria. The proposal showed a good project approach and detailed project management approach; good though-out process as it relates to systems integration and managing design and construction with systems.

### **TEC AURIGA ARCADIS**

- The Proposal generally meets the RFP minimum requirements in the Experience and Qualifications of Firms on the Team. The Proposal included relevant projects of similar size, scope and complexity and had all attributes as the Metro Center Street project.
- The Prime and sub-consultant team members have demonstrated to have excellent knowledge and experience working with other public transit agencies.
- The Proposed team has strong LEED experience.
- The Team's experience at the Integrated Operations Center in Atlanta demonstrated working knowledge and understanding of design and installation of low voltage systems.
- The Proposal generally meets the RFP minimum requirements in the Key Personnel's Skills and Experience criteria. The Project Manager has extensive experience in Systems and Operations around the world and in Los Angeles.
- The proposed Resident Engineer and Office Engineer demonstrated strong background in Design/Build projects and Systems.

- The Proposal generally meets the RFP minimum requirements in the Project Understanding and Approach. The Proposal provided key tasks and scope of work integration with visual aids that explained their approach to the technical design and construction aspects.
- The Proposal demonstrated an understanding of the coordination between civil design and systems interface.
- The proposed approach incorporated a “safety first” mentality.

The PET evaluated and scored all 8 proposals and the four (4) proposals within the competitive range ranked as follows, based on the evaluation criteria in the RFP, and Assessed major strengths, weaknesses and associated risks of each of the Proposers. The most advantageous Proposer was determined to be Center Street Partners. The final scoring was based on evaluation of the written proposals, as supported by oral presentations, and clarifications received from the Proposers. The results of the final scores are shown below:

1	Firm	Average Score**	Factor Weight	Weighted Average Score*	Rank
2	<b>CENTER STREET PARTNERS (CSP)</b>				
3	Experience and Qualifications of Firms on the Team	82.00	20%	16.40	
4	Key Personnel’s Skills and Experience	81.88	25%	20.47	
5	Project Understanding and Approach	88.33	35%	30.92	
6	Cost Proposal	100.00	20%	20.00	
7	<b>Total</b>		<b>100.00%</b>	<b>87.79</b>	<b>1</b>
8	<b>VANIR CONSTRUCTION MANAGEMENT, INC.</b>				
9	Experience and Qualifications Firms on the Team	78.33	20%	15.67	
10	Key Personnel’s Skills and Experience	83.54	25%	20.89	
11	Project Understanding and Approach	75.00	35%	26.25	
12	Cost Proposal	94.95	20%	18.99	
13	<b>Total</b>		<b>100.00%</b>	<b>81.80</b>	<b>2</b>
14	<b>MARRS SERVICES, INC.</b>				
15	Experience and Qualifications of Firms on the Team	70.22	20%	14.04	
16	Key Personnel’s Skills and Experience	72.08	25%	18.02	

17	Project Understanding and Approach	73.75	35%	25.81	
18	Cost Proposal	94.40	20%	18.88	
19	<b>Total</b>		<b>100.00%</b>	<b>76.75</b>	<b>3</b>
20	<b>TEC AURIGA ARCADIS JOINT VENTURE</b>				
21	Experience and Qualifications of the Firms on the Team	71.33	20%	14.27	
22	Key Personnel's Skills and Experience	77.20	25%	19.30	
23	Project Understanding and Approach	75.42	35%	26.40	
24	Cost Proposal	80.00	20%	16.00	
25	<b>Total</b>		<b>100.00%</b>	<b>75.97</b>	<b>4</b>

\* Weighted Scores are rounded up to the nearest second decimal point.

\*\* Cost proposals were based on the Proposer's rates for a sample level of effort. Scores shown above for the cost proposals are based on formulae in the RFP highest score going to the lowest cost proposal.

### C. Cost/Price Analysis

Metro performed a cost analysis of labor rates and comparing the four (4) proposals in the competitive range with one another as well as Metro's estimate. All proposals were based on direct labor rates, overhead rates, other direct costs, sub-consultant costs and fixed fee. The proposed cost rates for the recommended firm were determined to be fair and reasonable.

	Proposer Name	Proposal Amount <sup>(1)</sup>	Metro ICE	Recommended Contract Amount <sup>(2)</sup>
1	<b>Center Street Partners (CSP)</b>	\$5,952,562.72	\$8,276,106	<b>\$5,034,542.50</b>
2	<b>Vanir CM</b>	\$6,275,678.85		
3	<b>MARRS Services, Inc.</b>	\$6,332,599.25		
4	<b>TEC Auriga Arcadis</b>	\$7,474,342.41		

Notes:

(1) The proposal amounts shown are only for the base years of the term of the contract (3 years) of Services. Hourly labor rates, overhead and fee were negotiated and determined to be fair and reasonable.

(2) The amount \$5,034,542.50 was negotiated based on reduced level of effort and it is the total amount for the basic term of the contract for 2 years. Work will be funded according to an Annual Work Program.

### D. Background on Recommended Contractor

The recommended firm, Center Street Partners (CSP), is a Joint Venture partnership between Anser Advisory, LLC and STV Construction, Inc. Anser Advisory, LLC is an advisory and project construction management (PM/CM) consulting firm with over 300 professionals nationwide. Anser has managed similar ESOC projects for Southern Californian Edison, Los Angeles World Airports (LAWA). Westfield Century City, the City of Long Beach, the City of Signal Hill among others.

STV Construction, Inc. (STV) was incorporated in 1996 and is a wholly owned subsidiary of STV Incorporated, a multidisciplinary CM, planning, architecture, and engineering firm founded in 1912. With a local presence in California for more than 30 years, STV has provided owner's representation, project/program management, construction management and constructability review services to LA Metro and other municipal, state/federal, public and private sector agencies. STV has managed similar ESOC projects, including the Anaheim Regional Transportation Intermodal Center and FEMA Weather Operations Center.

## DEOD SUMMARY

**METRO CENTER CONSTRUCTION SUPPORT SERVICES CONSULTANT (CCSC)  
PS66100MC076**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 23% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Center Street Partners, a Joint Venture between Anser Advisory, LLC and STV Construction, exceeded the goal by making a 30.01% SBE commitment and 4.59% DVBE commitment.

<b>Small Business Goal</b>	<b>23% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>30.01% SBE 4.59% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	CTI Environmental	18.86%
2.	Zephyr UAS Inc. dba Zephyr Rail	11.15%
	<b>Total SBE Commitment</b>	<b>30.01%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Casamar Group, LLC	4.59%
	<b>Total DVBE Commitment</b>	<b>4.59%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: surveying, potholing, field, soils and materials testing, building construction inspection, construction management and other support trades.

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2020-0563, File Type: Project

Agenda Number: 35.

### EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 15, 2020

**SUBJECT: METRO CENTER PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed-price contract, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co. LLC, the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project) in the amount of \$81,487,000;
- B. ALIGN the Life-of-Project Budget (LOP) of \$112.7 million to \$130,688,310 including \$113.5 million state Prop 1B California Transit Security Grant (CTSG) fund, \$7.3 million Federal Emergency Management Agency (FEMA) Transit Security Program grant funds and approximately \$9.888 million of TDA Art 4 local funds;
- C. AMEND the FY 21 LACMTA budget for the Project by \$44,101,978 using Prop1B CTSG funds.
- D. NEGOTIATE the Chief Executive Officer to negotiate and execute all agreements, task orders and contract modifications, including design-build options necessary up to the LOP budget to complete the above actions.

#### **ISSUE**

In March 2016, the Metro Board established the Life of Project budget (LOP) in the amount of \$112.7 million based on the grant funds awarded to the Project. Since then - four years later, the preliminary engineering design, environmental work and selection of the design/build contractor have been completed. This Board action will award the design/build contract to S.J. Amoroso Construction Co. LLC deemed to provide the best value for the design and construction of the Project (See Attachment A, Procurement Summary) and align the LOP budget to \$130,688,310 million to fund the design and construction of the Metro Center Project which comprises of the emergency operations center (EOC) and security operations center (SOC) including the option to accommodate a future 2<sup>nd</sup> floor for a

new rail operations center (ROC) and/or bus operations center (BOC), if funding becomes available.

## **DISCUSSION**

The Metro Center Project comprises the co-location of the EOC and a new SOC to enhance Metro's security, disaster and counter-terrorism response capabilities. Metro's current Emergency Operations Center is operating at capacity and needs to be expanded to accommodate Metro's new rail lines and upcoming National Special Security Events (NSSE), including the World Cup, College National Championships, and the Olympics. Since Metro does not have a SOC, this new SOC is needed to provide 24/7 security surveillance and situational awareness of Metro's transit system by security professionals with specialized training to improve overall rider safety on Metro's rail and bus lines. The new EOC will enhance coordination and communication with regional partners to prevent, minimize, or respond to and recover from any type of major incident, serious hazards, or terrorist attack.

Due to the unprecedented financial constraints as a result of the COVID-19 pandemic, the Metro Center Project significantly reduced the scope of the Project from a four-story 80,000 square foot building to a one-story 26,000 square foot building for the EOC and SOC to meet the minimum requirements of the state grants. An option is included to accommodate a future 2<sup>nd</sup> floor for the ROC and/or BOC if funding becomes available. The Metro Center Project will achieve a LEED Gold certification with the capability to be in operations continuously for 72 hours in case of loss of water, power, and gas due to a natural disaster.

The Metro Center Project was presented to the Board in February 2020 with a LOP of \$206 million, including provisions to accommodate the future Rail Operations Center (ROC) and Bus Operations Center (BOC). The Board deferred action in February due to questions about the procurement process. Since then, due to the financial constraints of the COVID-19 pandemic, the Project scope has been significantly scaled back to include the design and construction of only the EOC and SOC. This action aligns the Project budget to the grant funding available due to the COVID-19 financial constraints Metro is facing.

The Metro Center Project began initial environmental and demolition work on August 2019 and completed it on March 2020 in preparation for the design builder's work.

## **LOP Alignment**

With the base contract and provisional sum award to S.J. Amoroso Construction Co. LLC in the amount of \$81,487,000, staff is requesting approval of the LOP in the amount of \$130,688,310 million to accurately realign and reflect the design and construction costs, third party costs, design support during construction, construction support services, and other agency support costs including a 13% contingency as shown in Attachment B - Funding/Expenditure Plan. The Metro Center Project is approximately 92% funded with State grant funds with the remaining \$9,888,310 million funded by future TDA Art 4 funds. All state funds will be expended for the Project for the first two years in FY 21 and FY 22. Staff will continue to apply for additional federal and state grant funds in FY 22 and FY 23 with the goal that the Metro Center Project will be fully funded by federal and state grants.



Rail Operations Center/Bus Operations Center (ROC/BOC)

Due to the financial challenges Metro is facing as a result of COVID-19, the Metro Center Project significantly reduced the scope of the Project with an option to accommodate a future 2<sup>nd</sup> floor for the ROC/BOC. Staff is working on evaluating the expansion and upgrade of the existing ROC and ancillary facilities to seamlessly integrate the Gold Line Phase 2B, Westside Purple Line Sections 2 and 3 rail extensions. This includes conducting studies and investigations, contracting professional and construction services, performing design, upgrades, and expansions at the existing ROC and ancillary facilities, as required. Staff will provide recommendations to the Board on the ROC/BOC at a future meeting.

State Grants

The Metro Center Project is approximately 92% funded with State grant funds in the amount of \$120.8 million. The California State Office of Emergency Services (CalOES) awarded \$112.7 million of Proposition 1B California Transit Security Grant Program (CTSGP) for a new emergency operations center in 2011. In 2017, CalOES reduced the amount to \$109.5 million. However, the grant funds earned interest of up to \$4 million, which brings the total to \$113.5 million. In addition, System Security and Law Enforcement (SSLE) was awarded a FEMA Transit Security Grant of which \$7.3 million will be used for the Metro Center Project (i.e., CCTV, Security Intelligence, and Cyber-Security initiatives).

Since 2011, the Project has expended approximately \$26.23 million of Prop 1B CTSGP funds. The second set in the amount of \$38 million will expire in March 2021 and all funds must be expended by March 2021 and invoiced to CalOES by June 2021. The last set of Prop1B CTSGP funds in the amount of \$45 million will expire in March 2022 and must be invoiced to CalOES by June 2022.

**DETERMINATION OF SAFETY IMPACT**

The Project will be designed and constructed consistent with Metro’s design and construction safety standards. This Board action will not impact established safety standards for Metro’s design and construction projects.

**FINANCIAL IMPACT**

In FY11, Metro received a Proposition 1B California Transit Security Grant Program (CTSGP) fund for the design and construction of an Emergency Operations Center (EOC). The CTSGP grant was subsequently reduced to \$109.5 million due to less available funds from bond sales; however, an interest of approximately \$4 million was earned, resulting in a total of \$113.5 million. In June 2020, Metro System Security and Law Enforcement also secured a \$12.18 million FEMA Transit Security Program grant, of which \$7.3 million is designated to the Metro Center Project (i.e., CCTV, Security Intelligence, and CyberSecurity). The Funding Sources are shown on Table 2 below:

Table 2- Funding Source	Amount (\$)
-------------------------	-------------

Prop 1B: California Transit Security Grant Program Funds (\$109.5M + \$4M interest <sup>a</sup> )	\$113.5 M
Federal Emergency Management Agency (FEMA) Transit Security Grant Program TDA Article 4 Local Funds	\$7.3 M \$9.88 M
<b>TOTAL</b>	<b>\$130.7M</b>

<sup>a</sup> Approximate interest amount of \$4 million is subject to change

Staff is requesting to add \$44,101,978 to the FY21 budget for the Project, in cost center 2610 System Security and Law Enforcement, project number 212121 for project expenses to meet the state funding deadlines. Since this is a multi-year project, the Chief System Security and Law Enforcement Officer, and Chief Program Management Officer, Program Management will be accountable for budgeting the costs in future years.

Impact to Budget

The FY21 budget will be amended to include \$44,101,978 in Prop 1B CTSGP fund. TDA Article 4 funds are eligible for Metro Bus Operations and State of Good Repair expenses.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Project supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The Project will enhance Metro’s ability to plan and respond to special events. The Project also supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the LA Metro organization. The Project is being designed and constructed in close coordination with the community and third party stakeholders as well as internal stakeholders within Metro to streamline Metro’s systems and processes for efficient operations.

**ALTERNATIVES CONSIDERED**

The alternative would be to not approve the staff recommended actions to advance the design and construction of the Project. This is not recommended as a new EOC and SOC are needed to enhance Metro’s security, disaster, and counter-terrorism response capabilities, especially in support of special events such as the Super Bowl, World Cup, and 2028 Olympics. Metro has already expended \$26 million for land acquisition, environmental clearance, planning, preliminary engineering design, and demolition work since 2011. If the Metro Center Project does not move forward, Metro will return \$113.5 million of state grant funds and reimburse approximately \$26 million to CalOES for expenditures already spent on the Project.

**NEXT STEPS**

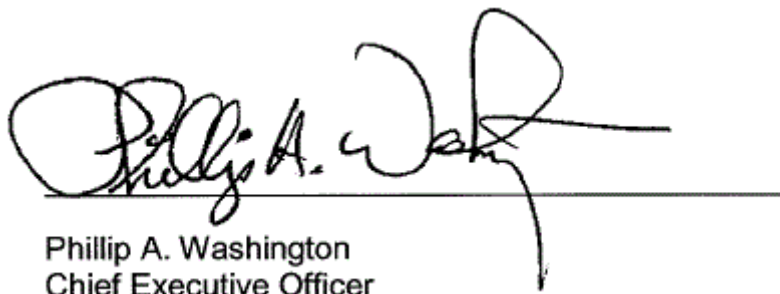
Execution of the design-build contract is subject to the resolution of any timely and properly submitted protest. A Notice to Proceed (NTP) to the Design/Build Contractor after the execution of the contract and meeting all other contract requirements for an NTP will be issued by November 2020. The Metro Center Project is anticipated to be complete by 2023. Staff will also return to the Board in December 2020 for recommendations on the ROC/BOC.

**ATTACHMENTS**

Attachment A - Procurement Summary,  
Attachment B - Funding/Expenditure Plan  
Attachment C - DEOD Summary,

Prepared by: Kate Amisshah, Principal Engineer, Regional Rail, (213) 418-3224  
Rafael Vasquez, Principal Contract Administrator, Vendor/Contract Management, (213) 418-3036  
Aston Greene, Executive Officer, Security & Law Enforcement, (213) 922-2599  
Jeanet Owens, Sr Executive Officer, Regional Rail, (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557  
Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051  
Nalini Ahuja, Chief Financial Officer, (213) 922-3088  
Robert Green, Chief Security & Law Enforcement, (213) 922-4811



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

**METRO CENTER STREET PROJECT- DESIGN/BUILD  
CONTRACT NUMBER C52151C1169-2**

1.	<b>Contract Number:</b> C52151C1169-2	
2.	<b>Recommended Vendor:</b> S.J. Amoroso Construction Co. LLC	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	A. <b>Issued:</b> 10/19/18	
	B. <b>Advertised/Publicized:</b> 10/19/18	
	C. <b>Pre-Proposal Conference:</b> 10/30/18	
	D. <b>Proposals Due:</b> 9-2-2020	
	E. <b>Pre-Qualification Completed:</b> 11/15/19	
	F. <b>Conflict of Interest Form Submitted to Ethics:</b> 04/20/19	
	G. <b>Protest Period End Date:</b> 10-23-2020	
5.	<b>Solicitations Picked up:</b> 45	<b>Bids/Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Rafael Vasquez	<b>Telephone Number:</b> (213) 418-3036
7.	<b>Project Manager:</b> Jeanet Owens	<b>Telephone Number:</b> (213) 418-3189

**A. Procurement Background**

This Board Action is to approve the award of a design/build, best value solicitation issued in support of the Metro Center Street Project (Formerly known as the Emergency Security Operations Center). Contract No. C52151C1169-2 will provide management, coordination, design, professional services, labor, equipment, materials and all other services necessary to perform the final design and construction of the Metro Center Street Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s). The contract type is a firm fixed price.

A Request For Qualifications (RFQ)/Request For Proposals (RFP) was originally issued on October 19, 2018. A pre-proposal conference was held on October 30, 2018, in the Union Station Conference Room with representatives from approximately 49 firms in attendance.

The RFQ/RFP implemented a two-step negotiated procurement process in accordance with California Public Contract Code §22160-22169 and in accordance with Metro's Acquisition Policy. The first phase of the procurement was an RFQ for Statement of Qualifications (SOQ) to be submitted. Three responsive SOQs were received on November 19, 2018. A prequalification evaluation team evaluated the SOQs.

The three firms that met the RFQ requirements, were designated as qualified parties, and were invited to submit proposals in response to the second phase of the solicitation, the RFP.

- Clark Construction Group-California, LP (Clark).
- S.J. Amoroso Construction Co., Inc (Amoroso).
- Webcor Builders (Webcor)

The prequalified firms submitted technical and commercial questions which were recorded and reviewed by Metro staff. Formal written answers to 65 questions were provided to the prequalified firms and other planholders. After Amendment no.11 was issued, a new round of 44 questions were received and responded accordingly.

Fifteen (15) amendments were issued during the solicitation and evaluation process:

- Amendment No. 1, issued on October 9, 2018, extended the SOQs due date to November 27, 2018; revised the Formal Proposals due date to March 28, 2019; and revised Section 2 Request for Qualifications and percentage of work performed by the Contractor;
- Amendment No. 2, issued on January 18, 2019, revised Formal Proposals due date to April 12, 2019 and revised the Performance Requirements;
- Amendment No. 3, issued on February 6, 2019, extended the Alternative Technical Concepts (ATCs) due date from 30 days to 40 days and revised the Design Requirements and Performance Requirements;
- Amendment No. 4, issued on March 4, 2019, revised Formal Proposals due date to April 26, 2019 and revised Performance Requirements and Schedule of Quantities (SOQs);
- Amendment No. 5, issued April 11, 2019, revised the SOQs and Performance Specifications;
- Amendment No. 6, issued on April 19, 2019, revised Submittal Requirements, SOQs, and Design Requirements;
- Amendment No. 7, issued on May 9, 2019, updated Bidder's Industrial Safety Record Pro-Form 063;
- Amendment No. 8, issued on July 15, 2019, revised Design Requirements Documents and added Early Demolition Work by another Contract;
- Amendment No. 9, issued on August 16, 2019, requested Best and Final Offers (BAFO) and established due date of September 3, 2019 (due date was extended to September 5, 2019), revised SBV/DVBE Forms, SOQS Forms and revised General Requirements, and Performance Specifications;
- Amendment No. 10, issued October 24, 2019, requested Final Revised Proposal and established due date of October 29, 2019.
- Amendment No.11, issued on August 11, 2020; reduced the Scope of Work, and revised Evaluation Criteria, Submittal Requirements, Schedule of Quantities and Prices and requested Final Revised Proposals and established due date of September 2, 2020.
- Amendment No. 12, issued August 19, 2020; revised Proposal Letter-Pro Form 052 and Schedule of Quantities and Prices Forms.
- Amendment No.13, issued August 25, 2020 revised Design Requirements.

- Amendment No.14, issued August 28, 2020 clarified Submittal Requirements, Evaluation Criteria and Schedule of Quantities and Prices.
- Amendment No.15, issued September 1, 2020; revised Performance Requirements specifically the Art Program was clarified.

Proposals were originally received on April 26, 2019 from the following firms:

1. Clark Construction Group-California LP (Clark).
2. S.J. Amoroso Construction Co., Inc. (Amoroso)

Due to the present dire economic circumstances, the original scope of work, design and budget were drastically reduced; and Project Management requested that a new amendment be issued requesting a Final Revised Proposal from both proposers. Amendment No.11 was issued greatly reducing the scope of work and a reduced budget; Metro received Final Revised Proposals from both Proposers on September 2, 2020:

1. Amoroso
2. Clark

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro Project Management/Regional Rail, Project Management/Construction Management and Operations Liaison and Planning department conducted a comprehensive and robust evaluation of the Final Revised Proposals received, in accordance with the evaluation criteria and sub-criteria set forth in the RFP to assign a score and ranking.

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

- |   |            |
|---|------------|
| • Skills and Experience of Project Personnel            | 10 percent |
| • Project Management Approach                           | 25 percent |
| • Project Understanding and Technical Approach          | 40 percent |
| • Price   | 25 percent |
| • A Prompt Payment to Subcontractors Initiative (Bonus) | 5 points   |

The Proposers could opt for prompt payment initiative and earn bonus points by agreeing to pay its first-tier subcontractors for work completed prior to submitting its monthly billing to Metro.

Each proposing team was invited to make an oral presentation to the PET for the purpose of clarifying their proposal and demonstrating their understanding of Metro's requirements. The presentation meeting format, the amount of time allowed, and general

questions asked were standardized. Oral presentations were scheduled in June 12, 2019 and July 12, 2019.

Based on a review of the initial proposals and oral presentations by both proposers, the proposals were determined to be within the competitive range. The PET held discussions with each Proposer and confirmed Proposers' understanding of the scope and appropriate approaches and plans to complete the scope of work required before the scope of work was changed in Amendment no. 11.

Amendment no. 11 requested new Revised Proposals based on reduced scope of work and budget. Metro received Proposals from both Proposers on September 2, 2020 and below is the evaluation performed by the PET.

Proposers were qualified and technically capable of performing the design and construction of the Project. S.J. Amoroso Construction Co., Inc Proposal was rated higher for Skills and Experience of Project Personnel. S.J. Amoroso Construction Co., Inc Proposal demonstrated strengths in factors and sub-factors under Project Management and Technical Approach of Proposer's capabilities, skill and experience, management approach, risk management, staffing plan, and price.

Based on the ranking below, S.J. Amoroso Construction Co., Inc offers the Best Value and is the most advantageous to Metro.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	<b>S.J. Amoroso Construction Co., Inc.</b>				
3	Skills and Experience of Project Personnel	96.17	10%	9.62	
4	Project Management Approach	83.67	25%	20.92	
5	Project Understanding and Technical Approach	85.00	40%	34.00	
6	Price Proposal	96.2	25%	24.05	
7	CP-5A Voluntary Subcontractor Payment Initiative (5 points Bonus)	5.00	5%	5.00	
8	<b>Total</b>		<b>105%</b>	<b>93.59</b>	<b>1</b>
9	<b>Clark Construction Group-California LP</b>				

10	Skills and Experience of Project Personnel	75.83	10%	7.58	
11	Project Management Approach	90.23	25%	22.56	
12	Project Understanding and Technical Approach	86.10	40%	34.44	
13	Price Proposal	92.96	25%	23.24	
14	CP-5A Voluntary Subcontractor Payment Initiative (5 Point Bonus)	5.00	5%	5.00	
15	<b>Total</b>		<b>105%</b>	<b>92.82</b>	<b>2</b>

**C. Cost/Price Analysis**

The recommend award price is determined to be fair and reasonable based on adequate price competition. The recommended award price to Amoroso Construction is approximately \$4.2 million lower than the second Proposer or 5% lower than Clark’s price.

<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Award Amount</b>
Amoroso Construction	\$81,487,000	<b>\$62,600,000</b>	<b>\$81,487,000*(1)</b>

Note<sup>1</sup>: The Award Price only includes Base Work and Provisional Sums and does not include options.

**D. Background on Recommended Contractor**

Amoroso is the Design-Builder and General Contractor, and Owen Group is the Principal Engineer and Architect of Record. Amoroso was founded in 1939 in San Francisco, CA and was incorporated in 1959 as S.J. Amoroso Construction Co., Inc. In June of 2008, Amoroso completed a 221,000 sq. ft. Emergency Operations Center that included a Medical Services Division, a Central Fire Station and parking structure for the City of Los Angeles in June of 2008.

In addition, Amoroso has completed two design build projects for Metro. The first was the Blue Line Station Refurbishments and Improvements project that involved the renovation of 21 stations along the Metro Blue Line corridor. The second project was the Bauchet Street Storage and Facilities Maintenance project included a design-build of a two-story 62,398 sq. ft. pre-engineered metal building. Other design build projects that Amoroso has completed include LA City College Student Union, a multi-story 60,000 sq. ft. building, a LEED Silver certified building.

Amoroso has partnered with the Owen Group to provide architectural and engineering services. The Owen Group, Inc. is a multidisciplinary design and construction services



firm. Founded in 1981 and has been ranked by ENR as a Top 500 Engineering firm and as a Top 100 Construction Management for Fee firm. Owen Group provided design/build services for Metro Division 3 Parking Structure Expansion project. Owen Group is providing full-service architecture and engineering energy efficient and sustainable designs, energy audits, Facility Condition Assessments (FCA), ADA accessibility compliance evaluations and design upgrades at the Union Station Gateway Building Engineering Management Services.

ATTACHMENT B- METRO CENTER PROJECT LOP FUNDING/EXPENDITURE PLAN			PROPOSED CASH FLOW		
ITEM NO.	EXPENDITURE COSTS SPENT TO DATE	AMOUNT	FY 21	FY 22	FY 23
1	Land Acquisition & Street Vacation	\$ 7,420,000			
2	Preliminary Engineering Design & Engineering Support Services	\$ 7,500,000			
3	Early demolition and environmental abatement	\$ 7,020,000			
4	Third Party & Agency Costs	\$ 4,290,000			
5	<b>SUBTOTAL</b>	<b>\$ 26,230,000</b>			
6	<b>DESIGN BUILD PROJECT COSTS</b>				
7	Contractor's Design Build Cost	\$ 81,487,000	\$ 36,669,150	\$ 40,743,500	\$ 4,074,350
8	Public Art	\$ 300,000	\$ 100,000	\$ 200,000	\$ -
9	Design Support & Construction Support Consulting Services	\$ 7,600,000	\$ 3,040,000	\$ 3,800,000	\$ 760,000
10	Third Party/Street Vacation & Agency Staff Costs*	\$ 2,700,000	\$ 1,000,000	\$ 1,300,000	\$ 400,000
11	<i>Subtotal</i>	<i>\$ 92,087,000</i>	<i>\$ 40,809,150</i>	<i>\$ 46,043,500</i>	<i>\$ 5,234,350</i>
12	13% Contingency	\$ 11,971,310	\$ 2,992,828	\$ 2,394,262	\$ 6,584,221
13	Design Build Proposal Stipend	\$ 200,000	\$ 200,000	\$ -	\$ -
	Prop 1B CTSG fees	\$ 200,000	\$ 100,000	\$ 100,000	
14	<b>PROPOSED DESIGN BUILD PROJECT SUBTOTAL</b>	<b>\$ 104,458,310</b>	<b>\$ 44,101,978</b>	<b>\$ 48,537,762</b>	<b>\$ 11,818,571</b>
15	<b>TOTAL PROJECT COSTS (expenditure to date and design build costs)</b>	<b>\$130,688,310</b>	<b>\$ 44,101,978</b>	<b>\$ 48,537,762</b>	<b>\$ 11,818,571</b>
16	<b>GRANT FUNDING</b>				
17	Prop 1B: California Transit Security Grant Program Funds	\$ 113,500,000	\$ 44,101,978	\$ 43,168,023	
18	Federal Emergency Management Agency (FEMA) Transit Security Grant Program	\$ 7,300,000		\$ 5,369,740	\$ 1,930,261
19	Local and/or other state and federal grants**	\$ 9,888,310			\$ 9,888,310
20	Total Grant Funding	<b>\$120,800,000</b>			
21	<b>TOTAL FUNDING</b>	<b>\$ 130,688,310</b>			

**NOTES**

\* Discounted Agency staff costs from \$5 million to \$2.7 million

\*\* Local funds will not be needed until FY 23. All grant funds will be used for 2 years.

## DEOD SUMMARY

**METRO CENTER PROJECT / DESIGN & BUILD  
C52151C1169-2**

**A. Small Business Participation - Design**

The Diversity and Economic Opportunity Department (DEOD) established a 13% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business Enterprise (DVBE) goal for Design. S.J. Amoroso exceeded both goals by making a 13.01% SBE commitment and a 3.01% DVBE commitment for Design.

<b>Small Business Goal</b>	<b>13% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>13.01% SBE 3.01% DVBE</b>
----------------------------	----------------------------	----------------------------------	----------------------------------

	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Verdical Group	1.84%
2.	A/E Tech	1.08%
3.	Safe Utility Exposure, Inc. (SUE Corp)	0.58%
4.	Faith Group, LLC	8.31%
5.	Allen Compton Associates dba SALT Landscape Architects	1.20%
	<b>Total SBE Commitment</b>	<b>13.01%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	Pierce/Cooley	3.01%
	<b>Total DVBE Commitment</b>	<b>3.01%</b>

**B. Small Business Participation - Construction**

The Diversity and Economic Opportunity Department (DEOD) established a 16% SBE goal and a 3% DVBE goal for Construction. S. J. Amoroso met both goals by making a 16.01% SBE commitment and a 3.00% DVBE commitment for Construction. To be responsive to SBE/DVBE requirements, S. J. Amoroso was required to identify all known SBE/DVBE subcontractors at the time of proposal. S. J. Amoroso listed two (2) known firms, one SBE and one DVBE, as noted below, with commitments totaling 16.01% for SBE and 3% for DVBE. In addition, S. J. Amoroso submitted an SBE/DVBE Contracting Plan identifying construction opportunities to meet its 16.01% SBE commitment and 3% DVBE commitment. S. J. Amoroso must update the Contracting Plan monthly as contract work is bid and awarded to SBE/DVBE firms.

<b>Small Business Goal</b>	<b>16% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>16.01% SBE 3.00% DVBE</b>
----------------------------	----------------------------	----------------------------------	----------------------------------

<b>SBE Subcontractors</b>		<b>% Committed</b>
1.	Global Installation & Maintenance, Inc. DBA Global Electric	2.73%
2.	TBD – SBE Subcontractors	13.28%
<b>Total SBE Commitment</b>		<b>16.01%</b>

<b>DVBE Subcontractors</b>		<b>% Committed</b>
1.	CB Procurement	2.45%
2.	TBD – DVBE Subcontractors	.55%
<b>Total Commitment</b>		<b>3.00%</b>

**C. Contracting Outreach and Mentoring Plan (COMP)**

To be responsive, Proposers were required to submit a Contracting Outreach and Mentoring Plan (COMP) including strategies to mentor for protégé development (3) SBE firms and (1) DVBE firm. S. J. Amoroso submitted a COMP and has committed to identify the required protégés after award.

**D. Project Labor Agreement/Construction Careers Policy (PLA/CCP)**

The PLA/CCP requires that contractors commit to meet the following targeted hiring goals for select construction contracts over 2.5 million dollars:

Non-Federally Funded Projects		
Community / Local Area Worker Goal	Apprentice Worker Goal	Disadvantaged Worker Goal
40%	20%	10%

**E. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial

Relations (DIR), California Labor Code, and, if federally funded, the US Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**F. Living Wage Service Contract Worker Retention Policy Applicability**

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

# Metro Center Project



- A** **AWARD a firm fixed price contract**, Contract No. C52151C1169-2 to S.J. Amoroso Construction Co. LLC, the responsive and responsible Proposer determined to provide Metro with the best value for the design and construction of the Metro Center Project (Project) **in the amount of \$81,487,000;**
- B** **ALIGN the Life-of-Project Budget (LOP) of \$112.7 million to \$130.7 million** including \$113.5 million state Prop 1B California Transit Security Grant (CTSG) fund, \$7.3 million Federal Emergency Management Agency (FEMA) Transit Security Program grant funds and approximately \$9.888 million in local funds;
- C** **AMEND the FY 21 LACMTA budget for the Project by \$44,101,978 using Prop1B CTSG funds.**
- D** Authorize the Chief Executive Officer to negotiate and execute all agreements, task orders and contract modifications including design build options necessary up to the LOP budget to complete the above actions.

# Metro Center Project Purpose

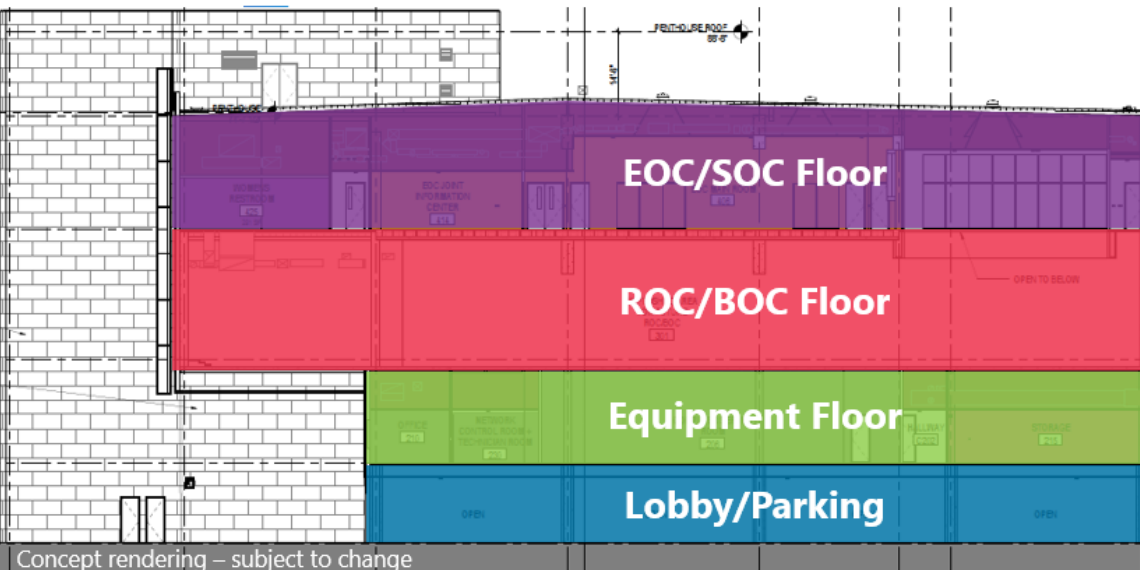


**1** The Metro Center Project comprises the **co-location of the EOC and a new SOC to enhance Metro's security, disaster and counter-terrorism response capabilities to support planned and future transit expansion up to 2070.**

**2** Metro's current **EOC is operating at capacity and needs to be expanded to accommodate Metro's new rail lines and upcoming National Special Security Events (NSSE), including the World Cup, College National Championships, and the Olympics.**

**3** An EOC/SOC will provide **total enterprise system security and situational awareness to be proactive in enhancing the customer experience for all Metro's patrons.**

# Project Background



Concept rendering – subject to change

1. Due to unprecedented financial constraints, Metro significantly reduced the scope of the project from a 4 story (80,000 SFT) building that includes one floor for the future ROC/BOC to a **1 story (26,000 SFT) building with an option for a future 2<sup>nd</sup> floor for the future ROC/BOC, if funding is available.**
2. **An Amendment of the 1-story 26,000 SFT building was issued to the two proposers in August 2020 and both proposers were responsive.**



# ROC/BOC Update

**An option for a future 2<sup>nd</sup> floor is included for a future ROC/BOC, if funding is available.** Staff is working on **evaluating the expansion and upgrade of the existing ROC and ancillary facilities to seamlessly integrate the Gold Line Phase 2B, Westside Purple Line Sections 1, 2 and 3 rail extensions** including conducting studies and investigations, contracting professional and construction services, performing design, upgrades and expansions at the existing ROC and ancillary facilities, as required. Staff will provide recommendations to the Board on the ROC/BOC at a future meeting.



**Design Alternative 1  
(Modified 1-Story)  
VIEW AT CENTER STREET**

# Project Funding

**1** The Metro Center Project is approximately **92% funded with State grant funds in the amount of \$120.8 million**. The California State Office of Emergency Services (CalOES) awarded \$112.7 million of Proposition 1B California Transit Security Grant Program (CTSGP) for a new emergency operations center in 2011. In 2017, CalOES reduced the amount to \$109.5 million with earned interest of up to \$4 million for a total of \$113.5 million. In addition, Security and Law Enforcement was awarded FEMA Transit Security Grant of which \$7.3 million will be used for the Metro Center Project.

## Funding Source

<b>Prop 1B California Transit Security Grant Program</b>	<b>\$ 113.50 M</b>
<b>FEMA) Transit Security Grant Program</b>	<b>\$ 7.30 M</b>
<b><u>Local and/or other state and federal grants</u></b>	<b><u>\$ 9.88 M</u></b>
<b>TOTAL</b>	<b>\$ 130.688 M</b>

**2** **The State Grants is expiring beginning in March 2021. The Project has expended approximately \$26.23 million of Prop 1B CTSGP funds since 2011.**

The second set in the amount of **\$38 million will expire in March 2021** and all funds must be expended by March 2021 and invoiced to CalOES by June 2021. The last set of Prop1B CTSGP funds in the amount of **\$45 million will expire in March 2022** and must be invoiced to CalOES by June 2022.

**3** **If the Board does not approve the recommendations, Metro would have to return \$113.5 million including \$26 million in state funds already expended to date.**

# Project Timeline

## DATES SUBJECT TO CHANGE

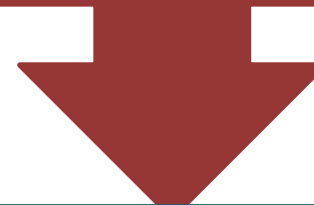
October 2020

Board Award of  
Design/Build Contract



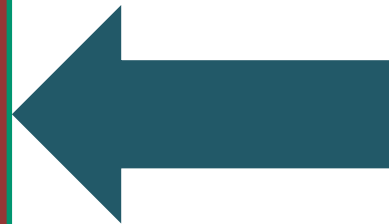
November 2020

Notice to Proceed to  
Contractor



Winter 2023

Construction  
Completion



December 2021

Construction Start



## Board Report

File #: 2020-0614, File Type: Informational Report

Agenda Number: 40.

### EXECUTIVE MANAGEMENT COMMITTEE OCTOBER 15, 2020

**SUBJECT: METRO TRAINING AND INNOVATION CENTER**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATIONS**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute with Primestor Development LLC, a Delaware limited liability company (or an affiliated entity that owns the relevant portion of the Vermont and Manchester Mixed-Use Development Project) (Developer) and other necessary parties (1) a 15-year office lease (Attachment B) for the Metro Training and Innovation Center (MTIC) commencing approximately October 1, 2023; and (2) all other legal documents necessary or desirable to effectuate the transactions; and
- B. APPROVING the Life of Project (LOP) Budget of \$19,900,000 for the MTIC.

#### **ISSUE**

The Vermont and Manchester Transit Priority Joint Development Project (Project) consists of a six-story mixed-use affordable housing and community serving retail, an open transit plaza, a job training center, a six-story boarding school with faculty residential units, full service grocery store, and 383 parking spaces located at the ground-level and within a 4.5-level parking structure.

The proposed Project provides the opportunity for Metro to not only partner with the County to build a premiere public charter transportation boarding school at this location, but also to build a transportation and learning center within the mixed-use development. Metro has designed the MTIC to feature 15,000 square feet of office space on the third floor of the mixed-use development fronting the Transit Plaza, 60 dedicated parking spaces, passenger elevator, Metro signage, and transit-related amenities throughout the Transit Plaza. The conceptual drawings of the mixed-use development and location of the space is attached (Attachment A). Staff is advancing the design of the interior space and drafting agreements consistent with the attached Office Lease (Attachment B) in order to construct the MTIC, in partnership with the Developer. Staff now seeks approval from the Board in order to adopt a budget, finalize negotiations on ancillary terms, execute agreements, and to authorize construction and funding of Metro's share of the Project.

## **BACKGROUND**

- At the April 2017 Board meeting, Motion #43 by Directors Ridley-Thomas, Fasana, Garcetti, Barger, Garcia, and Dupont-Walker was approved directing the CEO to develop a framework for a pilot educational and job training program, specifically, though not exclusively, targeting at-risk probation youth who had exposure to the County's safety net and who had historically been underserved educationally.
- On December 5, 2017, the Los Angeles County Board of Supervisors (BOS) approved the acquisition of 4.2 acres of land, vacant since the civil unrest of 1992, on the 8400 and 8500 blocks of Vermont Ave in South Los Angeles for the development of the Vermont and Manchester Transit Priority Joint Development Project.
- At the May 2018 meeting, the Board authorized Metro to negotiate and enter into a Memorandum of Understanding (MOU) with the County for the development of the transportation school at the site. The Board authorization for the MOU anticipated: 1) the mixed-use developer constructing the transit plaza, mixed-use development and parking lot; 2) Metro may facilitate transit-oriented amenities including ticket vending machines, bike share or other features; 3) Metro may secure specific spaces in the parking lot for a park-and-ride for transit services along Vermont corridor; and 4) approximately 15,000 square feet of the mixed-use development would be a transit vocational training center, and that Metro would take the lead in financing and operating this center.

## **DISCUSSION**

- The 4.2-acre site is located in South Los Angeles on the Vermont transportation corridor and is part of a potentially transformative mixed-use development. The Developer will construct the shell and exterior of the MTIC space, including the necessary mechanical, electrical, sprinkler, plumbing, life safety, heating, air conditioning, ventilation and structural systems, stubbed in throughout the interior space. Metro will design and fund the construction of the tenant improvements for the 15,000 square foot facility. The space will include five large rooms designed as flexible conference spaces that can also be utilized as computer labs with mobile laptops, or host training equipment for demonstrations, and other training and learning sessions. The attached conceptual drawings show the MTIC, transit plaza, and parking garage.
- Construction is anticipated to commence in the fall of 2021 and finish in late 2023. Once completed, the MTIC is proposed to highlight the infrastructure industry and serve as a resource for existing Metro employees and community members seeking employment and professional advancement. The center will also expand the opportunities for disadvantaged non-school-aged residents from across the County to seek opportunities for job training to prepare themselves for careers in the transit industry in coordination with Metro's WIN LA Program and other workforce programs.
- The appropriate agreements, consistent with the Office Lease are being finalized with the Developer and include the following:
  - Office Lease
  - Duration is fifteen (15) years with four five (5)-year options.
  - Annual base rent starting at \$630,000 and subject to CPI increases not to exceed 3%.
  - Operating expenses projected at \$150,000 per year.
  - Metro will design and fund the construction of the tenant improvements in an amount not to exceed \$11,600,000.
  - Owner will construct the shell and exterior of the space.
  - Owner will construct the tenant improvements according to Metro's approved final design.

- Metro will contribute up to \$3,500,000 for the construction of the transit plaza.
- Parking Rights Agreement
- Metro shall have access to sixty (60) reserved parking spaces throughout the term of the agreement.
- Metro will contribute up to \$3,000,000 for the acquisition of the exclusive right to use 60 parking spaces pursuant to the parking rights agreement. Metro will have access to the premises and parking structure 24 hours per day, 7 days a week, 52 weeks per year, 365 days per year (366 days on leap year).
- The location of the reserved parking spaces will be subject to Metro's approval.
- The term of the Parking Rights Agreement shall be at least 35 years.
- Metro shall pay its pro rata share of the costs of operating and maintaining the Parking Structure each year.

## **EQUITY ASSESSMENT**

Metro staff applied Metro's Rapid Equity Assessment to this board action to understand the potential benefits and burdens, and how this project might support more equitable access to opportunity for historically marginalized communities. The Vermont/Manchester Mixed Use Project presents a unique opportunity for Metro to engage South Los Angeles community residents in the revitalization efforts aimed at transforming a site that has been vacant and undeveloped since the civil unrest of 1992 into a viable community asset. The project is located within a cluster of equity focus communities, in which, approximately 63% of residents are Latino, 36% are Black, and 39% of the households earning less than \$25k a year. Additionally, less than 4% of the residents in the area have a four-year degree. There are stark disparities in employment, education, housing, and food access.

This action, which furthers the development of the MTIC, would expand access to workforce development opportunities for residents living nearby, as well as disadvantaged residents from across the county seeking opportunities for job training to prepare themselves for careers in the transportation infrastructure industry. The only anticipated burdens during this time relate to construction, and Metro staff will develop a construction work plan and traffic control plan that will address safety and security, noise and dust, and the potential for any traffic impacts. The team will implement a robust outreach effort to continue to engage the community in order to communicate the plan to adjacent businesses, residents and other community stakeholders. Ultimately, without Metro's investment in this historically disinvested community, the site would remain vacant, exacerbating the community's pronounced need for affordable housing, fresh grocery stores, access to education, job training opportunities, and providing mobility options for a community with less access to transit. This decision will help address the economic inequities that continue to plague our region.

## **DETERMINATION OF SAFETY IMPACT**

Approval of these actions will have no impact on safety. The eventual implementation of this Mixed-Use Development and Transit Plaza will offer opportunities to improve safety for transit riders by installing new lighting and activating the area with new uses and transit related amenities.

## **FINANCIAL IMPACT**

The \$500,000 required for fiscal year 2021 is included in the adopted budget in cost center 8510. Upon Board approval, a separate project will be set up to capture expenditures for this project. Since

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this is a multi-year project, the Project Manager, Cost Center manager, and Chief Program Management Officer will be responsible for budgeting the cost in future fiscal years.

#### Impact to Budget

The source of funds for this project is local funds. The parts of the project that are eligible for Proposition C25% will use that source. All other local funds used for this project are eligible for bus and rail operations and capital expenditures. The Funding and Expenditure Plan is included as Attachment C.

#### ..Implementation Of Strategic Plan GoalsB **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This action directly supports the Project which is consistent with Metro's Strategic Plan Goals to enhance communities and lives through mobility and access to opportunity. By constructing the Metro Training and Innovation Center, the Project seeks to better connect residents to workforce development opportunities, a wider range of regional employment, travel, and cultural opportunities.

#### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with the construction of the Metro Training and Innovation Center. This is not recommended as the MTIC will not only be integral component of a larger development to help to revitalize the South Los Angeles area, but also serve as a resource for existing employees and disadvantaged community members seeking employment and professional development.

#### **NEXT STEPS**

Staff will complete negotiations of the Office Lease and ancillary terms and agreements with the Developer subject to review and approval by County Counsel. Upon Board authorization, Metro will finalize and execute the agreements with Primestor Development LLC, a Delaware limited liability company (or an affiliated entity that owns the relevant portion of the Vermont and Manchester Mixed-Use Development Project) (Developer) and other necessary parties, forward to County Counsel for approval review, and submit for execution by the CEO.

#### **ATTACHMENTS**

- Attachment A - Conceptual Drawings
- Attachment B - Office Lease
- Attachment C - Funding and Expenditure Plan

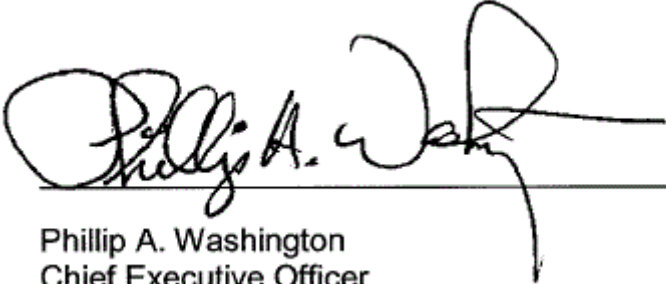
Prepared by:

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Phillip A. Washington  
Chief Executive Officer

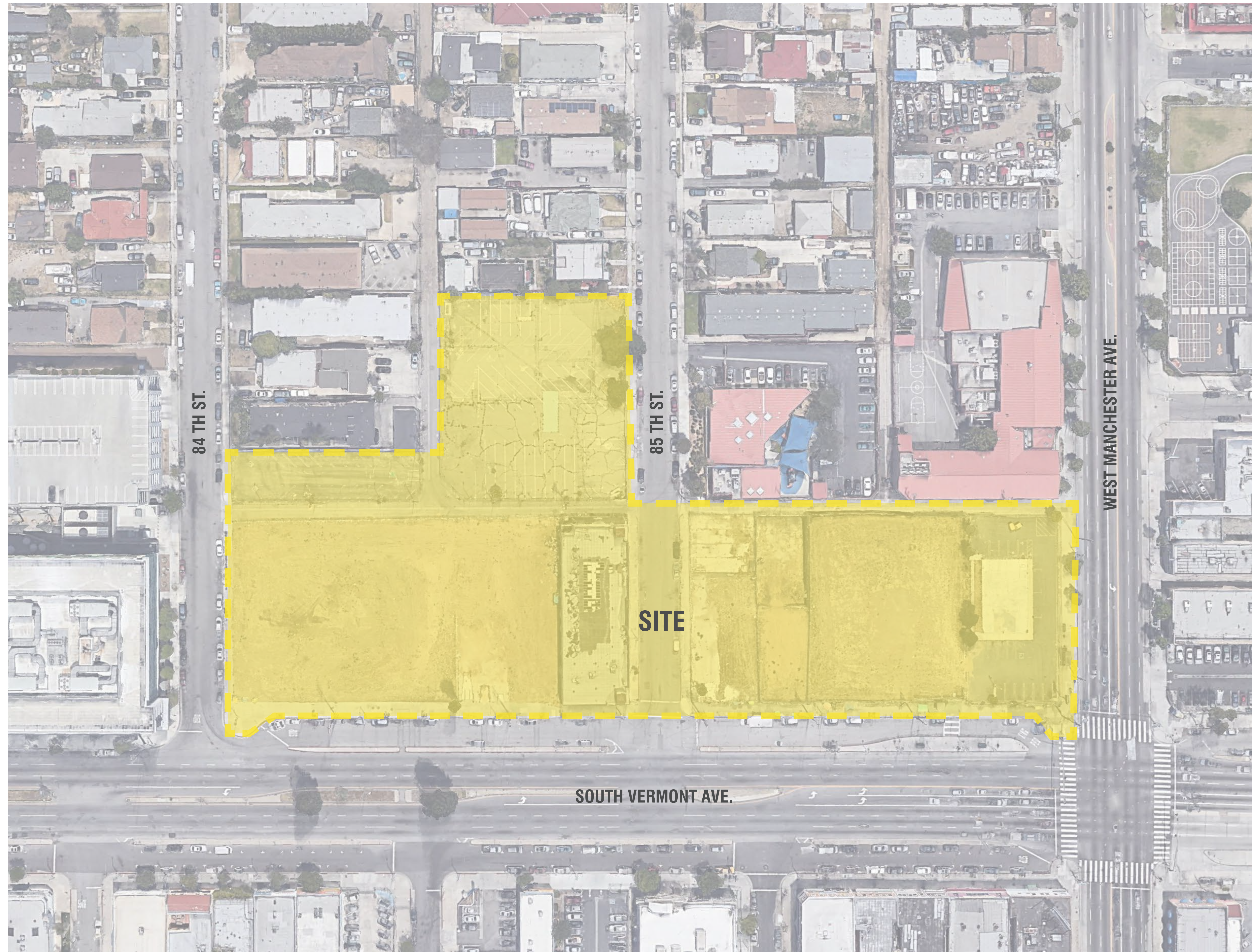


# ATTACHMENT A

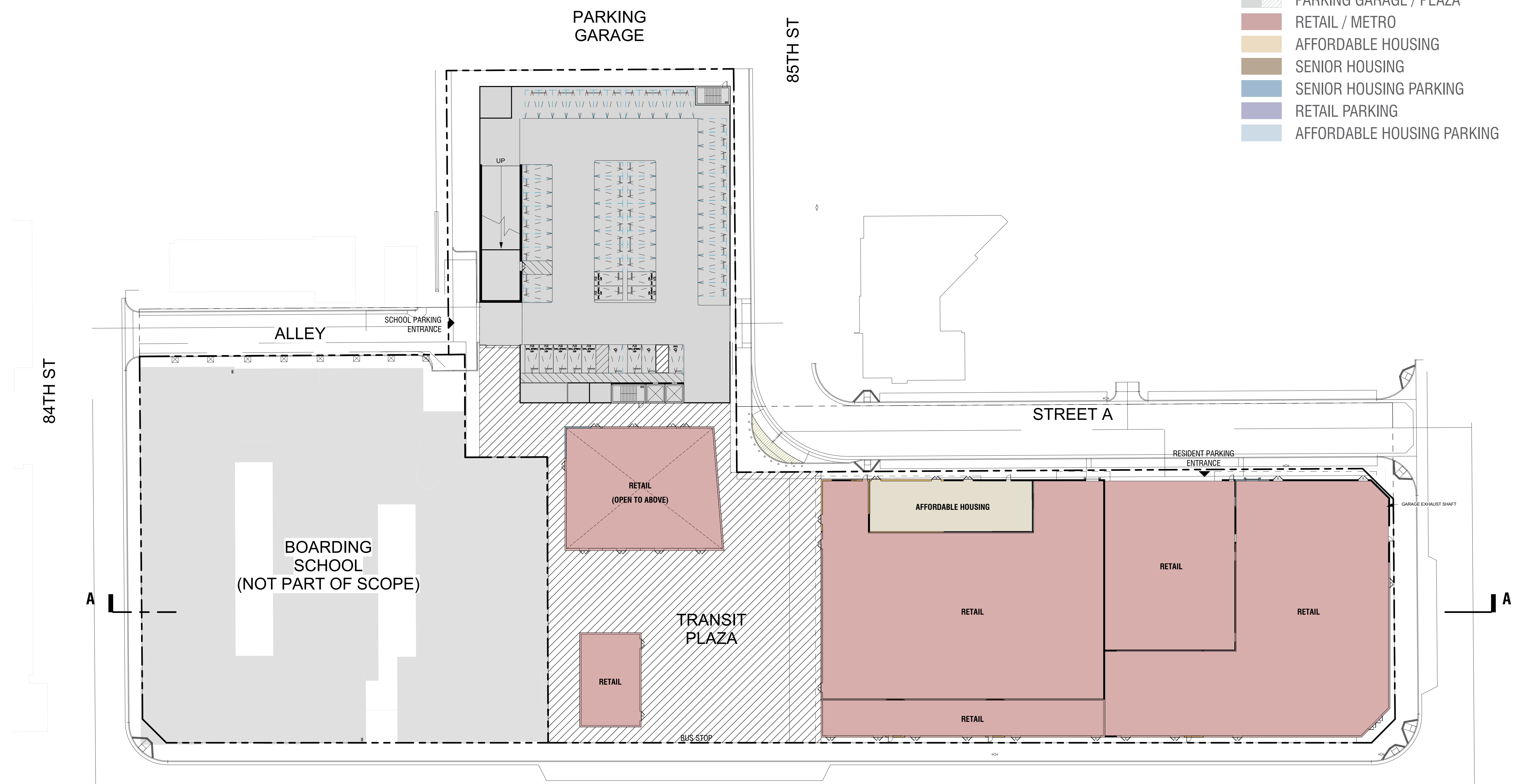
## VERMONT & MANCHESTER

### BUILDING PROGRAM

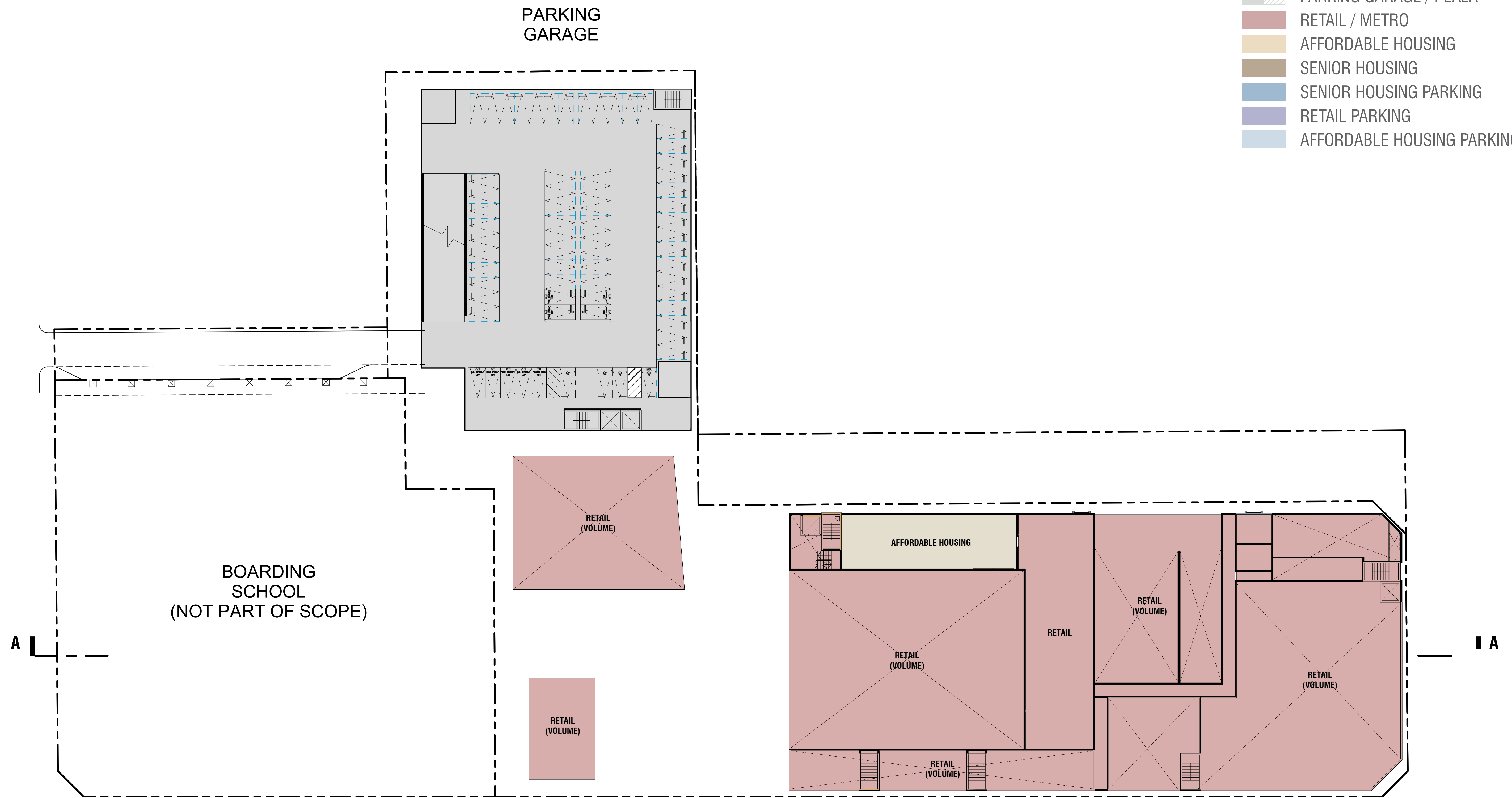
APRIL 13, 2020







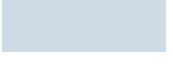


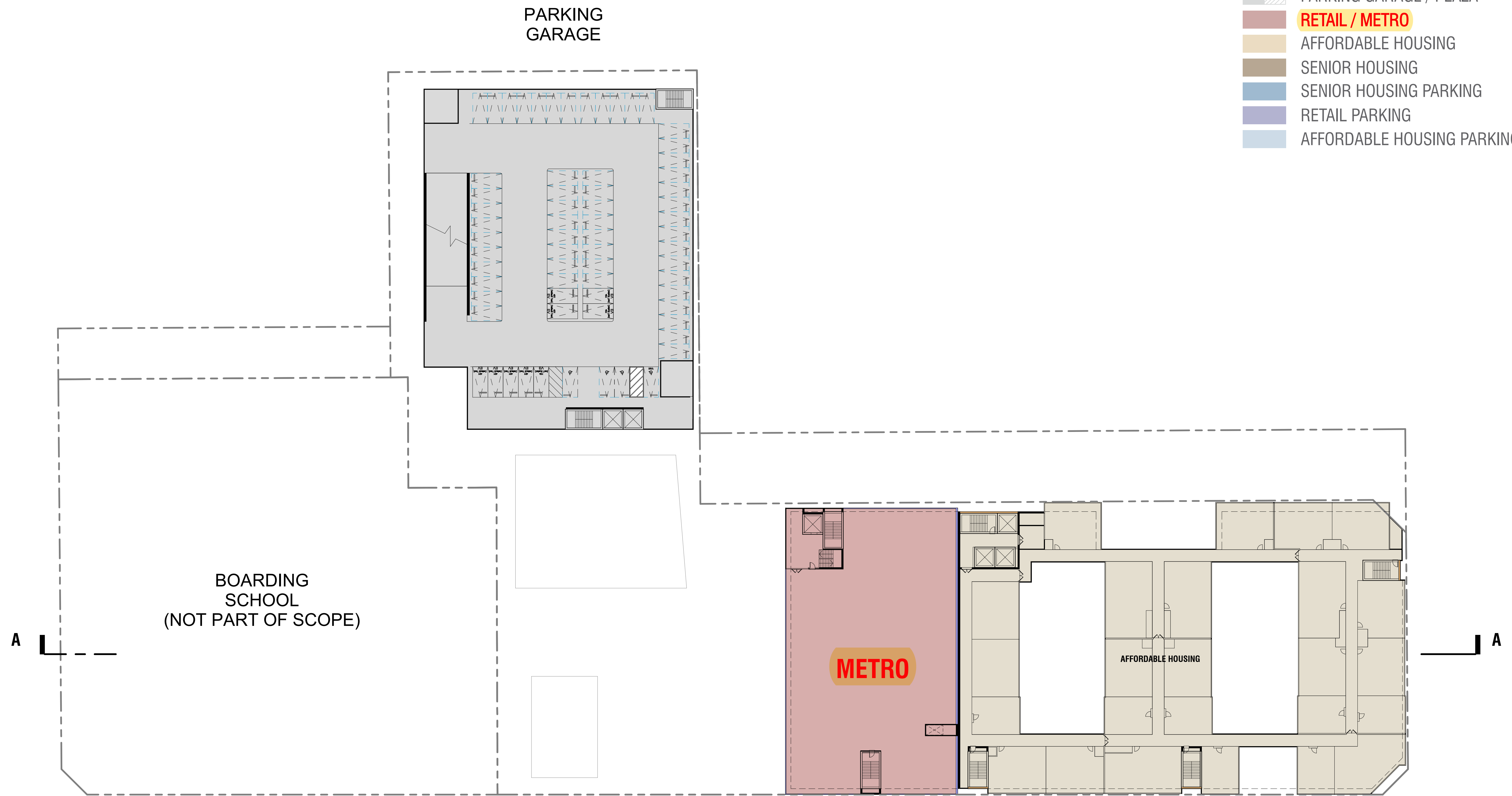
- LEGEND**
- PARKING GARAGE / PLAZA
  - RETAIL / METRO
  - AFFORDABLE HOUSING
  - SENIOR HOUSING
  - SENIOR HOUSING PARKING
  - RETAIL PARKING
  - AFFORDABLE HOUSING PARKING



- LEGEND**
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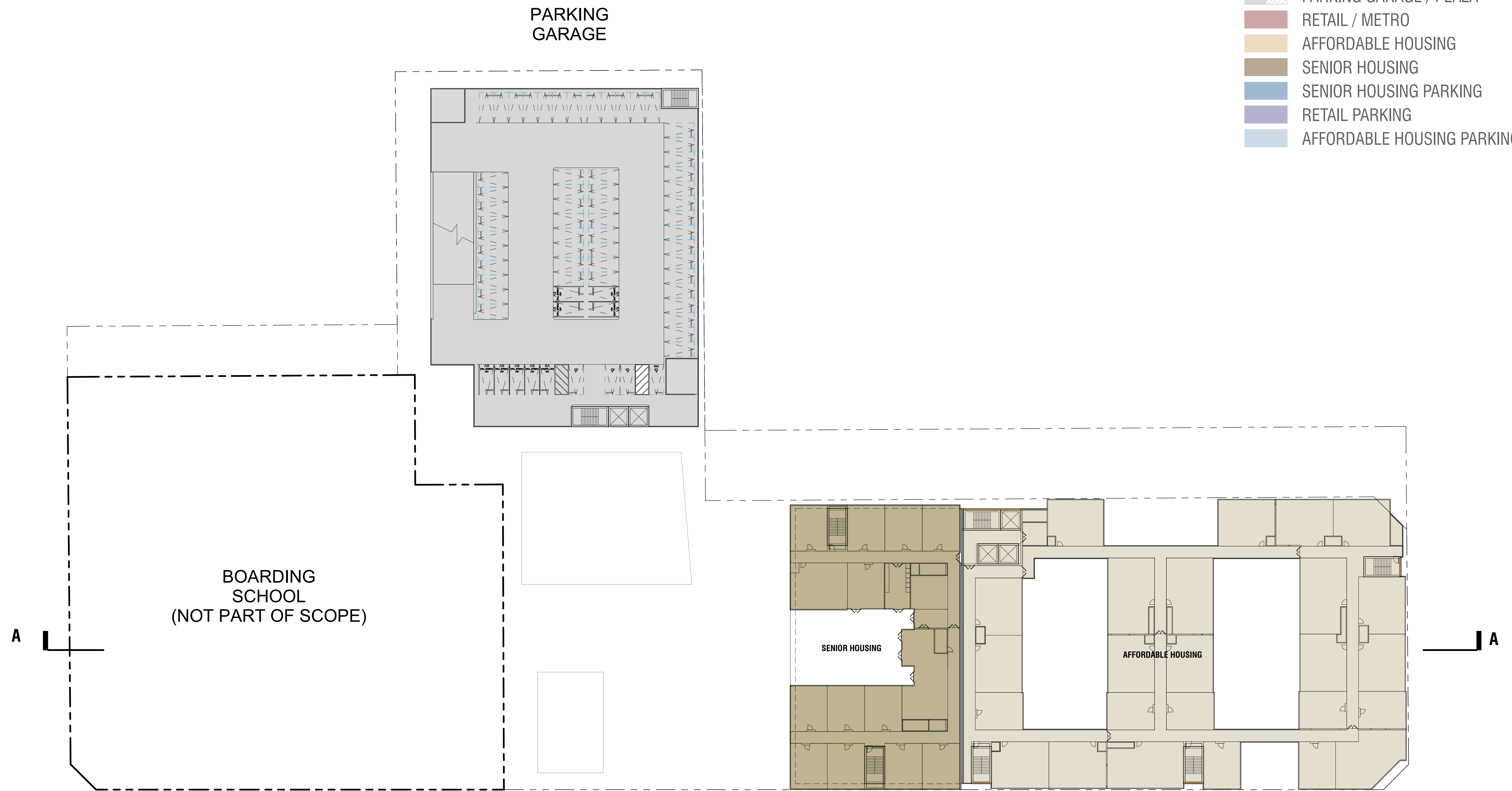


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  -  AFFORDABLE HOUSING PARKING



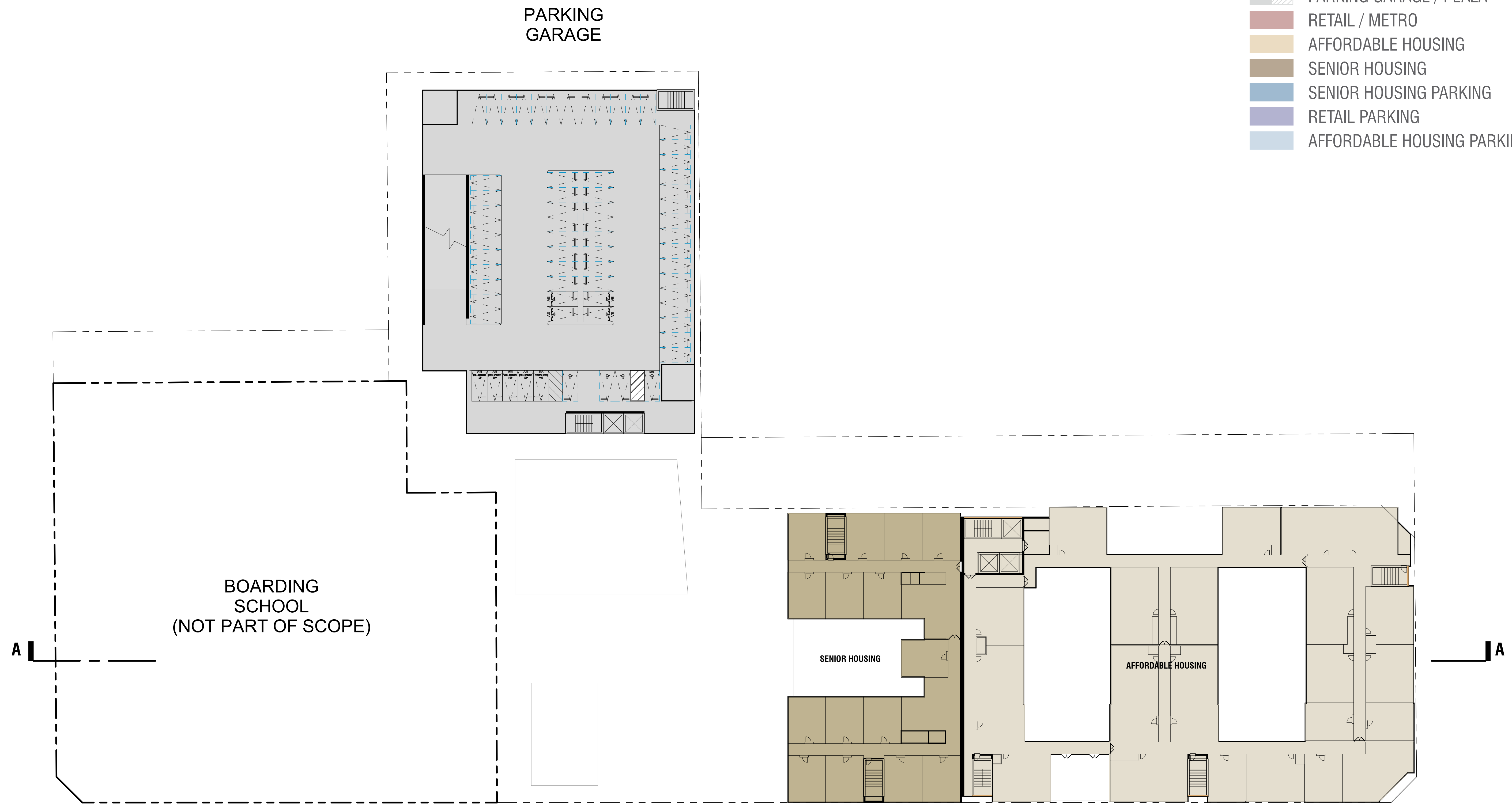
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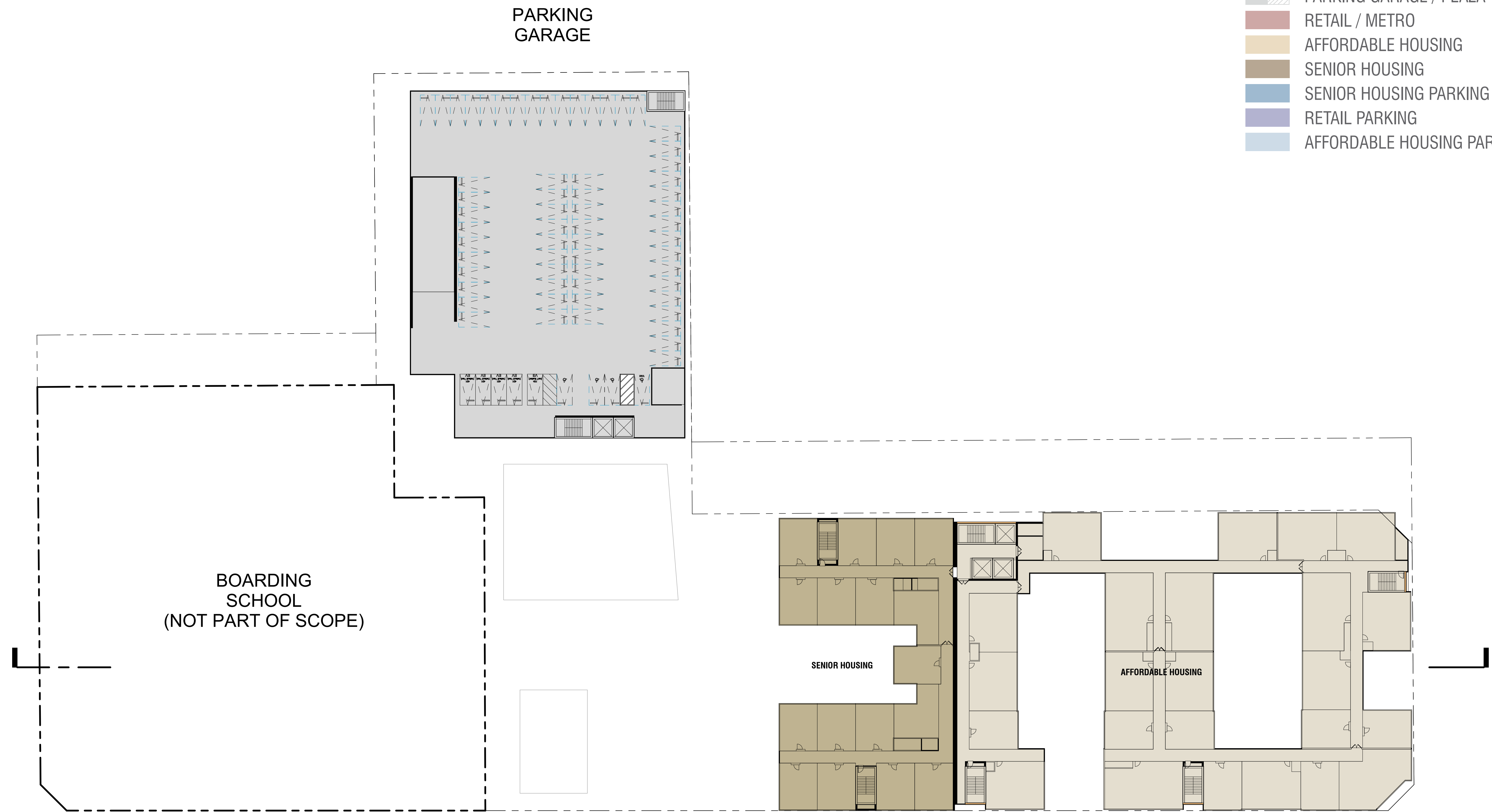
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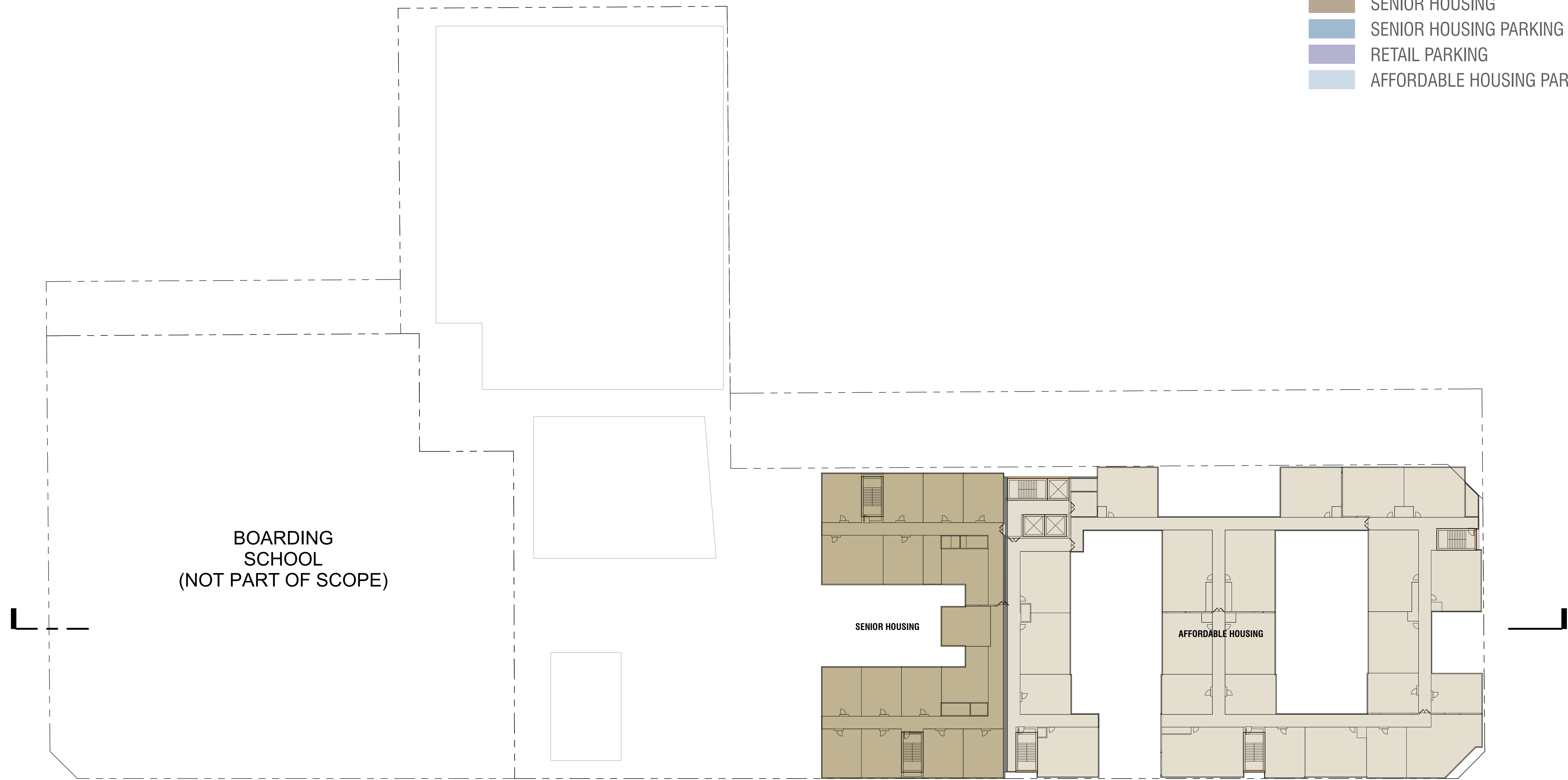
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**LEGEND**

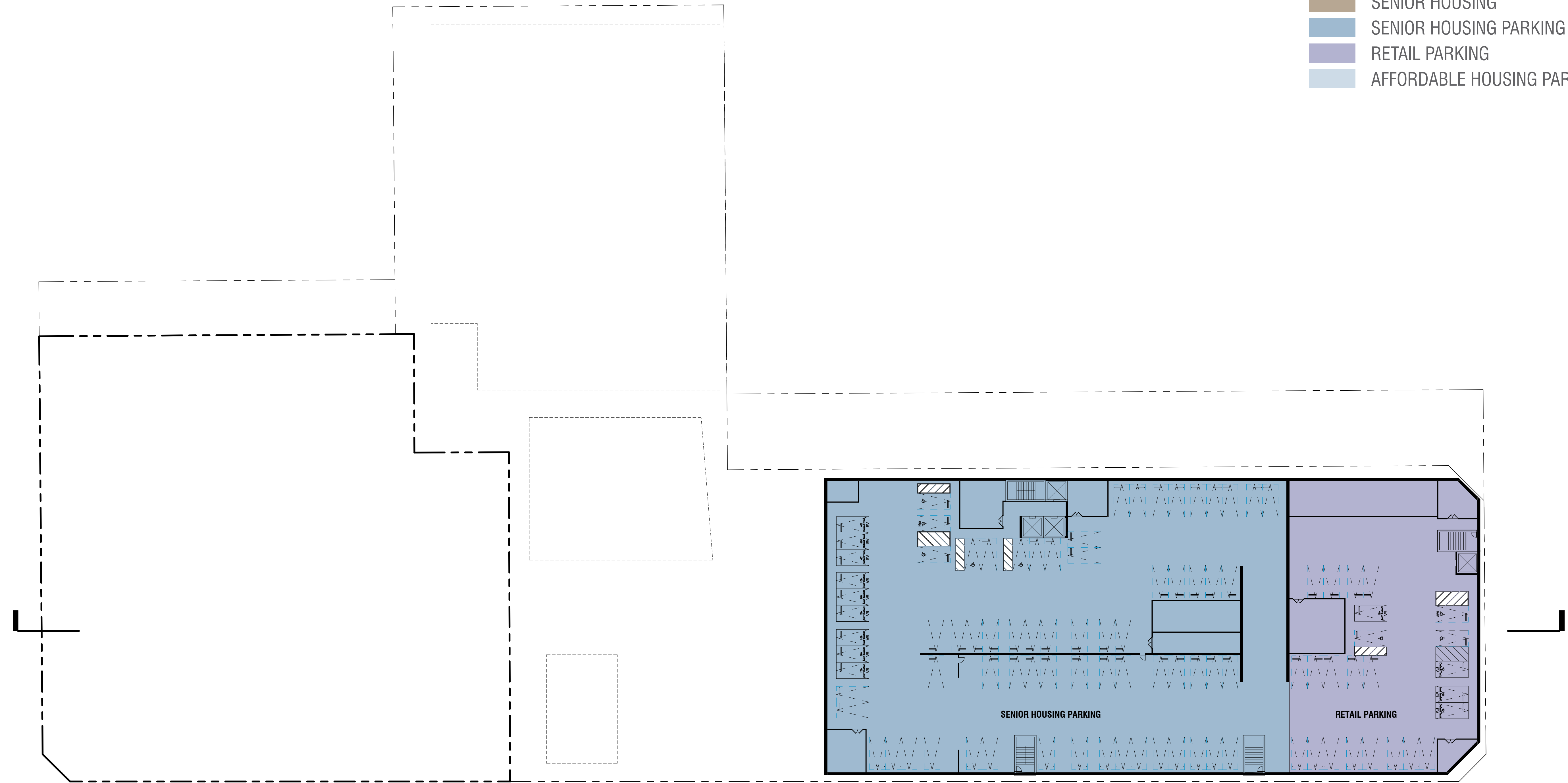
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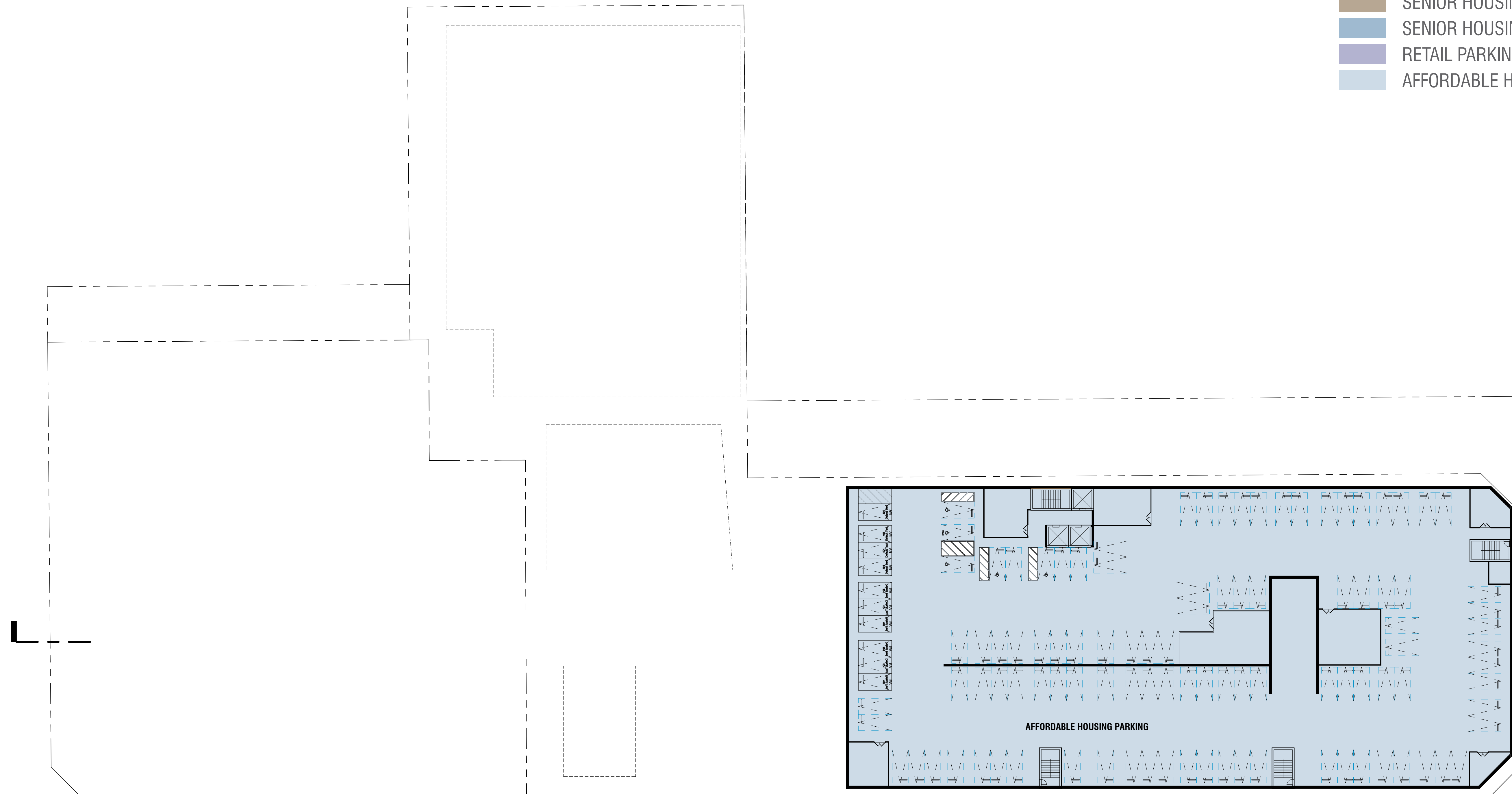


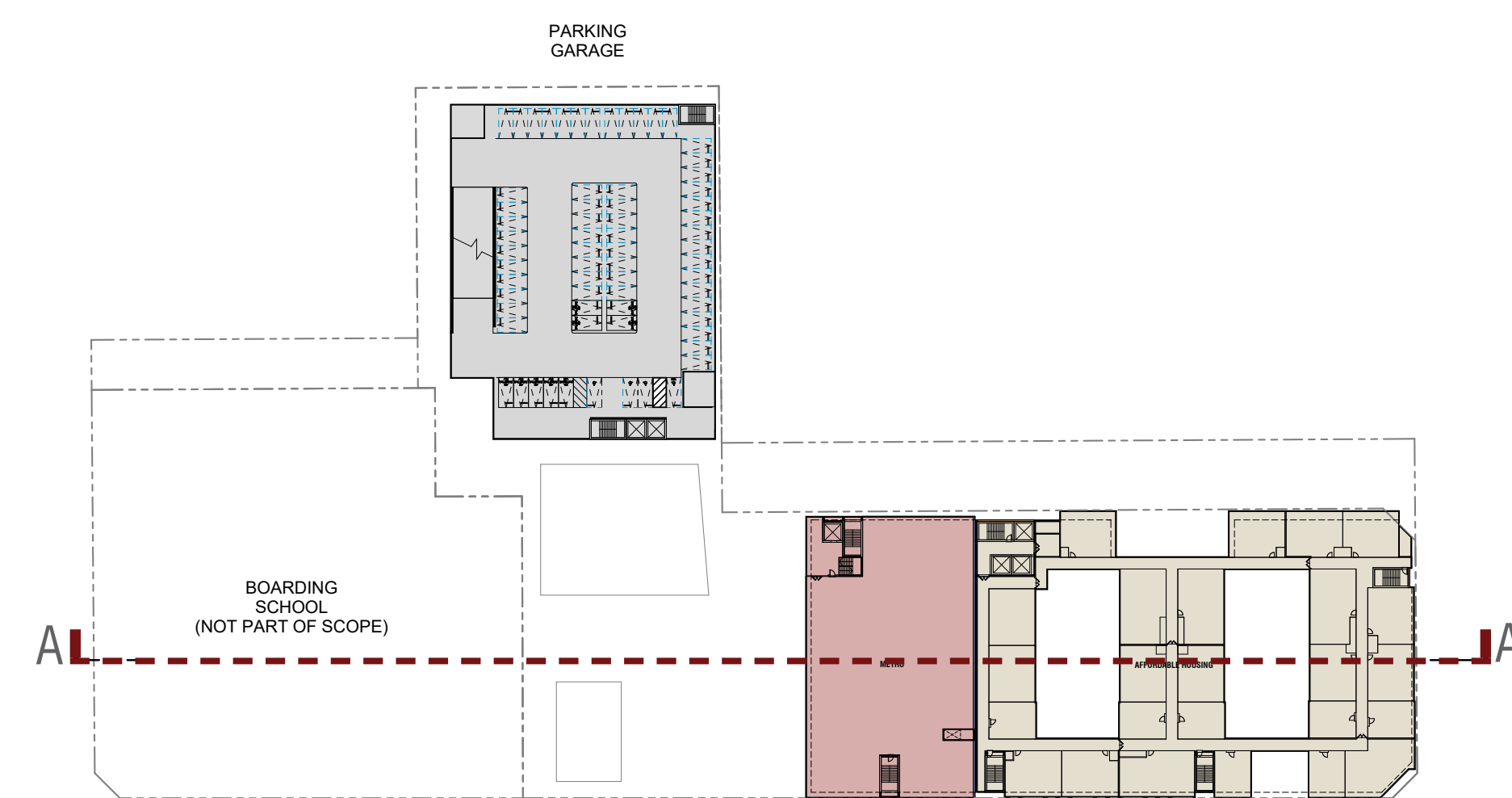
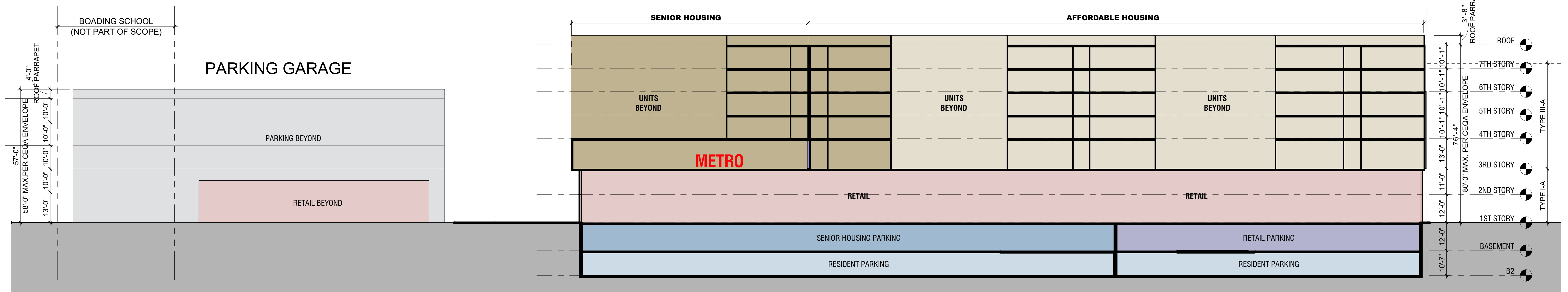
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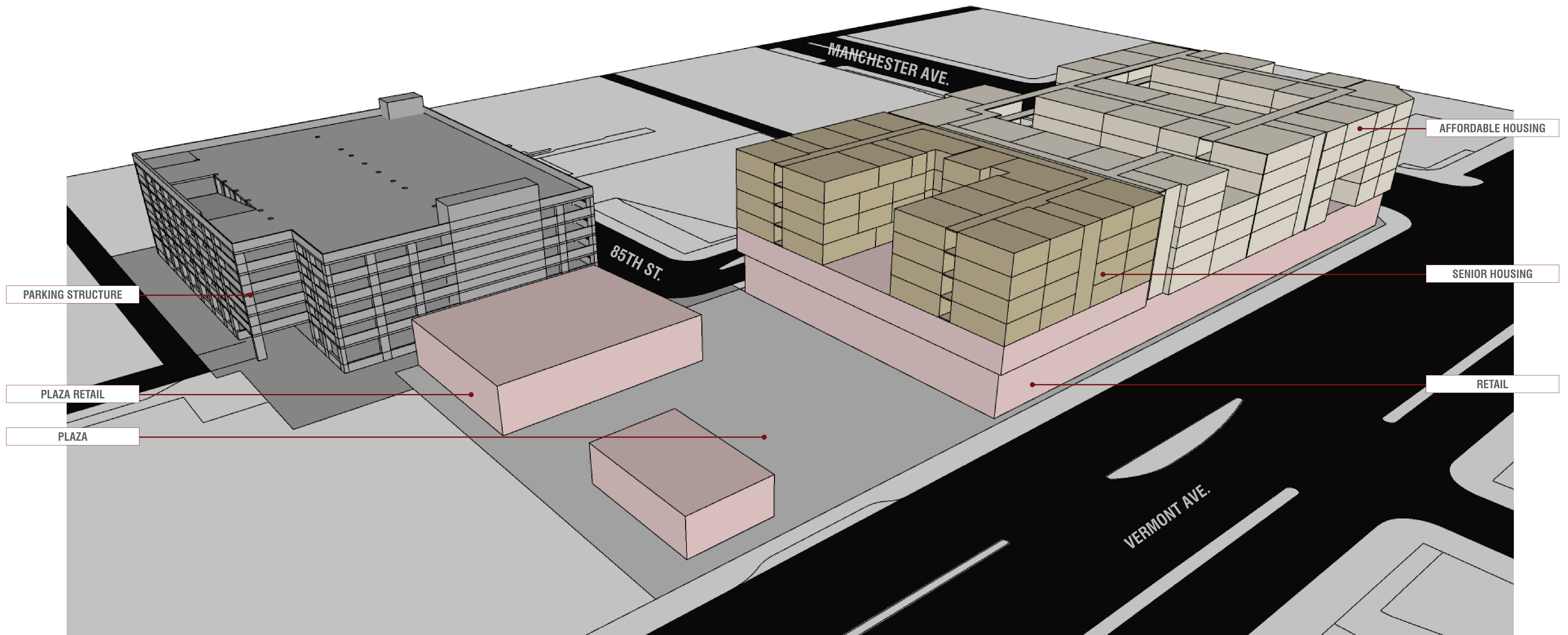
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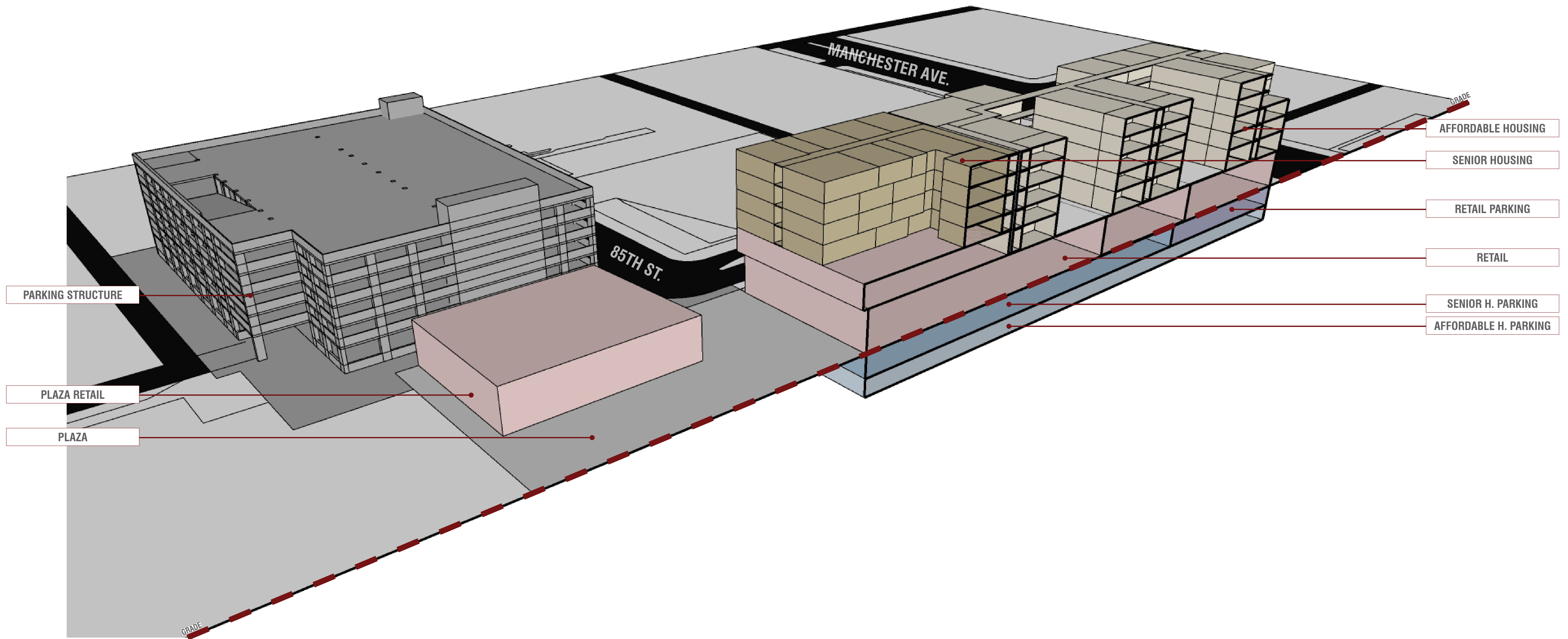
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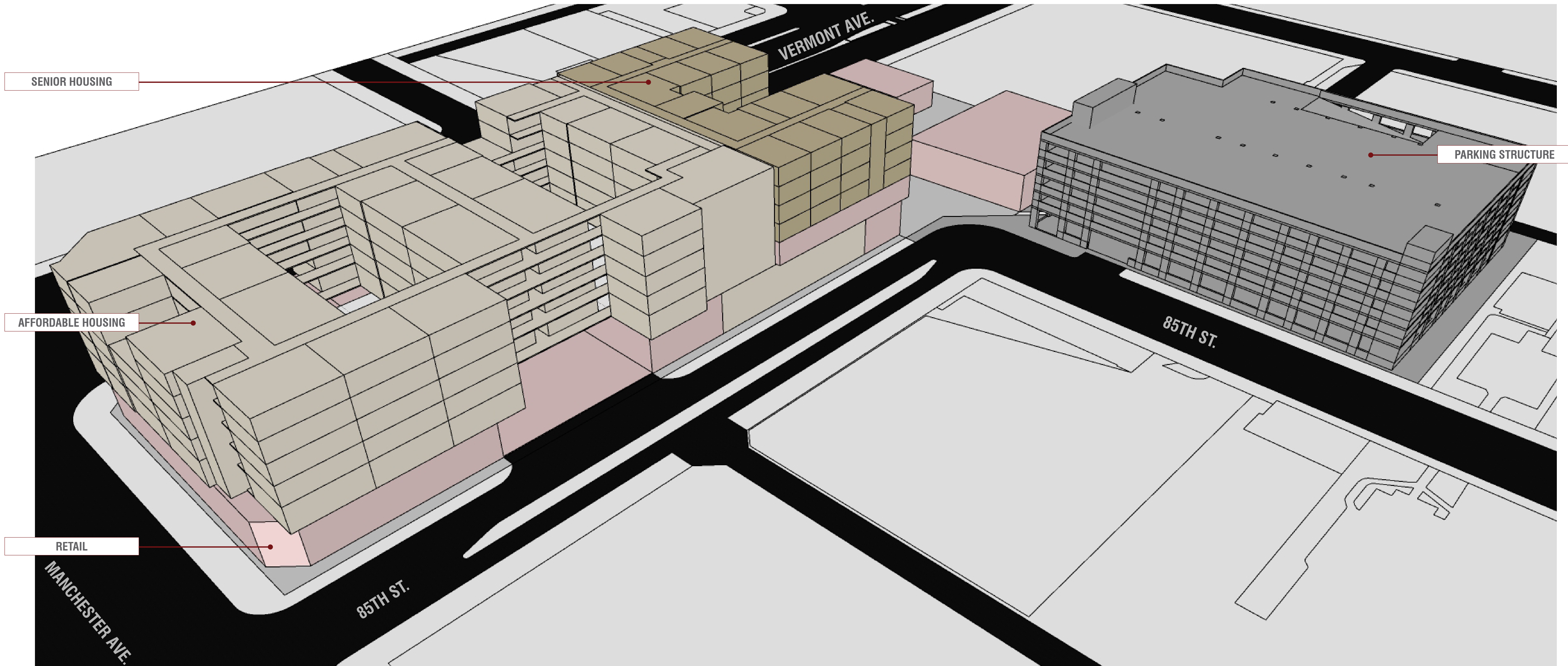
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- SENIOR HOUSING PARKING
- RETAIL PARKING
- AFFORDABLE HOUSING PARKING



**LEGEND**

- PARKING GARAGE / PLAZA
- RETAIL / METRO
- AFFORDABLE HOUSING
- SENIOR HOUSING
- SENIOR HOUSING PARKING
- RETAIL PARKING
- AFFORDABLE HOUSING PARKING



**LEGEND**

- PARKING GARAGE / PLAZA
- RETAIL / METRO
- AFFORDABLE HOUSING
- SENIOR HOUSING
- SENIOR HOUSING PARKING
- RETAIL PARKING
- AFFORDABLE HOUSING PARKING

**ATTACHMENT B**

**LEASE AGREEMENT**

By and Between

\_\_\_\_\_

(“Landlord”)

and

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,  
a California county transportation authority existing under the authority of §§ 130050.2 *et seq.* of  
the California Public Utilities Code

(“Tenant”)

\_\_\_\_\_, 202\_

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Exhibits

- Exhibit A – Preliminary Subdivision Plan showing Project
- Exhibit B-1 – Ground Lease
- Exhibit B-2 – Sublease
- Exhibit C – Preliminary Diagram of the Premises
- Exhibit D – Landlord Work Letter
- Exhibit E – Tenant Improvement Work Letter
- Exhibit F – Extension Options
- Exhibit G – Transit Plaza Installations
- Exhibit H-1 – Rules and Regulations
- Exhibit H-2 – Transit Plaza Event Procedures
- Exhibit I – Commencement Date Memorandum
- Exhibit J – Metro Parking Agreement
- Exhibit K – Metro Funds Disbursement

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### LEASE AGREEMENT

THIS LEASE AGREEMENT (this "Lease") is dated for reference purposes as of \_\_\_\_\_, 202\_\_ (the "Effective Date") and is made by and between \_\_\_\_\_, a(n) \_\_\_\_\_ ("Landlord"), and THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, a California county transportation authority existing under the authority of §§ 130050.2 *et seq.* of the California Public Utilities Code ("Tenant").

### RECITALS

A. VM MIXED USE LLC, a California limited liability company ("Master Developer") and THE COUNTY OF LOS ANGELES, a subdivision of the State of California ("County") have entered into a certain Option to Lease Agreement dated August 15, 2019 (as amended from time to time, the "Option Agreement") whereby Master Developer has an option to ground lease from County certain real property located on the east side of the 8400 and 8500 blocks of South Vermont Avenue, Los Angeles, California to develop a mixed-use project expected to contain (i) one or more buildings containing approximately \_\_\_\_\_ total square feet of space (collectively, the "Buildings") which is to be legally subdivided by Master Developer and County to contain (a) a mix of residential housing containing approximately \_\_\_\_\_ square feet of space, as well as certain elevators dedicated for the exclusive use of such residential areas (collectively, the "Residential Project"), (b) approximately \_\_\_\_\_ square feet of retail space (the "Retail Project"), (c) approximately 15,000 square feet of office space, as well as an elevator dedicated for the exclusive use of such office space (the "Office Project", and collectively with the Retail Project, the "Commercial Project"), and (d) certain structural, infrastructure, and shared use areas of the Buildings (collectively, the "Building Common Areas"); (ii) an above-grade and subterranean parking garage containing approximately \_\_\_\_ parking spaces (the "Parking Garage"), and (iii) an outdoor plaza expected to contain approximately \_\_\_\_\_ square feet of space (the "Transit Plaza"). The Buildings, Parking Garage, and Transit Plaza are collectively referred to herein as the "Project". A preliminary diagram showing the Project and the various components thereof is attached hereto as Exhibit A.

B. Subject to the satisfaction of all conditions precedent under the Option Agreement and Master Developer exercising its option thereunder and entering into a ground lease with County for the entire Project (as may be amended from time to time, the "Ground Lease"), Landlord is expected to sublease the Office Project from Master Developer pursuant to a written sublease agreement (as may be amended from time to time, the "Sublease"). The Ground Lease is appended hereto as Exhibit B-1, and the Sublease shall be appended hereto as Exhibit B-2.

C. Pursuant to such Sublease and one or more reciprocal easement and/or other ancillary agreements, Landlord is expected to be granted non-exclusive rights to use the Building Common Areas, Parking Garage, and Transit Plaza.

D. Subject to the terms and conditions of this Lease, Landlord has agreed to lease the entire Office Project to Tenant, and Tenant has agreed to lease the entire Office Project from Landlord. The Office Project, as constructed and improved in accordance with the terms and conditions of this Lease, shall also be referred to herein as the "Premises". A preliminary diagram of the Premises is attached hereto as Exhibit C.

E. In consideration of the rights granted to Tenant under this Lease and in consideration for the rights granted to Tenant under that certain instrument/agreement attached hereto as Exhibit J (the "Metro Parking Agreement"), Tenant shall have the exclusive use of sixty (60) parking spaces within the Parking Garage in a location chosen by Tenant and reasonably approved by Landlord (the "Metro Parking Spaces") in accordance with terms of the Metro Parking Agreement, and Tenant has agreed to pay to Landlord, or at Landlord's direction, to Master Developer, the sum of (i) \$3,500,000 towards the costs of developing and constructing the Transit Plaza, and (ii) \$3,000,000 towards the costs of developing and constructing the Parking Garage (collectively, the "Metro Funds"). The Metro Funds will be disbursed in the manner more specifically set forth in this Lease.

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### AGREEMENT

NOW THEREFORE, for and in consideration of the mutual covenants and conditions contained herein, the sufficiency of which consideration is acknowledged by the parties, it is hereby agreed as follows:

1. Premises.

1.1 Premises. Landlord hereby leases the Premises to Tenant, and Tenant hereby leases the Premises from Landlord, for the Term (defined below) and subject to the agreements, conditions and provisions set forth in this Lease.

1.2 Common Areas; Tenant's Share. As used in this Lease: (i) the term "Common Areas" means, collectively, the Transit Plaza, the non-exclusive portions of the Parking Garage, and all other areas and facilities outside the Premises and within the Project (including portions of the Building Common Areas as applicable) that are provided and designated by the Landlord and Master Developer, as applicable, from time to time for the general non-exclusive use of Master Developer, Landlord, Tenant, and other tenants of the Project and their respective employees, suppliers, shippers, tenants, contractors, and invitees, and/or the general public; and (ii) the term "Tenant's Share" means the percentages obtained, from time to time during the Term, by dividing the total square footage of the Premises by the total square footage of all Buildings, or, as applicable, the total square footage of the Office Project and/or Commercial Project, further subject to Section 3.2 with respect to the potential variance in Tenant's Share for the separate Cost Pools (defined below) of the Project.

1.3 Transit Plaza Installations. Tenant agrees to work in good faith with Landlord to procure and install certain improvements in the Transit Plaza, including without limitation the items listed on Exhibit G attached hereto. The installation of such items shall be at Tenant's cost and expense, and after their installation such items shall be maintained, repaired, restored, and replaced by Landlord and/or Master Developer, with the costs incurred in connection therewith to be included in Operating Expenses (defined below), subject to the terms and conditions of this Lease. Notwithstanding the foregoing, Landlord shall be responsible for providing the initial utility hook-ups needed to serve Tenant's installations at the Transit Plaza.

1.4 Common Area Use. During the Term, Tenant shall have the right to use the Common Areas subject to any rights, powers, and privileges reserved by Master Developer under the Sublease and/or by Landlord under the terms hereof, and further subject to the rules and regulations attached hereto as Exhibit H-1 ("Rules and Regulations"). Tenant may reserve all or a portion of the Transit Plaza from time to time during the year for special events to be conducted by Tenant or its licensees or partners in connection with the transit-oriented mission of Tenant, in accordance with the provisions of Exhibit H-2 attached hereto (the "Transit Plaza Event Procedures"). Tenant shall be responsible for reimbursing Landlord any additional and reasonable out-of-pocket costs directly incurred by Landlord in connection with such special events conducted by Tenant, as additional Operating Expenses. Tenant agrees to abide by, and to cause all Tenant Parties (defined below) it is able to reasonably control, to abide by all such Rules and Regulations and the Transit Plaza Event Procedures; provided that in the event of a conflict between the Rules and Regulations or Transit Plaza Event Procedures and the terms of this Lease, the terms of this Lease shall control. Under no circumstances shall the rights herein granted to use the Common Areas be deemed to include the right to access or use any roof, to store any property, temporarily or permanently, in the Common Areas, or the right to erect or maintain any signage (whether permanent or temporary in nature) thereon, except as may be expressly set forth elsewhere in this Lease. In the event that any unauthorized storage shall occur, or any unauthorized signage is placed on the Common Areas, then Landlord shall have the right, without notice, and in addition to such other rights and remedies that it may have, to remove the property/signs at Tenant's cost and expense. Tenant hereby agrees that Master Developer and Landlord, as applicable, shall, except to the extent provided otherwise in this Lease, each have the right, in their respective reasonable discretion, from time to time during the Term: (i) to make changes to the Common Areas, including, without limitation, changes in the location, size, shape and number of driveways, entrances, parking spaces (other than the Metro Parking Spaces except as permitted in the Metro Parking Agreement or as expressly permitted under this Lease), parking areas (including, without limitation, the nature and extent of the parking areas and parking facilities, but subject to the limitations with respect to Metro Parking Spaces above), loading and unloading areas, ingress, egress, direction of traffic, landscaped areas and walkways; (ii) to temporarily close any of the Common Areas for maintenance purposes so long as there remains reasonable access to the Premises, the Transit Plaza, and the Metro Parking Spaces; (iii) to designate other land outside the boundaries of the Project to be a part of

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the Common Areas; (iv) to add additional buildings and improvements to the Common Areas; (v) to use the Common Areas while engaged in making additional improvements, repairs or alterations to the Project, or any portion thereof; and (vi) to do and perform such other acts and make such other changes in, to or with respect to the Common Areas and Project as Master Developer and Landlord may reasonably deem to be appropriate; provided that none of the foregoing shall (a) unreasonably interfere with Tenant's use of or access to the Premises (subject to reasonable actions taken in response to Force Majeure [defined below] or emergency situations posing an imminent risk of bodily harm or material property damage), (b) unreasonably interfere with Tenant's use of or access to the Metro Parking Spaces (subject to reasonable actions taken in response to Force Majeure or emergency situations posing an imminent risk of bodily harm or material property damage), (c) materially increase the obligations or materially decrease the rights of Tenant under this Lease, or (d) obstruct, block or otherwise materially and adversely affect the Transit Plaza for more than forty-eight (48) consecutive hours except as reasonably needed to perform repairs, maintenance, improvements, or any other work that either (1) is required under Applicable Laws, or (2) Landlord elects to perform in its reasonable discretion for the benefit of the tenants, occupants, or other users of the Project. Tenant hereby agrees that, subject to the Landlord's obligations and the express limitations set forth above (including without limitation subclauses (a) through (d) above), the actions of Master Developer and/or Landlord pursuant to this paragraph shall in no way constitute a default by Landlord under this Lease, a constructive eviction of Tenant, or entitle Tenant to any abatement of Rent.

### 2. Term.

2.1 Commencement Date. This Lease shall be effective immediately upon the full execution and delivery hereof. The "Initial Term" of this Lease shall begin on the Commencement Date (as defined below) and shall end fifteen (15) years later unless earlier terminated or extended as provided herein. Notwithstanding the foregoing, if the Commencement Date falls on any day other than the first day of a calendar month then the Initial Term of this Lease will be measured from the first day of the month following the month in which the Commencement Date occurs so that the Initial Term will end on the last day of a month. As used from time to time in this Lease, the following terms shall have the meanings set forth below: (i) the Initial Term and any extension thereof pursuant to this Lease shall be collectively referred to herein as the "Term", and (ii) the "Commencement Date" shall mean the date that is the earlier of (a) one hundred twenty (120) days after the date of Substantial Completion-LW as defined in, and in accordance with the terms and conditions of, the Landlord Work Letter attached hereto as Exhibit D, and (b) the date of the Substantial Completion-TIW, as defined in, and in accordance with the terms and conditions of, the Tenant Improvement Work Letter attached hereto as Exhibit E, so long as Substantial Completion-LW has also occurred by such date.

2.2 Delay: Early Entry. The parties currently expect that the Commencement Date will occur by \_\_\_\_\_, 2023, and Landlord agrees to use commercially reasonable efforts to cause that to occur, subject to Force Majeure; provided if the Commencement Date has not occurred by such date it shall not impact the validity of this Lease, shall not be a default by Landlord, and shall not otherwise impact the parties' respective rights and obligations hereunder or under any ancillary agreements entered into by the parties in connection with this Lease or which are related to the Project or any portion thereof. Subject to the terms of this Lease and any applicable terms contained in the Landlord Work Letter and/or Tenant Improvement Work Letter, Tenant and its employees, agents and contractors shall have the right to enter the Premises starting on the date that is at least thirty (30) days prior to the expected Commencement Date to make inspections, take measurements, install telecommunications cabling and furnishings and otherwise make the Premises ready for occupancy. Such entry(ies) shall be subject to all terms and provisions of this Lease other than the provisions requiring the payment of Rent (defined below), and Tenant shall not interfere with any work that Landlord is performing in the Premises at such time(s). Subject to any applicable terms contained in the Landlord Work Letter and/or Tenant Improvement Work Letter, Tenant shall be solely liable for the costs of repairing any damage to the Premises, including the Landlord Improvements and Tenant Improvements, to the extent caused by Tenant or any of Tenant's employees, agents, or contractors during any such early entry. Notwithstanding anything to the contrary herein, if other than due to Tenant Delay (as defined in Exhibit E), the Commencement Date has not occurred by \_\_\_\_\_, 202\_\_, Tenant shall have the right to terminate this Lease by giving written notice to Landlord at any time prior to the occurrence of the Commencement Date.

2.3 Commencement Date Memorandum. Once the Commencement Date has occurred, the Landlord shall deliver to Tenant written notice (a "Commencement Date Memorandum") in the form attached hereto as Exhibit I. Tenant shall promptly review the Commencement Date Memorandum and either execute and return it to Landlord

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or inform Landlord in writing of any objections Tenant has to the matters set forth therein. The Commencement Date Memorandum shall be conclusive and binding on Tenant and Landlord unless, within ten (10) business days following receipt thereof, Tenant objects to any of the matters set forth therein with written notice to Landlord.

2.4 Holdover. If Tenant continues to occupy the Premises after the expiration of the Term or any earlier termination of this Lease, such holding over (i) shall be deemed to have created a month to month tenancy only, terminable with at least thirty (30) days' prior written notice by either party, (ii) shall not constitute a renewal or an extension hereof, and (iii) shall be subject to all of the terms and conditions of this Lease, including without limitation the obligation to pay Rent; provided Base Rent during any holdover period shall be one hundred twenty-five percent (125%) for the first three (3) months, and one-hundred fifty percent (150%) thereafter of the Base Rent payable in the month immediately preceding the holdover period. A holdover shall be deemed to include Tenant's failure to surrender the Premises to Landlord in the condition required by this Lease, unless the parties are, at such time, actively engaged in good faith negotiations for an extension of the Term. Notwithstanding any provision to the contrary contained herein, Landlord expressly reserves the right to require Tenant to immediately surrender possession of the Premises upon the expiration or earlier termination of this Lease, the right to re-enter the Premises, and the right to assert any remedy at law or in equity to evict Tenant and collect damages in connection with any such holding over. The provisions of this paragraph shall not be deemed to limit or constitute a waiver of any other rights or remedies of Landlord provided herein or under Applicable Laws (defined below). Without limiting the foregoing, if Tenant fails to surrender the Premises upon the expiration or earlier termination of this Lease, Tenant shall protect, defend, indemnify and hold Landlord, its partners, affiliates, and their respective officers, agents, property managers, servants, employees, and independent contractors (collectively, including Landlord, the "Landlord Parties") harmless from and against all claims, demands, liabilities, damages, judgments, orders, decrees, actions, proceedings, fines, penalties, losses, costs and expenses, including without limitation, court costs and attorneys' fees (collectively "Claims") resulting from such failure, but only to the extent (i) Landlord has entered into a bona fide new lease (or similar agreement) for the use and occupancy of the Premises, which obligates Landlord to deliver a majority of the Premises to a new tenant (or requires Landlord to prepare a majority of the Premises for such new tenant's use and/or occupancy) by a date specified in the new lease/agreement, but Landlord will be unable to do so by the deadline set forth in the new lease/agreement as a result of Tenant's holdover, (ii) the tenant under such new lease/agreement is not an affiliate of Landlord, and (iii) Landlord notifies Tenant in writing of such new lease/agreement at least thirty (30) days prior to the scheduled expiration of the Term or as soon as possible prior to the date of any earlier termination of this Lease (provided with respect to any holdover occurring with respect to an early termination of this Lease, the foregoing indemnity shall not apply unless Tenant's holdover continues beyond the date that is thirty (30) days after the Tenant's receipt of Landlord's notice).

2.5 Extension Options. The original named Tenant under this Lease and any entity that is a Permitted Transferee, as defined below (but not its other successors or assigns) is hereby granted four (4) consecutive options (each an "Extension Option") to extend the Initial Term for a period of five (5) years each (each, an "Extension Term"), subject and pursuant to the terms and conditions of Exhibit F.

### 3. Rent.

3.1 Base Rent. Starting on the Commencement Date, Tenant shall pay to Landlord base monthly rent ("Base Rent"), without demand or request on or before the first day of each month of the first year of the Term. The initial Base Rent payable hereunder for the first year of the Term shall be equal to \$42.00 per rentable square foot of the Premises, divided into twelve (12) equal monthly payments. Upon substantial completion of the Landlord's Work and Tenant Improvement Work the Landlord shall calculate the initial Base Rent based on the foregoing and shall include such initial amount in the Commencement Date Memorandum described above. The Base Rent shall be increased on the second (2nd) anniversary of the Commencement Date and every two (2) years thereafter during the Initial Term (each such date, an "Adjustment Date") by adding an amount (the "CPI Escalation Amount") equal to the product obtained by multiplying: (i) the Base Rent then in effect, times (ii) for the first Adjustment Date, the percentage increase in the CPI (defined below) from the Commencement Date through the first Adjustment Date, and thereafter, the percentage increase in the CPI from the immediately prior Adjustment Date to the then current Adjustment Date; provided the CPI Escalation Amount for each Adjustment Date shall be no more than six percent (6%) of the then-current monthly Base Rent regardless of the actual increase in the CPI. In no event shall the Base Rent in effect immediately prior to any Adjustment Date be decreased, or shall Tenant be entitled to any credit because of any decrease in the CPI. "CPI" shall mean the Consumer Price Index for All Urban Consumers, All Items

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for Los Angeles-Long Beach-Anaheim (Base year 1982-84 = 100) published by the United States Department of Labor, Bureau of Labor Statistics. If the Bureau of Labor Statistics substantially revises the manner in which the CPI is determined, an adjustment shall be made in the revised CPI which would produce results equivalent, as nearly as possible, to those which would be obtained hereunder if the CPI were not so revised. If the 1982-84 average shall no longer be used as an index of 100, such change shall constitute a substantial revision. If the CPI becomes unavailable to the public because publication is discontinued, or otherwise, Landlord shall substitute therefor a comparable index based upon changes in the cost of living or purchasing power of the consumer dollar published by a governmental agency, major bank, other financial institution, university or recognized financial publisher. If the CPI is available on a monthly (or alternating monthly) basis, the CPI for the months in which (or immediately preceding, as the case may be) the Commencement Date and Adjustment Date(s), respectively occur shall be used.

### 3.2 Additional Rent.

3.2.1 Defined. All sums of money required to be paid by Tenant to Landlord pursuant to the terms of this Lease, other than Base Rent and unless otherwise specified herein, shall be considered additional rent ("Additional Rent") and shall be collectible by Landlord in accordance with the terms of this Lease.

3.2.2 Operating Expenses. As Additional Rent, Tenant shall pay to Landlord on the first day of each month during the Term, in addition to the Base Rent, Landlord's reasonable good faith estimate of Tenant's Share of annual Operating Expenses (as defined below).

(a) Defined. The term "Operating Expenses" is defined, for purposes of this Lease, as all costs incurred by Landlord (or by Master Developer and passed through to Landlord via the Sublease) relating to the ownership, maintenance, repair, replacement and operation of the Buildings, Common Areas, and other portions of the Project in good order and a neat and clean condition and in accordance with the requirements of this Lease, the Sublease, and Applicable Laws, including without limitation the following: (i) the cost of supplying all utilities, the cost of operating, maintaining, repairing, replacing, renovating and managing the utility systems, mechanical systems, and elevator systems, and the cost of supplies, tools, and equipment and maintenance and service contracts in connection therewith; (ii) the cost of licenses, certificates, permits and inspections and the cost of contesting the validity or applicability of any governmental enactments which may affect Operating Expenses; (iii) the cost of any insurance carried by Landlord, in such amounts as Landlord may reasonably determine (collectively, "**Insurance Costs**"); (iv) fees, charges and other costs, including management fees (or amounts in lieu thereof), consulting fees (including but not limited to any consulting fees incurred in connection with the procurement of insurance), legal fees and accounting fees, of all persons engaged by Landlord or otherwise reasonably incurred by Landlord in connection with the management, operation, administration, maintenance and repair of the Buildings, Common Areas, and other portions of the Project; (v) the cost of parking area repair, restoration, and maintenance, including, but not limited to, resurfacing, repainting, restriping, and cleaning; (vi) wages, salaries and other compensation and benefits of all persons engaged in the operation, maintenance or security of the Buildings, Common Areas, and other portions of the Project, and employer's Social Security taxes, unemployment taxes or insurance, and any other taxes which may be levied on such wages, salaries, compensation and benefits; provided, that if any employees of Landlord or Landlord's agents provide services for other projects in addition to the Project, then a prorated portion of such employees' wages, benefits and taxes may be included in Operating Expenses based on the portion of their working time devoted to the Project; (vii) the cost of any maintenance, repair or inspection contracts for any shared systems that benefit the Premises or Common Areas used or made available for use by Tenant or which otherwise benefit the Premises; (viii) amortization, including interest on the unamortized cost at a rate equal to four percent (4%) per annum but not greater than the maximum rate allowed under Applicable Laws (the "Interest Rate"), of the cost of acquiring or the rental expense of personal property used in, the maintenance, operation and repair of the Buildings, Common Areas, and other portions of the Project; (ix) Real Property Taxes (defined below); (x) the cost of capital improvements or other costs incurred in connection with the Buildings, Common Areas, and other portions of the Project (A) which are intended as a labor-saving device or to effect other economies in the operation or maintenance of such areas, or any portion thereof to the extent of cost savings reasonably anticipated by Landlord, or (B) that are required under any Applicable Law enacted after the Commencement Date; provided, however, that each such permitted capital expenditure shall be amortized (including interest on the unamortized cost at the Interest Rate) over its useful life as Landlord shall reasonably determine; (xi) the cost of any capital replacement of any Building Systems, or any other equipment, improvements, or other components of that are a part of the Common Areas, and/or Premises that have reached the end of their useful life, provided, however, that each such permitted capital expenditure shall be amortized (including interest on the

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unamortized cost at the Interest Rate) over its useful life as Landlord shall reasonably determine; (xii) a management fee not to exceed five percent (5%) of the gross revenues from the Project; (xiii) costs and/or assessments incurred or payable under the Sublease or any reciprocal easement agreements, CC&R's (defined below), or similar agreements of record which impact the Project (collectively, "**Assessment Costs**"); (xiv) the cost of painting and other exterior maintenance to the exterior surfaces of the Buildings and other portions of the Project; (xv) commercially reasonable reserves for the potential capital expenditures described above; (xvi) costs, expenses, and fees paid to utility companies and service providers to the extent not paid directly by Tenant or any other tenants, users, or occupants of the Project (collectively, "**Utility Costs**"); and (xvii) a reasonable and equitable contribution to any marketing and/or events funds established by Landlord. The costs and expenses described under subclause (x)(B) above shall collectively be referred to herein as "**Required Compliance Expenses**", and the costs and expenses described under subclause (xi) shall collectively be referred to herein as "**End of Lifecycle Expenses**".

Notwithstanding the foregoing, Operating Expenses shall not include: (1) expenses incurred by Landlord to lease space to new tenants or to retain existing tenants for the Buildings or Project, including but not limited to leasing commissions, advertising and promotional expenditures, and legal fees associated therewith; (2) except as allowed with respect to capital expenditures as expressly set forth above, interest, principal, points and fees, depreciation, amortization or other costs associated with any debt of Landlord; (3) any management or administrative fee in excess of the management fee allowed in subclause (xii) above; (4) the cost of any items for which Landlord is actually reimbursed by warranty, insurance or otherwise actually compensated by third parties other than tenants of the Buildings or Project pursuant to clauses similar to this Section 3.2; (5) expenses incurred by Landlord to resolve disputes or to enforce or negotiate lease terms with prospective or existing tenants of the Buildings or Project, or in connection with any financing, sale or syndication of the Landlord's interest in the Buildings or Project; (6) any penalty or fine incurred by Landlord due to Landlord's violation of any Applicable Laws or any lease for space in the Project; (7) salaries, benefits and other compensation paid to employees above the grade of Project manager; (8) Landlord's general corporate overhead and administrative expenses; (9) costs arising from the negligence or willful misconduct of Landlord or its agents, employees, vendors, contractors, or providers of materials or services; (10) all items and services for which Tenant or any other tenant reimburses Landlord or which Landlord provides selectively to one or more tenants (other than Tenant) without reimbursement; (11) costs (including but not limited to marketing costs, legal fees, space planners' fees, advertising and promotional expenses, brokerage fees, contractor's and subcontractors' fees and permit, license and inspection costs) of the original construction or development of the Buildings, Common Areas, or any other portions of the Project; (12) costs of any capital improvements, capital expenditures or any other capital costs (except as expressly set forth above); (13) costs of electricity, water or any other utilities, or janitorial or other services, for which any tenant (including Tenant) directly contracts with the utility company or service provider or is separately metered or sub-metered, or otherwise pays directly (rather than as an operating cost); (14) any bad debt loss, rent loss, or reserves in excess of the amount allowed above; (15) the wages and benefits of any employee who does not devote substantially all of his or her employed time to the Project unless such wages and benefits are prorated to reflect time spent on operating and managing the Project vis-a-vis time spent on matters unrelated to operating and managing the Project; (16) any rent paid or payable under the Ground Lease or Sublease; (17) overhead and profit increment paid to the Landlord or to subsidiaries or affiliates of the Landlord for services in the Project or any portion thereof to the extent the same exceeds the costs of such services rendered by qualified, first-class unaffiliated third parties on a competitive basis; (18) any expenses (including capital expenditures) paid for by any reserves collected by Landlord as part of Operating Expenses under this Lease and/or any other lease for space in the Project; (19) rentals and other related expenses incurred in leasing air conditioning systems, elevators or other equipment which if purchased the cost of which would be excluded from Operating Expenses as a capital cost, except equipment not affixed to the Buildings or Project which is used in providing janitorial or similar services and, further excepting from this exclusion such equipment rented or leased to remedy or ameliorate an emergency condition in the Buildings or Project not caused by Landlord; (20) costs with respect to the Parking Garage or Transit Plaza that are paid directly by Tenant under the Metro Parking Agreement or any CC&Rs (defined below); (21) any costs expressly excluded from Operating Expenses elsewhere in this Lease; (22) rent for any office space occupied by Project management personnel; (23) costs arising from any construction defects (including latent defects) in the original construction of the Base, Shell, and Core (as defined in the Landlord Work Letter) or Common Areas of the Buildings, or repair of such defects; (24) costs incurred to remove, remedy, treat, abate, contain, or comply with Applicable Laws relating to Hazardous Substances not brought onto the Project by Tenant or its agents, employees or contractors; (25) expenses in connection with services or other benefits for which Tenant is charged directly, including without limitation those which are directly invoiced to Tenant as Additional Rent under this Lease; (26) costs (including in connection therewith all attorneys' fees and costs of settlements, judgments



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and payments in lieu thereof) arising from claims, disputes or potential disputes in connection with potential or actual claims, litigation or arbitration pertaining to Landlord and/or the Project to the extent not caused by Tenant or any Tenant Party capable of being reasonably controlled by Tenant; (27) Real Property Taxes, to the extent that Tenant is exempt therefrom and as a result, Landlord does not incur such Real Property Taxes with respect to the Premises; (28) any utilities or other charges payable directly by the tenants of the Retail Project; (29) any security and utility expenses allocated to the affordable housing units in the Project; (30) any costs or expenditures which solely benefit the tenants of the Retail Project; and (31) any costs or expenditures which solely benefit the Residential Project.

(b) Real Property Taxes. As used in this Lease, the term “Real Property Taxes” shall mean all Federal, State, County, and/or local governmental or municipal taxes, fees, assessments, charges or other impositions of every kind and nature, whether general, special, ordinary or extraordinary imposed because of or in connection with the ownership, leasing and/or operation of the Project, or any portion thereof, including, without limitation: (i) real estate taxes, general and special assessments, and any increases thereto which may result from any reassessment of the Premises, Commercial Project, Buildings, Project, or any component of the Project, (ii) all leasehold taxes or taxes based upon the receipt of rent, including gross receipts or sales taxes applicable to the receipt of rent, (iii) any personal property taxes imposed upon the fixtures, machinery, equipment, apparatus, systems and equipment, appurtenances, furniture and other personal property located upon or used in connection with the Premises, Commercial Project, Buildings, Project, or any component of the Project (including those with respect to Tenant’s personal property, equipment and fixtures to the extent not assessed separately, but excluding those with respect to any personal property of any other tenants of the Project), (iv) any assessment, tax, fee, levy or charge upon this transaction or any document/agreement to which Tenant is a party, creating or transferring an interest or an estate in the Premises, Commercial Project, Buildings, Project, or any component of the Project, (v) any assessment, tax, fee, levy or charge which is in addition to, or in substitution, partially or totally, of any assessment, tax, fee, levy or charge previously included within the definition of real property tax or any of the foregoing items, and (vi) any reasonable expenses incurred by Landlord in attempting to protest, reduce or minimize such taxes. Real Property Taxes shall be prorated on a per diem basis for any portion of the Term that occurs during a partial tax year. Notwithstanding the foregoing, Tenant shall not be responsible for (a) any estate, inheritance, federal and state net income or documentary transfer taxes, or any tax penalties assessed due to Landlord’s actions or inaction with respect to the timely payment of Real Property Taxes; (b) any excess profits taxes, franchise taxes, gift taxes, transfer, recording, or capital stock taxes, or any other taxes to the extent applicable to Landlord’s general or net income (as opposed to rents or receipts attributable to the operation of the Project); or (c) taxes imposed on land or improvements other than the Project.

(c) Tenant’s Share. Landlord shall, from time to time, equitably allocate some or all of the Operating Expenses among different tenants of the Commercial Project and between the Building Common Areas and other Common Areas of the Project, depending on the nature of such Operating Expenses (the “Cost Pools”). The parties acknowledge and agree that as used in this Section 3.2, the term “Tenant’s Share” shall refer to the applicable Tenant’s Share of the Operating Expenses for each Cost Pool. Upon receipt of written request, Landlord shall reasonably explain such allocations to Tenant along with any applicable verification documents showing how such determinations/allocations were made.

(d) Payments. Tenant’s Share of Operating Expenses shall be payable by Tenant monthly during the Term, on the same day as the Base Rent is due hereunder, starting on the Commencement Date (provided that Landlord shall have given Tenant written notice of the initial estimated amount of Tenant’s Share of Operating Expenses at least thirty (30) days prior thereto). If at any time Landlord determines that Tenant’s Share of Operating Expenses are projected to vary from the previously estimated Tenant’s Share of Operating Expenses, Landlord may, by written notice to Tenant, revise such estimate, and Tenant’s monthly installments. Notwithstanding the foregoing, (i) Landlord shall have the right, in its discretion and from time to time during the Term, to instead invoice Tenant in writing as Additional Rent for any particular Operating Expenses that specifically relate to Tenant or the Premises, and such invoices (which shall include copies of cost verification documents) shall be paid within thirty (30) days after Tenant’s receipt thereof, and (ii) Landlord may elect, in its sole discretion and with written notice to Tenant, to invoice Tenant for Tenant’s Share of Operating Expenses on a monthly, quarterly, bi-annual or annual basis, instead of having Tenant make estimated payments.

(e) Annual Reconciliation. So long as, and to the extent that, Tenant pays Tenant’s Share of Operating Expenses based on Landlord’s estimate, then Landlord shall deliver to Tenant within one-hundred twenty (120) days after the expiration of each calendar year, a reasonably detailed statement (the “Reconciliation”

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Statement”) showing Tenant’s Share of the actual Operating Expenses incurred during the preceding year. If Tenant’s payments during such year exceed Tenant’s Share as indicated on the Reconciliation Statement, then Tenant shall receive a credit in the amount of such overpayment against the Tenant’s Share of Operating Expenses next coming due. If instead Tenant’s payments were less than Tenant’s Share as indicated on the Reconciliation Statement, then Tenant shall pay to Landlord the amount of the deficiency within thirty (30) days after Tenant’s receipt of the Reconciliation Statement. Landlord’s and Tenant’s obligation to pay the amounts set forth in this paragraph shall survive the expiration or earlier termination of this Lease; provided that notwithstanding anything to the contrary herein, in no event shall Tenant be obligated to pay any amounts first billed to Tenant more than twenty-four (24) months after being incurred by Landlord, excluding (i) delayed billing due to Force Majeure, and (ii) supplemental Real Property Taxes to the extent applicable to the Term of the Lease.

(f) Audit Right. If Tenant disputes the Tenant’s Share of Operating Expenses set forth in a Reconciliation Statement, Tenant may designate, within one hundred twenty (120) days after receipt of a Reconciliation Statement, an independent certified public accountant chosen by Tenant and reasonably approved by Landlord to inspect Landlord’s books and records related thereto. Tenant is not entitled to request such inspection if Tenant is in default under this Lease at such time (beyond expiration of applicable notice and cure periods). The accountant must be a member of a nationally or regionally recognized accounting firm, and may not be paid on a contingency basis. The inspection/audit shall be conducted in Landlord’s offices in Los Angeles County at a reasonable time or times, and Landlord shall cause the underlying books and records pertaining to the subject Reconciliation Statement to be available at such office for purposes thereof. If Landlord notifies Tenant, within sixty (60) days after Tenant’s completion of its audit and delivery thereof to Landlord, that Landlord reasonably disputes the result thereof, then a certification of the proper amount shall be made by an independent certified public accountant mutually agreed upon by the parties working in good faith, who is reputable and appropriately licensed, and who is a member of a nationally recognized accounting firm which is not then employed and which has not been previously employed by either Landlord or Tenant (or their respective affiliates) in the three (3) year period preceding such audit. If the parties are unable, working in good faith, to mutually agree upon an independent auditor within a thirty (30) days period, then either party may thereafter submit the matter for resolution by arbitration to the local office of JAMS, where the sole issue shall be the determination of the independent auditor. The findings of the independent auditor shall be final and conclusive on the parties absent manifest error. Tenant shall be solely responsible for the costs, expenses and fees of any such audits, including any audit by an independent accountant; provided if it is determined (as a result of Tenant’s initial audit, the independent audit, or otherwise) that Tenant’s Share of Operating Expenses set forth in the Reconciliation Statement is overstated by more than five percent (5%), then Landlord shall pay for the cost of the independent accountant (if applicable) and reimburse Tenant for its actual and reasonable out of pocket costs incurred in performing such audits. An overcharge of Operating Expenses by Landlord shall not be considered a default by Landlord or in any way entitle Tenant to terminate this Lease. If the audit (as certified by the independent accountant, if applicable) shows an underpayment of Operating Expenses by Tenant, Tenant shall pay to Landlord, within thirty (30) days after such completion or certification, the amount owed to Landlord, and, if the audit (as certified by the independent accountant, if applicable) shows an overpayment of Operating Expenses by Tenant, Landlord shall reimburse Tenant for such overpayment within thirty (30) days after such completion or certification.

(g) Limitation on Controllable Operating Expenses. Starting with the Operating Expenses payable after the conclusion of the first full calendar year of the Term, the Controllable Operating Expenses (defined below) payable by Tenant under this Lease shall not increase by more than six percent (6%) per annum (the “**Controllable Cap**”) during each subsequent calendar year of the Term. The Controllable Cap shall be calculated on a cumulative basis. For illustration purposes only, if Controllable Operating Expenses increase by three percent (3%) in the first calendar year when this paragraph applies, then they may increase by no more than seven percent (7%) during the subsequent calendar year. As used in this Lease the term “**Controllable Operating Expenses**” shall mean all Operating Expenses other than: (i) Utility Costs, (ii) Insurance Costs, (iii) Real Property Taxes, (iv) Assessment Costs, (v) Required Compliance Expenses, (vi) End of Lifecycle Expenses, and (vii) any Operating Expenses payable under Sections 4 and/or 7.3.2(b); provided each of the foregoing shall still be subject to the exceptions and limitations set forth in Sections 3.2(a), 3.2(b), 4, and 7.3.2(b), as applicable.

3.3 General. Base Rent and all Additional Rent shall be collectively referred to herein as “Rent”. Rent shall be payable in lawful money of the United States to Landlord at the address stated herein or to such other persons or at such other places as Landlord may designate in writing. Rent for any partial month of the Term shall be prorated on a per diem basis. All Additional Rent other than estimated payments of Operating Expenses shall be due and

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payable within thirty (30) days after Tenant's receipt of written demand therefor unless expressly provided otherwise in this Lease. To the extent any Additional Rent accrues or the underlying costs or expenses are incurred by Landlord during the Term of this Lease, or accrues or is incurred after the Term of this Lease as a result of acts, occurrences, or omissions which happened during the Term and for which Tenant is responsible pursuant to the terms of this Lease, then Tenant shall remain obligated therefore regardless of whether such Additional Rent is invoiced by Landlord during the Term, and Tenant's obligation to reimburse Landlord for such Additional Rent shall survive the expiration of the Term or earlier termination of this Lease. Notwithstanding the foregoing or anything to the contrary in this Lease, in no event shall Tenant be obligated to pay any Operating Expenses or other Additional Rent items first billed to Tenant more than twenty-four (24) months after being incurred by Landlord, excluding (i) delayed billing due to Force Majeure, and (ii) supplemental Real Property Taxes to the extent applicable to the Term of the Lease. Any payment of Rent not received by Landlord when due shall incur a late fee equal to five percent (5%) of such overdue amount, and shall accrue interest at the lesser of ten percent (10%) per annum and the highest rate permitted under applicable laws from the date due until paid in full. Such late fee and interest shall be considered Additional Rent hereunder and shall be paid to Landlord within ten (10) business days after Tenant's receipt of written demand therefor, including applicable verification documents; provided, however, that there shall be no late charge or interest payable with respect to the first late payment made in any 12-month period, as long as such late payment is fully paid within ten (10) business days after written demand. Landlord shall have the right to apply payments received from Tenant pursuant to this Lease, regardless of Tenant's designation of such payments, to satisfy any obligations of Tenant hereunder, in such order and amounts as Landlord, in its sole discretion, may elect. All Rent payable by Tenant on a monthly basis shall be paid by electronic payment directly from an account designated by Tenant to an account designated by Landlord, if requested by Landlord. Tenant shall cooperate with Landlord to set up such electronic payments upon request. Landlord may at any time, in its sole and absolute discretion, change the method of payment from electronic payment to another method of payment designated by Landlord. If any Rent payment date (including the Commencement Date) falls on a day of a calendar month other than the first day of such calendar month or if any Rent payment is for a period which is shorter than one calendar month such as during the last month of the Term, the Rent for any fractional calendar month shall accrue on a daily basis for the period from the date such payment is due to the end of such calendar month or to the end of the Term at a rate per day which is equal to 1/365 of the Rent. All other payments or adjustments required to be made under the terms of this Lease that require proration on a time basis shall be prorated on the same basis.

4. Utilities and Services. Landlord shall provide or cause utility providers and other third party service providers to provide the Tenant and Premises with the following services: janitorial service (five (5) nights per week excluding holidays), HVAC, fire and life safety, trash removal, pest control/exterminator, electricity, natural gas (if applicable), water, and sewer (if applicable). The costs, fees, and expenses incurred by Landlord in connection with such services, and the cost of installing and maintaining any meters or sub-meters relating thereto, shall be paid by Tenant as Additional Rent, either, at Landlord's election from time to time and in Landlord's sole discretion, (i) within thirty (30) days after Tenant's receipt of a detailed written invoice, or (ii) as part of Operating Expenses; provided if billed as part of Operating Expenses then such Operating Expenses shall be considered Utility Costs and not part of Controllable Operating Expenses. Tenant shall procure on its own, and shall pay directly at Tenant's sole cost and expense, for all telephone and telecommunication services for the Premises and for any other services not expressly set forth above. Notwithstanding the foregoing, if the Tenant hereunder is at any time during the Term not the Original Tenant or a Permitted Transferee, then at Landlord's election, in its sole discretion, and with at least sixty (60) days prior written notice, the Tenant shall be required to procure any or all of the foregoing services directly on its own, and at Tenant's sole cost and expenses. If any of the foregoing utilities or services are not separately metered, sub-metered, or billed to the Premises, Tenant shall pay at Landlord's option, either Tenant's Share or a reasonable proportion to be determined by Landlord of all charges jointly metered with other premises in the Buildings, Commercial Project, or Project, as applicable; provided, however that Landlord shall cause all retail tenants and residential tenants in the Project to be separately metered for all utilities serving their respective premises, so that Tenant is not charged for any share of utility usage by such other tenants. Tenant agrees that Landlord shall not be liable for damages, by abatement of Rent or otherwise, for failure to furnish or delay in furnishing any service (including telephone and telecommunication services), or for any diminution in the quality or quantity thereof, when such failure or delay or diminution is occasioned, in whole or in part, by Force Majeure events, by repairs, replacements, or improvements, by any strike, lockout or other labor trouble, by inability to secure electricity, gas, water, or other fuel at the Building after reasonable effort to do so, by any accident or casualty whatsoever, by act or default of Tenant or other parties not under the control of Landlord, or by any other cause beyond Landlord's reasonable control; and such failures or delays or diminution shall never be deemed to constitute an eviction or

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disturbance of Tenant's use and possession of the Premises or relieve Tenant from paying Rent or performing any of its obligations under this Lease. Furthermore, Landlord shall not be liable under any circumstances for a loss of, or injury to, property or for injury to, or interference with, Tenant's business, including, without limitation, loss of revenue or profits, however occurring, through or in connection with or incidental to a failure to furnish any of the services or utilities as set forth in this Section 4. Landlord may comply with voluntary controls or guidelines promulgated by any governmental entity relating to the use or conservation of energy, water, gas, light or electricity or the reduction of automobile or other emissions without creating any liability of Landlord to Tenant under this Lease, provided that the Premises are not thereby rendered untenable and provided that all tenants in the Project are treated in the same manner. In the event of any stoppage or interruption of Building Common Area services, Landlord shall diligently attempt to resume such Building Common Area service as promptly as practicable. Tenant hereby waives the provisions of California Civil Code Section 1932(1) or any other applicable existing or future law, ordinance or governmental regulation permitting the termination of this Lease due to an interruption, failure or inability to provide any services.

Notwithstanding anything to the contrary in this Section 4 or elsewhere in this Lease, if all or a material portion of the Premises is rendered unusable by Tenant, and is not actually occupied or used by Tenant, as a result of (i) Landlord's default (beyond notice and cure periods) under this Lease, (ii) the presence of Hazardous Substances not brought onto the Project by Tenant or its agents, employees or contractors, (iii) the negligence or willful misconduct of Landlord or its employees, agents, contractors or subcontractors, or (iv) Landlord's failure to pay any amounts to third party service providers or utility companies providing services to the Premises, Building, or Project, as and when such amounts are due and payable to such parties, so long as such failure by Landlord is not due to Tenant's failure to pay Landlord for such amounts (of Tenant's Share thereof, as applicable) in accordance with the terms and conditions of this Lease, then Tenant shall give Landlord written notice (the "Initial Notice"), specifying such failure with reasonable detail (the "Landlord Failure"). If Landlord has not cured such Landlord Failure within three (3) business days after the receipt of the Initial Notice (the "Eligibility Period"), Tenant may deliver an additional notice to Landlord (the "Additional Notice"), specifying such continuing Landlord Failure and Tenant's intention to abate the payment of Rent under this Lease. If Landlord does not cure such Landlord Failure within two (2) business days of receipt of the Additional Notice, Tenant may immediately abate the Rent payable under this Lease for that portion of the Premises rendered unusable and actually not used or occupied by Tenant, for the period beginning on the date of the Initial Notice to the earlier of the date Landlord cures such Landlord Failure or the date Tenant recommences the use of such portion of the Premises. If Tenant elects to avail itself of the foregoing remedy, it shall be deemed Tenant's sole and exclusive remedy with respect to such Landlord Failure; provided the foregoing shall not limit Landlord's indemnity obligations under this Lease.

5. Use. Tenant shall be permitted to use and occupy the Premises during the Term solely for the operation of a Metro Training Center, Metro Innovation Center, and/or Metro Offices and for other lawful office uses, and for no other purpose ("Tenant's Business"), in accordance with the terms and conditions of this Lease, and for no other purpose whatsoever without Landlord's prior written consent, which consent may be given or withheld in Landlord's sole and absolute discretion. Subject to casualty, other Force Majeure, Applicable Laws, and any other applicable terms and conditions of this Lease, Tenant shall have access to the Premises and the Parking Garage, 24 hours per day 7 days per week, 52 weeks per year. Tenant shall at all times operate Tenant's Business in a manner at least equal to the quality of the Project, in full compliance with all Applicable Laws related thereto. Without limiting the foregoing, Tenant covenants and agrees, at Tenant's sole cost, to comply promptly with (i) all applicable state, federal, and/or local statutes, ordinances, rules, orders, requirements, orders, directives, permits, regulations and other laws, including but not limited to the Americans with Disabilities Act applicable to Tenant's activities within the Premises, (ii) all covenants, conditions and restrictions, reciprocal easement agreements, and similar encumbrances impacting the use of the Project (collectively, "CC&R's"), and (iii) the requirements of any board of fire insurance underwriters or equivalent, in each such instance whether now in effect or which may hereafter come into effect, in each event regulating the use or occupation of the Premises (collectively, "Applicable Laws"). Under no circumstances shall Tenant be obligated to make structural modifications to the Premises or the Project to comply with Applicable Laws so long as Tenant is using the Premises for Tenant's Business. The foregoing obligations of Tenant shall not reduce or excuse Landlord's obligation to comply with all Applicable Laws, including but not limited to the Americans with Disabilities Act with respect to the Project, including, without limitation, the elevator servicing the Premises and all other points of access to the Premises under Landlord's control. Without limiting the foregoing, Tenant shall not use or permit the use of the Premises in a manner that is unlawful, creates damage, waste or a nuisance, or that unreasonably disturbs owners and/or occupants of neighboring properties, nor shall Tenant use the Premises or any

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portion of the Project in violation of the terms of the Ground Lease or Sublease. In addition to any other rights or remedies which Landlord may have as a result thereof, Tenant shall pay all fees, costs, expenses, fines, penalties and damages imposed upon Landlord by reason of or arising out of Tenant's failure to fully and promptly comply with and observe the provisions of this Section 5. Notwithstanding anything to the contrary in this Section 5 or elsewhere in this Lease, (a) as a condition precedent to Tenant's obligations under this Section 5 or elsewhere with respect to any amendments or modifications made to the CC&Rs, the Ground Lease, or the Sublease after the mutual execution of this Lease, Tenant shall have thirty (30) days after receipt of such amendments or modifications prior to being obligated to comply with the terms thereof, and (b) no amendments or modifications to the CC&Rs, the Ground Lease or the Sublease after the mutual execution of this Lease shall (X) materially and adversely affect Tenant's use of the Premises for Tenant's Business, (Y) materially and adversely affect access to the Premises, the Transit Plaza or the Metro Parking Spaces, or (Z) materially increase the obligations or materially decrease the rights of Tenant under this Lease.

### 6. Intentionally Deleted.

### 7. Condition of Premises.

7.1 Delivery of Premises; Landlord's Work. Landlord shall, at its sole cost and expense, perform the work described on Schedule 1 to the Landlord Work Letter (the "Landlord's Work"), and shall also perform the Tenant Improvement Work as provided in Section 7.2 below. Without limiting the foregoing, Tenant acknowledges that neither Landlord nor any other Landlord Party has made any representation or warranty as to the present or future suitability of the Premises or Project for the conduct of Tenant's Business, or the physical condition of the Premises, Building or Project, Tenant hereby agreeing to rely solely upon its own due diligence as to such matters, and Landlord shall have no obligation to Tenant to make any improvements, alterations, or repairs to the Premises, Building or Project unless expressly set forth otherwise in this Lease. Notwithstanding the foregoing, Landlord represents and warrants to Tenant that on the date the Premises are delivered to Tenant, the Building Systems serving the Premises shall be in good working order and condition, the Premises shall not contain Hazardous Substances in violation of Applicable Laws, and the Landlord's Work and the Tenant Improvement Work shall be in compliance with all Applicable Laws. In the event of Landlord's breach of the foregoing representation and warranty, Landlord shall promptly remedy such breach following written notice from Tenant, at Landlord's sole cost and expense.

7.2 Tenant Improvement Work. Additionally, subject to Tenant performing its obligations under the Tenant Improvement Work Letter, Landlord shall manage and coordinate the performance of the work described on Schedule 1 to the Tenant Improvement Work Letter (the "Tenant Improvement Work"). Tenant shall be solely responsible for all costs associated with the Tenant Improvement Work (except as provided otherwise in the Tenant Improvement Work Letter), and shall pay the same in accordance with the terms and conditions of the Tenant Improvement Work Letter. Upon Substantial Completion of the Tenant Improvement Work, Landlord shall deliver the Premises to Tenant in the condition required by the Tenant Work Letter. Notwithstanding the foregoing, the parties hereby acknowledge and agree that the Tenant Improvement Work has been (or shall be) designed by Tenant and its architects, engineers, agents, consultants, and other representatives or Tenant Parties, and without limiting anything else in this Lease or the Tenant Improvement Work Letter, the Landlord's sole obligation with respect to the Tenant Improvement Work is to manage the construction of such work by a contractor approved by Landlord and Tenant in accordance with the terms and conditions of the Tenant Improvement Work Letter, and Landlord shall have no other duties, obligations, or liabilities whatsoever relating to the Tenant Improvement Work.

### 7.3 Repairs and Maintenance.

7.3.1 Landlord's Obligations. Subject to reimbursement as invoiced Additional Rent or as part of Operating Expenses to the extent permitted by Section 3.2 above, Landlord shall maintain and repair (i) all elements of the Project outside of the demising walls of the Premises including but not limited to the foundations, exterior walls, structural condition of interior bearing walls, slab and roof (including roof membrane and any skylights) of the Premises and Buildings, (ii) to the extent such systems are part of the Building Common Areas or are otherwise Building-wide, all of the Building's fire/life safety, mechanical, electrical, plumbing, sewer, HVAC, lighting and security systems, and facilities and equipment related to any such systems (collectively, the "Building Systems") but only up to their point of connection to the Premises and excluding all fixtures within the Premises, and (iii) the Project's landscaping, hardscape, and all other portions of the Building Common Areas. Landlord shall have no

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obligation to make any repairs under this paragraph with respect to any portion of the Premises until a reasonable time after receipt of written notice from Tenant of the need for such repairs. Tenant expressly waives the benefits of any statute now or hereafter in effect which would otherwise afford Tenant the right to make repairs at Landlord's expense (including, without limitation, the provisions of California Civil Code Section 1942 and any successive sections or statutes of a similar nature) or to terminate this Lease because of Landlord's failure to keep the Premises in good order, condition and repair.

### 7.3.2 Tenant's Obligations.

(a) Excluding Landlord's express obligations above, and subject to Section 7.3.2(b) below, Tenant, at Tenant's expense, shall keep the interior, non-structural portions of the Premises and every part thereof in good order, condition and repair, including, without limiting the generality of the foregoing, all systems located in or exclusively serving the Premises (including the elevator exclusively serving the Premises, any security, fire and/or life-safety system exclusively servicing the Premises, and any HVAC system and/or supplemental HVAC system that exclusively serves the Premises), all fixtures and equipment in the Premises, interior walls and interior surfaces of exterior walls, the exterior storefront of the Premises, plate glass, floors, ceilings, interior windows, doors, and all tenant improvements within the Premises. Tenant shall keep the foregoing interior, non-structural portions of the Premises in good order, condition and state of repair, and otherwise in the condition required under this Lease. Without limiting Tenant's obligations set forth above or elsewhere in this Lease, Tenant shall, at its sole cost and expense, (i) at all times maintain the Premises in such condition as may be required to prevent the growth or existence of mold, (ii) not make any Alterations (defined below) or install or bring upon the Premises any property or equipment which might be conducive to the existence or growth of mold, (iii) give Landlord prompt written notice upon the discovery or suspected discovery of any mold on or about the Premises, and (iv) at Tenant's sole cost and expense, promptly remove and remediate all mold that appears in, on, or about the Premises in full compliance with all Applicable Laws and repair any damage to the Premises which may result therefrom. Landlord agrees to pass along the benefit of any warranties which Landlord may have rights to and which are in full force and effect for the benefit of Landlord for any Building Systems located in or which exclusively serve the Premises, if any; provided this sentence shall in no way waive or otherwise limit Tenant's obligations set forth above or elsewhere in this Lease with respect to such systems.

(b) Notwithstanding the foregoing, the parties hereby agree that from time to time upon receipt of written request from Tenant, Landlord shall contract with third parties to provide services associated with and/or required in connection with the Tenant's obligations set forth above (collectively, "Third Party Maintenance and Repair Services"). Tenant shall have the right to reasonably approve the contractor and/or service provider providing the Third Party Maintenance and Repair Services, and also to reasonably approve the estimated charges, costs and fees proposed by such third parties. As Additional Rent, the Tenant shall reimburse Landlord for all costs and expenses incurred by Landlord in connection with procuring such Third Party Maintenance and Repair Services, including the costs and fees charged by the contractor/service provider, costs of materials, equipment, and labor, and an administrative fee equal to five percent (5%) of all associated costs, within thirty (30) days after receipt of written demand from Landlord (which shall include copies of invoices and other relevant cost verification documents). Notwithstanding anything else in this Lease to the contrary, the parties hereby agree that Landlord is engaging contractors/service providers to provide the Third Party Maintenance and Repair Services as an accommodation to Tenant and at Tenant's request, and thus the contractor/service provider providing Third Party Maintenance and Repair Services shall not be considered Landlord Parties (defined below), nor shall Landlord be responsible in any way for indemnifying Tenant or any Tenant Parties (defined below) in any way for any Claims resulting from the acts or omissions of such contractors/service providers, but Landlord agrees: (i) to use commercially reasonable efforts to cause such contractors/service providers to perform the Third Party Maintenance and Repair Services in accordance with industry standards, Applicable Laws, and the terms and conditions of all applicable contracts relating thereto, and (ii) to the extent reasonably possible, to pass along to Tenant and the other Tenant Parties the benefit of all indemnities and insurance coverage provided by such contractors/service providers to Landlord. Additionally, the rights of the Tenant under this Section 7.3.2(b) are personal to the Original Tenant and any Permitted Assignee of the Original Tenant, and Landlord shall have sole discretion as to whether it elects to procure Third Party Maintenance and Repair Services to any other successor-in-interest to Original Tenant under this Lease.

7.4 Surrender of Premises. Tenant shall surrender the Premises to Landlord upon the expiration of the Term or earlier termination of this Lease in substantially the same condition received, reasonable wear and tear, repairs

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which are the obligation of Landlord, casualty, and any Alterations that Landlord has not required be removed from the Premises (if and to the extent that Landlord is permitted to do so pursuant to this Lease), excepted. Any damage or deterioration of the Premises shall not be deemed ordinary wear and tear if the same could have been prevented by good maintenance practices. Tenant shall repair any damage to the Premises occasioned by the installation or removal of Tenant's trade fixtures, alterations, furnishings and equipment. If Tenant fails to remove all of its personal property, fixtures and equipment from the Premises by the end of the Term, then unless Landlord is notified by Tenant otherwise, such items shall be deemed abandoned, and Landlord may dispose of such as it sees fit, subject to Applicable Laws. Tenant shall be responsible for reimbursing Landlord for all reasonable costs incurred by Landlord due to Tenant's failure to comply with the provisions of this paragraph, and the obligations of Tenant hereunder shall survive the expiration of the Term and any earlier termination of this Lease.

8. Access. Landlord and the other Landlord Parties shall have the right to enter the Premises at any time, in the case of an emergency, and otherwise at reasonable times upon not less than twenty-four (24) hours prior notice, for the purpose of showing the same to prospective purchasers, lenders, or tenants (during the last twelve (12) months of the Term), to make improvements or alterations to the Premises and/or Buildings in accordance with this Lease, and to perform Landlord's maintenance or repair obligations hereunder. Landlord may at any time place on or about the Premises, Buildings and/or Project any ordinary "For Sale" or "For Lease" signs on vacant space, and Landlord may at any time during the last one hundred eighty (180) days of the Term place on or about the Premises any ordinary "For Lease" signs. Landlord shall use commercially reasonable efforts to not unreasonably interfere with Tenant's use or occupancy of the Premises during the exercise of any rights to access the Premises as set forth in this Lease, and subject to the foregoing efforts, all activities of Landlord pursuant to this paragraph shall be without abatement of Rent, nor shall Landlord have any liability to Tenant for the same.

9. Alterations. Tenant shall not make nor cause to be made any alterations, modifications, or improvements to the Premises (collectively "Alterations") without Landlord's prior written consent, which consent shall not be unreasonably withheld, conditioned or delayed; provided Landlord may withhold and/or condition its consent to any Alteration that impacts the exterior or structural portions of the Premises, Buildings or Project, or which materially impacts any Building Systems, in Landlord's sole and absolute discretion. Notwithstanding the foregoing, but otherwise subject to the terms and conditions of this Section 8 and with at least ten (10) business days' prior written notice to Landlord, Tenant shall be entitled to make Alterations which are non-structural, only impact the interior of the Premises, and which do not materially impact any Building Systems, without need for Landlord's prior approval, provided that the total aggregate cost of such Alterations is less than \$25,000.00 in any one instance. Should Tenant make any Alterations without the prior approval of Landlord (when required), Landlord may, at any time and without limitation on its other rights and remedies, require that Tenant remove any or all of the same, or, with written notice to Tenant, effectuate such removal on Tenant's behalf at Tenant's cost. Any Alterations made by Tenant shall be done in a good and workmanlike manner, using new materials, be in compliance with all Applicable Laws, and Tenant shall, within thirty (30) days after completion of such Alterations provide Landlord with as-built plans and specifications for same, if applicable. All Alterations shall become a part of the Project and immediately belong to Landlord without compensation to Tenant at the end of the Term unless required to be removed by Landlord in accordance with the requirements of this Lease, provided that equipment, trade fixtures and movable furniture shall remain the property of Tenant. Notwithstanding anything to the contrary in this Lease, Landlord shall notify Tenant in writing at the time of approval of plans for Alterations in the event that Landlord will require that Tenant remove such Alterations at the expiration or earlier termination of the Term, and restore the Premises, Building and/or Project to their prior condition. Any request for Landlord's consent to Alterations shall be presented to Landlord in written form, with proposed detailed plans. If Landlord shall give its consent, the consent shall be conditioned upon (i) Tenant acquiring all permits required under Applicable Laws (including those required under any CC&R's) and furnishing a copy thereof to Landlord prior to the commencement of the work, and complying with all conditions thereof, and (ii) Tenant's compliance with all of the terms, conditions, limitations and requirements reasonably imposed by Landlord as part of its consent. At a minimum, all Alterations shall be designed and constructed by professionals reasonably approved by Landlord that are licensed to perform such work in the State of California. Such professionals shall maintain in full force and effect, throughout the duration of the performance of the work, such insurance as Landlord may reasonably require. Upon completion of any Alterations, if applicable, Tenant agrees to cause a timely Notice of Completion to be recorded in the office of the Recorder of the County of Los Angeles in accordance with the terms of Section 8182 of the Civil Code of the State of California or any successor statute, and Tenant shall deliver to the Landlord a reproducible copy of the "as built" drawings of the Alterations.

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### 10. Insurance.

10.1 Tenant's Insurance. At its sole cost and expense, Tenant shall maintain in full force and effect during the Term of the Lease the following insurance coverages insuring against claims which may arise in connection with the Tenant's operation and use of the Premises:

10.1.1 General Liability Insurance. General Liability Insurance providing coverage against claims of bodily injury, personal injury and property damage arising out of Tenant's operations, assumed liabilities, and/or use and occupation of the Premises, including a Broad Form Commercial General Liability endorsement covering the insuring provisions of this Lease for limits of liability not less than \$3,000,000 each occurrence, \$5,000,000 annual aggregate, and zero percent (0%) insureds participation.

10.1.2 All-Risk Insurance; Personal Property. "All-Risk"/"Special Form" extended coverage property insurance covering Tenant's personal property and all other trade fixtures, inventory, supplies, equipment, tenant improvements (including those installed as part of the Tenant Improvement Work), and Alterations on or about the Premises, insuring against all risks of direct physical loss for the full new replacement cost value thereof, without deduction for depreciation of the covered items and in amounts that meet any co-insurance clauses of the policies of insurance, and with a vandalism and malicious mischief endorsement, sprinkler leakage coverage and earthquake sprinkler leakage coverage.

10.1.3 Business Interruption Insurance. Loss of income, business interruption and extra-expense insurance in such amounts as will reimburse Tenant for all direct and indirect loss of earnings attributable to all perils commonly insured against by prudent tenants or attributable to prevention of loss of access to the Premises as a result of such perils. Such insurance shall provide coverage for no less than twelve (12) months and shall be carried in amounts necessary to avoid any coinsurance penalty that could apply.

10.1.4 Auto Liability Insurance. Comprehensive automobile liability insurance having a combined single limit of not less than \$2,000,000 per occurrence insuring Tenant against liability for claims arising out of ownership, maintenance or use of any owned, hired or non-owned automobiles.

10.1.5 Workers Compensation; Employer's Liability. Worker's Compensation and Employers' liability insurance to the extent required by the laws of the State where the Premises are located.

It is expressly understood and agreed that the foregoing minimum limits of insurance coverage shall not limit the liability of Tenant under this Lease. All of the foregoing insurance policies (other than Worker's Compensation and Employer's Liability) shall name Landlord and such other parties as Landlord shall designate from time to time by prior written notice to Tenant, as additional insureds as their respective interests may appear. To the extent that Landlord has any interest in the items insured pursuant to Section 10.1.2 above, Landlord shall be named the "loss payee" under such policy(ies) with respect to all such items. All insurance required of Tenant hereunder shall be placed with companies which are rated A:VII or better by Best's Insurance Guide (or such other comparable publication if Best's is no longer published) and which are licensed to do business in the State where the Premises are located. All such policies shall have commercially reasonable deductibles. Tenant shall deliver certificates evidencing that the required insurance coverages and endorsements are in full force and effect to Landlord prior to the Commencement Date, or, in the case of renewals thereto, prior to the expiration of the policy term, together with evidence that such policies are fully paid for. Tenant shall endeavor to cause its insurers to agree that no cancellation, material change or non-renewal thereof shall be effective except upon at least thirty (30) days' prior written notice by the insurer to Landlord. Tenant also agrees that all of its insurance policies shall be written as or endorsed to be primary and not contributory to any insurance that may be carried by any Landlord Party, all of which shall be excess insurance and for the sole benefit of Landlord and the other Landlord Parties, and shall contain a cross-liability endorsement or severability of interest clause reasonably acceptable to Landlord. If Tenant should fail to comply with the foregoing requirements, and such failure is not cured within five (5) business days after written notice to Tenant, then it shall be deemed a default by Tenant hereunder without need for further notice or cure periods, and in addition to Landlord's other rights and remedies under Applicable Laws and this Lease, Landlord may obtain such insurance at Tenant's cost, and Tenant shall thereafter reimburse Landlord, as Additional Rent hereunder, within five (5) business days after receipt of written demand therefor, for Landlord's costs incurred in connection therewith plus an administrative charge equal to five percent (5%) of such costs. Landlord shall have the right, in its sole reasonable



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discretion, to (a) increase the minimum coverage amounts for Tenant's insurance set forth above, but not until the 3<sup>rd</sup> year of the Term and thereafter no more than once during any three (3) year period of the Term for any particular type of insurance/coverage, and (b) require that Tenant procure and maintain during the Term such additional forms/coverages of insurance as Landlord may reasonably request with respect to the Premises and Tenant's operations therein; provided that such additional coverages/insurance is consistent with that required by comparable tenants at comparable projects.

Notwithstanding the foregoing, the Original Tenant and any Permitted Transferee (but not any other Tenant) may elect to self-insure, through a formal plan of self-insurance or otherwise, all or any part of the insurance required to be carried by Tenant under this Lease, subject to the terms and conditions set forth below in this paragraph. During any period that Tenant wishes to self-insure any risk which Tenant is required to insure hereunder, Tenant shall deliver to Landlord, upon the commencement of such period of self-insurance and thereafter as reasonably requested by Landlord, detailed information regarding such self-insurance and the Tenant's financial wherewithal (via reserves, allocation of funds, or otherwise) to meet its obligations under this Lease through self-insurance, along with a certificate executed by an officer or authorized representative of Tenant certifying that Tenant's self-insurance complies with all the requirements of this Section 10.1 (including the requirements of this paragraph). Any such election to self-insure against risks that would otherwise be covered by the insurance policies required under this Lease shall not result in decreased coverage than from what would have been provided had all such risks been underwritten by an insurance carrier, including, but not limited to, coverage for defense costs and coverage provided to Landlord and any other parties which are to be named as "additional insureds". By making an election to self-insure, Tenant shall be deemed to have waived any claim it may have against Landlord as the result of loss of or damage to its property, howsoever caused, including, but not limited to, that caused by Landlord's negligence or gross negligence to the same extent as would have applied under Section 10.3 had Tenant carried the applicable policy. Additionally, if Tenant elects to self-insure against any risk, then Tenant's indemnity obligations to Landlord under Section 10.4 shall be deemed to include an indemnity from Tenant for the benefit of Landlord and the other Landlord Parties against any and all Claims relating to such self-insured risk to the fullest extent that Landlord and/or such Landlord Parties could have been insured under the insurance policies otherwise required of Tenant herein. Tenant hereby agrees that it shall pay to Landlord, as Additional Rent and within thirty (30) days after receipt of written notice from Landlord (which shall include copies of all applicable cost verification documents), for any additional costs or fees actually incurred by Landlord in connection with any Mortgages (defined below) to the extent resulting due to Tenant's election to self-insure.

10.2 Landlord's Insurance. Landlord shall maintain in full force and effect during the Term "All Risk"/"Special Form" fire and extended coverage property insurance, insuring the Buildings and, at Landlord's election, such other improvements, equipment and personal property within the Premises which are Landlord's property now, or which will become Landlord's property upon the expiration or earlier termination of this Lease, in an amount not less than the full replacement value thereof. Such coverage shall be in such form(s) and insure against such covered perils as Landlord and/or any lender of Landlord deems appropriate in its/their sole reasonable discretion, including without limitation, debris removal, inflation protection, rental loss/interruption coverage, and pollution legal liability. Landlord also may, but shall not be required to, carry a policy of general liability insurance to insure against claims for personal injury or death and property damage occurring upon, in or about the Premises, Buildings, or Project (including Building Common Areas). All of Landlord's insurance may be carried under blanket policies. All proceeds of any such insurance shall belong to and be the sole property of Landlord, and Tenant shall have no interest therein whatsoever. All premiums, deductibles and other reasonable costs incurred by Landlord in connection with procuring, maintaining, and (as needed) making claims under Landlord's insurance, including without limitation any increase in premiums, any deductibles incurred, and/or any claim prosecution costs resulting from Tenant's conduct or use of the Premises shall be payable by Tenant as part of Operating Expenses. Tenant shall not do anything on or about the Premises, Buildings, or Project that may cause a cancellation of Landlord's insurance or materially increase Landlord's premiums therefor. If Landlord is able to demonstrate that its premiums for such insurance increased due to the acts of any Tenant Party, Tenant shall be responsible for such increase attributable to such acts, and shall reimburse Landlord therefor as Additional Rent.

10.3 Waiver of Subrogation. Notwithstanding anything to the contrary contained in this Lease, Landlord and Tenant each hereby waives on behalf of itself and its insurers any and all rights of recovery, claim, action, or cause of action, against the other, its agents, officers, or employees, for any loss or damage that may occur to the Premises, Building, Project, any improvements thereto, and/or any personal property of such party therein, by reason of fire, the

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elements, or any other causes which are required to be insured against under the terms of the insurance policies required to be carried under this Lease, regardless of whether such insurance is actually maintained. Landlord and Tenant shall cause each of their respective property insurance policies hereunder to contain, or be endorsed with, a provision by which the insurer shall waive its right of subrogation against the other party hereto in accordance with the provisions of this Section 10.3.

10.4 Tenant's Indemnity. Tenant agrees to indemnify, defend and hold harmless all of the Landlord Parties from and against any and all Claims to the extent incurred in connection with or arising from (i) any occurrence taking place in, on, or about the Premises, including without limitation Claims relating to personal injury and/or property damage, (ii) any acts, omissions or negligence of Tenant or any other Tenant Party (acting within the scope of their relationship with Tenant) in, on or about the Premises, Buildings, or Project, or in any way related to this Lease, and (iii) Tenant's failure to perform its obligations under this Lease (beyond any applicable notice and cure periods); provided, however, that the terms of the foregoing indemnity shall not apply to the negligence or willful misconduct of Landlord or any other Landlord Party. The provisions of this paragraph will survive the expiration of the Term or any earlier termination of this Lease.

10.5 Landlord's Indemnity. Except to the extent due to the negligence or willful misconduct of Tenant or any Tenant Party, Landlord agrees to protect, defend, indemnify, and hold Tenant harmless from and against any and all Claims to the extent arising as a result of (i) the willful misconduct or the negligent acts or omissions of Landlord or any Landlord Party, and/or (ii) Landlord's breach of the Sublease beyond all applicable notice and cure periods where such breach is not caused by Tenant's violation of this Lease or Tenant's failure to perform its obligations under this Lease. The provisions of this paragraph will survive the expiration of the Term or any earlier termination of this Lease.

10.6 Waiver. Tenant hereby agrees that Landlord shall not be liable for injury to Tenant's Business or any loss of income therefrom or for damage to the goods, wares, merchandise or other property of Tenant, any other Tenant Party, Tenant's invitees or customers, or any other person in or about the Premises, nor shall Landlord be liable for injury to the person of Tenant or any other any other Tenant Party, whether such damage or injury is caused by or results from fire, steam, electricity, gas, water or rain, or from the breakage, leakage, obstruction or other defects of pipes, sprinklers, wires, appliances, plumbing, air conditioning, or lighting fixtures, or from any other cause, whether said damage or injury results from conditions arising upon the Premises or upon other portions of the Project, or from other sources or places, except to the extent resulting from Landlord's gross negligence or willful misconduct, and further Landlord shall not be liable for any damages arising from any act or neglect of any other tenant, occupant or user of the Project, nor from the failure of Landlord to enforce the provisions of any other lease of the Project; provided the foregoing shall not limit Tenant's rights with respect to a Landlord Failure as provided in Section 4 above. Notwithstanding Landlord's negligence or breach of this Lease, Landlord shall under no circumstances be liable to Tenant for any consequential or punitive damages or for injury to Tenant's Business or for any loss of income or profit therefrom and Tenant waives any and all claims for any such damages. Notwithstanding Tenant's negligence or breach of this Lease, Tenant shall under no circumstances be liable to Landlord for any consequential or punitive damages or for injury to Landlord's business or for any loss of income or profit therefrom and Landlord waives any and all claims for any such damages, excluding consequential damages to the extent incurred by Landlord due to (i) a holdover by Tenant beyond the expiration of the Term or earlier termination of this Lease (subject to the terms of Section 2.4), and/or (ii) Tenant's default under this Lease (beyond notice and cure periods) with respect to a violation of CC&R's, the Sublease, or the Ground Lease.

### 11. Damage and Destruction.

11.1 Termination. If the Premises are damaged by a fire or other casualty, Tenant shall give Landlord prompt notice thereof, and within thirty (30) days after the date Landlord has actual knowledge of such damage or destruction, Landlord shall notify Tenant of the reasonably estimated time required to completely restore the Premises, and if Landlord has elected to terminate this Lease in accordance with the provisions set forth in this Section 11. Landlord may elect to terminate this Lease due to a fire or other casualty if: (i) in Landlord's reasonable estimation, the repair and restoration of the Premises is not capable of being completed within one-hundred eighty (180) days after the date of the fire or other casualty for any reason whatsoever, (ii) the damage was not fully covered by the insurance maintained by Landlord (excluding Landlord's costs for any deductible, co-insurance, and/or self-insured retention), or (iii) the Buildings or Project is damaged to the extent that the cost of repair is twenty five percent (25%)

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or more of the then replacement cost thereof and Landlord's lender requires that the insurance proceeds be used to retire the debt. Subject to Section 11.3 below, if Landlord's estimate is that the repair and restoration of the Premises is not capable of being completed within one-hundred eighty (180) days after the date of the fire or other casualty, then Tenant may elect to terminate the Lease with written notice to Landlord given within twenty (20) business days after Tenant's receipt of Landlord's estimate described above, time being of the essence. Additionally, if at any time during the last twelve (12) months of the Term there is a fire or other casualty that cannot be repaired (in Landlord's reasonable estimate) within sixty (60) days of the date of the damage, then either party may at terminate this Lease with written notice to the other party. No termination of this Lease hereunder shall affect Tenant's rights under the Metro Parking Agreement.

11.2 Restoration and Abatement. If neither Landlord or Tenant elect to terminate this Lease, then, subject to Landlord's receipt of sufficient insurance proceeds and receipt of all necessary approvals required by any Applicable Laws, Landlord shall diligently and with commercially reasonable promptness repair the Premises to the condition existing as of the Commencement Date. Landlord shall not be required to repair or replace any damage or loss to any Alterations, or any decorations, partitions, additions, improvements (including those constructed and installed as part of the Tenant Improvement Work), railings, floor coverings, office fixtures, furnishings, equipment or any other property or improvements installed on the Premises by, or belonging to, Tenant. Any insurance which may be carried by Landlord or Tenant against loss or damage to the Buildings or Premises shall be for the sole benefit of the party carrying such insurance and under its sole control. Subject to Section 11.3 below, if any portion of the Premises is rendered untenantable due to a casualty, then Tenant shall be entitled to an abatement of Rent in the same proportion as the rentable square footage of the Premises which is untenantable bears to the total rentable square footage of the Premises from the date of the casualty until Landlord's and Tenant's repairs have been substantially completed, to the extent that Tenant is actually prevented from using or occupying that portion of the Premises. Notwithstanding the foregoing, with respect to the Original Tenant and any Permitted Transferee only (but no other Tenant), Landlord hereby agrees to engage a third-party contractor to perform any Premises restoration work that is Tenant's responsibility above; provided (i) Tenant shall pay to Landlord, as Additional Rent and within thirty (30) days after completion of such restoration work, an administrative fee equal to fifteen percent (15%) of the costs of such work, and (ii) Landlord shall not be required to incur any costs with respect to such restoration work and thus its agreement set forth above is subject to Landlord's receipt of sufficient funds from Tenant (whether via proceeds from Tenant's insurance, Tenant's self-insurance, or otherwise) to pay for all of the restoration costs.

11.3 Damage Caused by Tenant. Tenant's abatement rights under this Section 11 shall not apply to the extent that the damage is the result of any grossly negligent act or omission, recklessness, or willful misconduct of Tenant or any other Tenant Parties (collectively, "Tenant Acts").

11.4 Statutory Waiver. The provisions of this Lease, including this Section 11, constitute an express agreement between Landlord and Tenant with respect to any casualty which damages all or any part of the Premises, the Buildings or any other portion of the Project, and no statute or regulation, including Sections 1932(2) and 1933(4) of the California Civil Code and any other statute or regulation, now or hereafter in effect, which purports to set forth the parties' rights and/or obligations with respect to casualty damage or destruction in the absence of an express agreement, shall have no application to this Lease.

12. Condemnation. If the Premises, Buildings, Project or any portion thereof are taken under the power of eminent domain, or sold under the threat of the exercise of said power (all of which are herein called "condemnation"), this Lease shall terminate as to the part so taken as of the date the condemning authority takes title or possession, whichever first occurs. If more than five percent (5%) of the rentable square footage of the Premises is taken by condemnation, and/or if the Metro Parking Spaces are taken (unless reasonably alternate parking comparable to the Metro Parking Spaces acceptable to Tenant is provided by Landlord) Tenant may, at Tenant's option, to be exercised in writing within thirty (30) days after Landlord shall have given Tenant written notice of such taking, time being of the essence, terminate this Lease as of the date the condemning authority takes such possession. If Tenant does not terminate this Lease in accordance with the foregoing, this Lease shall remain in full force and effect, except that if a portion of the Premises is taken, then effective as of the date of the taking, the Rent shall be reduced in the proportion that the rentable square footage of the Premises taken bears to the total rentable square footage of the Premises, and the Tenant's Share shall be adjusted as needed. Any condemnation award shall be the sole property of Landlord, whether such award shall be made as compensation for diminution in value of the leasehold or for the taking of the fee, or as severance damages; provided, however, that (i) Tenant shall be entitled to any award for loss of or damage

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to Tenant's trade fixtures and removable personal property and for moving expenses; and (ii) in the case of any taking of the Parking Structure which results in the taking of the Metro Parking Spaces, any condemnation award for the taking of the Metro Parking Spaces shall be the sole property of Tenant whether such award shall be made as compensation for diminution in value of the leasehold or for the taking of the Metro Parking Agreement, or as severance damages. In the event that this Lease is not terminated by reason of such condemnation, Landlord shall to the extent of net severance damages received by Landlord in connection with such condemnation, over and above the legal and other expenses incurred by Landlord in the condemnation matter, repair any damage to the Premises caused by such condemnation except to the extent that Tenant has been reimbursed therefor by the condemning authority. Tenant hereby waives any and all rights it might otherwise have pursuant to Section 1265.130 of The California Code of Civil Procedure.

13. Taxes. Subject to reimbursement as part of Operating Expenses to the extent permitted by Section 3.2, Landlord shall be responsible for and pay before delinquency any and all Real Property Taxes of any kind levied against the Premises, Buildings, Project, and/or Landlord's interest therein. Nothing contained herein shall prevent Landlord from challenging any Real Property Taxes pursuant to any Applicable Laws. Tenant shall pay before delinquency all taxes, assessments, license fees, and other charges that are levied and assessed against Tenant's trade fixtures, furnishings, equipment, the tenant improvements in the Premises owned by Tenant, and all other personal property of Tenant contained in the Premises or elsewhere. The parties hereby agree that during the Term the Tenant shall own the tenant improvements constructed and installed as part of the Tenant Improvement Work, and Tenant shall use commercially reasonable efforts to have such tenant improvements assessed separately from the Building and Premises. When possible, Tenant shall cause such personal property items to be assessed and billed separately from the real property of Landlord, and if any such are assessed with Landlord's real property, Tenant shall pay to Landlord the amounts attributable thereto within thirty (30) days after receipt of a written statement setting forth the taxes applicable to such property.

14. Assignment and Subletting.

14.1 Landlord's Consent. Except as provided in Section 14.6 below, Tenant shall not assign, sublet, or otherwise transfer (each a "Transfer"), whether voluntarily or by operation of law, its interests under this Lease, nor shall Tenant allow any third party to use or occupy all or any portion of the Premises, without Landlord's prior written consent, which consent shall not be unreasonably withheld, conditioned or delayed. All Transfers must be done in accordance with this Section 14, and shall be subject to all the terms and conditions of this Lease. The consent by Landlord to one Transfer shall not be deemed to be consent to any subsequent Transfer. If Landlord consents to a proposed Transfer, then Tenant may enter into such transaction, on the terms approved by Landlord, within sixty (60) days after the date of Landlord's consent, and failing to consummate such transactions within such period shall require that Tenant re-apply for Landlord's consent. If Landlord consents to a Transfer, then Tenant shall deliver to Landlord, promptly after execution, an executed copy of all documentation pertaining to the Transfer. Notwithstanding the granting of Landlord's consent no Transfer shall release or alter Tenant's primary liability to pay Rent and perform all of its other obligations hereunder, nor otherwise affect or reduce any obligations of Tenant or any rights of Landlord hereunder, and all obligations of Tenant hereunder shall continue in full effect, as the obligations of a principal and not of a guarantor or surety, to the same extent as though no Transfer has been made. The acceptance of rental by Landlord from any transferee or person other than Tenant shall not be a waiver by Landlord of any provision hereof. If any transferee defaults in the performance of any of the terms hereof, Landlord may proceed directly against Tenant without proceeding against or exhausting its remedies against such transferee.

14.2 Transfer Information. If Tenant desires to enter into any Transfer for which Landlord's consent is required it shall notify Landlord in writing at least thirty (30) days prior to the proposed effective date of the Transfer. Such notice shall be accompanied by: (i) a statement setting forth the name and business of the proposed transferee; (ii) a copy of all proposed documents and agreements with respect to such Transfer, including without limitation all documents which evidence whether there is any Excess Rent (defined below); (iii) financial statements certified by an independent certified public accountant (if such certification exists) and other financial information reasonably requested by Landlord relating to the proposed transferee; (iv) any other information concerning the proposed Transfer which Landlord may reasonably request; and (v) a non-refundable administrative fee in the amount of \$500 to help off-set Landlord's expected costs and expenses with respect to considering whether to consent to such Transfer. In the event Tenant requests Landlord's consent to a Transfer, then in addition to the administrative fee set forth above, and regardless of whether such proposed Transfer is consummated or whether Landlord grants or withholds its consent

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thereto, Tenant shall also pay to Landlord, as Additional Rent, within thirty (30) days after receipt of written demand therefor, all reasonable attorneys' fees incurred by Landlord in connection with such Transfer.

14.3 Excess Rent. In connection with any Transfer (other than a Permitted Transfer), fifty percent (50%) of any consideration (whether in the form of rental or otherwise) paid to Tenant which is in excess of the Rent payable hereunder (prorated to reflect any partial sublease), after deduction of Tenant's actual and reasonable documented out of pocket costs (including but not limited to brokerage commissions and tenant improvement costs) incurred in connection with a Transfer (collectively, "Excess Rent"), shall be paid to Landlord as Additional Rent within thirty (30) days after receipt thereof by Tenant, and Landlord shall have the right to audit Tenant's books and records with respect to any such Transfer to verify that Tenant has fully complied with its obligations under this paragraph with respect to Excess Rent.

14.4 Change in Control. Subject to Section 14.6 below, the term "Transfer" shall include any change in control of Tenant, including without limitation (i) if Tenant is a partnership, the withdrawal or change, voluntary, involuntary or by operation of law, of fifty percent (50%) or more of the partners, or transfer of 50% or more of partnership interests, within a twelve (12) month period, or the dissolution of the partnership without immediate reconstitution thereof, and (ii) if Tenant is a closely held corporation (i.e., whose stock is not publicly held and not traded through an exchange or over the counter), or a limited liability company (a) the dissolution, merger, consolidation or other reorganization of Tenant, (b) the sale or other transfer of more than an aggregate of fifty percent (50%) of the voting shares, or membership interests, as applicable, of Tenant (other than to immediate family members by reason of gift or death), within a twelve (12) month period, or (c) the sale, mortgage, hypothecation or pledge of more than an aggregate of fifty percent (50%) of the value of the unencumbered assets of Tenant within a twelve (12) month period whether by operation of law or other disposition, or issued by subscription or allotment, or cancelled or redeemed, so as to result, in any of the foregoing circumstances described above in this subclause (ii) in a change in the effective voting or other control of Tenant.

14.5 Additional Terms. Any Transfer other than a Permitted Transfer, regardless of whether Landlord has consented thereto, shall automatically and completely extinguish and render void any options or other rights which the original Tenant named above ("Original Tenant") may have been granted under this Lease, if any, including without limitation any rights of first refusal or first offer, any options to extend the Term, to expand the Premises, or to an early termination of this Lease, unless expressly agreed to otherwise by Landlord in writing. Tenant hereby assigns to Landlord, as additional security for the performance of Tenant's obligations under this Lease, all rentals and amounts payable to Tenant in connection with any Transfer; provided Tenant shall have the right to collect all such sums unless and until Tenant is in default under this Lease, at which time, with written notice to Tenant and the transferee, such sums shall be payable directly to Landlord by such transferee. No Transfer shall permit a use of the Premises other than the conduct of Tenant's Business unless expressly agreed to by Landlord in writing, and no Alterations for which Landlord's consent is required under Section 9 above shall be made without first obtaining Landlord's prior written consent thereto in accordance with the terms and conditions of this Lease. Tenant shall deliver to Landlord copies of all licenses and permits which may be issued with respect to a transferee's use of the Premises. Without limiting any of the foregoing, no proposed Transfer may violate any CC&R's and it shall be reasonable for Landlord to withhold its consent if Landlord reasonably determines that a proposed Transfer would do so. Any termination of this Lease shall automatically and immediately terminate any sublease or other rights of a transferee, unless expressly agreed to otherwise by Landlord in writing.

14.6 Permitted Transfers. Notwithstanding anything to the contrary in this Lease, the Transfers set forth in this Section 14.6 ("Permitted Transfers") shall be permitted without Landlord's consent.

14.6.1 Tenant shall have the right to assign this Lease (or sublease all or a portion of the Premises) to (i) a successor governmental agency or entity that acquires all or substantially all of Tenant's asset, or (ii) an agency or entity controlling, controlled by or under common control with Tenant (each a "Permitted Transferee"), provided that (a) Tenant notifies Landlord of any such Permitted Transfer prior to such Permitted Transfer, unless Tenant is legally prohibited from such prior disclosure, in which case Tenant shall provide such notice as soon as possible, but in no event more than three (3) business days, after such Permitted Transfer, (b) Tenant promptly supplies Landlord with any documents or information reasonably requested by Landlord regarding such Permitted Transfer and the Permitted Transferee, which Landlord shall maintain in confidence to the extent such information is not otherwise available to the public, except for disclosures thereof as required by law, (c) such Transfer is not a subterfuge by

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Tenant to avoid its obligations under this Lease, and (d) the Permitted Transferee shall assume in writing all if Tenant's obligations under this Lease (in proportion to the amount of the Premises sublet, in the case of a sublease). "Control," as used in this Section 14.6, shall mean the possession, directly or indirectly, of the power to direct or cause the direction of the management or policies of the controlled person or entity.

14.6.2 Tenant shall have the right to allow its licensees and partners to use all or portions of the Premises for the conduct of activities and programs that are compatible with Tenant's use of the Premises for Tenant's Business.

### 15. Events of Default; Remedies.

15.1 Tenant's Default. The occurrence of any of the following events on the part of the Tenant shall be a default by Tenant:

15.1.1 Failure to pay Rent when due and said Rent remains unpaid for five (5) business days after Tenant's receipt of written notice of such failure; or

15.1.2 Failure in the performance of any of Tenant's other covenants, agreements, or obligations hereunder, which failure continues for thirty (30) days after Tenant's receipt of written notice thereof from Landlord; provided if such cure reasonably takes longer than thirty (30) days to make, Tenant shall not be in default hereunder if Tenant has commenced such cure within the thirty (30) day period and at all times thereafter proceeds diligently to complete such cure to completion as soon as reasonably practicable; provided in all events such cure is completed within one-hundred fifty (150) days; or

15.1.3 (i) The making by Tenant of any general arrangement or general assignment for the benefit of creditors; (ii) Tenant becomes a "debtor" as defined in 11 U.S.C. § 101 or any successor statute thereto (unless, in the case of a petition filed against Tenant, the same is dismissed within ninety (90) days); (iii) the appointment of a trustee or receiver to take possession of substantially all of Tenant's assets located at the Premises or of Tenant's interest in this Lease, where possession is not restored to Tenant within thirty (30) days; or (iv) the attachment, execution or other judicial seizure of substantially all of Tenant's assets located at the Premises or of Tenant's interest in this Lease, where such seizure is not discharged within thirty (30) days, provided if any provision of this paragraph is contrary to any Applicable Law, such provision shall be of no force or effect; or

15.1.4 The discovery by Landlord that any financial statement given to Landlord by Tenant, any assignee of Tenant, any subtenant of Tenant, any successor in interest of Tenant or any guarantor of Tenant's obligations hereunder, and that was relied on by such parties, was materially false (provided this paragraph shall not apply to Original Tenant or any Permitted Transferee); or

15.1.5 The Tenant fails to deliver any estoppel, SNDA (defined below), or any notice, certificate, or other item required to be delivered to Landlord under Section 10.1, where such failure is not due to such documents being in a form other than the form required by this Lease, and such failure continues for more than ten (10) days after Tenant's receipt of written notice of such failure.

Any notice sent by Landlord pursuant to the foregoing shall, to the maximum extent permitted under applicable laws, be in lieu of, and not in addition to, any notice required under California Code of Civil Procedure Section 1161 or any similar or successor law.

15.2 Landlord's Remedies. So long as a Tenant default shall be continuing, Landlord shall have the remedies set forth below in this Section 15.2, and any other remedies available under Applicable Laws.

15.2.1 Landlord may terminate Tenant's right to possession of the Premises by any lawful means, in which case this Lease shall terminate and Tenant shall immediately surrender possession of the Premises to Landlord. In such event, Landlord shall be entitled to recover from Tenant (a) the worth at the time of award of any unpaid Rent which has been earned at the time of such termination; plus (b) the worth at the time of award of the amount by which the unpaid Rent which would have been earned after termination until the time of award exceeds

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the amount of such rental loss that Tenant proves could have been reasonably avoided; plus (c) the worth at the time of award of the amount by which the unpaid Rent for the balance of the Term after the time of award exceeds the amount of such rental loss that Tenant proves could have been reasonably avoided; plus (d) any other amount necessary to compensate Landlord for all the detriment proximately caused by Tenant's default or which in the ordinary course of things would be likely to result therefrom, specifically including but not limited to, brokerage commissions and advertising expenses incurred, expenses of remodeling the Premises or any portion thereof for a new tenant, whether for the same or a different use, and any special concessions made to obtain a new tenant and such other amounts in addition to or in lieu of the foregoing as may be permitted from time to time by Applicable Laws. As used in subclauses (a) and (b), above, the "worth at the time of award" shall be computed by allowing interest at the Default Rate, and as used in subclause (c) above, the "worth at the time of award" shall be computed by discounting such amount at the discount rate of the Federal Reserve Bank of San Francisco at the time of award plus one percent (1%).

15.2.2 Landlord shall have the remedy described in California Civil Code Section 1951.4 (lessor may continue lease in effect after lessee's breach and abandonment and recover rent as it becomes due, if lessee has the right to sublet or assign, subject only to reasonable limitations). Accordingly, if Landlord does not elect to terminate this Lease on account of any default by Tenant, Landlord may, from time to time, without terminating this Lease, enforce all of its rights and remedies under this Lease, including the right to recover all Rent as it becomes due.

15.2.3 Landlord may, but shall not be obligated to, cure such default on Tenant's behalf (and may enter the Premises for such purposes). Any such actions undertaken by Landlord pursuant to this paragraph shall not be deemed a waiver of Landlord's rights and remedies as a result of Tenant's default and shall not release Tenant from any of its obligations under this Lease.

15.2.4 Landlord may pursue any other legal remedy now or hereafter available to Landlord under Applicable Laws or otherwise.

15.3 Waivers. No waiver by Landlord or Tenant of any violation or breach by the other of any of the terms, provisions and covenants herein contained shall be deemed or construed to constitute a waiver of any other or later violation or breach by such party of the same or any other of the terms, provisions, and covenants herein contained. Forbearance by Landlord in enforcement of one or more of the remedies herein provided upon a default by Tenant shall not be deemed or construed to constitute a waiver of such default. Landlord's failure to bill Tenant for any sums due hereunder shall not waive Landlord's right to bill Tenant for the same at a later time, except as expressly provided in this Lease to the contrary. The acceptance of any Rent hereunder by Landlord following the occurrence of any default, whether or not known to Landlord, shall not be deemed a waiver of any such default, except only a default in the payment of the Rent so accepted, and no endorsement or statement on any check or accompanying any check or payment shall be deemed an accord and satisfaction.

15.4 Recovery of Costs. Without limiting Landlord's remedies under this Lease, Applicable Laws, or otherwise, Tenant shall pay to Landlord, within thirty (30) days after receipt of written demand therefor: (i) all reasonable costs and expenses incurred by Landlord in connection with Landlord's cure of any Tenant default; and (ii) all reasonable legal fees incurred by Landlord in connection with such cure of Tenant's default. Tenant's obligations under this Section 15.4 shall survive the expiration or sooner termination of this Lease.

15.5 Landlord's Default. Landlord shall not be in default unless Landlord fails to perform obligations required of Landlord within a reasonable time, but in no event later than thirty (30) days after written notice by Tenant to Landlord and to the holder of any first mortgage or deed of trust encumbering the Premises whose name and address shall have theretofore been furnished to Tenant in writing, specifying wherein Landlord has failed to perform such obligation; provided, however, that if the nature of Landlord's obligation is such that more than thirty (30) days are required for performance then Landlord shall not be in default if Landlord commences performance within such thirty (30) day period and thereafter diligently prosecutes the same to completion.

### 16. Environmental Obligations and Responsibility.

16.1 Definition. For purposes of this Lease, the term "Hazardous Substances" shall mean (a) substances designated as hazardous under the Resource Conservation and Recovery Act, 42 U.S.C. §6901, et seq., the Federal Water Pollution Control Act, 33 U.S.C. §1257, et seq., the Clean Air Act, 42 U.S.C. §2001, et seq., or the

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Comprehensive Environmental Response Compensation and Liability Act of 1980, 42 U.S.C. §9601, et seq., or any other Federal or State law or regulation now or in the future applicable to the Premises, Building or Project, (b) any substance which after release into the environment and upon exposure, ingestion, inhalation or assimilation, either directly from the environment or directly by ingestion through food chains, will or may reasonably be anticipated to cause death, disease, behavior abnormalities, cancer and/or genetic abnormalities, and (c) oil and petroleum based derivatives.

16.2 Current Condition. Tenant hereby agrees that, except as expressly provided in this Lease, Landlord has not made and is not making any representations or warranties of any kind or nature, whether expressed or implied, with respect to the environmental condition of the Premises, Buildings, Project or any adjacent property, or with respect to the Hazardous Substances used therein (whether past or present). Tenant acknowledges that it has been given an opportunity to fully inspect the Premises, Buildings, and Project, including the environmental condition and history thereof, and that Tenant has sought legal advice and otherwise performed such inspections and due diligence as Tenant deemed appropriate with respect thereto prior to Tenant's execution of this Lease, and Tenant hereby waives its rights to, and releases all Landlord Parties from any disclosure obligations or requirements which may be imposed upon Landlord or any other Landlord Party by any Applicable Law with respect thereto.

16.3 Tenant's Obligations. Without limiting Tenant's other obligations under this Lease to comply with all Applicable Laws, Tenant agrees that it shall not use the Premises in violation of any Applicable Law relating to the Hazardous Substances including, but not limited to, soil and groundwater conditions, the generation, use, storage, or disposal of, on, under or about the Premises or transportation to or from the Premises, of any Hazardous Substances. Further, Tenant agrees that it shall not be allowed to use, generate, dispose of, store, handle, or otherwise bring upon the Premises any Hazardous Substances of any kind (excluding only limited quantities of cleaning and office supplies used in the ordinary course of Tenant's Business), without Landlord's expressed prior written consent, which may be given or withheld in Landlord's sole discretion. Tenant shall permit Landlord and the other Landlord Parties to access the Premises from time to time, subject to the terms of Section 8 above, to inspect the Premises and Tenant's operations to ensure that Tenant is complying with the terms and conditions of this Lease with respect to Hazardous Substances.

16.4 Indemnity. In addition to any indemnity set forth elsewhere in this Lease, and without limiting the same, Tenant shall indemnify, defend, and hold Landlord and the other Landlord Parties harmless from and against any and all Claims arising out of or in connection with any Hazardous Substances brought upon the Premises, Building or Project by or at the direction of any Tenant Party, and/or Tenant's failure to comply with the requirements of this Section 16. Without limiting the definition thereof, for the purposes of this paragraph, the term "Claims" shall include, without limitation, the cost of any required or necessary reports, repairs, cleanup, detoxification, mitigation and monitoring, any liability to governmental or quasi-governmental agencies and the owners and occupants of any neighboring properties, all fines, fees and penalties which may be imposed, any liabilities under a Mortgage (defined below) or CC&R's, and any diminution in the value of the Premises, Building or Project to the extent resulting from the foregoing. Tenant's obligations under this paragraph shall survive the expiration of the Term or earlier termination of the Lease.

### 17. Subordination; Estoppel Certificates; Financial Statements.

17.1 Subordination. This Lease is subject and subordinate to the Ground Lease and Sublease. Additionally, this Lease, at Landlord's option, shall be subordinate to any ground lease, mortgage, deed of trust or any other hypothecation for security now or hereafter place upon the Premises, Building or Project ("Mortgages") and to any and all advances made on the security thereof and to all renewal, modifications, and extensions thereof. The foregoing shall be self-operative, provided Tenant covenants and agrees that upon written request of Landlord, Tenant will make, execute, acknowledge and deliver, within thirty (30) days after receipt of written request, any and all instruments requested by Landlord which are necessary or proper to effect the subordination of this Lease to any Mortgage or other encumbrances unless the holders of any such Mortgages (the "Mortgagees") require in writing that this Lease be superior thereto. Landlord hereby agrees to obtain, for Tenant's benefit, subordination, non-disturbance and attornment agreements or such similar instruments as may be appropriate under the circumstances (each, an "SNDA") with respect to the Ground Lease, Sublease, and any Mortgage with a non-public agency lender that is superior to this Lease (at Landlord's cost and expense), and agrees to use commercially reasonable efforts to obtain an SNDA for the benefit of Tenant with respect to any Mortgage that is entered into after the Effective Date of this Lease. No such SNDA may materially increase Tenant's obligations or materially decrease Tenant's rights under this



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Lease. Tenant covenants and agrees in the event any proceedings are brought for the foreclosure of any such Mortgage (or termination with respect to any ground or underlying lease, including the Ground Lease or Sublease) is terminated, to attorn, without any deductions or set-offs whatsoever, to the purchaser upon any such foreclosure sale, or to the lessor of such ground or underlying lease, as the case may be, if so requested to do so by such purchaser or lessor and/or if required to do so pursuant to any SNDA or other instrument executed by Tenant pursuant to this paragraph, and to thereafter recognize such purchaser or lessor as the landlord under this Lease; provided that the terms of any executed SNDAs shall govern in the event of a conflict with the foregoing.

17.2 Estoppel Certificates. At any time and from time to time, Landlord may prepare for Tenant's execution an estoppel certificate or similar statement in which Tenant certifies that this Lease is unmodified and in full force and effect (or if there have been modifications that the same is in full force and effect as modified and stating the modifications), the dates to which Base Rent, Additional Rent, and other charges have been paid, and such other items as may be reasonably requested by Landlord. Tenant agrees to execute, acknowledge and deliver to Landlord such certificate within thirty (30) days of Tenant's receipt of Landlord's written request. Tenant agrees that such certificate may be relied upon by any Mortgagee or prospective purchaser. Tenant's failure to execute, acknowledge and deliver such certificate to Landlord within the period set forth above shall be deemed to be Tenant's agreement that all of the facts and other information set forth in such certificate are true and correct.

18. Landlord's and Tenant's Liability. The term "Landlord" as used herein shall mean only the owner or owners, at the time in question, of the lessee's interest in the Sublease. In the event of any transfer of such title or interest, the Landlord herein named (and in case of any subsequent transfers then the grantor) shall be relieved from and after the date of such transfer of all liability with respect to the Landlord's obligations thereafter to be performed, to the extent assumed in writing by such successor, provided that any funds in the hands of Landlord or the then grantor at the time of such transfer, in which Tenant has an interest, shall be delivered to the grantee. The obligations contained in this Lease to be performed by Landlord shall, subject as aforesaid, be binding on Landlord's successors and assigns, only during their respective periods of ownership; provided that the "Landlord" hereunder shall not be released of any liability unless such liability has been assumed in writing by a successor. Notwithstanding anything to the contrary contained in this Lease, the liability of Landlord (and of any successor landlord) shall be limited to the interest of Landlord in the Commercial Project, and Tenant shall look solely to Landlord's interest in the Commercial Project for the recovery of any judgment or award against Landlord. Landlord shall not be personally liable for any judgment or deficiency, and any liability of Landlord shall be subject to the limitations set forth in Section 10.6 of this Lease.

19. Liens. Tenant shall pay, when due, all claims for labor or materials furnished or alleged to have been furnished to or for Tenant at or for use in the Premises, and will not permit any liens to be imposed on the Premises for any work done to the Premises by Tenant or anyone performing work on behalf of Tenant, including without limitation any Alterations. If Tenant receives written notice that a lien has been or is about to be filed against the Premises, Buildings, or Project, or Landlord's interest therein, or any action affecting title to the foregoing has been commenced on account of work done by or for or materials furnished to or for Tenant, it will immediately give Landlord written notice of such notice and will proceed with diligence and within twenty (20) business days cause such lien to be bonded or discharged. Nothing contained in this Lease will be deemed the consent or agreement of Landlord to subject Landlord's interest in the Premises, Buildings, or Project to liability under any mechanics' or other lien law. Tenant shall give Landlord at least ten (10) business days prior written notice of the commencement of Alterations as required by Section 9 above, and Landlord shall have the right to post notices of non-responsibility in or on the Premises, Buildings and/or Project as provided by law.

20. Brokers. The parties to this Lease warrant to each other that neither party dealt with any brokers or finders in connection with the consummation of this Lease, except that Landlord is represented by Primestor Development, LLC (the "Broker"). A real estate commission shall be paid by Landlord to its Broker per a separate commission agreement. Each party shall protect, defend, indemnify and hold the other party harmless from and against any and all claims or liabilities for brokerage commissions or finder's fees arising out of that party's acts in connection with this Lease to anyone, including but not limited to the Broker.

21. Parking Garage: Metro Parking Agreement. Tenant acknowledges and agrees that Landlord is not granting Tenant any parking rights pursuant to this Lease, and instead Tenant's rights with respect to the Parking Garage and parking at the Project shall be limited to those rights granted to Tenant pursuant to the Metro Parking Agreement. Tenant's use of the Parking Garage shall be subject to the terms and conditions of the Metro Parking Agreement and

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any CC&R's which impact the Parking Garage. Except as may be expressly set forth otherwise in the Metro Parking Agreement, Landlord specifically reserves, for itself and Master Developer, the right to change the size, configuration, design, layout, location and all other aspects of the Parking Garage and Tenant acknowledges and agrees that, except as may be expressly set forth otherwise in the Metro Parking Agreement, Landlord and Master Developer may, without incurring any liability to Tenant and without any abatement of Rent under this Lease, from time to time, temporarily close-off or restrict access to the Parking Garage, or relocate the Metro Parking Spaces to other locations in the Parking Garage. The Tenant hereby acknowledges that Landlord and/or Master Developer, as applicable, may delegate operation and management of the Parking Garage to a parking operator in which case such parking operator shall have all the rights of control attributed hereby to the Landlord and/or Master Developer under this Lease, and the costs associated with such operator shall be part of Operating Expenses unless paid directly by Tenant under the Metro Parking Agreement.

22. Metro Funds. The parties hereby agree that the Metro Funds shall be disbursed to Tenant in accordance with the terms and conditions set forth on Exhibit K.

23. Signage. Tenant shall not be permitted to place signage or other advertisements on the exterior of the Premises, Buildings, or Project, without first obtaining the prior written consent of Landlord, which shall not be unreasonably withheld. Notwithstanding the foregoing, Landlord agrees, as part of the Tenant Improvement Work, and at Tenant's sole cost, to install Tenant signage on the exterior of the Building in which the Premises is located at the location on the exterior of the Premises as shown on Schedule 2 to the Tenant Improvement Work Letter. Furthermore, notwithstanding anything to the contrary herein, Tenant shall at all times have the exclusive right to exterior signage on the exterior of the Premises facing the Transit Plaza unless Tenant consents to the placement of another sign on the exterior of the Premises facing the Transit Plaza; provided the parties hereby agree that the foregoing applies solely to the exterior of the Premises, and not any other portion of the Building facing the Transit Plaza. Tenant shall be responsible, at its sole cost and expense, for maintaining, operating, repairing, and restoring Tenant's signage in good order condition and repair, and in accordance with all Applicable Laws and any approvals which may be required thereunder, and with Landlord's reasonable Rules and Regulations and directives (including any signage program which Landlord may institute from time to time). Upon the expiration or earlier termination of this Lease, Tenant shall at its sole cost and expense remove all of Tenant's signage, and repair any and all damage caused by such removal so that the impacted portion(s) are placed back in the condition which existed prior to installation. Tenant shall be solely responsible for, and shall pay for all utilities and services related to Tenant's signage.

24. Modification of Lease. Should any current or prospective Mortgagee require a modification or modifications of this Lease, which modification or modifications will not cause an increased cost or expense to Tenant or in any other way materially and adversely change the rights and obligations of Tenant hereunder, then and in such event, Tenant agrees that this Lease may be so modified and agrees to execute whatever commercially reasonable documents are required therefor and deliver the same to Landlord within ten (10) business days following the request therefor. Should Landlord or any such prospective Mortgagee require execution of a short form of Lease for recording, containing, among other customary provisions, the names of the parties, a description of the Premises and the Term, Tenant agrees to execute such short form of Lease and to deliver the same to Landlord within ten (10) business days following the request therefor.

25. Notices. Any notice that may or must be given by either party under this Lease shall be in writing and shall be delivered (i) personally, or (ii) by a nationally recognized overnight courier, addressed to the party to whom it is intended. A notice shall be deemed delivered on the date received or when delivery is refused. Any notice given to Landlord or Tenant shall be sent to the respective address set forth below, or to such other address as that party may designate.

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Landlord

\_\_\_\_\_  
10000 Washington Blvd, Suite 300  
Culver City, CA 90232  
Attn: \_\_\_\_\_

With a copy to:

Sheppard, Mullin, Richter & Hampton LLP  
650 Town Center Drive, 10<sup>th</sup> Floor  
Costa Mesa, California 92626  
Attn: Aaron J. Sobaski, Esq.

Tenant

[to be completed]  
Attn: \_\_\_\_\_

With a copy to:

\_\_\_\_\_  
\_\_\_\_\_  
Attn: \_\_\_\_\_

26. Quiet Enjoyment. Tenant, upon paying the Rent herein reserved and performing and observing all of the other terms, covenants and conditions of this Lease on Tenant’s part to be performed and observed hereunder, shall peaceably and quietly have, hold and enjoy the Premises during the Term hereof; subject, nevertheless, to the terms of this Lease and to any mortgages, ground or underlying leases, agreements and encumbrances to which this Lease is or may be subordinated.

27. General Provisions.

27.1 Severability. If any provision of this Lease or the application of any provision of this Lease to any person or circumstance is, to any extent, held to be invalid or unenforceable, the remainder of this Lease or the application of that provision to persons or circumstances other than those as to which it is held invalid or unenforceable, will not be affected, and each provision of this Lease will be valid and be enforced to the fullest extent permitted by law.

27.2 Entire Agreement. This Lease constitutes the final, complete and exclusive statement between the parties to this Lease pertaining to the Premises, supersedes all prior and contemporaneous understandings or agreements of the parties. No party has been induced to enter into this Lease by, nor is any party relying on, any representation or warranty outside those expressly set forth in this Lease. Any agreement made after the date of this Lease is ineffective to modify, waive, release, terminate, or effect an abandonment of this Lease, in whole or in part, unless that agreement is in writing, is signed by the parties to this Lease, and specifically states that that agreement modifies this Lease.

27.3 Waiver. The waiver by either party of any agreement, condition, or provision contained in this Lease will not be deemed to be a waiver of any subsequent breach of the same or any other agreement, condition or provision contained in this Lease, nor will any custom or practice which may grow up between the parties in the administration of the terms of this Lease be construed to waive or to lessen the right of both parties to insist upon the performance by the other party of all such agreements, conditions or obligations in strict accordance with the terms of this Lease.

27.4 Interpretation. Captions to the sections in this Lease are included for convenience only and do not modify any of the terms of this Lease. Unless the context clearly requires otherwise, (i) the plural and singular numbers will each be deemed to include the other; (ii) the masculine, feminine, and neuter genders will each be deemed to include the others; (iii) “shall,” “will,” “must,” “agrees,” and “covenants” are each mandatory; (iv) “may” is permissive; (v) “or” is not exclusive; and (vi) “includes” and “including” are not limiting. The Exhibits attached hereto are hereby incorporated by this reference into this Lease. Each provision of this Lease performable by Tenant shall be deemed both a covenant and condition. Time shall be of the essence to the performance of all obligations under this Lease.

27.5 Further Assurances. Except as expressly set forth otherwise herein, each party to this Lease will at its own cost and expense execute and deliver such further documents and instruments and will take such other actions as may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Lease.

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27.6 Governing Law. This Lease will be governed by and in all respects construed in accordance with the laws of the State where the Premises is located.

27.7 Counterparts. This Lease may be executed in any number of counterparts and each counterpart shall be deemed to be an original document. All executed counterparts together shall constitute one and the same document, and any counterpart signature pages may be detached and assembled to form a single original document. The parties agree that original signatures are not required; PDF or "DocuSign" signatures shall suffice.

27.8 Force Majeure. As used in this Lease, the term "Force Majeure" shall mean any prevention, delay or stoppage due to strikes, lockouts, labor disputes, acts of God, inability to obtain labor or materials or reasonable substitutes therefor, governmental restrictions, governmental regulations, governmental controls, governmental orders, enemy or hostile government action, civil commotion, fire or other casualty, pandemic, epidemic, and other causes beyond the reasonable control of the party obligated to perform, shall excuse the performance by such party for a period equal to any such prevention, delay or stoppage; provided this paragraph shall not apply to any payment obligation.

27.9 Attorneys' Fees. In the event of any action or proceeding brought by either party against the other under the Lease, the prevailing party shall be entitled to recover its reasonable attorneys' fees.

27.10 Heirs and Successors. The covenants and agreements of this Lease shall be binding upon the heirs, legal representatives, successors and permitted assigns of the parties hereto.

27.11 Auctions. Tenant shall not conduct, nor permit to be conducted, either voluntarily or involuntarily, any auction upon the Premises or the Common Areas without first having obtained Landlord's prior written consent, which Landlord may withhold in its sole discretion. Notwithstanding anything to the contrary in this Lease, Landlord shall not be obligated to exercise any standard of reasonableness in determining whether to grant such consent.

27.12 Authority. Each party represents and warrants that the individual(s) executing this Lease on behalf of such party is(are) duly authorized to execute and deliver this Lease on behalf of said entity in accordance with the governing documents of such entity, and that upon full execution and delivery this Lease is binding upon said entity in accordance with its terms.

27.13 Drafting. In the event of a dispute between any of the parties hereto over the meaning of this Lease, both parties shall be deemed to have been the drafter hereof, and any applicable law that states that contracts are construed against the drafter shall not apply.

27.14 No Recording; Title. Tenant shall not record this Lease or any memorandum or other document evidencing the existence of this Lease. Landlord's title is and always shall be paramount to the title of Tenant. Nothing herein contained shall empower Tenant to do any act which can, shall or may encumber the title of Landlord. No rights to any view or to light or air over any property, whether belonging to Landlord or any other person, are granted to Tenant by this Lease.

27.15 Security Measures. Tenant hereby acknowledges that the rental payable to Landlord hereunder does not include the cost of guard service or other security measures and that Landlord shall have no obligation whatsoever to provide guard service or other security measures for the benefit of the Premises, Building or the Project. Tenant assumes all responsibility for the protection of Tenant and the other Tenant Parties, and the property of Tenant and the other Tenant Parties from acts of third parties. Nothing herein contained shall prevent Landlord at Landlord's sole option, from providing security protection for the Project or any part thereof, in which event the cost thereof shall be included within the definition of Operating Expenses as set forth above, to the extent permitted by the terms of Section 3.2.

27.16 Easements. Subject to the limitations set forth in Section 1.4, Landlord reserves to itself the right, from time to time, to grant such easements, rights and dedications that Landlord deems necessary or desirable, and to cause the recordation of new or amended parcel maps and restrictions, so long as such easements, rights, dedications, maps and restrictions do not (a) unreasonably interfere with Tenant's use of or access to the Premises or Metro Parking

## ATTACHMENT B

Spaces, or (b) materially increase the obligations or materially decrease the rights of Tenant under this Lease. Tenant shall sign any of the aforementioned documents within thirty (30) days after receipt of written demand from Landlord.

27.17 Landlord's Consent. Notwithstanding anything to the contrary in this Lease, and notwithstanding any contrary provision of law, including, without limitation, California Civil Code Section 1995.310, the provisions of which Tenant hereby waives, if Tenant claims that Landlord has unreasonably withheld, conditioned or delayed its consent under this Lease or otherwise has acted unreasonably hereunder, its sole remedy shall be declaratory judgment and an injunction for the relief sought without any monetary damages, and Tenant waives all other remedies. The prior sentence shall also apply to all Tenant Parties and proposed transferees, and such agreement by Tenant shall, to the extent permitted under Applicable Laws, be binding upon all such parties. Landlord's consent to or approval of any act by Tenant requiring Landlord's consent or approval shall not be deemed to waive or render unnecessary Landlord's consent to or approval of any subsequent act by Tenant.

27.18 Tenant Financing. Tenant shall not, without the prior written consent of Landlord, which may be granted or withheld in Landlord's sole and absolute discretion, assign, mortgage, pledge, hypothecate, encumber, or permit any lien to attach to Tenant's interest in and to (i) this Lease, (ii) the Premises, or (iii) any Alterations. Additionally, Landlord shall have no obligation or duty whatsoever to execute any agreements, instruments, or other documents requested by Tenant or any lender of Tenant in connection with any Tenant financing, whether secured by Tenant's personal property, fixtures, equipment, or otherwise. Without limiting the foregoing, if Landlord elects to consent to any leasehold financing or agrees to execute any such documents, then: (a) Tenant shall pay, as Additional Rent hereunder at the same time as Tenant's request, a non-refundable administrative fee equal to \$1000 in each instance, which fee Landlord shall be entitled to retain in all events, (b) any such agreement, instrument or other document related thereto shall be on Landlord's then current form, or on such other form as may be acceptable to Landlord in its sole and absolute discretion, and (c) Tenant shall, within ten (10) business days after receipt of written demand from Landlord, as Additional Rent, reimburse Landlord for all of Landlord's reasonable legal fees and costs incurred in connection with any such requests.

27.19 Waiver of Redemption. Tenant waives any and all rights of redemption granted by or under any laws if Tenant is evicted or dispossessed for any cause, or if Landlord obtains possession of the Premises by reason of the violation by Tenant of any of the terms, covenants or conditions of this Lease, or otherwise.

27.20 Relationship of Parties. Nothing contained in this Lease shall be deemed or construed by the parties hereto or by any third party to create the relationship of principal and agent, partnership, joint venturer or any association between Landlord and Tenant, it being expressly understood and agreed that neither the method of computation of Rent nor any act of the parties hereto shall be deemed to create any relationship between Landlord and Tenant other than the relationship of landlord and tenant.

27.21 Submission of Lease. Submission of this instrument for examination or signature by Tenant does not constitute a reservation of or an option for lease, and it is not effective as a lease or otherwise until execution and delivery by both Landlord and Tenant.

27.22 Ground Lease and Sublease. Tenant hereby acknowledges and agrees that this Lease shall be subject and subordinate to the Ground Lease and Sublease, and further subject to the terms and conditions of the applicable SNDA(s) relating to such instruments. Each of Landlord and Tenant agrees to not materially violate any of the material terms of the Sublease or Ground Lease. Additionally, Landlord agrees to not materially amend or modify the Sublease or Ground Lease in any way that would materially and adversely impact Tenant's rights or obligations under this Lease.

27.23 Required Accessibility Disclosure. Landlord hereby advises Tenant that, upon delivery of the Premises, the Buildings may not have undergone an inspection by a certified access specialist, and except to the extent expressly set forth in this Lease, Landlord shall have no liability or responsibility to make any repairs or modifications to the Premises, Buildings, or Project in order to comply with accessibility standards. The following disclosure is hereby made pursuant to applicable California law:

“A Certified Access Specialist (CASp) can inspect the subject premises and determine whether the subject premises comply with all of the applicable construction-related accessibility standards under state law.

## ATTACHMENT B

Although state law does not require a CASp inspection of the subject premises, the commercial property owner or lessor may not prohibit the lessee or tenant from obtaining a CASp inspection of the subject premises for the occupancy or potential occupancy of the lessee or tenant, if requested by the lessee or tenant. The parties shall mutually agree on the arrangements for the time and manner of the CASp inspection, the payment of the fee for the CASp inspection, and the cost of making any repairs necessary to correct violations of construction-related accessibility standards within the premises.” [Cal. Civ. Code Section 1938(e)].

Any CASp inspection shall be conducted in compliance with reasonable rules in effect at the Building with regard to such inspections and shall be subject to Landlord’s prior written consent.

27.24 No Light or Air Rights. No rights to any view or to light or air over any property, whether belonging to Landlord or any other person, are granted to Tenant by this Lease. If at any time any windows of the Premises are temporarily darkened or the light or view therefrom is obstructed by reason of any repairs, improvements, maintenance or cleaning in or about the Buildings or Project, the same shall be without liability to Landlord and without any reduction or diminution of Tenant’s obligations under this Lease.

27.25 Independent Covenants. This Lease shall be construed as though the covenants herein between Landlord and Tenant are independent and not dependent and Tenant hereby expressly waives the benefit of any statute to the contrary and agrees that if Landlord fails to perform its obligations set forth herein, Tenant shall not be entitled to make any repairs or perform any acts hereunder at Landlord’s expense or to any setoff of the Rent or other amounts owing hereunder against Landlord, except as otherwise expressly provided in this Lease.

27.26 Jury Trial and Counterclaim Waiver. To the maximum extent permitted by law, Landlord and Tenant hereby waive trial by jury in any action, proceeding or counterclaim brought by either of the parties hereto against the other or their successors in respect of any matter arising in connection with this Lease, the relationship of Landlord and Tenant, Tenant’s use or occupancy of the Premises, and/or any claim for injury or damage, or any emergency or statutory remedy.

27.27 Non-Discrimination. There shall be no discrimination against or segregation of any person or group of persons on account of race, color, creed, religion, sex, marital status, national origin or ancestry, in the leasing, subleasing, transferring, use, or occupancy, tenure or enjoyment of the Premises herein leased, nor shall the tenant himself or herself, or any person claiming under or through him or her, establish or permit any such practice or practices of discrimination or segregation with reference to the selection location, number or use or occupancy of tenants, lessees, subtenants, sublessees or vendees in the Premises herein leased.

27.28 Substitute Exhibits. The parties hereby acknowledge and agree that at the time of execution of this Lease the exhibits depicting the Premises, Buildings, and Project are preliminary in nature, and therefor the parties agree that once such diagrams have been finalized, the initial exhibits shall be replaced with the final diagrams upon the written agreement of Landlord and Tenant.

27.29 Time of the Essence. Times if of the essence for the performance of each and every obligation under this Lease.

*Remainder of page intentionally left blank.  
Signatures on the following page.*

**ATTACHMENT B**

IN WITNESS WHEREOF, the parties have executed this Lease as of the date first set forth above.

LANDLORD:

\_\_\_\_\_,  
a(n) \_\_\_\_\_

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

TENANT:

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY,  
a California county transportation authority existing under the Authority of §§ 130050.2 *et seq.* of the California Public Utilities Code

By: \_\_\_\_\_

Name: \_\_\_\_\_

Its: \_\_\_\_\_

APPROVED AS TO FORM:

MARY C. WICKHAM  
COUNTY COUNSEL

By: \_\_\_\_\_  
Deputy

**ATTACHMENT B**

EXHIBIT A

The Project

*Append diagram of the Project and its expected components.*



**ATTACHMENT B**

EXHIBIT B-1  
*(cover page)*

The Ground Lease

*To be appended behind this cover page.*

**ATTACHMENT B**

EXHIBIT B-2  
*(cover page)*

The Sublease

*To be appended behind this cover page.*

**ATTACHMENT B**

EXHIBIT C

Premises

*Append preliminary Premises diagram.*

**ATTACHMENT B**

EXHIBIT D

Landlord Work Letter

*To be attached.*

**ATTACHMENT B**

EXHIBIT E

Tenant Improvement Work Letter

*To be attached.*

## ATTACHMENT B

### EXHIBIT F

#### Extension Options

(1) Option. As set forth in the body of the Lease, subject to the terms and conditions contained in the body of the Lease and those set forth below, the Original Tenant and any entity that is a Permitted Transferee (but not its other successors or assigns) shall have four (4) consecutive Extension Options to extend the Initial Term for Extension Terms of five (5) years each. The Extension Terms shall each be upon the same terms contained in this Lease, except that: (i) no rent concessions, free rent periods, initial improvements, and/or improvement allowances shall be provided in connection with any Extension Term, except to the extent included in the determination of the Fair Market Rental Value, (ii) Tenant shall have no further extension rights or renewal options under the Lease other than the Extension Options set forth in the body of the Lease, and (iii) the Base Rent for each Extension Term shall be determined as set forth in Section 3 of this Exhibit F. After Tenant has properly exercised an Extension Option and the initial Base Rent for the applicable Extension Term has been determined, the parties shall enter into a simple amendment to the Lease to memorialize the extension of the Term and the updated Base Rent.

(2) Requirements. To exercise an Extension Option, Tenant must deliver a binding written notice (the "Exercise Notice") to Landlord not later than twelve (12) months prior to the expiration of the Initial Term or prior Extension Term, as applicable. If Tenant fails to timely give any such Exercise Notice, Tenant will be deemed to have waived its applicable Extension Option and any subsequent Extension Options, time being of the essence. The Extension Options are personal to the Original Tenant and Permitted Transferees, and may not be exercised or assigned, voluntarily or involuntarily, by or to any person or entity other than Original Tenant or Permitted Transferees, without Landlord's prior written consent, in Landlord's sole discretion. Tenant's Extension Options are further subject to the conditions that on the date that Tenant delivers an Exercise Notice, Tenant is not in material default under this Lease after the expiration of any applicable notice and cure periods.

(3) Fair Market Rental Value. The initial Base Rent for an Extension Term shall be equal to the then applicable Fair Market Rental Value (defined below) of the Premises, provided that the initial Base Rent for an Extension Term shall in no event be less than 100% of the Base Rent payable during the last month of the Initial Term or prior Extension Term, as applicable.

(a) As used herein, the term "Fair Market Rental Value" means the annual amount per square foot that a willing tenant would pay, and a willing landlord would accept, in arm's length negotiations, for a lease of the Premises for the applicable Extension Term, including annual increases during the Extension Term; provided such annual increases shall be no less than three percent (3%) per year, and the determination of Fair Market Rental Value shall account for such requirement. The Fair Market Rental Value shall be determined by considering the most recent new direct leases (not renewals and extensions) for comparable space in comparable buildings/projects near the Premises. In the determination of the Fair Market Rental Value, appropriate consideration shall be given to (i) annual rental rates per rentable square foot, and the standard of measurement by which the rentable square footage is measured, (ii) the type of escalation clauses (including without limitation, operating costs, real estate tax allowances or base year and rental adjustments), (iii) rental abatement or free rent concessions, if any, (iv) brokerage commissions, (v) the length of the term, (vi) the size and location of the premises being leased, (vii) building standard work letters and/or tenant improvement allowances, if any, (viii) the extent of services provided to the leased premises and the extent and type of parking rights granted the tenant, (ix) the date as of which the Fair Market Rental Value is to become effective, and (x) other generally applicable terms and conditions of tenancy.

(b) Landlord and Tenant shall diligently attempt in good faith to agree on the Fair Market Rental Value on or before the date which is four (4) months before the start of the applicable Extension Term (the "Outside Agreement Date"). If Landlord and Tenant fail to reach agreement on or before the Outside Agreement Date, then the Fair Market Rental Value shall be determined in accordance with the following provisions of this Section 3.

(i) Landlord and Tenant shall each make a separate determination of the Fair Market Rental Value and notify the other party of this determination in writing within five (5) business days after the Outside Agreement Date (the "Submission Period"). If each party makes a timely determination of the Fair Market Rental Value, those determinations shall be submitted to arbitration in accordance with the paragraphs below; provided if Tenant's determination is within five percent (5%) of Landlord's determination, the parties agree that determinations

## ATTACHMENT B

shall be averaged to establish the Fair Market Rental Value. If either Landlord or Tenant fails to make a determination of the Fair Market Rental Value within the Submission Period, that failure shall be conclusively considered to be that party's approval of the Fair Market Rental Value submitted by the other party within the Submission Period.

(ii) If both parties make timely determinations of the Fair Market Rental Value, then such determinations shall be submitted to a panel of three (3) arbitrators who shall solely decide whether the Landlord's or the Tenant's submitted Fair Market Rental Value is the closest to the actual Fair Market Rental Value as determined by the arbitrators. The arbitrators must be licensed real estate brokers who have been active in the leasing of similar commercial properties in the Los Angeles metropolitan area over the prior ten (10) year period. Within thirty (30) days after the Outside Agreement Date, Landlord and Tenant shall each appoint one arbitrator and notify the other party in writing of the arbitrator's name and business address. The two (2) arbitrators shall promptly thereafter agree on and appoint a third arbitrator (who shall be qualified under the same criteria set forth above) and provide notice to Landlord and Tenant of the third arbitrator's name and business address. Within thirty (30) days after the appointment of the third arbitrator, the three (3) arbitrators shall decide whether the parties will use Landlord's or Tenant's submitted Fair Market Rental Value, and shall notify Landlord and Tenant of their decision. The decision of the majority the three (3) arbitrators shall be binding on Landlord and Tenant.

(iii) If either Landlord or Tenant fails to appoint an arbitrator within the time period required above, the arbitrator timely appointed by one of them shall reach a decision and notify Landlord and Tenant of that decision within thirty (30) days after his/her appointment, and the arbitrator's decision shall be binding on Landlord and Tenant. If either the two (2) arbitrators fail to agree on and appoint a third arbitrator, or Landlord and Tenant each fail to appoint an arbitrator in a timely manner, then the issue of Fair Market Rental Value shall be submitted to binding arbitration under the expedited real estate arbitration rules of JAMS, with such arbitration limited in scope as set forth above.

(iv) The cost of the arbitration, including the fees of all arbitrators and JAMS, if applicable, shall be paid by the losing party.

(c) If the Fair Market Rental Value has not been established by the start of the applicable Extension Term, then Tenant shall continue to pay Rent in the amounts payable under this Lease immediately prior to the applicable Extension Term until the issue is resolved, and within ten (10) business days after such determination, Tenant shall pay to Landlord the difference between the Rent that Tenant had been paying prior to such determination, and the determined Rent for the applicable Extension Term, for that portion of the Extension Term when Tenant was paying the lesser Rent.

**ATTACHMENT B**

EXHIBIT G

Transit Plaza Installations

*To be attached.*



**ATTACHMENT B**

EXHIBIT H-1

Rules and Regulations

*To be attached.*

**ATTACHMENT B**

EXHIBIT H-2

Transit Plaza Event Procedures

*To be attached.*

**ATTACHMENT B**

EXHIBIT I

Commencement Date Memorandum

*To be attached.*

**ATTACHMENT B**

EXHIBIT J

Metro Parking Agreement

*To be attached.*

**ATTACHMENT B**

EXHIBIT K

Metro Funds Disbursements

*To be attached.*

## EXHIBIT D

### LANDLORD WORK LETTER

This Landlord Work Letter ("**Landlord Work Letter**") sets forth the terms and conditions relating to the construction of certain improvements for the Premises. All references in this Landlord Work Letter to "the Lease" shall mean the Lease to which this Landlord Work Letter is attached as Exhibit D.

#### SECTION 1 BASE, SHELL AND CORE

Landlord and/or its partners and affiliates (including Master Developer if applicable), will construct, or cause to be constructed, the base, shell, and core of the Building in which the Premises are located (collectively, the "**Base, Shell, and Core**"), and except as otherwise expressly provided herein or in the Lease, Tenant shall accept the Base, Shell and Core in its "As-Is" condition existing as of the Commencement Date. Notwithstanding the foregoing, the Base, Shell and Core shall be constructed in compliance with all Applicable Laws in effect at the time of construction, and in a good and workmanlike manner. Landlord shall install in the Premises certain "Landlord Improvements" (as defined below) pursuant to the provisions of this Landlord Work Letter. Except for the Landlord's Work described in this Landlord Work Letter, and except as expressly set forth otherwise in the body of the Lease and the Tenant Improvement Work Letter, Landlord shall not be obligated to make or pay for any alterations or improvements to the Premises, the Buildings, or the Project other than the Landlord Improvements and the Tenant Improvements (as defined in the Tenant Improvement Work Letter).

#### SECTION 2 LANDLORD IMPROVEMENTS

Landlord shall, at its sole cost and expense, perform the improvement work described on Schedule 1 hereto. Such work is defined in Section 7.1 of the Lease as the "**Landlord's Work**", and the specific improvements which are to be constructed and installed as part of the Landlord's Work shall, collectively, be referred to herein as the "**Landlord Improvements**". Except as otherwise provided in this Landlord Work Letter, Tenant shall have no right whatsoever to request or require any changes or modifications to the Landlord's Work or Landlord Improvements, nor shall Tenant have any approval rights whatsoever with respect to the Landlord's Improvements or Landlord's Work. Landlord and Tenant have approved the conceptual plan for the Landlord Improvements attached hereto as Schedule 2 (the "**Approved Conceptual Plan**"). By the date set forth in Schedule 3 attached hereto and prior to commencing the Landlord's Work, the Landlord shall provide Tenant with a set of the proposed final architectural, structural, mechanical, electrical and plumbing working drawings for the Landlord Improvements (the "**Working Drawings - Landlord's Work**") for Tenant's review and comment. The Working Drawings – Landlord's Work shall Logically Evolve (as hereinafter defined) from the Approved Conceptual Plan. Notwithstanding anything to the contrary in this Landlord Work Letter, the Tenant shall not have any approval rights with respect to the Working Drawings - Landlord's Work, and shall only have the limited review and comment rights expressly set forth in this Landlord Work Letter.

Tenant shall have ten (10) business days after receipt of the draft Workings Drawings - Landlord's Work from Landlord to provide detailed written comments to Landlord, which comments shall be limited to (i) whether Tenant, in its commercially reasonable discretion, determines that the draft Workings Drawings - Landlord's Work are not materially consistent with Schedule 1 and Schedule 2 attached to this Exhibit D or are not a Logical Evolution from the Approved Conceptual Plan, or (ii) any conditions shown on such Working Drawings that would materially, adversely affect the use or occupancy of the Premises by Tenant. In the event that Tenant provides Landlord with detailed written comments with respect to the Working Drawings – Landlord's Work, limited as set forth above in subclauses (i) and (ii), within such 10-business day period, then the parties shall meet and confer on such comments and Landlord shall, within ten (10) business days of receipt of such comments from Tenant, provide Tenant with a set of Working Drawings – Landlord's Work which has been revised to address the matter(s) raised by Tenant in its comments, to the extent such comments are reasonably acceptable to Landlord. Tenant shall have ten (10) business days after receipt thereof to review and comment on such revised Working Drawings - Landlord's Work, provided that Tenant's comments shall be limited in the same manner as provided in clauses (i) and (ii) above. The foregoing process shall be repeated to the extent that Tenant has any continuing objections consistent with its rights under

subclauses (i) and (ii) above with respect to any of Landlord's subsequent drafts of Working Drawings - Landlord's Work provided by Landlord to Tenant in response to Tenant's comments. As used herein, "**Logically Evolve**" or "**Logical Evolution**" means a refinement or amplification of the Approved Conceptual Plan that is not materially inconsistent with and flows naturally and foreseeably from such Approved Conceptual Plan, and is in accordance with custom and practice in the field of architectural and engineering design and the construction industry in Southern California. Tenant's failure to respond within ten (10) business days after receipt of the initial draft of the Working Drawings - Landlord's Work, or any subsequent revised draft thereof, shall be deemed to mean that Tenant has no comments on such proposed Working Drawings - Landlord's Work.

Tenant's review of the Working Drawings - Landlord's Work as set forth herein shall be for its own purpose and shall not imply Tenant's approval of the same, or obligate Tenant to review the same, for quality, design, compliance with Applicable Laws, codes or other like matters. Accordingly, notwithstanding that Working Drawings - Landlord's Work are reviewed and/or commented on by Tenant or any other Tenant Party, Tenant shall have no liability whatsoever in connection therewith and shall not be responsible for any omissions or errors contained therein.

### **SECTION 3** **DESIGN AND CONSTRUCTION**

Landlord shall, at its sole cost, cause licensed and qualified architects and engineers selected by Landlord (in its sole discretion) to develop, prepare, and complete the plans, specifications, and construction drawings for the Landlord Improvements, and Landlord shall, at its sole cost, obtain all required permits and approvals for the Landlord's Work, by the date set forth in the Landlord's Work Schedule of Performance. Landlord shall engage, at its sole cost and expense, a licensed and qualified contractor designated by Landlord, in its sole discretion, (the "**Contractor**") to construct the Landlord Improvements in compliance with all Applicable Laws in effect at the time of construction, in good workmanlike manner, and in material compliance with the final Working Drawings - Landlord's Work; provided Landlord shall be entitled to modify the final Working Drawings - Landlord's Work, in Landlord's sole discretion, so long as such modifications do not cause the same to be materially inconsistent with Schedule 1 and Schedule 2 or no longer a Logical Evolution of the Approved Conceptual Plan.

The cost of the design, permitting, and construction of the Landlord Improvements shall be at Landlord's sole cost and expense. Landlord shall cause its Contractor to provide a commercially reasonable warranty, with coverage for a period of at least one (1) year after the Substantial Completion-LW (defined below), and Landlord shall pass along the benefits of such warranty to Tenant (at no cost to Landlord) with respect to those items, if any, which Tenant is responsible for maintaining or repairing under the Lease. With respect to such items, if any, all such warranties or guarantees as to materials or workmanship shall inure to the benefit of both Landlord and Tenant, as their respective interests may appear, and can be directly enforced by either party.

Following the date that Landlord commences construction of the Landlord's Work, Landlord shall hold regular meetings with its Contractors and others engaged in performing the Landlord's Work, shall provide Tenant with notice of the time and place of such meetings, and shall allow Tenant and its agents and representatives to attend such meetings if Tenant elects to do so.

### **SECTION 4** **SUBSTANTIAL COMPLETION OF LANDLORD'S WORK**

For purposes of this Lease, "**Substantial Completion-LW**" shall occur upon the completion of construction of the Landlord Improvements in accordance with the Working Drawings - Landlord's Work (as modified as allowed in this Exhibit), as certified by Landlord's architect in writing, with the exception of any punch list items that do not materially and adversely affect Landlord's ability to perform the Tenant Improvement Work, and with the exception of the completion of the permanent electrical system for the Building and/or Premises (which, together with any punch list items, shall each be completed, in all events, prior to the Commencement Date). Landlord shall notify Tenant in writing when Substantial Completion-LW occurs, which shall be subject to Tenant's inspection rights under Section 5 below.

**SECTION 5**  
**TENANT'S ENTRY PRIOR TO SUBSTANTIAL COMPLETION**

Tenant shall have no right to enter the Premises prior to Substantial Completion of the Landlord's Work, except as may be approved in writing by Landlord in its sole discretion; provided Landlord's approval shall not be unreasonably withheld or delayed to the extent such access if necessary to allow Tenant's architect to complete any plans, specifications, or drawings for the Tenant Improvement Work. Any such approved entry shall be subject to a schedule provided by Landlord, in its reasonable discretion, as well as all reasonable rules, regulations, and directives of Landlord and/or its Contractor. Tenant acknowledges and agrees that Tenant's architect and any other Tenant-affiliated parties that Landlord allows to access the Premises prior to the Substantial Completion-LW shall reasonably cooperate with, and not, in any manner, interfere with Landlord or Landlord's Contractor, agents or representatives in performing the Landlord's Work or any other work being performed in the Building during any such entries. If at any time any such person representing Tenant shall not be reasonably cooperative or shall otherwise cause any such disharmony or interference, including, without limitation, labor disharmony, and Tenant fails to institute and maintain corrective actions promptly following written notice from Landlord, then Landlord may revoke Tenant's entry rights immediately with notice to Tenant. Tenant acknowledges and agrees that any such entry into the Premises or any portion thereof by Tenant, its architect, or any other person or entity working for or on behalf of Tenant shall be deemed to be subject to Tenant's indemnity obligations under Section 10.4 of the Lease, and also subject to all of the releases and waivers provided in the Lease by Tenant for the benefit of Landlord. Without limiting the foregoing or any Tenant obligations or liabilities set forth in the body of the Lease, Tenant shall be liable to Landlord for any damage to any portion of the Premises, including the Landlord Improvements, caused by Tenant, its architect, or any other person or entity working for or on behalf of Tenant during any such entries, except to the extent such damage is covered by Landlord's insurance policies and subject to the waiver of subrogation provisions in the Lease. In the event that the activities conducted by Tenant, its architect, or any other person or entity working for or on behalf of Tenant in connection with such entry causes any costs to be incurred by Landlord that Landlord would not have incurred but for such violation ("**Excess Costs**"), then Tenant shall promptly reimburse Landlord for all actual and reasonable Excess Costs within thirty (30) days after receipt of detailed written demand (including copies of applicable cost verification documents).

Notwithstanding anything to the contrary herein, subject to Tenant's compliance with this Section 5, Tenant shall have the right to enter the Premises prior to Substantial Completion-LW, and for a period of five (5) business days after Landlord has informed Tenant that Landlord has determined that Substantial Completion-LW has occurred, for purposes of inspecting the Landlord's Work, making measurements and otherwise making the Premises ready for occupancy, provided, however, that (i) Tenant's failure to inspect the Landlord's Work shall in no event constitute a waiver of any of Tenant's rights nor shall Tenant's inspection constitute Tenant's approval of the same, and (ii) Tenant shall not be permitted to object to Landlord's determination that the Substantial Completion-LW has occurred if such objection is not delivered in writing to Landlord within seven (7) business days after Landlord has delivered Tenant written notice of such determination. Should Tenant identify any issues with any portion of the Landlord's Work, Tenant shall notify Landlord in writing specifying such issues with reasonable detail; provided that Tenant's inspection comments shall be limited to circumstances where Tenant has, in its reasonable discretion: (i) identified actual defects in the Landlord Improvements, or (ii) identified that the Landlord Improvements have not been constructed in accordance with the final Working Drawings – Landlord's Work. If Tenant properly identifies any such issues, the parties shall promptly meet and confer to discuss the issues, and if Landlord agrees, in its reasonable discretion, with the issues identified by Tenant, then Landlord shall promptly rectify such issues at no expense to Tenant.



## Schedule 1

### Landlord Improvements

1. **General** The Landlord Improvements shall consist of the following: (a) the Building shell and exterior, (b) the core areas, including necessary mechanical, electrical, sprinkler, plumbing, life safety, heating, air conditioning, ventilation and structural systems, stubbed out to the MEP rooms, (c) ADA compliant path-of-travel to the Premises, (d) public stairways, (e) passenger and freight elevators, (f) exterior hardscape and landscaping, and (h) the items described in Sections 2 through 12 below.
2. **Mechanical:**
  - 2.1. Mechanical, heating, ventilating and air conditioning systems shall operate in conformance with the current edition ASHRAE standard 62 (-2001) and shall maintain temperatures which do not exceed 72 degrees in summer, or fall below 70 degrees in winter. The Premises shall be served via a dedicated Variable Refrigerant Flow (VRF) HVAC system providing at a minimum a ratio of 350sf per ton. Landlord to provide refrigerant line from roof to the Premises and accommodate exterior make-up air. Tenant scope to include fan coils as part of the Tenant Improvements.
  - 2.2. MEP Room to be located on the floor of the Premises and accessible by Tenant.
3. **Electrical:**
  - 3.1. Electrical service load capacity per useable square foot of 7.0 watts shall be provided to the Premises, in separate risers for portions of the floor. The electrical capacity is provided first at 277/480 volts (3 phase, 4-wires, 60Hz.) connected to designated panel board (for tenant lighting and supplemental A/C) in each electrical closet. The 277/480V panel board is connected to a 75 kVA step-down transformer, which will step-down the voltage from 480V down to a 120/208 volt, 3-phase, 4-wires to a 42 circuits panel board. The 42 circuit panel board will provide a minimum of 3.0 watts per usable square foot connected load (for Tenant's equipment, convenience outlets, furniture, and other office loads). HVAC is powered via separate Tenant panels, provided as part of Tenant Improvement Work. Additional transformers and/or panels may be added by Tenant, at Tenant's cost, to utilize a larger portion of the overall watts/sf allowance for 120 volt loads.
  - 3.2. Common Area fire exit stairwells, restrooms and service lobbies will be fed from the electrical equipment in the electrical closets on each floor. The intent is to have these metered separately from the Tenant power.
  - 3.3. Condenser water is available for Tenant's use, at Tenant's cost. Water-source heat pumps may be added by Tenant, at Tenant's cost, to cool Tenant electrical, IT and telephone rooms.
4. **Life Safety:**
  - 4.1. An existing addressable fire alarm system and devices (horns, strobes, etc.) compliant with all applicable codes in the Building core and shell spaces (including Building electrical rooms, mechanical equipment spaces, janitorial closets, toilet rooms, elevator lobbies, and stairwells). The Building fire alarm system shall include fire alarm panels sized appropriately to accommodate typical office occupancy.
  - 4.2. Building alarm system panels shall be available on the floor of the Premises, and shall have the capacity for connecting Tenant's system components. Should Tenant's connectivity to the Building's alarm system traverse Building risers, there will be no monthly fee for the use of such risers, nor for any connectivity. A connection will be brought to the Premises for Tenant's fire alarm sub-panel.
  - 4.3. All required alarm and communication systems outside of the Premises, including telephone and electrical rooms, service elevator lobby area, the stairwells, the passenger elevator lobby, complete with horns, speakers and strobes.
5. **Finishes:**
  - 5.1. Reasonably smooth and level concrete slab floor (not to exceed 1/4" variance in 10' on a non-cumulative basis) in a condition to accept floor covering.

- 5.2. The inside face of perimeter wall (non-glass surfaces) and the perimeter and interior column covers shall be drywall, taped and sanded ready for paint. The walls shall be insulated as required by applicable codes.
- 5.3. Curtain wall, exterior windows and insulation, where applicable (from slab-to-slab), installed and sealed.
- 5.4. All exposed core doors shall be completed with painted hollow metal frames, finished solid core wood doors or finished hollow metal doors, and hardware. The balance of the core shall also include exit signs and fire extinguishers as required by Laws for unoccupied space.
- 5.5. The telephone and electrical rooms will include a telephone backboard and electrical distribution panels, respectively.
- 5.6. The passenger elevator lobby on the floor of the Premises shall be complete with (i) finished ceiling, finished lighting, and floor coverings, (ii) walls, completed with wall finish and base, (iii) elevator doors and frames, which will be stainless steel, and call button and hall lantern face plates, which will be stainless steel, and (iv) an evacuation plan.
- 5.7. Completed Building core areas including passenger and freight elevators, fire stairs, mechanical, telephone and electrical equipment closets, elevator lobbies in compliance with current codes, mechanical shafts, and telephone riser pathways from telephone company's Building vaults.
6. **Security:**
  - 6.1. Building closed circuit television (CCTV) system including cameras covering the exterior of the Building perimeter, on-site parking entry and main lobby entry.
7. **Hazardous Materials:** Landlord shall not use Hazardous Substances in connection with the base Building construction.
8. **Plumbing:**
  - 8.1. Cold water service stubbed to the Premises in a 2-inch water line or equivalent.
  - 8.2. Sanitary sewer line (4 inch) and Waste Vent risers with stub outs to the Premises.
  - 8.3. Plumbing risers to the a coordinated point of connection (for restrooms to be constructed as part of the Tenant Improvements).
9. **Fire Sprinklers:** Main risers and stand pipes, plus main loops and branch piping with heads in an open pattern, sufficient for an unoccupied floor, all in compliance with applicable codes. To be connected to base Building central fire alarm system.
10. **MPOE:** Primary service conduits shall exist from the street to the MPOE and empty 4" sleeves shall be provided from the MPOE to the floor of the Premises for extension of fiber service. Landlord shall use commercially reasonable efforts to accommodate Tenant's proposed service provider.
11. **Telephone Service:** Landlord shall provide and install a 2-inch minimum conduit or equivalent with pull string from the MPOE and terminating in the Premises to be determined by the Landlord's plans and specifications with Tenant's approval.
12. **Restrooms:** Not included as a part of the Landlord Improvements.

Schedule 2

Approved Conceptual Plan

*[To be attached prior to execution]*

Schedule 3

Landlord's Work Schedule of Performance

<u>Action Item</u>	<u>Deadline</u>
1. Landlord submittal to Tenant of the Working Drawings - Landlord's Work	No later than_____.
2. Substantial Completion of Landlord's Work shall occur	No later than _____

Each of the foregoing deadlines is subject to Force Majeure and delays due to the acts or omissions of Tenant or any other Tenant Party.

## EXHIBIT E

### TENANT IMPROVEMENT WORK LETTER

This Tenant Improvement Work Letter ("**Tenant Improvement Work Letter**") sets forth the terms and conditions relating to the construction of certain tenant improvements for the Premises. All references in this Tenant Improvement Work Letter to "the **Lease**" shall mean the Lease to which this Tenant Improvement Work Letter is attached as Exhibit E.

#### SECTION 1

##### BASE, SHELL AND CORE; LANDLORD IMPROVEMENTS

To the extent not already completed, Landlord will construct, concurrently with its construction of the Tenant Improvements (defined below): (i) the Base, Shell, and Core (as defined in the Landlord Work Letter) of the Building in which the Premises is located, and (ii) the Landlord Improvements in the Premises as set forth in the Landlord Work Letter. Landlord shall install in the Premises, at Tenant's sole cost and expense except as otherwise expressly provided herein, certain "Tenant Improvements" (as defined below) pursuant to and in accordance with the provisions of this Tenant Improvement Work Letter. Except for the Tenant Improvement Work described in this Tenant Improvement Work Letter, the Landlord's Work set forth in the Landlord Work Letter, and except as expressly set forth otherwise in the body of the Lease, Landlord shall not be obligated to make or pay for any alterations or improvements to the Premises, the Building, or Project.

#### SECTION 2

##### TENANT IMPROVEMENTS

2.1 Tenant Improvements. As used herein, the term "**Tenant Improvements**" shall include all work to be done in the Premises pursuant to the Approved Working Drawings described below, including, but not limited to, partitioning, doors, ceilings, floor coverings, wall finishes (including paint and wallcovering), electrical (including lighting, switching, telephones, outlets, etc.), plumbing, heating, ventilating and air conditioning, fire protection, cabinets and other millwork, and the "**Tenant Improvement Work**" shall mean the construction and installation of the Tenant Improvements at the Premises.

2.2 Tenant Improvement Costs. Except as expressly provided herein, Tenant shall be solely responsible for all Tenant Improvement Costs (defined below). As used herein, the term "**Tenant Improvement Costs**" shall include any and all costs, fees, and expenses of any kind and nature associated with the Tenant Improvements and/or Tenant Improvement Work, including without limitation:

2.2.1 Payment of the fees of the "**Architect**" and the "**Engineers**," as those terms are defined below in this Tenant Improvement Work Letter, and of any fees for third party consultants engaged by Landlord in connection with the Tenant Improvement Work, provided such fees are reasonable and have been approved in advance by Tenant;

2.2.2 The payment of plan check, permit and license fees relating to the Tenant Improvement Work, and payment of the fees incurred by, and the cost of documents and materials (if any) supplied by, Landlord and Landlord's consultants in connection with the preparation and review of the Construction Drawings, as that term is defined below in this Tenant Improvement Work Letter, provided such fees and costs are reasonable and have been approved by Tenant in advance;

2.2.3 The cost of construction of the Tenant Improvements, including, without limitation, contractors' fees and general conditions, testing and inspection costs, costs of utilities, and trash removal;

2.2.4 The cost of any changes in the Base, Shell and Core and/or Landlord Improvements that have been approved by Tenant in advance when such changes are required by the Construction Drawings (including if such changes are due to the fact that such work is prepared on an unoccupied basis), such cost to include all direct

architectural and/or engineering fees and expenses incurred in connection therewith, provided such fees and expenses are reasonable and have been approved by Tenant in advance;

2.2.5 The cost of any changes to the Construction Drawings or Tenant Improvements required by any Applicable Laws;

2.2.6 Sales and use taxes and Title 24 fees;

2.2.7 Landlord's Supervision Fee, as that term is defined below in this Tenant Improvement Work Letter; and

2.2.8 All other costs, fees, and/or expenses associated with the Tenant Improvement Work.

Notwithstanding the foregoing, Tenant Improvement Costs shall exclude any additional costs of performing the Tenant Improvement Work to the extent incurred due to the negligence or willful misconduct of Landlord or its agents, employees or contractors, and Landlord shall be solely responsible for such increased cost.

### **SECTION 3** **CONSTRUCTION DRAWINGS**

3.1 Selection of Architect/Construction Drawings. Tenant shall retain an architect/space planner (the "**Architect**") approved by Landlord, which approval shall not be unreasonably withheld, to prepare the Construction Drawings. Landlord hereby approves of HDR Architects as the architect. To the extent such services are not provided by the Architect, Tenant shall retain engineering consultants (the "**Engineers**") to prepare all plans and engineering working drawings relating to the structural, mechanical, electrical, plumbing, HVAC, life safety, and sprinkler work in the Premises. The plans and drawings to be prepared by Architect and the Engineers hereunder shall be known collectively as the "**Construction Drawings.**" All Construction Drawings shall comply with the drawing format and specifications reasonably determined by Landlord (and provided by Landlord to Tenant in writing prior to Tenant's preparation of the Construction Drawings), and shall be subject to Landlord's approval, which shall not be withheld unless a Material Problem (as hereinafter defined) would exist. Tenant and Architect shall verify, in the field, the dimensions and conditions as shown on the relevant portions of the base building plans, and Tenant and Architect shall be solely responsible for the same, and Landlord shall have no responsibility in connection therewith. Landlord's review of the Construction Drawings as set forth in this Section 3, shall be for its sole purpose and shall not imply Landlord's review of the same, or obligate Landlord to review the same, for quality, design, compliance with Applicable Laws, codes, or other like matters. Accordingly, notwithstanding that any Construction Drawings are reviewed by Landlord or its employees, agents, space planners, architects, engineers, and/or consultants, and notwithstanding any advice or assistance which may be rendered to Tenant by Landlord or Landlord's employees, agents, space planners, architects, engineers, and/or consultants, Landlord shall have no liability whatsoever in connection therewith and shall not be responsible for any omissions or errors contained in the Construction Drawings.

3.2 Final Space Plan. On or before the date set forth in Schedule 1, attached hereto, Tenant and Architect shall prepare the final space plan for Tenant Improvements in the Premises (the "**Final Space Plan**"), which Final Space Plan shall include a layout and designation of all offices, rooms and other partitioning, their intended use, and equipment to be contained therein, and shall deliver the Final Space Plan to Landlord for Landlord's approval; provided that Landlord shall not withhold its approval unless a Material problem would exist. Landlord shall advise Tenant in writing, with reasonable specificity, within ten (10) business days after Landlord's receipt of the Final Space Plan if Landlord disapproves same because a Material Problem exists. If Tenant is so advised, Tenant shall promptly revise the Final Space Plan to eliminate such Material Problem and resubmit the Final Space Plan to Landlord for Landlord's approval to be given or withheld in accordance with the foregoing until such approval is obtained. Landlord's failure to inform Tenant in writing of Landlord's approval of the Final Space Plan (or disapproval of the Final Space Plan due to the existence of a Material Problem) within the foregoing 10-business day period shall be deemed to be Landlord's approval of the Final Space Plan. As used in this Tenant Improvement Work Letter, "**Material Problem**" means that the proposed Tenant Improvement and/or required Tenant Improvement Work required in connection therewith: (a) would have an adverse effect on (1) the structural integrity of the Building, (2) the Base, Shell and Core, (3) any Common Areas, or (4) any portion of the Premises, Building, or Project which Landlord is obligated to repair or maintain pursuant to the Lease; (b) is not in compliance with Applicable Laws;

(c) would have an adverse effect on the Building Systems and/or any systems or equipment that is dedicated to the Premises but which is or may be Landlord's obligation to repair or maintain pursuant to the Lease; or (d) would cause unreasonable interference with the normal and customary operations of the Common Areas and/or any other tenant in the Building.

3.3 Final Working Drawings. On or before the date set forth in Schedule 1, Tenant, Architect and the Engineers shall complete the architectural and engineering drawings for the Premises, and Architect shall compile a fully coordinated set of architectural, structural, mechanical, electrical and plumbing working drawings in a form which is complete to allow contractors and subcontractors to bid on the work and to obtain all applicable permits (collectively, the "**Final Working Drawings**"), and shall submit the same to Landlord for Landlord's review and comment (at Landlord's election in its discretion), provided that Landlord's comments (if any) shall be limited to whether a Material Problem exists. Landlord shall advise Tenant in writing, with reasonable specificity, within ten (10) business days after Landlord's receipt of the Final Working Drawings if Landlord reasonably determines that a Material Problem exists. If Tenant is so advised, Tenant shall promptly revise the Final Working Drawings to eliminate such Material Problem and resubmit the Final Working Drawings to Landlord for Landlord's further review and comment for Material Problems. Landlord's failure to provide Tenant with comments in writing within the foregoing 10-business day period shall be deemed to be that Landlord does not have any comments on the Final Working Drawings.

3.4 Approved Working Drawings. On or before the date set forth therefor in Schedule 1, Tenant shall submit the Final Working Drawings reviewed and commented on (or deemed reviewed and commented on) by Landlord (the "**Approved Working Drawings**") to the applicable local governmental agency for all applicable building permits necessary to allow "Contractor," as that term is defined below in this Tenant Improvement Work Letter, to commence and fully complete the construction of the Tenant Improvements (collectively, the "**Permits**"), and, in connection therewith, Tenant shall coordinate with Landlord in order to allow Landlord, at Landlord's option, to take part in all phases of the permitting process, and shall supply Landlord, as soon as reasonably possible, with all plan check numbers and dates of submittal. Notwithstanding the foregoing, Tenant hereby agrees that neither Landlord nor Landlord's consultants shall be responsible for obtaining any building permit or certificate of occupancy for the Premises and that the obtaining of the same shall be Tenant's responsibility; provided, however, that Landlord shall, in any event, cooperate with Tenant in executing permit applications and performing other ministerial acts reasonably necessary to enable Tenant to obtain any such permit or certificate of occupancy.

No changes, modifications or alterations in the Approved Working Drawings may be made without the prior written consent of Landlord, which consent shall be given or withheld in writing within ten (10) business days after receipt of Tenant's detailed written request (which request shall include a detailed description of the proposed revisions, the estimated impact on the cost of the Tenant Improvement Work, the estimated impact on the performance schedule for the Tenant Improvement Work, and the proposed revisions to the Approved Working Drawings); provided that such consent shall not be withheld unless a Material Problem would exist or such change would directly or indirectly delay the Substantial Completion-TIW (defined below) of the Premises beyond the estimated Commencement Date set forth in Section 2.2 of the Lease. Landlord's failure to give or withhold its consent in writing within such 10-business day period shall be deemed to be a grant of such consent.

3.5 Time Deadlines. Tenant and Landlord shall cooperate with Architect and the Engineer, and Tenant and Landlord shall cooperate, to complete all phases of the Construction Drawings and the permitting process and to receive the Permits, and with Contractor, for approval of the "Cost Proposal," as that term is defined below, in accordance with the dates set forth in Schedule 1. Tenant shall meet with Landlord on a weekly (or such other less-frequent basis as Landlord shall determine) to discuss Tenant's progress in connection with the same. Certain of applicable dates for approval of items, plans and drawings as described in this Tenant Improvement Work Letter are set forth and further elaborated upon in Schedule 1 (the "**Time Deadlines**"), attached hereto. Tenant shall comply with the Time Deadlines.

#### **SECTION 4** **CONSTRUCTION OF THE TENANT IMPROVEMENTS**

4.1 Contractor. Landlord and Tenant shall, working in good faith, mutually agree upon a reputable and licensed contractor (the "**Contractor**") to construct the Tenant Improvements under the supervision of Landlord.

4.2 Cost Proposal. After the Approved Working Drawings are signed by Landlord and Tenant, and working with the Contractor, Landlord and Contractor shall provide Tenant with a cost proposal of the estimated Tenant Improvement Costs (excluding all costs already paid by Tenant directly to the Architect, Engineer, or otherwise, the "**Cost Proposal**"). Notwithstanding the foregoing, portions of the estimated Tenant Improvement Costs may be delivered to Tenant as such portions of the Tenant Improvements are priced by Contractor (on an individual item-by-item or trade-by-trade basis), even before the Approved Working Drawings are completed (the "**Partial Cost Proposal**"). Tenant shall approve (or disapprove) and deliver the Cost Proposal and any Partial Cost Proposal to Landlord within ten (10) business days of the receipt of the same. The date by which Tenant must approve (or disapprove) and deliver the Cost Proposal, or the last Partial Cost Proposal to Landlord, as the case may be, shall be known hereafter as the "**Cost Proposal Delivery Date**." The total of all Partial Cost Proposals, if any, shall be aggregated to comprise the "Cost Proposal", as applicable. If Tenant disapproves of the Cost Proposal or Partial Cost Proposal, in its reasonable discretion, Landlord shall, in consultation with Tenant, work with the Contractor to provide a revised Cost Proposal or Partial Cost Proposal, as applicable, to Tenant for approval, and the foregoing process shall be repeated until Tenant has approved a Cost Proposal. In no event shall Landlord commence construction of the Tenant Improvements until Tenant has approved the Cost Proposal or Partial Cost Proposal, as applicable, in writing. Notwithstanding anything to the contrary contained in this Tenant Improvement Work Letter, in no event shall Tenant be responsible for Tenant Improvement Costs that have not been approved by Tenant in writing, and in the event that Landlord incurs such unapproved costs, Landlord shall be solely responsible for same. Furthermore, in the event that the cost of the Tenant Improvements is increased due to the negligence or willful misconduct of Landlord or its agents, employees or contractors, Landlord shall be solely responsible for such increased cost.

#### 4.3 Construction of Tenant Improvements.

4.3.1 Payment of Tenant Improvement Costs. Tenant shall pay all invoices for any Tenant Improvement Costs within ten (10) days after receipt of detailed written demand therefor, which demand shall be in the form of a commercially reasonable monthly draw request based on the percentage of the work completed, as further specified in the agreement(s) with the Contractor. In the event that, after the Cost Proposal Date, any revisions, changes, or substitutions shall be made to the Construction Drawings or the Tenant Improvements with the approval of Tenant, then any additional costs which arise in connection with such revisions, changes or substitutions shall be added to the Cost Proposal and shall be paid by Tenant to Landlord within ten (10) days after receipt of Landlord's request. Any failure by Tenant to pay the foregoing amounts when due shall be a default if not cured within five (5) business days after receipt of written demand, and any delays in the performance of the Tenant Improvement Work resulting from such delays shall be a Tenant Delay. Following completion of the Tenant Improvements (including completion of punch list work and payment of any retainage), Landlord shall deliver to Tenant a final cost statement which shall indicate the final Tenant Improvement Costs, and if such cost statement indicates that Tenant has underpaid or overpaid the Tenant Improvement Costs, then within ten (10) days after receipt of such statement, Tenant shall deliver to Landlord the amount of such underpayment or Landlord shall return to Tenant the amount of such overpayment, as the case may be.

4.3.2 Landlord Supervision. After the parties agree upon the Contractor, Landlord shall independently retain Contractor to construct the Tenant Improvements in accordance with the Approved Working Drawings and the Cost Proposal. Landlord shall supervise the construction by Contractor, and Tenant shall pay a construction supervision and management fee (the "**Landlord's Supervision Fee**") to Landlord in an amount equal to five percent (5%) of the Tenant Improvement Costs (before including the Landlord's Supervision Fee). The Landlord's Supervision Fee shall be part of the Tenant Improvement Costs, and shall be included in the Cost Proposal. As part of the reconciliation of costs described above, the final Landlord Supervision Fee shall be determined based on the final Tenant Improvement Costs (before including the Landlord's Supervision Fee), and included in calculating any underpayment or overpayment.

4.3.3 Contractor's Warranties and Guaranties. Landlord shall cause the Contractor to provide a commercially reasonable warranty, with coverage for a period of at least one (1) year after the Substantial Completion (defined below) of the Tenant Improvement Work, and Landlord shall pass along the benefits of such warranty to Tenant (at no cost to Landlord) with respect to those items which Tenant is responsible for under the Lease. Landlord hereby assigns to Tenant all warranties and guaranties given by Contractor relating to the Tenant Improvements, which assignment shall be on a non-exclusive basis such that the warranties and guarantees may be enforced by Landlord



and/or Tenant, and Tenant hereby waives all claims against Landlord relating to, or arising out of the construction of, the Tenant Improvements, except to the extent caused by the negligence or willful misconduct of Landlord.

4.3.4 Tenant's Covenants. Without limiting any indemnities contained in the body of the Lease, the Tenant hereby indemnifies Landlord for any loss, claims, damages or delays arising from the actions of Architect and the Engineers on the Premises or in the Building or Project, except to the extent such loss, claim, damage or delay was the result of the negligence, willful misconduct, or breach of this Tenant Improvement Work Letter by Landlord or its employees, agents, or contractors. Within ten (10) days after completion of construction of the Tenant Improvements, Landlord and Tenant shall each, respectively, cause the Contractor and Architect to cause a Notice of Completion to be recorded in the office of the Recorder of the County in which the Building is located in accordance with Section 8182 of the Civil Code of the State of California or any successor statute and furnish a copy thereof to Landlord upon recordation, failing which, Landlord may itself execute and file the same on behalf of Tenant as Tenant's agent for such purpose. In addition, Tenant, immediately after the Substantial Completion of the Premises, shall have prepared and delivered to Landlord a copy of the "as built" plans and specifications (including all working drawings) for the Tenant Improvements, together with a computer disk containing the Approved Working Drawings in AutoCAD format.

## **SECTION 5** **SUBSTANTIAL COMPLETION; LEASE COMMENCEMENT DATE**

5.1 Substantial Completion. For purposes of this Lease, the "**Substantial Completion-TIW**" shall occur upon the completion of construction of the Tenant Improvements in the Premises pursuant to the Approved Working Drawings and issuance of a Certificate of Occupancy for the Premises by the applicable governmental entity, with the exception of any punchlist items and any tenant fixtures, work-stations, built-in furniture, or equipment to be installed by Tenant or under the supervision of Contractor. Tenant shall provide Landlord and Contractor with a detailed list of any punchlist items within thirty (30) days after the date of Substantial Completion-TIW. Landlord shall inform Tenant within ten (10) business days after receipt of whether Landlord disagrees, in its reasonable discretion, with any proposed punchlist work. If such disagreement occurs, the parties shall work in good faith to finalize the punchlist as soon as possible. Landlord shall cause the punchlist items to be corrected as soon as possible, and in all events (unless not reasonably possible) within thirty (30) days after mutual approval of the punchlist, subject to delays resulting from Force Majeure or the acts or omissions of Tenant or any other Tenant Party.

5.2 Tenant Delays. Any delays in Substantial Completion of the Premises as a direct, indirect, partial, or total result of any of the following shall be collectively referred to in this Lease as "**Tenant DelaysError! Bookmark not defined.**":

5.2.1 Tenant's failure to comply with the Time Deadlines;

5.2.2 Tenant's failure to timely approve any matter requiring Tenant's approval, including a Partial Cost Proposal or the Cost Proposal;

5.2.3 a breach by Tenant of the terms of this Tenant Improvement Work Letter or the Lease (beyond any applicable notice and cure period);

5.2.4 Tenant's request for changes in the Approved Working Drawings;

5.2.5 Tenant's requirement for materials, components, finishes or improvements which are not available in a reasonable time (based upon the estimated Commencement Date set forth in Section 2.2 of the Lease) or which are different from, or not included in, the Approved Working Drawings;

5.2.7 changes to the Base, Shell and Core or Landlord Improvements required by the Approved Working Drawings;

5.2.8 any changes in the Construction Drawings and/or the Tenant Improvements required by Applicable Laws if such changes are directly attributable to Tenant's use of the Premises or Tenant's specialized tenant improvement(s) (as reasonably determined by Landlord); or

5.2.9 any other acts or omissions of Tenant, or its Architect, Engineer, consultants, agents, or employees;

provided, however, that no Tenant Delay shall be deemed to have occurred unless and until Landlord has provided written notice to Tenant specifying the action, inaction or event that Landlord contends constitutes a Tenant Delay. If such action, inaction or event is not cured or terminated within two (2) business days' after receipt of such notice, then a Tenant Delay shall be deemed to have occurred commencing as of the date such notice is received and continuing for the number of days of delays actually resulting from such action, in action or event.

## **SECTION 6** **MISCELLANEOUS**

6.1 Tenant's Entry Into the Premises Prior to Substantial Completion. Subject to the terms hereof and provided that Tenant and its agents do not interfere with, or delay, Contractor's work in the Premises, at Landlord's reasonable discretion, Contractor shall allow Tenant access to the Premises for at least thirty (30) days prior to the Substantial Completion of the Premises for the purpose of Tenant installing equipment or fixtures (including Tenant's data and telephone and telecommunications equipment) in the Premises. Prior to Tenant's entry into the Premises as permitted by the terms of this Section 6.1, Tenant shall submit a schedule to Landlord and Contractor, for their reasonable approval, which schedule shall detail the timing and purpose of Tenant's entry. In connection with any such entry, Tenant acknowledges and agrees that Tenant's employees, agents, contractors, consultants, workmen, mechanics, suppliers and invitees shall reasonably cooperate, work in harmony and not, in any manner, interfere with Landlord or Landlord's Contractor, agents or representatives in performing work in the Building and the Premises, or interfere with the general operation of the Building and/or the Project. If at any time any such person representing Tenant shall not be cooperative or shall otherwise cause any such disharmony or interference, including, without limitation, labor disharmony, and Tenant fails to promptly after written notice institute and maintain corrective actions as reasonably directed by Landlord, then Landlord may revoke Tenant's entry rights if Tenant fails to cure such issue following twenty-four (24) hours' prior written notice to Tenant. Tenant acknowledges and agrees that any such entry into and occupancy of the Premises or any portion thereof by Tenant or any person or entity working for or on behalf of Tenant shall be deemed to be subject to all of the terms, covenants, conditions and provisions of the Lease, excluding only the covenant to pay Rent (until the occurrence of the Commencement Date). Landlord shall not be liable for any injury, loss or damage which may occur to any of Tenant's work made in or about the Premises in connection with such entry or to any property placed therein prior to the Commencement Date, the same being at Tenant's sole risk and liability except to the extent caused by the negligence or willful misconduct of Landlord or its employees, agents, consultants, invitees or contractors. Tenant acknowledges and agrees that any such entry into the Premises or any portion thereof by Tenant, its architect, or any other person or entity working for or on behalf of Tenant shall be deemed to be subject to Tenant's indemnity obligations under Section 10.4 of the Lease, and also subject to all of the releases and waivers provided in the Lease by Tenant for the benefit of Landlord. In the event that Tenant's violation of this Section 6.1 causes any costs to be incurred by Landlord that Landlord would not have incurred but for such violation ("**Excess Costs**"), then Tenant shall promptly reimburse Landlord for all actual and reasonable Excess Costs within thirty (30) days after receipt of detailed written demand (including copies of applicable cost verification documents).

6.2 Tenant's Representative. Tenant has designated \_\_\_\_\_ as its sole representative with respect to the matters set forth in this Tenant Improvement Work Letter, who shall have full authority and responsibility to act on behalf of the Tenant as required in this Tenant Improvement Work Letter.

6.3 Landlord's Representative. Landlord has designated \_\_\_\_\_ as its representative with respect to the matters set forth in this Tenant Improvement Work Letter, who, until further notice to Tenant, shall have full authority and responsibility to act on behalf of the Landlord as required in this Tenant Improvement Work Letter.

6.4 Time of the Essence in This Tenant Improvement Work Letter. Unless otherwise indicated, all references herein to a "number of days" shall mean and refer to calendar days. In all instances where Tenant is required

to approve or deliver an item, if no written notice of approval is given or the item is not delivered within the stated time period, at Landlord's sole option, at the end of said period the item shall automatically be deemed approved or delivered by Tenant and the next succeeding time period shall commence.

6.5 Tenant's Lease Default. Notwithstanding any provision to the contrary contained in the Lease, if an event of default by Tenant as described in the body of the Lease (beyond expiration of any applicable notice and cure period) or any default by Tenant of any obligation expressly set forth under this Tenant Improvement Work Letter (beyond a reasonable notice and cure period of not less than ten (10) days in the case of a monetary default and not less than thirty (30) days in the case of any non-monetary default) has occurred at any time on or before the Substantial Completion-TIW, then (i) in addition to all other rights and remedies granted to Landlord pursuant to the Lease, at law and/or in equity, Landlord may cause Contractor to cease the construction of the Premises, and (ii) all other obligations of Landlord under the terms of this Tenant Improvement Work Letter shall be forgiven until such time as such default is cured pursuant to the terms of the Lease (in which case, it shall be a Tenant Delay for purposes of Section 5.2 above). In addition, if the Lease is terminated prior to the Commencement Date due to a default by Tenant under the body of the Lease or under this Tenant Improvement Work Letter, then in addition to any other remedies available to Landlord under the Lease, at law and/or in equity, Tenant shall liable for and shall immediately pay to Landlord any and all costs incurred by Landlord and not reimbursed or otherwise paid by Tenant through the date of such termination in connection with the Tenant Improvement Work or Tenant Improvements to the extent planned, installed and/or constructed as of such date of termination, including, but not limited to, any costs related to the removal of all or any portion of the Tenant Improvements and restoration costs related thereto.

**SCHEDULE 1**

**TIME DEADLINES**

<u>Dates</u>	<u>Actions to be Performed</u>
1. _____, 202__	Final Space Plan to be completed by Tenant and delivered to Landlord.
2. Within [____] days of Landlord's approval (or deemed approval) of the Final Space Plan	Tenant to deliver Final Working Drawings to Landlord.
3. _____, 202__	Tenant to submit Approved Working Drawings to the City of Los Angeles for all applicable building permits.
4. Ten (10) business days after the receipt of the Cost Proposal by Tenant.	Tenant to approve or disapprove Cost Proposal.
5. Five (5) business days after the receipt of a Partial Cost Proposal by Tenant.	Tenant to approve Partial Cost Proposal and deliver same to Landlord.

## FUNDING/EXPENDITURE PLAN

## VERMONT/MANCHESTER - METRO TRAINING AND INNOVATION CENTER

Use of Funds	FY21	FY22	FY23	FY24+	Total Capital Costs
<b>Design Phase</b>					
Design Costs	400,000	1,300,000	-	-	1,700,000
Legal Assistance with Real Estate	100,000	-	-	-	100,000
Agency Costs	-	-	-	-	-
Design Phase Total	500,000	1,300,000	-	-	1,800,000
<b>Construction Phase</b>					
Construction - Tenant Improvements	-	3,000,000	3,615,000	-	6,615,000
Construction - Parking	-	-	3,000,000	-	3,000,000
Construction - Transit Plaza	-	-	3,500,000	-	3,500,000
Transit Plaza including (TVMs and Signage)	-	-	750,000	-	750,000
FF&E (Furniture / Equipment)	-	-	1,136,000	-	1,136,000
Design Support During Construction	-	100,000	100,000	-	200,000
Development Fee (5%)	-	290,000	290,000	-	580,000
Construction Management Consultants	-	100,000	100,000	-	200,000
Agency Costs	-	100,000	100,000	-	200,000
LEED ID+Silver Commissioning	-	-	519,000	-	519,000
Project Contingency	-	-	-	1,400,000	1,400,000
Construction Phase Total	-	3,590,000	13,110,000	1,400,000	18,100,000
<b>Total Project Cost</b>	<b>500,000</b>	<b>4,890,000</b>	<b>13,110,000</b>	<b>1,400,000</b>	<b>19,900,000</b>
<b>Source of Funds</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24+</b>	<b>Totals</b>
Proposition C 25% Bond	-	-	450,000	-	450,000
Local Funds	500,000	4,890,000	12,660,000	1,400,000	19,450,000
<b>Total Project Funding</b>	<b>500,000</b>	<b>4,890,000</b>	<b>13,110,000</b>	<b>1,400,000</b>	<b>19,900,000</b>

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# METRO TRAINING & INNOVATION CENTER

Executive Management Committee October 15, 2020



Joanne Peterson – Chief Officer, Human Capital & Development  
Timothy Lindholm – Senior Executive Officer, Capital Projects

# VISION

The Los Angeles County Metropolitan Transportation Authority (Metro) is developing a Training and Innovation Center in South Los Angeles to build the infrastructure workforce of the future.

The Training & Innovation Center will be part of the transformation of infrastructure in Los Angeles. The center will help expand equitable professional development resources in this historically marginalized community by serving as an innovation hub for existing Metro employees, residents from across the county seeking employment and professional advancement. The center will become a resource for students and lifelong learners.

# IMPACT

Metro's Training and Innovation Center will be a state-of-the-art facility providing classrooms, learning labs and interactive meeting spaces to promote relevant job training and innovative practices

## ENHANCE SUCCESS OF POTENTIAL CANDIDATES

- WIN-LA Training & Partnerships
- Resume & Interview Workshops
- On-site Recruitment Activities
- Business Skills Trainings
- Veteran Transition Workshops
- Professional Development Courses for the emerging workforce (TCAP, MIP, ELTP)

## PROFESSIONAL DEVELOPMENT FOR EXISTING METROEMPLOYEES

- 719 Metro employees live within a 2-mile radius (75% are African American and 20% are Hispanic)
- Department 100 & 200 training
- Career Pathway Development Training
- Course Offerings from College Partners for Tuition Reimbursement

## COMMUNITY ENGAGEMENT AND EDUCATION

- Job and Career Fairs
- Youth & Adult Programming
- Art Programs
- Resource Center
- Community-Based Organization collaboration in support of Fair Chance recruitment efforts



# VERMONT/MANCHESTER MIXED-USED PROJECT

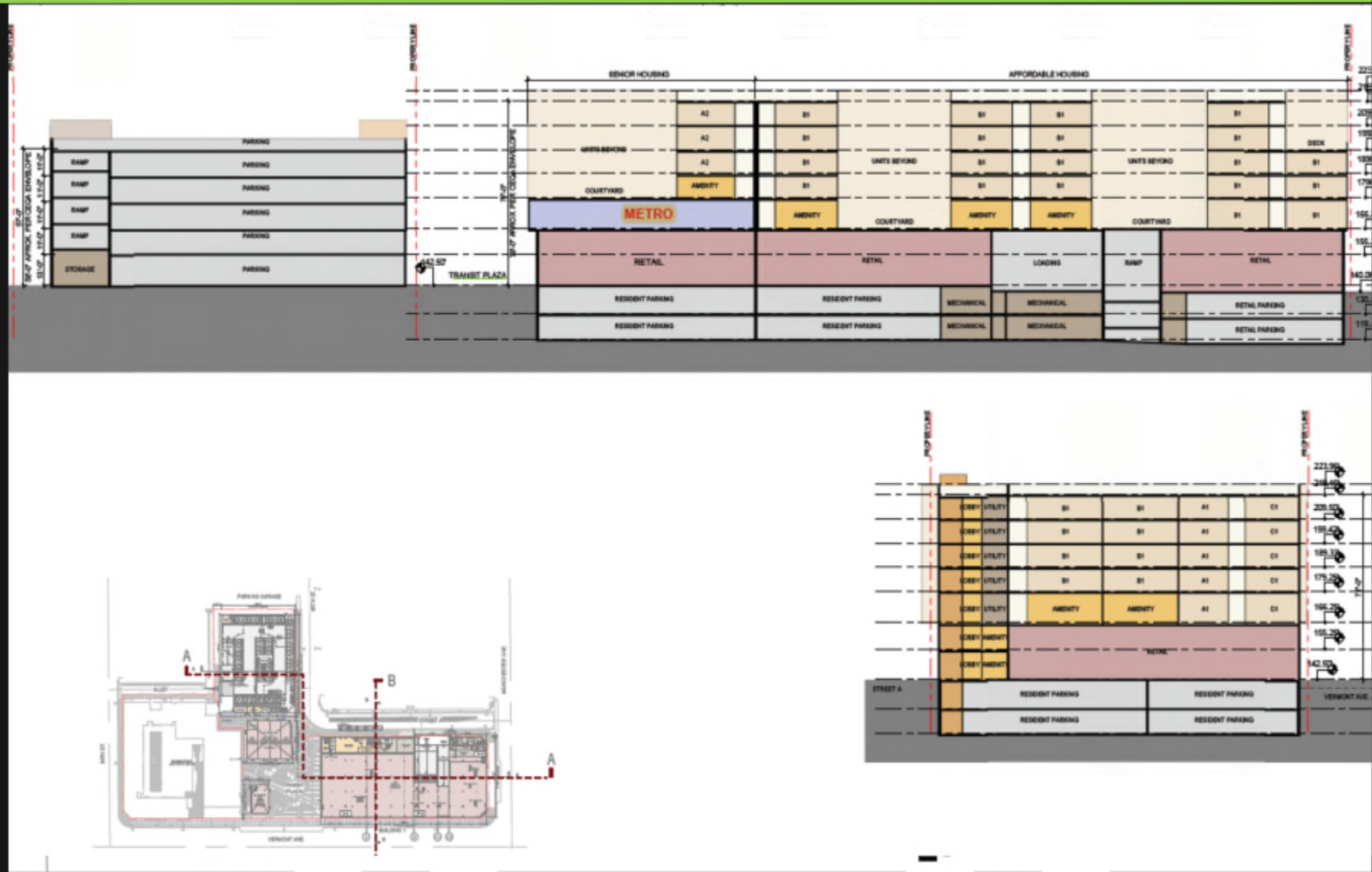
4.3 acres located on the east side of 8400 & 8500 blocks of South Vermont Ave

## Overall Project Goals:

- Revitalize South Los Angeles to improve quality of life, increase public safety and workforce development

## Elements include:

- Affordable Housing Units
- Retail/ Grocery Store
- SEED LA
- Metro Transit Innovation Center
- Parking Structure



# OFFICE LEASE: DEAL POINTS

Metro is negotiating a 15-year office lease with Primestor Development LLC, for the Metro Training and Innovation Center.

## OFFICE LEASE

- Duration 15-years with four 5-year options
- Annual base rent starting at \$630,000
- Operating expenses projected at \$150,000 per year
- Metro will design and fund the construction of the tenant improvements (NTE \$11.6M)
- Owner will construct the shell and exterior of the space
- Owner will construct the tenant improvements according to Metro's final design
- Metro will contribute up to \$3.5M for the construction of the transit plaza

## PARKING RIGHTS AGREEMENT

- Metro shall have access to 60 reserved parking spaces
- Metro will have access to the premises and parking structure 24-hrs per day/7-days a wk.
- Metro will contribute up to \$3M for the acquisition of the exclusive use of the spaces
- The location of the reserved parking spaces will be subject to Metro's approval
- The term of the Agreement shall be at least 35-years.
- Metro shall pay its pro rata share of the costs of operating and maintaining the Parking Structure.

# CAPITAL COSTS

VERMONT/MANCHESTER - METRO TRAINING AND INNOVATION CENTER					
Use of Funds	FY21	FY22	FY23	FY24+	Total Capital Costs
<b>Design Phase</b>					
Design Costs	400,000	1,300,000	-	-	1,700,000
Legal Assistance with Real Estate	100,000	-	-	-	100,000
Agency Costs	-	-	-	-	-
Design Phase Total	500,000	1,300,000	-	-	1,800,000
<b>Construction Phase</b>					
Construction - Tenant Improvements	-	3,000,000	3,615,000	-	6,615,000
Construction - Parking	-	-	3,000,000	-	3,000,000
Construction - Transit Plaza	-	-	3,500,000	-	3,500,000
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FF&E (Furniture / Equipment)	-	-	1,136,000	-	1,136,000
Design Support During Construction	-	100,000	100,000	-	200,000
Development Fee (5%)	-	290,000	290,000	-	580,000
Construction Management Consultants	-	100,000	100,000	-	200,000
Agency Costs	-	100,000	100,000	-	200,000
LEED ID+Silver Commissioning	-	-	519,000	-	519,000
Project Contingency	-	-	-	1,400,000	1,400,000
Construction Phase Total	-	3,590,000	13,110,000	1,400,000	18,100,000
<b>Total Project Cost</b>	<b>500,000</b>	<b>4,890,000</b>	<b>13,110,000</b>	<b>1,400,000</b>	<b>19,900,000</b>

# OPERATING COSTS

## Mobility Training & Innovation Center (Operating Costs)

CBU	Personnel Type	# of Employees	Hour Rate	Year Salary	Cost/Year Fully Burdened
NC	Admin (Project Manager)	2	\$ 54.16	\$ 112,653	\$ 342,014
NC	Admin (ELTP)	2	\$ 22.14	\$ 46,051	\$ 139,811
NC	Admin (Librarian)	1	\$ 33.00	\$ 68,640	\$ 104,196
<b>Sub-Total Administration</b>					<b>\$ 586,021</b>
FM/CAM Charges					\$ 150,000
<b>Sub-Total Facilities</b>					<b>\$ 150,000</b>
TEAMSTER	Transit Security Officer 1	2.5	\$ 18.99	\$ 39,508	\$ 157,537
TEAMSTER	Sr Transit Security Officer	0.5	\$ 33.13	\$ 68,910	\$ 54,956
<b>Sub-Total Security</b>					<b>\$ 212,493</b>
<b>Sub-Total Lease Cost</b>					<b>\$ 630,000</b>
<b>Sub-Total Miscellaneous Cost</b>					<b>\$ 100,000</b>
<b>Total Cost</b>					<b>\$ 1,678,514</b>

### Assumptions:

1. Hours of operation 8:00 am - 8:00 pm, seven days a week (14 shifts)
2. Two shifts per day, 7:00 am - 3:00 pm and 1:00 pm - 9:00 pm

### Miscellaneous Costs:

1. Office Supplies
2. Computers for Training
3. Unanticipated Expenses

*The operating costs outlined here are an estimate based on proposed outcomes at this time. Personnel type and number of employees are subject to change in order to meet the business needs of the Metro Training and Innovation Center.*

# RAPID EQUITY ASSESSMENT

The Metro Training and Innovation Center will address important equity impacts on the community of South Los Angeles.

## OPPORTUNITIES TO IMPROVE EQUITY

- Approximately 63% of South Los Angeles residents are Latino, 36% are Black
- 39% of the households in South Los Angeles earn less than \$25k a year
- 4% of the residents in the area have a four-year degree
- Over 700 Metro employees live within a 2-mile radius of the site

## KEY BENEFITS

- Access to technology (*computers, internet access*)
- Workforce Development resources for members of the community
- Center for collaboration amongst community partners and Metro
- Professional Development courses for existing Metro Employees

## MOVING FORWARD

- Community Engagement via dedicated phone number and email address
- Construction Work Plan – Noise and dust mitigation measures
- Traffic mitigation measures
- Comprehensive communication plan to keep the community informed

# DESIGN CONSIDERATIONS



There will be multiple conferencing/work spaces ranging from 1000sf to 3000sf.

Spaces are flexible to accommodate multiple event types such as:

- Training/ Education Workshops
- Conferences/Events
- Business Meetings

Dedicated work area for preassembled independent work pods that can be rented or used by metro employees for satellite offices.

Conference Rooms to be equipped with equipment to meet all functional needs such as:

- Writable Walls & Glass
- Floor Outlets & Data
- Moveable Partition Wall on track system with 360 swivel



# VERMONT MANCHESTER – TRANSIT PLAZA

Transit Plaza located on the first level between the SEED LA School and the Grocery Store.

Function as a Transit Plaza and Outdoor Gathering space.

- The design of the gathering space functions and aesthetics will be determined by the developers design team.

Metro will budget for the following:

- Digital Message Boards
- Transit related Artwork
- Metro Signage – Wayfinding
- Ticket Vending Machines



# NEXT STEPS

- Board Authorization and Approval of LOP: October 22, 2020
- Execute Office Lease and ancillary agreements: November 2020
- Start design of interior space: November 2020
- Construction Start Dates:
  - SEED School: Late 2020
  - Housing/Retail/Parking: Fall 2021
- Capital Contribution: FY2022—FY2024





THANK YOU FOR YOUR SUPPORT



## Board Report

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File #: 2020-0469, File Type: Resolution

Agenda Number: 10.

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FINANCE, BUDGET AND AUDIT COMMITTEE  
OCTOBER 14, 2020

**SUBJECT: MEASURE R SHORT-TERM BORROWING PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. REPLACE the direct purchase revolving credit facilities (“RCF”) and drawdown bond facility (“DBF”) with a Measure R Commercial Paper Program, finalize negotiations with the recommended banks and execute agreements and related documents:
1. REPLACE the RCFs currently being provided by Bank of the West (“BW”) of \$50 million and State Street Public Lending Corporation (“State Street”) of \$100 million with a Direct-pay Letter of Credit (“LOC”) to be provided by State Street Public Lending Corporation for a committed principal amount of \$100 million for a two-year term at an estimated cost of \$1.3 million including interest, legal fees and other related expenses.
  2. REPLACE the DBF currently being provided by RBC Capital Markets, LLC (“RBC”) of \$150 million with a LOC provided by Bank of America, N.A. (“BANA”) for a committed principal amount of \$90 million for a two-year term at an estimated cost of \$1.4 million including interest, legal fees and other related expenses.
- B. If unable to reach agreement with one or more of the recommended banks described above, authorize the Chief Executive Officer to finalize negotiations with each successively ranked bank for LOCs and/or RCFs having two-year terms and the estimated costs shown in **Attachment A**.
- C. ADOPT a resolution with respect to the Measure R short-term program that approves the selection of State Street and BANA or such other banks selected by the Chief Executive Officer for the Measure R short-term program, and the forms of the supplemental trust agreement, issuing and paying agent agreement, dealer agreement, reimbursement agreements, and commercial paper offering memorandum in substantially similar form with those on file with the Board Secretary and that makes certain benefits findings in compliance with the Government Code, **Attachment B**.

**(Requires separate, simple majority Board vote)**

## **ISSUE**

The Measure R Short-Term Borrowing program has proven to be a flexible, cost effective method of short-term financing for Metro's capital program. A letter of credit or similar facility provided by a highly-rated financial institution or bank is required for commercial paper programs to guarantee repayment of notes at maturity. Measure R's Short-term Borrowing facilities with State Street, BW, and RBC expire in November 2020.

## **BACKGROUND**

The purpose of the Commercial Paper ("CP") program is to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Fixed-rate, long-term debt may also be issued providing a more efficient asset/liability match over the life of the asset. CP is a short-term debt instrument that can be issued with maturities from 1 to 270 days. As notes mature, new notes are simultaneously issued (i.e., rolled over). A LOC is required by investors purchasing the CP in order to guarantee repayment of the maturing notes. Additionally, the LOCs provide a safety net to Metro in the form of a term loan in the unlikely event the notes cannot be remarketed, precluding any requirement that the entire outstanding amount be repaid immediately from cash.

The Measure R Short-term program authorizes Metro to issue, and have outstanding at any one time, up to \$300 million in Measure R Subordinate Obligations. Currently, Metro has a total of \$106 million outstanding under the RCFs and DBF with BW, State Street and RBC. The RCFs and DBF will expire in November 2020.

Metro is authorized to issue either tax-exempt or taxable CP under the program. The securities are backed by a subordinate pledge of 85% of Measure R sales tax revenues.

## **DISCUSSION**

As directed in the Metro Debt Policy, the Municipal Advisor conducts a competitive process to select financial product providers, including letters of credit. Requests for proposal were sent to 18 banks by the municipal advisor selected for this transaction, PFM Financial Advisors LLC ("PFM"). The request for proposal required banks to have short-term ratings of at least P-1, A-1 or F-1 from at least two of the three following rating agencies: Moody's Investor Services, Standard & Poor's and Fitch ratings, respectively in order to respond. Evaluation criteria included pricing, any rate penalties investors may impose on a particular bank, the status of a bank's credit approval and willingness to execute Metro's form of agreement. Overall program objectives include seeking the lowest cost of capital while maximizing access to borrowing capacity achieved through diversification of products and providers across Metro's entire short-term debt portfolio. Eight proposals were received for commitment amounts ranging from \$50 million to \$300 million. Although certain proposals received from the banks included alternative products such as revolving credit agreements, the selection group determined these products and terms to be less desirable than those associated with LOCs. For example, the selection group took into account the fact that the London Inter-bank Offered Rate

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("LIBOR") is expected to be discontinued at the end of calendar year 2021. LIBOR is an index commonly used in setting the interest rate for many adjustable financial products and was the elected index for which most proposers based their pricing for revolving credit facilities. An index is a benchmark interest rate that reflects market conditions. At the current time, no LIBOR replacement has been confirmed. With the uncertainty of a LIBOR replacement, the selection team concluded the risk was too great to seek a revolving credit facility. The source selection group was comprised of Treasury staff and PFM. The selection group ranked each proposer and recommends State Street and BANA, both for two-year terms.

Costs will vary depending on the amount of tax-exempt and taxable debt Metro issues under the program. Additional fees and interest may be incurred under certain extreme circumstances. To date, none of Metro's commercial paper notes have failed to be remarketed.

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

The Source of funds for the recommended action is Measure R 35% Transit Capital. The fund is not eligible for bus and rail operating capital projects. Funding for the recommended action is included in the FY2021 budget in the amount of \$11.2 million in Cost Center #0521, Treasury Non-Departmental, under project #660301, task 03. The cost center manager and the Chief Financial Officer will be accountable for budgeting the cost in future years.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation supports the following Metro Strategic Plan Goal(s):

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

### **ALTERNATIVES CONSIDERED**

The Board could choose to not approve the recommended credit support for the Measure R Short-term program. A decision to cancel the program and not replace the short-term borrowing facilities would result in the need to refund all of the outstanding short-term debt (\$106 million) with a higher cost fixed rate financing under the current agreements or retire the outstanding amount with cash. Canceling the program would also remove our ability to quickly provide low cost, interim financing when needed. This alternative is not recommended.

### **NEXT STEPS**

- Negotiate final terms and conditions with the recommended banks.
- If satisfactory terms cannot be agreed upon with the recommended banks, negotiate with each of the next highest ranked proposers in order to obtain the best combination of terms and pricing.

- Prepare agreements and documentation to implement the letters of credit including, among others, notices, reimbursement agreements, fee agreements, reimbursement notes, supplemental trust agreements and offering memoranda.
- Obtain credit ratings for the CP notes based on the credit ratings of the banks.
- Execute documents prior to the expiration date of the current agreements in November 2020.

### **ATTACHMENTS**

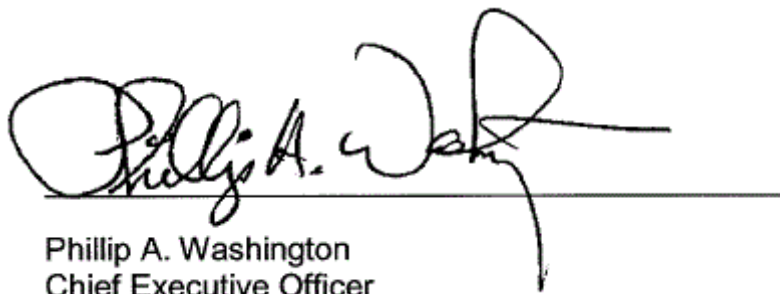
Attachment A - Bank Recommendation Summary

Attachment B - Authorizing Resolution

Attachment C - Finding of Benefit Resolution

Prepared by: Donna R. Mills, Treasurer, (213) 922-4047  
Rodney Johnson, Senior Director, Finance, (213) 922-3417

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



Phillip A. Washington  
Chief Executive Officer

Bank Recommendation Summary

Proposer	Maximum Principal Commitment	Estimated First Year Cost*	Total Estimated Costs*
<b>Letter of Credit</b>			
<b>State Street Public Lending Corporation</b>	<b>\$100,000,000</b>	<b>\$688,851</b>	<b>\$1,332,702</b>
<b>Bank of America, N.A.</b>	<b>\$90,000,000</b>	<b>\$729,801</b>	<b>\$1,414,602</b>
Barclays Bank PLC	\$200,000,000	\$850,351	\$1,660,702
Sumitomo Mitsui Banking Corporation	\$150,000,000	\$861,851	\$1,678,702
Citigroup Global Markets, Inc.	\$50,000,000	\$1,190,351	\$2,325,702
JP Morgan Chase Bank, N.A.	\$300,000,000	\$1,476,851	\$2,908,702
<b>Revolving Credit Facility</b>			
State Street Public Lending Corporation	\$100,000,000	\$650,520	\$1,286,040
Bank of America, N.A.	\$95,000,000	\$935,000	\$1,825,000
Bank of the West	\$50,000,000	\$1,165,000	\$2,315,000
MUFG Union Bank, N.A.	\$150,000,000	\$1,711,900	\$3,378,800
JP Morgan Chase Bank, N.A.	\$300,000,000	\$2,170,000	\$4,295,000

**Targeted firms are shown in bold.**

**Letter of Credit**

**Citigroup** pricing is based on their proposed three-year tenor as they did not provide two-year pricing.

**Revolving Credit Facility**

**Bank of the West** pricing is based on their proposed three-year tenor as they did not provide two-year pricing.

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

**Authorizing Resolution**

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING THE ISSUANCE AND SALE OF SUBORDINATE COMMERCIAL PAPER NOTES UNDER ITS MEASURE R SHORT-TERM BORROWING PROGRAM, APPROVING THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO AND THE TAKING OF ALL OTHER ACTIONS NECESSARY IN CONNECTION THEREWITH

**(MEASURE R SALES TAX)**

W I T N E S S E T H :

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA") is a county transportation commission duly organized and existing pursuant to Section 130050.2 of the California Public Utilities Code; and

WHEREAS, the LACMTA is authorized by Sections 130350.4 and 130350.5 of the California Public Utilities Code to impose a retail transactions and use tax at a rate of 0.5% that is applicable in the incorporated and unincorporated areas of the County of Los Angeles, California (the "County") if authorized by at least two-thirds of the electors voting on the issue; and

WHEREAS, in accordance with such provision, the LACMTA, on July 24, 2008, adopted Ordinance No. 08-01, known as the Traffic Relief and Rail Expansion Ordinance, Imposing a Transactions and Use Tax to be Administered by the State Board of Equalization (the "Ordinance") imposing the transactions and use tax for a period of 30 years, and the Ordinance was submitted to the electors of the County in the form of Measure R and approved by more than a two-thirds vote at an election held on November 4, 2008; and

WHEREAS, the Ordinance, as so approved, imposes for a period of 30 years, beginning July 1, 2009, a tax upon the sale of tangible personal property at retail at a rate of one-half of one percent of the gross receipts of the sale and a complementary tax upon the storage, use or other consumption in the County at a rate of one-half of one percent of the sales price of the property whose storage, use or other consumption is subject to the tax (the "Measure R Sales Tax," amounts received in respect to the Measure R Sales Tax, less any refunds and the administrative fee deducted by the State of California Department of Tax and Fee Administration and less the Local Return (as defined in the Senior Trust Agreement (as defined below)) being referred to herein as the "Measure R Sales Tax Revenues"); and

WHEREAS, Section 130500 et seq. of the California Public Utilities Code (the "Act") provides that the LACMTA may issue bonds, which terms includes indebtedness and securities of any kind or class, including bonds, notes, bond anticipation notes, commercial paper and other obligations, and all of such obligations shall be special obligations of the LACMTA, payable from the Measure R Sales Tax Revenues, and to finance the cost of acquiring, constructing and developing facilities for transit systems within the meaning of the Act; and

WHEREAS, the LACMTA has commenced and is proceeding with the financing of projects and programs described in the Expenditure Plan adopted as part of the Ordinance (the “Expenditure Plan”); and

WHEREAS, pursuant to the Act and the provisions of the Second Amended and Restated Trust Agreement, dated as of August 1, 2020 (as supplemented and amended from time to time, the “Senior Trust Agreement”), between the LACMTA and U.S. Bank National Association, as trustee thereunder, the LACMTA may issue Senior Obligations, Subordinate Obligations and Junior Subordinate Obligations (each as defined in the Senior Trust Agreement) secured by the Measure R Sales Tax Revenues; and

WHEREAS, Subordinate Obligations of the LACMTA are provided for and authorized under the Subordinate Trust Agreement, dated as of November 1, 2015 (as supplemented and amended from time to time, the “Subordinate Trust Agreement”), between the LACMTA and U.S. Bank National Association, as trustee thereunder (the “Subordinate Trustee”); and

WHEREAS, under its Resolution adopted on May 28, 2015 and entitled “RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY AUTHORIZING A SHORT-TERM BORROWING PROGRAM; THE EXECUTION AND DELIVERY OF DOCUMENTS RELATED THERETO; THE PLEDGE OF CERTAIN REVENUES OF THE AUTHORITY AND OTHER SECURITY FOR SUCH SUBORDINATE OBLIGATIONS AND SUPER SUBORDINATE OBLIGATIONS; AND RELATED MATTERS” (the “Program Resolution”), the LACMTA established a short-term borrowing program (the “Short-Term Borrowing Program”) to finance projects and programs set forth in the Expenditure Plan that would be secured by the Measure R Sales Tax Revenues and be in an aggregate principal amount not to exceed \$300,000,000; and

WHEREAS, the Program Resolution contemplated a Commercial Paper Program, Drawdown Bonds and Revolving Credit Facilities (each as defined in the Program Resolution); and

WHEREAS, the LACMTA now desires to supplement (without limiting) the authorizations under the Program Resolution by authorizing under this Resolution the issuance under the Commercial Paper Program of LACMTA’s Measure R Subordinate Sales Tax Revenue Commercial Paper Notes (the “Commercial Paper Notes”) as Subordinate Obligations under the Subordinate Trust Agreement; and

WHEREAS, the LACMTA has determined that it is appropriate and to the benefit of the LACMTA to obtain credit enhancement and liquidity facilities in the form of letters of credit to be issued by Bank of America, N.A. (“BANA”) and State Street Bank and Trust Company (“State Street”, and together with BANA, the “Banks”), respectively; and

WHEREAS, the LACMTA also desires to authorize the incurrence of obligations to reimburse the Banks for amounts drawn under the Letters of Credit and to pay interest on the unreimbursed amounts (the “Reimbursement Obligations”) and to make other payments to the Banks (collectively, the “Reimbursement Obligations and Fees”); and



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

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

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

(a) a Fifth Supplemental Subordinate Trust Agreement, by and between the LACMTA and the Subordinate Trustee (the “Fifth Supplemental Subordinate Trust Agreement”);

(b) an Issuing and Paying Agent Agreement by and between U.S. Bank National Association, as issuing and paying agent, and the LACMTA (the “Issuing and Paying Agent Agreement”);

(c) a Dealer Agreement by and between the LACMTA and each dealer of the Commercial Paper Notes, initially BofA Securities, Inc., Goldman Sachs & Co. LLC, and J.P. Morgan Securities LLC (each a “Dealer Agreement”);

(d) a Reimbursement Agreement by and between the LACMTA and BANA (the “BANA Reimbursement Agreement”);

(e) a Reimbursement Agreement by and between the LACMTA and State Street (the “State Street Reimbursement Agreement”); and

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

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents will be modified and amended to reflect the various details applicable to the Commercial Paper Notes and said documents are subject to completion; and

WHEREAS, the Board of the LACMTA desires to authorize the issuance of the Commercial Paper Notes in one or more series and subseries from time to time and as obligations the interest on which is tax-exempt or taxable (or a combination of both) for federal income tax purposes; and

WHEREAS, the LACMTA is duly authorized and empowered, pursuant to each and every requirement of law, to authorize the execution and delivery of the Fifth Supplemental Subordinate Trust Agreement, the Issuing and Paying Agent Agreement, the Dealer Agreements, the BANA Reimbursement Agreement and the State Street Reimbursement Agreement, the preparation of the Offering Memorandum for the purposes, in the manner and upon the terms provided; and

WHEREAS, the LACMTA now desires to approve such documents and the financing program therein implemented and to authorize the officers and staff of the LACMTA to take such further actions, including the execution and delivery of such additional documents, agreements and certificates as shall be necessary and appropriate to give full effect to this Resolution; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Subordinate Trust Agreement and the Fifth Supplemental Subordinate Trust Agreement (in the form made available to the Board herewith);

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

**Section 1. Findings.** The Board finds and determines that the foregoing recitals are true and correct.

**Section 2. Form of Commercial Paper Notes.** The Commercial Paper Notes and the authentication to appear thereon shall be in substantially the form set forth in the Exhibit to the Fifth Supplemental Subordinate Trust Agreement with necessary or appropriate variations, omissions and insertions as permitted or required by the Subordinate Trust Agreement or the Fifth Supplemental Subordinate Trust Agreement or as appropriate to adequately reflect the terms of such notes and the obligations represented thereby.

**Section 3. Execution of Commercial Paper Notes.** Each of the Commercial Paper Notes shall be executed on behalf of the Authority by the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA (or such other titles as the LACMTA may from time to time assign for such respective positions), and any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a "Designated Officer"), or anyone or more thereof and any such execution may be by manual or facsimile signature, and each Commercial Paper Note shall be authenticated as provided in the Fifth Supplemental Subordinate Trust Agreement. Any facsimile signature of a Designated Officer, shall have the same force and effect as if such officer had manually signed each of said Commercial Paper Notes.

**Section 4. Special Obligations.** The Commercial Paper Notes shall be special obligations of the LACMTA payable from and secured (on a subordinate basis) by a portion of the proceeds of the Measure R Sales Tax, and from certain funds and accounts held by the Subordinate Trustee under the Subordinate Trust Agreement as specified therein. The Commercial Paper Notes shall also be payable from and secured by such other sources as the LACMTA may hereafter provide.

**Section 5. Approval of Fifth Supplemental Subordinate Trust Agreement.** The form, terms and provisions of the Fifth Supplemental Subordinate Trust Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Fifth Supplemental Subordinate Trust Agreement, including counterparts thereof, as determined by a Designated Officer. The Fifth Supplemental Subordinate Trust Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Fifth Supplemental Subordinate Trust Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Fifth Supplemental Subordinate Trust Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Fifth Supplemental Subordinate Trust Agreement.

**Section 6. Approval of Issuing and Paying Agent Agreement .** The form, terms and provisions of the Issuing and Paying Agent Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the Issuing and Paying Agent Agreement, including counterparts thereof, as determined by a Designated Officer. The Issuing and Paying Agent Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Issuing and Paying Agent Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Issuing and Paying Agent Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Issuing and Paying Agent Agreement.

**Section 7. Approval of Dealer Agreements.** The form, terms and provisions of the Dealer Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA a Dealer Agreement, including counterparts

thereof, as determined by a Designated Officer, to each dealer of the Commercial Paper Notes. Each Dealer Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the Dealer Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of each Dealer Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to select one or more commercial paper dealers, from time to time, for the Commercial Paper Program, and to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Dealer Agreement.

**Section 8. Approval of BANA Reimbursement Agreement.** The form, terms and provisions of the BANA Reimbursement Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the BANA Reimbursement Agreement, including counterparts thereof, as determined by a Designated Officer. The BANA Reimbursement Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the BANA Reimbursement Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the BANA Reimbursement Agreement, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the BANA Reimbursement Agreement. The letter of credit issued under the BANA Reimbursement Agreement shall authorize draws thereunder sufficient to support up to \$97,990,000 of principal and interest on maturing Commercial Paper Notes, such amount subject to reduction and reinstatement as set forth in the BANA Reimbursement Agreement.

**Section 9. Approval of State Street Reimbursement Agreement.** The form, terms and provisions of the State Street Reimbursement Agreement on file with the Secretary of the Board and made available to the Board, within the parameters set forth in this Resolution, are in all respects approved, and each of the Designated Officers is hereby severally authorized, empowered and directed to execute, acknowledge and deliver in the name of and on behalf of the LACMTA the State Street Reimbursement Agreement, including counterparts thereof, as determined by a Designated Officer. The State Street Reimbursement Agreement, as executed and delivered, shall be in substantially the form now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the form of the State Street Reimbursement Agreement now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the State Street Reimbursement Agreement, the officers, agents and employees of the LACMTA are hereby

authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the State Street Reimbursement Agreement. The letter of credit issued under the State Street Reimbursement Agreement shall authorize draws thereunder sufficient to support up to \$108,877,000 of principal and interest on maturing Commercial Paper Notes, such amount subject to reduction and reinstatement as set forth in the State Street Reimbursement Agreement.

**Section 10. Approval of Alternate Reimbursement Agreements.** If a Designated Officer determines that it is in the LACMTA's best interests to replace the letter of credit to be issued by one or both of the providers named in Sections 8 and 9 with one or more letters of credit to be issued by one or more other CP Enhancement Provider(s) (as defined in the Program Resolution) (each an "Alternate CP Enhancement Provider"), instead of one or both of the providers named in Sections 8 and 9, the Designated Officers are hereby authorized to enter into one or more Reimbursement Agreements with one or more other CP Enhancement Provider(s) (each an "Alternate Reimbursement Agreement"). The Alternate Reimbursement Agreements, as executed and delivered, may be substantially similar to the form of the BANA Reimbursement Agreement or the form of the State Street Reimbursement Agreement now on file with the Secretary of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the forms of such documents now on file with the Secretary of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Reimbursement Agreements, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate Reimbursement Agreements.

**Section 11. Findings Related to Reimbursement Agreements.** The LACMTA hereby determines that entering into one or more Reimbursement Agreements with BANA, State Street and/or any Alternate CP Enhancement Provider pursuant to Section 5922 of the Government Code of the State of California would be designed to reduce the LACMTA's cost of borrowing for the Commercial Paper Notes. In addition to the provisions set forth in Sections 8, 9 and 10, no Designated Officer shall enter into a Reimbursement Agreement with BANA, State Street and/or an Alternate CP Enhancement Provider unless (a) such Reimbursement Agreement is designed (i) to reduce or hedge the amount or duration of any payment, interest rate, spread or similar risk, or (ii) to result in a lower cost of borrowing when used in combination with the issuance of Commercial Paper Notes, (b) the term of such Reimbursement Agreement does not exceed beyond the time at which the Measure R Sales Tax is no longer in effect (as such date may be extended); and (c) the amounts payable by the LACMTA with respect to such Reimbursement Agreements shall be payable solely and exclusively from Measure R Sales Tax Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Reimbursement Agreements entered into in accordance with this Resolution and consistent with the requirements set forth herein is designed to reduce the amount or duration of payment, interest rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Commercial Paper Notes.

**Section 12. Offering Memorandum.** The distribution by any of the Dealers of an Offering Memorandum in connection with the offering and sale of the Commercial Paper Notes from time to time in substantially the form on file with the Secretary of the Board and made available to the Board, with such changes therein as shall be approved by a Designated Officer, is hereby authorized and approved. Each Offering Memorandum so distributed shall first be approved by a Designated Officer pursuant to the terms of the Dealer Agreements. The Dealers are hereby authorized to distribute Offering Memoranda in final form to market the Commercial Paper Notes from time to time, and are hereby authorized to distribute copies of the LACMTA's most recent annual audited financial statements and such other financial statements of the LACMTA as a Designated Officer shall approve.

**Section 13. Investments.** Each Designated Officer is hereby authorized to invest the proceeds of the Commercial Paper Notes in accordance with (i) the LACMTA's Investment Policy and (ii) the Subordinate Trust Agreement and the Fifth Supplemental Subordinate Trust Agreement.

**Section 14. Additional Authorizations.** All actions heretofore taken by the officers, employees and agents of the LACMTA with respect to the issuance and sale of Commercial Paper Notes are hereby ratified, confirmed and approved. The officers, employees and agents of the LACMTA are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any tax certificates or agreements, any amendments to existing agreements relating to obligations payable from the Measure R Sales Tax or related agreements, any agreements for depository services, and any agreements for rebate compliance services, which they, or any of them, may deem necessary or advisable in order to consummate issuance and sale of the Commercial Paper Notes, to manage and administer the Commercial Paper Program and otherwise to carry out, give effect to and comply with the terms and intent of the Ordinance, the Program Resolution, this Resolution, the Commercial Paper Notes and the documents approved hereby.

All approvals, consents, directions, notices, orders, requests and other actions permitted or required by any of the documents authorized by this Resolution, including, without limitation, any of the foregoing that may be necessary or desirable in connection with any investment of proceeds of the Commercial Paper Notes, or in connection with the addition, substitution or replacement of dealers, the issuing and paying agent or the Subordinate Trustee, or any agreements with the issuing and paying agent or the Subordinate Trustee or any similar action may be given or taken by any Designated Officer without further authorization or direction by the LACMTA, and each Designated Officer is hereby authorized and directed to give any such approval, consent, direction, notice, order, request, or other action and to execute such documents and take any such action which such Designated Officer may deem necessary or desirable to further the purposes of this Resolution.

**Section 15. Continuing Authority of Designated Officers.** The authority of any individual serving as a Designated Officer under this Resolution by a written designation signed by the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the

LACMTA, any Assistant Treasurer of the LACMTA shall remain valid notwithstanding the fact that the individual officer of the LACMTA signing such designation ceases to be an officer of the LACMTA, unless such designation specifically provides otherwise.

**Section 16. Further Actions.** From and after the delivery of the initial Commercial Paper Notes, the Designated Officers and each of them are hereby authorized and directed to amend, supplement or otherwise modify the Senior Trust Agreement, the Subordinate Trust Agreement, the Fifth Supplemental Subordinate Trust Agreement, the Issuing and Paying Agent Agreement, the Dealer Agreements, the BANA Reimbursement Agreement, the State Street Reimbursement Agreement and any Alternate Reimbursement Agreement at any time and from time to time and in any manner determined to be necessary or desirable by the Designated Officer executing such amendment, supplement, or modification, upon consultation with the LACMTA's Municipal Advisor and Bond Counsel, the execution of such amendment, supplement or other modification being conclusive evidence of the LACMTA's approval thereof.

**Section 17. Costs of Issuance.** The LACMTA authorizes funds of the LACMTA, together with the proceeds of the Commercial Paper Notes, to be used to pay costs of issuance of the Commercial Paper Notes, including, but not limited to, costs of attorneys, accountants, financial advisors, trustees, issuing and paying agents, dealers, the costs associated with rating agencies, letters of credit, printing, publication and mailing expenses and any related filing fees.

**Section 18. Effective Date.** The effective date of this Resolution shall be the date of its adoption.

CERTIFICATION

The undersigned, duly qualified and acting as Board Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on \_\_\_\_\_, 2020.

[SEAL]

By \_\_\_\_\_  
Board Secretary, Los Angeles County  
Metropolitan Transportation Authority

Dated: \_\_\_\_\_, 2020



**Measure R Oversight Committee Finding of Benefit Resolution**

**RESOLUTION PURSUANT TO MEASURE R ORDINANCE FINDING THAT THE BENEFITS OF A SHORT TERM BORROWING PROGRAM EXCEED ADMINISTRATION AND INTEREST COSTS**

WHEREAS, the Measure R Ordinance provides sales tax revenues for the construction of 12 transit capital projects over the next 30 years; and

WHEREAS, The America Fast Forward Initiative adopted by the LACMTA Board of Directors in April 2010 proposes to complete construction of the 12 transit capital projects in 10 rather than 30 years; and

WHEREAS, accelerated construction would avoid inflationary cost growth; and

WHEREAS, a short-term borrowing program will provide interim financing vehicles such as commercial paper, revolving credit facilities and bond anticipation notes which provide a source of flexible, low cost financing that allows more effective management of a debt program to fund cash flow requirements for construction payments until funding sources are received, the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loans are drawn upon, federal grant funds are available, or until other long-term financing is arranged; and

WHEREAS, LACMTA desires to establish a short-term borrowing program (the "Short-Term Borrowing Program") to finance projects and programs set forth in the Expenditure Plan that would be secured by the Measure R Sales Tax Revenues and be in an aggregate principal amount not to exceed \$300,000,000; and

NOW, THEREFORE, the Proposition R Independent Taxpayers Oversight Committee of LACMTA finds that the economic, environmental and transit benefits of the \$300,000,000 Short-Term Borrowing Program as a cost effective and efficient component of the approved Measure R secured debt program, exceed issuance and interest costs.

Adopted this 13<sup>th</sup> day of May, 2015



## Board Report

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File #: 2020-0590, File Type: Contract

Agenda Number: 12.

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### FINANCE, BUDGET AND AUDIT COMMITTEE OCTOBER 14, 2020

**SUBJECT: TECHNOLOGY INFRASTRUCTURE ENGINEERING SERVICES**

**ACTION: AWARD CONTRACT**

#### **RECOMMENDATION**

CONSIDER AUTHORIZING the Chief Executive Officer to:

- A. AWARD a five-year, firm fixed unit rate Contract No. PS67661000 to Birdi Systems, Inc. (Birdi), for technology infrastructure engineering services supporting new facility Measure M and existing Metro facilities upgrade projects in an amount not to exceed \$10,600,000, effective November 2020, subject to resolution of protest(s), if any.
- B. EXECUTE individual task orders under the Contract for technology infrastructure engineering services for an aggregate not-to-exceed amount of \$10,600,000.

#### **ISSUE**

Various technology infrastructure engineering services are required throughout the lifecycle of a design-build facilities construction or remodeling project. In the initial design stage, technical planners, computer aided drafting (CAD) and communications engineers are required. As the project progresses to the build stage, project managers; network, quality assurance and test engineers are needed. Metro's Information and Technology Services (ITS) are needed to support the Agency's projects and require the ability to readily access these engineering skill sets. Oftentimes, multiple bus and rail projects require these services concurrently. This recommended contract award to the vendor will provide Metro the required technical infrastructure services on an as-needed task order basis.

#### **BACKGROUND**

Metro's ITS Department is responsible for the design, engineering and implementation of technology infrastructure components supporting Measure M & R construction projects. Current active projects include Airport Metro Connector, Division 20 Portal Widening and Turnback, Gold Line Foothill Extension, Purple Line Extension, and the Regional Connector.

Metro currently has over 700 networked locations and over 3000 network connected vehicles. The

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technology infrastructure involves both local and wide area communication networks (LAN & WAN) delivered through fiber, lease line, radio, cellular, microwave and Wi-Fi communication technologies to support the transmission of data, voice, internet, closed-circuit television and video teleconferencing services.

Metro's latest initiative for connecting buses through the public cellular network opens many opportunities for Metro and its customers. The riding public benefits by being able to access the Internet for needed online information while on the bus/train. Metro Operations benefits by being able to connect to onboard systems including vehicle health monitoring, fareboxes, automated passenger counters; as well as providing video-on-demand of security cameras for law enforcement.

To support the many projects associated with Metro's Vision 2028 Strategic Goals and, specifically, to improve the customer experience through technology, to improve Metro Operations and to ensure the public and employees' safety and security; Metro will need to expand its technology infrastructure across its fixed facilities and mobile fleet throughout Los Angeles County.

The recommended contractor service award will enable our ability to deliver, both timely and efficient, technology subject matter expertise and onsite resources to support our current and future technology initiatives.

### **DETERMINATION OF SAFETY IMPACT**

Award of this contract will ensure that all bus/rail operating & maintenance facilities and Metro's mobile fleet will have critical technology communications infrastructure to support network, communications and surveillance services. This capability enables Metro's ability to provide our customers and Metro staff a safe, monitored and secure experience when utilizing Metro services.

### **FINANCIAL IMPACT**

Funding for these services are included in the Measure M & R (bucket 1) project budgets and in the FY21 budget under the respective Program Management cost centers. Since this is a multi-year project, the project manager and the Chief Program Management Officer will be responsible for budgeting the cost in future fiscal years.

### **IMPACT TO BUDGET**

The source of funds will come from Measure M & R and Federal & local funds. The use of these funding sources maximizes established funding provisions and guidelines.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommended contract award supports **Metro Vision 2028 Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.**

### **ALTERNATIVES CONSIDERED**

The alternative is to not award the contract and hire additional Technology Engineering Employees.

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This approach is not recommended due to the number of engineering disciplines that would need to be hired on a full-time basis.

**NEXT STEPS**

Upon approval by the Board, staff will execute Contract No. PS67661000 to Birdi Systems, Inc. for technology infrastructure engineering services effective November 2020.

**ATTACHMENTS**

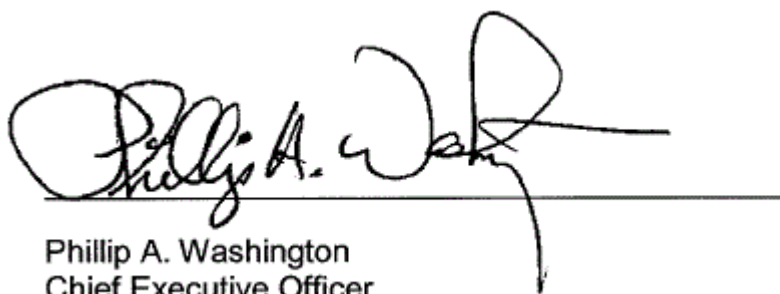
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: William Balter, Sr. Director ITS, (213) 922-4511

Reviewed by: Bryan M. Sastokas, Chief Information Technology Officer, (213) 922-5510

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington  
Chief Executive Officer

## PROCUREMENT SUMMARY

TECHNOLOGY INFRASTRUCTURE ENGINEERING SERVICES  
PS67661000

1.	<b>Contract Number: PS67661000</b>	
2.	<b>Recommended Vendor:</b> Birdi Systems, Inc.	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates :</b>	
	<b>A. Issued :</b> February 4, 2020	
	<b>B. Advertised/Publicized:</b> February 4, 2020	
	<b>C. Pre-Proposal Conference:</b> February 14, 2020	
	<b>D. Proposals Due:</b> April 22, 2020	
	<b>E. Pre-Qualification Completed:</b> August 19, 2020	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> May 7, 2020	
	<b>G. Protest Period End Date:</b> October 19, 2020	
5.	<b>Solicitations Picked up/Downloaded:</b> 100	<b>Bids/Proposals Received:</b> 5
6.	<b>Contract Administrator:</b> Victor Zepeda	<b>Telephone Number:</b> (213) 922-1458
7.	<b>Project Manager:</b> Roger Largaespada	<b>Telephone Number:</b> (213) 922-2861

**A. Procurement Background**

This Board Action is to approve Contract No. PS67661000 issued in support of technology infrastructure engineering services on a task order basis. Board approval of contract awards are subject to resolution of any properly submitted protest.

Request for Proposals (RFP) No. PS67661 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. The RFP was issued with a 30% DBE goal.

The period of performance is five base years from November 2020 to October 2025.

A pre-proposal conference was held on February 14, 2020 with 13 attendees representing 11 companies.

Nine sets of Q&A were issued during the solicitation phase of this RFP and eight amendments as follows:

- Amendment No. 1, issued on February 19, 2020, extended the due date to March 26, 2020;
- Amendment No. 2, issued on March 16, 2020, extended the due date to April 1, 2020 and exempted resumes from the maximum page count;

- Amendment No. 3, issued on March 17, 2020, extended the due date due to COVID-19 to April 8, 2020;
- Amendment No. 4, issued on March 20, 2020, allowed for electronic proposal submittal and suspended requirement for form notarization;
- Amendment No. 5, issued on April 2, 2020, extended the due date to April 22, 2020;
- Amendment No. 6, issued on April 6, 2020, clarified instructions for electronic proposal submittal;
- Amendment No. 7, issued on April 9, 2020, clarified the email address for electronic proposal submittal;
- Amendment No. 8, issued on April 17, 2020, clarified notary requirements for all forms from different departments (procurement, Pre-Qualification, and DEOD during the COVID-19 shut down)

A total of five proposals were received on the due date of April 22, 2020, as follows in alphabetical order:

1. AT&T Corporation
2. Birdi Systems, Inc.
3. Kambrian Corporation
4. The Omni Group
5. PlanNet Consulting

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Systems Projects and IT Security was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- |                                    |      |
|------------------------------------|------|
| • Contractor Experience            | 25 % |
| • Proposed Individual's Experience | 45 % |
| • Price                            | 30 % |

The evaluation criteria are appropriate and consistent with criteria developed for other similar IT support procurements.

Of the five proposals received, the PET determined four firms to be within the competitive range. The four firms within the competitive range are listed below in alphabetical order:

1. AT&T Corporation
2. Birdi Systems, Inc.
3. Kambrian Corporation

#### 4. PlanNet Consulting

Subsequently, two of the four firms in the competitive range, AT&T and PlanNet Consulting, were determined non-responsive to the DBE requirements and were not included for further consideration.

#### **Qualifications Summary of Firms within the Competitive Range:**

##### **Birdi Systems, Inc.**

Birdi Systems, Inc. dba Birdi Inc. or Birdi & Associates, is located in Pasadena, CA, and was established in 2006, and is a DBE firm. Birdi offers IT, engineering, and construction support services to both private and government entities. Birdi has teamed up with five firms with local presence as well. Birdi has assembled a team that compliments its qualifications with firms that specialize in various technology engineering services and is poised to meet its DBE commitment.

##### **Kambrian Corporation**

Kambrian Corporation, a DBE prime, is entering its 11<sup>th</sup> year in business. Kambrian offers various electrical and engineering services, and is located in West Covina, CA. Kambrian has assembled a team of six subcontractors to ensure its qualifications are complimented with firms that specialize in various technology infrastructure engineering services and offer ample opportunity to its partners to participate in delivering services for this contract.

<b>1</b>	<b>Firm</b>	<b>Average Score</b>	<b>Factor Weight</b>	<b>Weighted Average Score</b>	<b>Rank</b>
<b>2</b>	<b>Birdi Systems, Inc.</b>				
<b>3</b>	Contractor Experience	79.44	25 %	19.86	
<b>4</b>	Proposed Individual's Experience	77.09	45 %	34.69	
<b>5</b>	Price	77.50	30 %	23.25	
<b>6</b>	<b>Total</b>		<b>100 %</b>	<b>77.80</b>	<b>1</b>
<b>7</b>	<b>Kambrian Corporation</b>				
<b>8</b>	Contractor Experience	68.33	25 %	17.08	
<b>9</b>	Proposed Individual's Experience	68.76	45 %	30.94	
<b>10</b>	Price	61.00	30 %	18.30	
<b>11</b>	<b>Total</b>		<b>100 %</b>	<b>66.32</b>	<b>2</b>

### **C. Cost/Price Analysis**

The recommended unit rates are determined to be fair and reasonable based upon independent cost estimate, cost analysis, technical evaluation, and fact finding. All future task orders and modifications will be determined to be fair and reasonable in accordance with Metro's Acquisition Policy prior to issue.

### **D. Background on Recommended Contractor**

The recommended firm, Birdi Systems, Inc., located in Pasadena, CA, has been in business for 14 years and is a leader in the field of construction, engineering and information technology. Birdi is working as a prime contractor on the Santa Barbara Airport Security System Renovation project. Past projects include Metro's Union Station Video Surveillance System and Los Angeles World Airport's Access Control and Alarm Monitoring System.

Birdi has appointed Slava Khusid as its project manager to manage the Contract and task orders. Mr. Khusid has a systems-engineering background and has been the project manager on Metro's Emergency Security Operations Center. Mr. Khusid specializes in providing design and management services for technology infrastructure engineering projects.



## DEOD SUMMARY

**TECHNOLOGY INFRASTRUCTURE ENGINEERING SERVICES  
PS67661000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Birdi Systems, Inc., a DBE Prime, exceeded the goal by making a 52.43% DBE commitment.

<b>Small Business Goal</b>	<b>30% DBE</b>	<b>Small Business Commitment</b>	<b>52.43% DBE</b>
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<b>DBE Subcontractors</b>		<b>Ethnicity</b>	<b>% Committed</b>
1.	Birdi Systems Inc. (DBE Prime)	Subcontinent Asian American	47.28%
2.	PBS Engineers	Subcontinent Asian American	5.15%
<b>Total Commitment</b>			<b>52.43%</b>

**B. Living Wage and Service Contract Worker Retention Policy Applicability**

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

**C. Prevailing Wage Applicability**

Prevailing Wage requirements are applicable to this project. DEOD will monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

**D. Project Labor Agreement/Construction Careers Policy**

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



## Board Report

File #: 2020-0617, File Type: Plan

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE OCTOBER 15, 2020

**SUBJECT: NEXTGEN BUS PLAN**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

APPROVE

- A. the NextGen Bus Plan, as adjusted through the public outreach and public hearing process, for implementation starting December 2020, and
- B. Approve the results of the Title VI Service Equity Analysis for the NextGen Bus Plan

#### **ISSUE**

On January 23, 2020, the Board approved the release of the NextGen Bus Plan for public review. Over the past eight months staff have been actively outreaching to and engaging with the public and various stakeholders, elected officials, community leadership groups, and Metro employees, to solicit feedback on the NextGen Bus Plan. In addition, an on-line virtual workshop and information/data center was developed to provide customers with detailed information on all route and stop proposals as well as comparisons between the current and proposed bus system.

Based on the comments received, the NextGen Bus Plan proposals were revised to retain service coverage in several areas where eliminations were originally proposed. In addition, Metro's MicroTransit pilot zones were adjusted to improve coverage where MicroTransit type service is a better option compared to fixed route bus. Finally, most of the eliminations of "one seat" rides for commute trips to downtown LA were restored.

Five Public Hearings were conducted focused on changes proposed for each of the five Service Council areas. An additional "all region" hearing was held in which all proposed changes were reviewed. There were 589 total attendees and 292 comments received. In response to these comments, additional minor adjustments were made to the plan prior to presenting the final recommended service changes to the Service Councils for approval in September 2020.

The Service Councils deliberated for a total of 15 hours during their September 2020 meetings. All proposed changes to bus services were adopted with a small number of proposals being improved

through Council input as part of their discussions.

## **DISCUSSION**

On January 23, 2020, the Board approved the release of the NextGen Bus Plan for public review. This plan is based on the Transit First scenario which includes:

**Reconnect Scenario** - Service adjustments recommended through the Reconnect scenario redesign the routes and schedules to attract trips where and when there is the greatest market potential. The lessons learned in Phase 1 present a path forward for reinventing the bus network, including:

- Maintain coverage as much as possible through minimizing discontinued segments, coordinating with municipal operators, and introducing MicroTransit, while better linking people to where they want to go.
- Create a competitive transit network that reduces overall travel time by optimizing all components of the trip, including accessing the bus stop, waiting, and riding.
- Build a competitive and attractive network by investing in fast, frequent and reliable service, especially during the midday, evenings and weekends when the greatest opportunity to grow ridership exists.
- Integrate Metro's Equity Framework throughout the project, not only through the significant amount of public outreach and stakeholder engagement during the planning process, but also as reflected in the service change proposals.

**Transit First Scenario** - Transit First builds onto Reconnect by adding capital infrastructure to support the new service plan, including:

- Implementing speed and reliability improvements such as bus lanes where appropriate, signal priority, optimizing bus stop spacing, and all door boarding. By speeding up the bus system, more service can be provided within the same number of service hours while also making bus service more competitive.
- Investing in improving the comfort and safety of the wait environment, especially at major transfer points. This addresses a major barrier to using the bus network, particularly for women who account for over half of transit customers and often travel with young children. In addition, Metro's Transfer Design Guidelines present various recommendations that Transit First would begin to implement to attract more customers to transit.

If fully implemented, the Transit First scenario is expected to achieve a 15-20% increase in ridership.

## **Public Outreach and Engagement**

Over the past eight months staff have been actively outreaching to and engaging with the public, stakeholders, elected officials, the NextGen External Working Group, transit advocates, faith-based organizations, community-based organizations, community/neighborhood groups, and Metro employees including bus operators and customer care agents. Over 1,500 comments were received through the public outreach process (Attachment A). Overall, there was widespread support for the core principles of the NextGen Bus Plan, including improved frequencies, especially off peak, merging of Rapid and Local services on key corridors, and investments in speed and reliability improvements. More information was requested regarding the bus stop consolidations. As such, detailed bus stop consolidation maps for each line were posted on the NextGen website and shared with the public for review prior to the public hearings. Finally, there were some concerns with lost service coverage and “convenience”, or the need to transfer under the plan when a one seat ride currently exists.

Based on the comments received, the draft NextGen Bus Plan was adjusted to restore service coverage in several areas prior to the Public Hearings. In some areas, Metro coordinated service plans with municipal operators resulting in proposals that are more in line with the travel patterns of those customers. Metro’s MicroTransit pilot project zones and implementation schedules were also revised to coordinate with the NextGen Bus Plan to provide a better mobility option in several areas where fixed route is underutilized. Finally, express services to downtown LA that were duplicative of underlying bus and rail service were restored during the commute hours to maintain a one seat ride during periods of high ridership. While service on other lines were slightly reduced to reallocate to these adjustments, the overall core service plan was kept intact.

### Public Hearings

Six public hearings were conducted between August 19 and 27, 2020 (Attachment B). Five of the hearings were conducted during the evenings on weekdays and focused on specific proposals for each of the five Service Council areas. A sixth “all region” hearing was conducted on Saturday August 22 at 10:00 am where proposals for all 5 service areas were presented. Customers were invited to comment on any service proposal at any of the six public hearings.

The public hearings were formally advertised through various means, including:

- Publication of the official Public Hearing notice in the following print newspapers:
  - Armenian Media Network
  - Asian Journal (L.A.)
  - Korea Times
  - La Opinión
  - Los Angeles Times
  - Los Angeles Sentinel
  - Panorama (Russian)
  - Pasadena Star News
  - Rafu Shimpo (Japanese)

- South Bay Daily Breeze
- Watts Times
- World Journal (Chinese Daily News)
  
- Information regarding the proceedings was also shared via car and bus cards, Facebook ads and events, on Nextdoor, on Metro's Twitter, Facebook, and Instagram accounts, on Metro's blog, The Source, and mentioned in various Metro program newsletters in the weeks leading up to the hearings, and over 20,000 take one brochures were distributed aboard Metro buses and over 5,000 take one brochures were distributed to customers at major transit hubs.
  
- Over 300 Metro stakeholders and almost 5,000 people who had registered at NextGen workshops were notified of the hearings via e-blasts specifically about the hearings.
  
- Information regarding the hearings was shared by various publications and organizations including la.streetsblog.org, on the Cal State LA, City of Malibu, City of Lynwood, and City of Vernon websites, in online community papers such as Larchmont Buzz, Laurel Canyon Times, and Malibu Times, and by local Neighborhood Councils including North Hills West and Los Feliz Neighborhood Councils.

Given the COVID-19 pandemic, all public hearings were conducted virtually. However, staff took great strides to develop a system which allowed customers to participate and comment through various methods, including:

- Live comments during the hearing by phone in English, Spanish, Mandarin, or Russian
- Via links to comment through the agenda posted online
- US Postal Mail
- Email to [Nextgen@metro.net](mailto:Nextgen@metro.net) <<mailto:Nextgen@metro.net>> or [servicechanges@metro.net](mailto:servicechanges@metro.net) <<mailto:servicechanges@metro.net>>
- Email to the Board Secretary's Office
- By phone (the Service Councils phone number was listed on the car and bus cards)

A total of 589 people viewed or listened to the public hearings through Livestream, audio link, and the archive. A total of 292 comments were received as follows; the content of those comments is provided in Attachment C.

- 27 comments were received by phone during the virtual public hearings
- 118 eComments were received and read during the public hearings; an additional comment was received a few minutes after the hearing adjourned and have been incorporated into the record
- 128 unduplicated comments were received via email
- 14 comments were received through the virtual workshop website
- 5 mailed comments were received

Based on the public hearing comments, additional modifications were made to the plan before finalizing for Service Council approvals in September 2020. Attachment D and E present the final

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NextGen Bus Plan service and stop changes recommended and approved by the Service Councils (noting changes made as part of the approval process).

### Title VI Service Equity Analysis

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. A Title VI Service Equity Analysis is required for a major service changes, as defined in Metro's Title VI program. The Title VI program also defines Disparate Impact and Disproportionate Burden. A Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin, while a Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. For major service changes, a Disparate Impact occurs if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%). Likewise, a Disproportionate Burden occurs if the absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%). Attachment F presents the findings of the Title VI evaluation of the NextGen Bus Plan.

The Title VI evaluation of the NextGen Bus Plan was conducted at three separate resolutions: (1) a line and line group analysis to identify adverse impacts caused by changes to individual bus lines or groups of related lines serving a specific corridor; (2) a review by Day Type and Service Type to determine if adverse impacts result from changes to each type of service; and (3) a review by Service Council area to determine if there are geographical adverse impacts. There is a substantial legitimate justification for these changes. Metro can show that there are no alternatives to these proposals that would have a less disparate impact on minority riders but would still accomplish Metro's legitimate program goals. The following are the conclusions from the Title VI evaluation.

### **Disparate Impact**

- Line and Line Group - Of 112 lines or line groups evaluated there were 17 lines or line groups that would experience a Disparate Impact on minorities on one or more day types. Each of these proposals is consistent with the objectives of the service restructuring program, and alternative services have been identified in each instance that would provide service to most of the impacted riders.
- Service Type - No Disparate Impacts
- Service Council Area - No Disparate Impacts

### **Disproportionate Burdens**

- Line and Line Group - Of 112 lines or line groups evaluated, 31 lines or line groups result in a Disproportionate Burden on low income populations on one or more day types. However, each of these proposals is consistent with the objectives of the service restructuring program, and

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alternative services exist for most of the impacted riders. There are no alternatives to these proposals that would be consistent with the service restructuring program objectives and have a lesser Disproportionate Burden.

- Service Type - With the merging of Rapid services into Local Lines, the Rapid service type would technically experience a major reduction in services resulting in a Disproportionate Burden on low income populations. However, with the blending of Local and Rapid service, all impacts would be mitigated by increases in Local service within each Rapid corridor.
- Service Council Area - No Disproportionate Burdens

### Service Council Action

At their September 2020 meetings, Metro's five Service Councils received the final Next Gen Bus Plan proposals as well as the Title VI Analysis for the plan. These meetings were viewed or listened to by 258 people with a total of 26 additional comments received by phone or online. Councils deliberated for a combined 15 hours on the 106 service change proposals within the NextGen Bus Plan. During the meetings, five further adjustments were made to the plan based on public comments and concerns expressed by the Service Councils. By the end of this process, all service change proposals were approved except for the minor routing changes proposed for Line 161 (Warner Center - Thousand Oaks via I-101). Attachment G presents the final Service Council votes on each of the line/line group proposals.

### Recommendation

Staff recommends approving the NextGen Bus Plan, along with the Title VI Service Equity Analysis, as proposed in this report and detailed in Attachments D, E and F. This plan is a culmination of over two and a half years of market research and travel demand analysis, evaluation of the existing bus service, significant public outreach and stakeholder engagement, and refinements made as a result of the February and March 2020 workshops and community meetings as well as six public hearings held in August 2020.

### **FINANCIAL IMPACT**

Adoption of the NextGen Bus Plan would allow staff the ability to begin implementing the service change starting in December 2020. The routing and bus stop changes would be completed within the Revenue Service Hours (RSH) allocated to Metro bus within the FY21 adopted budget. Additional frequency increases based on the service plan would be phased in based on prudent financial management, considering ridership trends, revenues, resources including workforce availability, and service performance.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The study also encompasses two sub-goals: 1) Target infrastructure and service investments towards those with the greatest mobility needs; and 2) Invest in a world class bus system that is reliable, convenient, safe, and attractive to more users for more

trips.

### **NEXT STEPS**

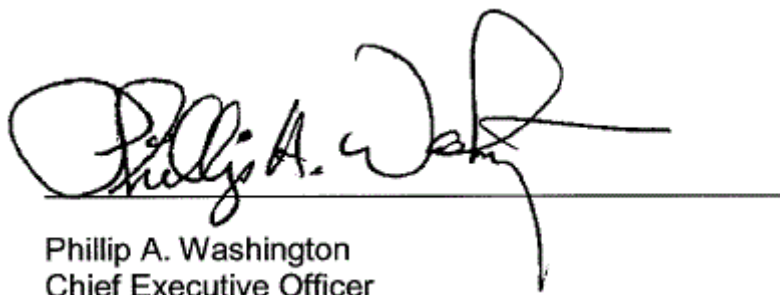
If approved by the Board, implementation of the NextGen Bus Plan will begin December 2020 and continue through subsequent service changes in June and December 2021.

### **ATTACHMENTS**

- Attachment A - Public Outreach Comment Summary
- Attachment B - Public Hearing Notice
- Attachment C - Public Hearing Comment Summary
- Attachment D - Line Level Proposals
- Attachment E - Stop Optimization Proposals
- Attachment F - Title VI Analysis
- Attachment G - Regional Service Council Vote Summary

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# NEXTGEN Bus Plan

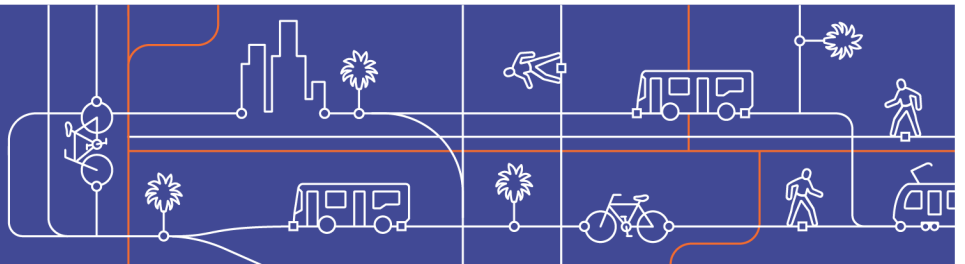


## Public Engagement Summary *January 2020 to September 2020*



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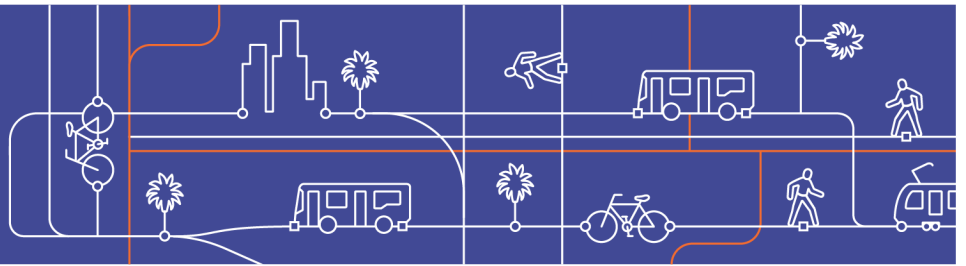
# NEXTGEN Bus Plan



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# NEXTGEN Bus Plan



## EXECUTIVE SUMMARY

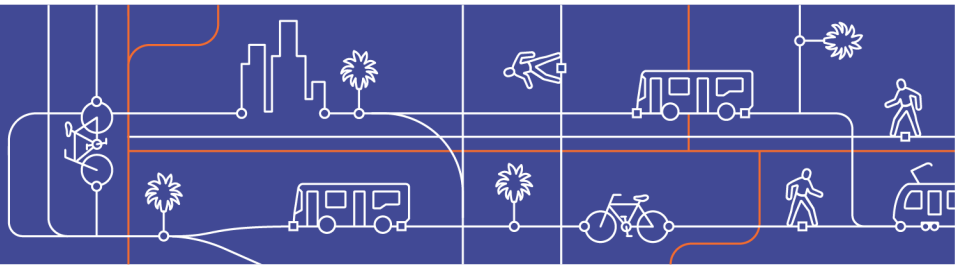
### 1. BACKGROUND

In 2018, Metro began the process of reimagining the bus system to better meet the needs of current and future riders through the NextGen Bus Study. Starting in 2018, outreach to stakeholders across LA County was conducted to help the NextGen Bus Study team design a new bus network that is more relevant, reflective of travel patterns, and attractive to the residents of LA County. To gain public input, Metro participated in public outreach activities including the distribution of surveys and attendance at nearly 300 meetings and events. During this phase of the project, Metro received feedback and information from more than 12,000 survey participants, resulting in collecting more than 14,500 comments. This input, along with the technical data analysis, was used to draft the Regional Service Concept, which has served as a guide for bus service planners to create the Draft NextGen Bus Plan.

During the next step, the project progressed from the Study to Plan development. The goal of the NextGen Bus Plan (Plan) is to implement a new bus network that will meet the needs of growing communities and reflect the changing travel patterns and needs of LA County's diverse population. Given the impact service changes may have on communities and residents, Metro placed great emphasis on engaging with the public and key stakeholders to ensure their concerns and comments were considered before the NextGen Bus Plan is finalized. There were 23 public workshops planned to be held from February through April 2020. However, due to COVID-19 restrictions and in consideration of the public's safety, only 15 of the 23 workshops were completed. These served as an opportunity for the general public to learn about the study process, proposed Plan, ask questions and provide input on the proposed changes. Outreach efforts continued via a virtual workshop (StoryMap including bus line proposals, system coverage and frequencies, existing service performance, stop consolidation maps, trip planner based on NextGen proposed routes, and reach map), social media campaign, email communication and phone calls to stakeholders, all to encourage and provide information about the various platforms available to submit comments and questions. In total, more than 1,500 comments were received during the Winter 2020 workshop series. Comments were submitted in-person at workshops and online through the interactive tools. These efforts generated increased overall awareness of the proposed NextGen Bus Plan and garnered valuable feedback from a wide variety of stakeholder groups and Metro bus riders. The input received and addressed in the updated 2020 Plan included, but was not limited to, the following:

- Widespread support for the following:
  - Improved frequencies, especially off peak
  - Merging of Rapid/Local services
  - Speed improvements
- More information needed on bus stop consolidation

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- Some concerns with lost service coverage and convenience due to additional bus transfers

The NextGen Bus Plan team applied the feedback received and updates were made to the draft Plan based on public comments and included some additional coverage and convenience, as well as fine tuning of some service frequencies. The updated Plan was released for public review in July 2020. A table in the Public Hearings section of this report provides more details on the July 2020 Plan and how comments and concerns were addressed, to the extent possible within this Plan.

Throughout the course of the first two project steps, feedback collected during the workshops resulted in a set of recurring themes. The following will be addressed by the Plan:

- Equity
- Customer experience
- Connectivity
- Engagement
- Accessibility
- Schedules

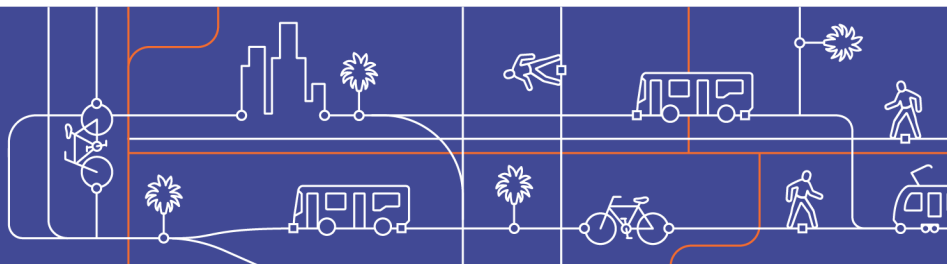
Additional themes identified that will be addressed by other Metro initiatives include:

- Education
- Technology
- Fares
- Safety
- Operator concerns

## **2. PUBLIC ENGAGEMENT ACTIVITIES (JANUARY 2020 - SEPTEMBER 2020)**

The public engagement activities that took place from February to April focused on presenting the redesigned Plan to the public while providing various platforms to submit feedback, concerns and questions. In the final step of the Bus Plan development, another round of public engagement activities was carried out from August to September to gather community input on the revised July 2020 Plan. Efforts for both outreach phases included NextGen Working Group meetings, stakeholder group presentations, online tools, and virtual public hearings. Meetings with key stakeholder groups were held to build relationships with important community members and receive feedback on bus system priorities. We made a concerted effort to ensure that the public engagement cumulatively reflects input that is representative of the diversity of LA County’s population including race, age, ethnicity, geography, income levels, languages, different levels of ability (ADA), current riders and non-riders, and other relevant characteristics.

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## **2.1. NextGen Working Group**

The NextGen Bus Plan Working Group held its eighth and ninth meetings for the project on January 28, 2020 and on July 20, 2020. The Working Group has been meeting since March 2018 and members represent a variety of stakeholder groups and include representatives from nearly 70 community organizations throughout LA County, including groups such as Service Councils, Advisory Councils, Business and Community Organizations, Chambers of Commerce, Educational Institutions, Government Agencies, Non-Profit, Faith-Based Institutions, Transportation Agencies, Transportation Services and Groups and Union Groups.

The January meeting was held at Metro headquarters before the public workshops began in February with nearly 30 individuals in attendance. The purpose of the meeting was to present the Working Group with a preview of the NextGen Bus Plan Workshop Series. Members of the Working Group had the opportunity to review display boards, rollout maps and interactive tools. The project team was also available for individual question and answer discussions at the meeting.

Due to the COVID-19 pandemic, the July meeting was held virtually through Metro’s webinar platform, Lifesize, and had nearly 50 individuals in attendance. It provided the Working Group with a recap of the NextGen Bus Plan workshop held in early 2020. The presentation covered comments received and Metro’s response to those concerns through the updated Plan. The project team was also available for individual question and answer discussions at the meeting.

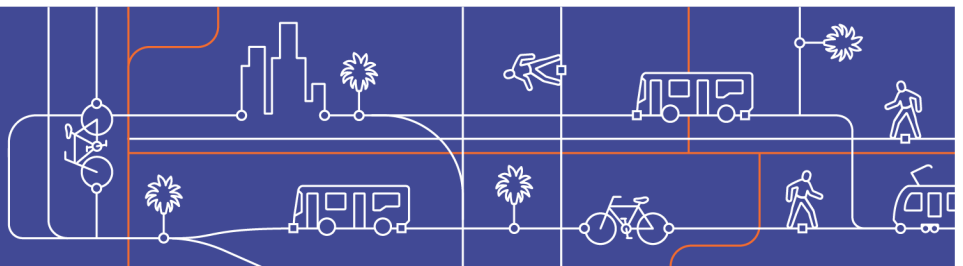
Attachment I provides a list of all Working Group member organizations.

## **2.2. Targeted Stakeholder Briefings, Meetings & Presentations**

Metro connected with community organizations, local government agency partners, elected officials, municipal operators and other internal Metro departments, which were vital to this process; Between January and September 2020, 99 meetings were held with these stakeholders. These meetings took a variety of forms that were customized to each stakeholder group, including presentations at standing meetings (i.e. Service Council), one-on-one briefings, focus groups, working sessions (i.e. Metro bus operators and Customer Care) and an internal working group comprised of different Metro departments. Similar to the community groups, these stakeholders were also provided project updates via email and phone calls. A special effort was also made to connect and coordinate with key stakeholders and community-based organizations to ensure they were aware of the opportunities that were still available for input and to offer additional assistance to reach their constituents and communities, using both digital and low-tech strategies and methods.

The Briefings, Meetings and Presentations section on page 8 provides more information.

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## 2.3. Public Workshops

A series of 23 public workshops throughout Los Angeles County were scheduled between February and April. The workshops served as an opportunity for the general public to learn about the study process, the proposed Plan, and ask questions and provide input on the proposed changes. The workshop format was strategically designed with stations to educate and inform all attendees in an interactive way. Of the scheduled 23 public workshops, 15 were completed. Due to COVID-19 restrictions and in consideration of the public's safety, all workshops after March 11 were cancelled. Outreach efforts continued via social media, email communication and phone calls to stakeholders to provide updates and inform on the various platforms available to submit comments and questions.

The public workshops section on page 8 provides more detail on the format of the meetings, outreach notification conducted to promote the workshops, and comments and participation from the public.

## 2.4. Public Hearings

A series of six virtual public hearings were held from August 19-27. The hearings served as an opportunity for the general public to hear a presentation on proposed line changes and provide comments through e-comments online or verbal comments through the phone. Due to the COVID-19 public health crisis, the public hearings were virtual, with the option to watch online or listen by phone.

The public hearings section on page 16 provides more detail on the format of the meetings, outreach notification conducted to promote the meetings, and comments and participation from the public.

## 2.5. Project Information Distribution

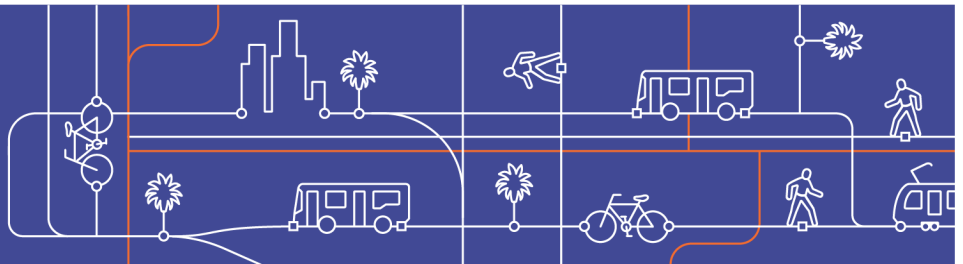
From January to September 2020, a variety of public noticing and extended outreach was performed to create awareness for the public workshops and public hearings, and to gather input across each Service Council area. This outreach included the use of a virtual workshop and interactive tools, electronic notification, print collateral available on Metro vehicles, ads in various print publications in various languages across LA County, paid and organic social media posts, text messaging, online digital e-blasts, and contacting local cities, community-based organizations and municipalities to assist in promoting meetings.

## BRIEFINGS, MEETINGS AND PRESENTATIONS

The following includes 99 briefings, events and presentations that took place from January to September 2020:

- 59 briefings/presentations with local government, partner agencies, municipal operators, COGs, Metro TAC and other internal stakeholders

# NEXTGEN Bus Plan



- 27 briefings and meetings with community/faith-based organizations and other stakeholder groups
- 9 Metro Service Council presentations
- 2 community events and pop-ups
- 2 NextGen Working Group meetings

## **Feedback Received Through Briefings and Meetings**

The desired service improvements and priorities that emerged during these meetings and events were consistent and complementary. Metro staff provided an overview on updates to the Plan based on feedback collected from riders and stakeholders. Recurring themes during these meetings included increased frequency, improved reliability, real-time bus arrival information, and better connectivity with other systems. Local government and municipal transit operators especially emphasized coordination with Metro.

See Briefings and Meetings table for detailed list in Attachment II.

## **PUBLIC WORKSHOPS**

### **Public Workshops Overview**

The NextGen Bus Plan public workshops were intentionally designed with interactive stations that created an environment of inclusion and collaboration and opened a conversation between the Metro service planning team and the communities the system serves. All meetings emphasized the importance of Metro staff interacting with bus riders and residents, forging an understanding between service developers and Metro riders. These workshops provided an opportunity for the public to learn about and provide feedback on current Metro bus service, and a forum for community input that encouraged an ongoing dialogue with current and non-riders. Given the impact service changes may have on communities and residents, Metro placed great emphasis on engaging with the public and key stakeholders to ensure their concerns and comments are considered before the NextGen Bus Plan is finalized.

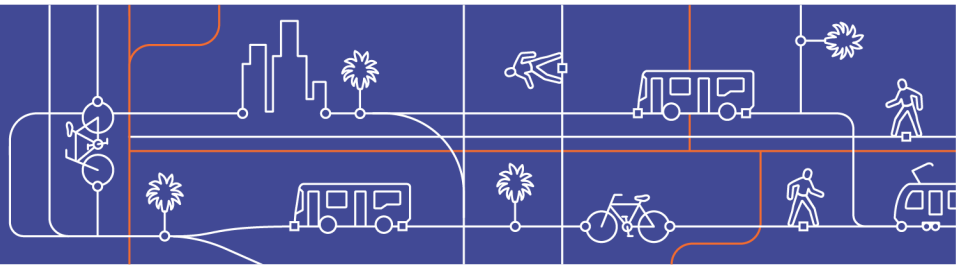
During the Winter 2020 workshop series, a total of 1,523 comments were received. Of the comments collected, 1,153 public comments were received in-person and online, 77 comments were received via email and 293 comments were logged on Metro's online platforms related to the NextGen Bus Plan.

### **Workshop Locations Approach**

The meetings were geographically balanced throughout the service councils and venues identified were intentionally near Metro transit as well as within heavy ridership areas. Certain locations were chosen based on workshops conducted in round 1 during the Bus Study phase. Additionally, in coordination with



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Metro Service Councils, five of the meetings were held before or after a planned Service Council meeting. (See Attachment III.a. for workshop locations.)

## Workshop Format

Workshop attendees received a project fact sheet, comment card, take-one brochure with a list of future meetings, and a TAP card upon entering the meeting (Attachment III.b.). Attendees also had the option to select a NextGen promotional item including a T-shirt, sunglasses, lanyard, sports bag or tote. The meeting materials were available to attendees in multiple languages, including English, Spanish, Russian and Simplified Chinese. Additional ADA or language accommodations were also available when requested in advance.

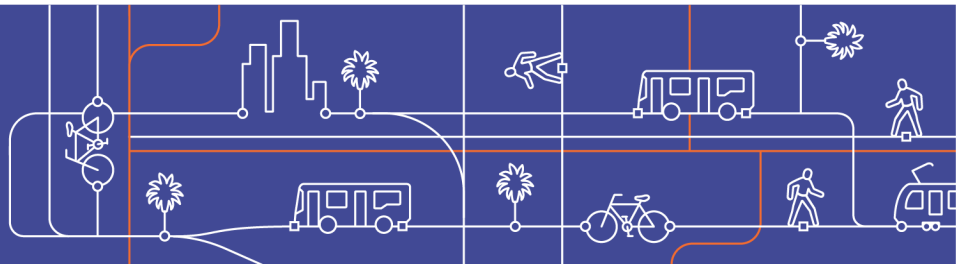
Interpreters were available for attendees at the workshops:

- Spanish interpreters and/or Spanish speaking staff were available at all NextGen workshops.
- Mandarin interpreters were available during the workshop hosted at the San Gabriel Asian Youth Center.
- Russian interpreters were available for the workshop hosted at Plummer Park in West Hollywood.
- American Sign Language (ASL) interpreters were available at Paramount and Metro HQ meetings.

The workshops consisted of several interactive stations for attendees to visit. The first station included an informational video and a detailed project overview presentation, in English and Spanish. Instead of a formal presentation, the videos played on a loop throughout the workshops, allowing attendees to receive the same information regardless of what time they arrived. To aid in the delivery of key messages throughout the workshop, each station was staffed by a combination of Metro and Outreach team staff, and display boards of key themes and information were set up throughout the room.

Workshop attendees had the opportunity to talk one-on-one with Metro service planners, ask questions about the plan, view proposed service changes by line and submit their comments regarding the proposed Plan. These comments focused on a wide array of subjects including bus frequency, travel times, transfers, and customer experience. Comments were submitted using a touchscreen GIS map platform, service council specific roll out map of the bus system, or by using a comment card provided by project staff. These various formats ensured that the public was actively engaged in providing feedback in a way most convenient to them.

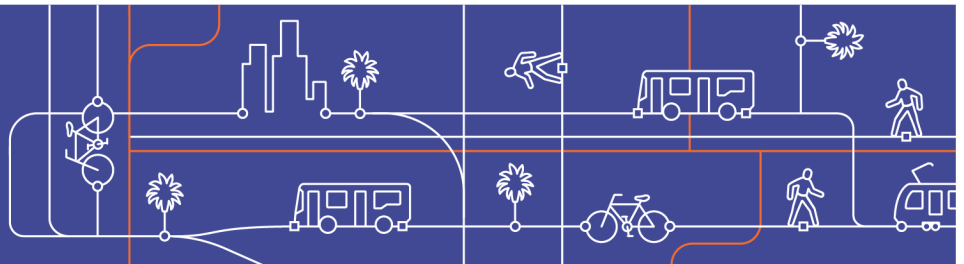
# NEXTGEN Bus Plan



## Workshop Dates/Locations

Metro NextGen Bus Plan Workshops		
Date	Location/ Address	Service Council
Sat., February 1, 2020 10am-1pm	Los Angeles Trade Technical College 2215 S Grand Av Los Angeles, CA 90015	All Regions
Tue., February 4, 2020 4pm-7pm	Grand Annex 434 W 6th St San Pedro, CA 90731	South Bay
Wed., February 5, 2020 4pm-7pm	Marvin Braude Constituent Center 6262 Van Nuys Bl Van Nuys, CA 91401	San Fernando Valley
Mon., February 10, 2020 4pm-7pm	El Monte Station 3501 Santa Anita Av El Monte, CA 91731	San Gabriel Valley
Wed., February 12, 2020 4pm-7pm	Plummer Park 7377 Santa Monica Bl West Hollywood, CA 90046	Westside/Central
Thurs., February 13, 2020 4pm-7pm	Clearwater Building 16401 Paramount Bl Paramount, CA 90723	Gateway Cities
Wed., February 19, 2020 4pm-7pm	East Los Angeles College 1301 Avenida Cesar Chavez Monterey Park, CA 91754	San Gabriel Valley
Thurs., February 20, 2020 4pm-7pm	Pasadena Senior Center 85 E Holly St Pasadena, CA 91103	San Gabriel Valley
Sat., February 22, 2020 10am-1pm	Los Angeles Metro Headquarters 1 Gateway Plaza Los Angeles, CA 90012	All Regions
Tue., February 25, 2020 4pm-7pm	Bell Community Center 6250 Pine Av Bell, CA 90201	Gateway Cities
Wed., February 26, 2020 4pm-7pm	The Foundation Center 11633 S Western Av Los Angeles, CA 90047	South Bay

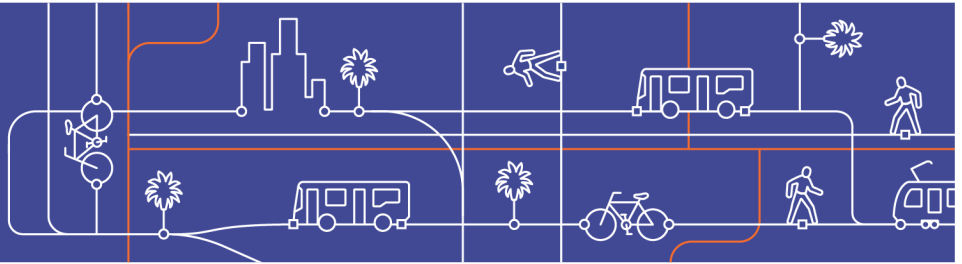
# NEXTGEN Bus Plan



Thurs., February 27, 2020 4pm-7pm	Rose Goldwater Community Center 21710 Vanowen St. Canoga Park, CA 91303	San Fernando Valley
Thurs., March 5, 2020 4pm-7pm	Norwalk Arts and Sports Complex 13000 Clarkdale Ave Norwalk, CA 90650	Gateway Cities
Sat., March 7, 2020 4pm-7pm	Providence Wellness Center 470 Hawaiian Ave Los Angeles, CA 90744	South Bay
Wed., March 11, 2020 4pm-7pm	Asian Youth Center 100 Clary Ave San Gabriel, CA 91776	San Gabriel Valley
Thurs., March 12, 2020* 4pm-7pm	Chatsworth Library 21052 Devonshire St, Chatsworth, CA 91311	San Fernando Valley
Sat., March 14, 2020* 10am-1pm	Watts Labor Community Action 10950 S Central Ave, Los Angeles, CA 90059	South Bay
Tue., March 17, 2020* 11am-1pm	Communities Actively Living Independent and Free Center 634 S Spring St Los Angeles, CA 90014	Westside/Central
Wed. March 18, 2020* 4pm-7pm	Buena Vista Branch Library 300 N Buena Vista St Burbank, CA 91505	San Fernando Valley
Tue., March 24, 2020* 4pm-7pm	Pacoima City Hall 13520 Van Nuys Blvd Pacoima, CA 91331	San Fernando Valley
Thurs., March 26, 2020* 4pm-7pm	Felicia Mahood Center 11338 Santa Monica Blvd, Los Angeles, CA 90025	Westside/Central
Mon., March 30, 2020* 4pm-7pm	Malibu City Hall 23825 Stuart Ranch Rd Malibu, CA 90265	Westside/Central
Sat., April 4, 2020* 10am-1pm	West Angeles North Campus 3600 Crenshaw Blvd, Los Angeles, CA 90016	Westside/Central

*\*Workshop was cancelled due to COVID-19*

# NEXTGEN Bus Plan



## NextGen Bus Plan

Following are the key changes presented in the Bus Plan in the February and March 2020 public workshops:

- Provided 8 out of 10 bus riders with 10-minute frequency or better
- Improved midday, evening and weekend bus service
- Offered a quarter mile or less walk to a bus stop for almost all riders
- Delivered shorter waits and faster travel

## Online Virtual Workshop

To compliment the in-person workshops the Metro NextGen webpage also served as a virtual workshop, providing individuals with an option to explore maps, view the proposed Plan, and submit comments online. Web pages on Metro’s website with information about the NextGen Bus Plan received 53,604 total pageviews and 42,946 unique pageviews from January to May. The virtual workshop received 18,942 total views, from January to May, and 235 comments were submitted through the virtual workshop.

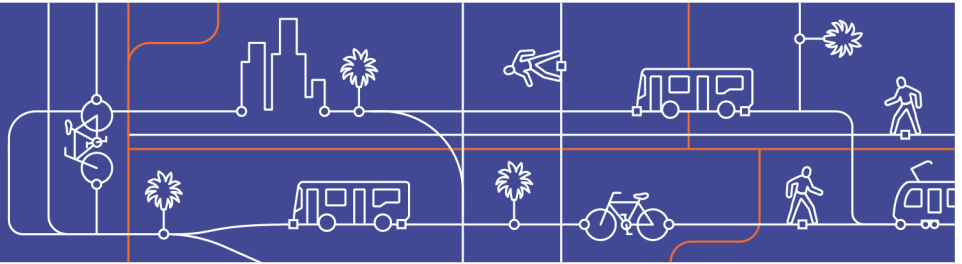
## Notification for Public Workshops

From January to April 2020, a variety of public noticing and extended outreach was performed to create awareness for the workshop series and to gather input across each Service Council area. This outreach included the use of direct mail resources, organic and paid posts on social media, online digital e-blasts and contacting local cities, community-based organizations and municipalities to assist in promoting the workshop series. Workshop information was also distributed directly to Metro riders on trains and buses and to LA County residents in areas of the meeting workshop locations through door-to-door delivery of notices and flyers.

The following table provides a high-level summary of these comprehensive notification efforts:

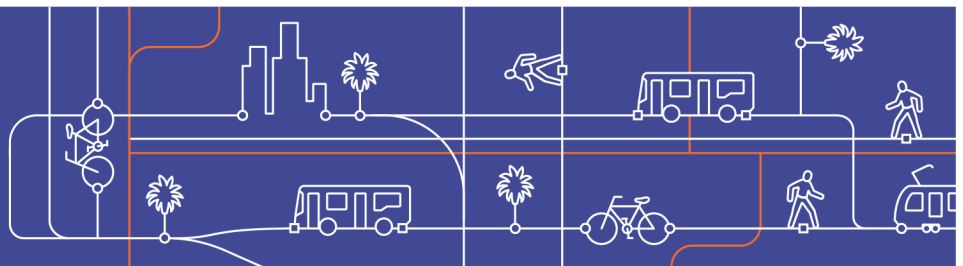
Notification of Public Workshops	
<b>Print Notices</b>	<ul style="list-style-type: none"> <li>• Nearly 185,000 take-ones placed on Metro bus and rail lines (Attachment III.b.iv.)</li> <li>• Approximately 8,500 notices hand-delivered to property owners, occupants and businesses in areas around the meeting locations</li> <li>• Approximately 62,500 take-ones were distributed in-person or via mail to nearly 350 locations throughout LA County to promote workshops</li> <li>• Nearly 2,000 cutsheet books to stakeholders, bus riders, city managers and county/city libraries were distributed between January and September</li> <li>• An ad announcing the February and March public workshops ran (one insertion) in the following publications during the month of March (Attachment III.f.i.):</li> </ul>

# NEXTGEN Bus Plan



	<ul style="list-style-type: none"> <li>○ Asberez Daily News</li> <li>○ Chinese Daily News</li> <li>○ El Clasificado</li> <li>○ Fact Magazine</li> <li>○ Khmer Post</li> <li>○ Korea Times</li> <li>○ LA Opinion</li> <li>○ Los Angeles Sentinel</li> <li>○ LA Wave</li> <li>○ Nguol Vietnam</li> <li>○ Panorama</li> <li>○ Rafu Shimpo</li> <li>○ SGV Tribune</li> </ul>
<p><b>Digital Communications</b></p>	<ul style="list-style-type: none"> <li>● 10 eblasts were sent out to inform of the public of the workshops, the cancellation of all remaining public workshops, webinar and Q&amp;A, and telephone town hall, direct recipients to digital workshop, and keep informed on how to continue to participate and provide comments</li> <li>● Electronic meeting notice emailed to approximately 4,500 NextGen project database contacts</li> <li>● Electronic meeting notice emailed to 147,000 AARP database contacts</li> <li>● Nearly 600 media toolkits, which provided easily shareable information, sent to Working Group members, stakeholder organizations and Los Angeles County cities (Attachment III.c.)</li> <li>● 200+ posts to stakeholder-owned social media platforms, community e-blasts, blog posts and online news articles recorded (Attachment III.d.)</li> <li>● Metro social media posts (Facebook and Twitter) published before and during all 15 meetings (Attachment III.e.)</li> <li>● Metro Facebook ads ran January 15 to April 3 and resulted in 2,666 responses and 991,492 impressions</li> <li>● Metro Nextdoor post announcing workshops had 12,174 impressions (Attachment III.iv.)</li> <li>● NextGen webpage included meeting information and was visited 53,604 times between January and May</li> </ul>
<p><b>Working Group Member Organization List</b></p>	<ul style="list-style-type: none"> <li>● List of all Working Group members attending a working group meeting (Attachment I)</li> </ul>

# NEXTGEN Bus Plan



## Workshop Summary Themes by Service Council Area

To create a broader view of bus rider requests and concerns, this section focuses on the most frequently submitted comments organized by Service Council area. Each area had a unique set of community priorities and concerns that were shared among workshops in similar geographic locations.

### San Fernando Valley

- Improve local bus connections to Orange Line.
- Improve frequency on local routes throughout the San Fernando Valley.
- Station improvements to the Orange Line running through the San Fernando Valley are needed, including better lighting and more frequent cleanings.
- Concerns about the discontinuation of Line 218, will require additional transfers and connects San Fernando Valley to West Hollywood

### Westside/Central

- An increase in the Metro police and security presence is needed at stops and on buses. Passengers feel unsafe when waiting for buses and when traveling.
- Concerns about longer trip times with the consolidation of Rapid lines.
- Improve access for seniors and people with disabilities; shorter walks when transferring buses.

### South Bay

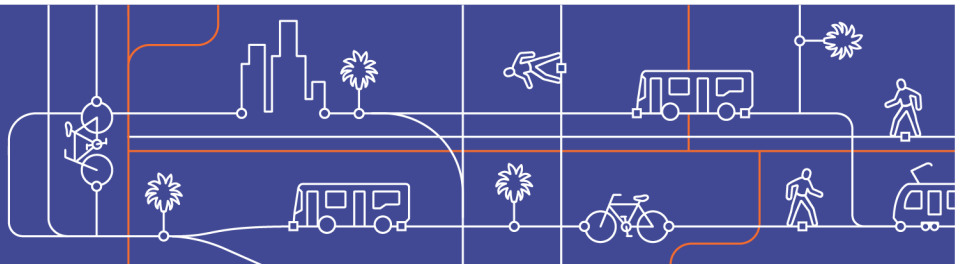
- Maintain service on Line 550 to USC.
- Extend NextGen Line 510 to downtown Los Angeles.
- Concerns about overcrowding on Silver Line.

### Gateway Cities

- Maintain Line 460 Express to Disneyland, shortening the line would increase travel time and transfers.
- Improve real-time arrival information on Metro App and signage at stations/stops.
- Increase security and lighting at Green Line Stations.
- Concerns about service levels if routes are transferred to local Muni operators.

### San Gabriel Valley

- Improve real-time arrival information on Metro App and signage at stations/stops.
- Increase connections to Gold Line stations.
- Support for new Line 287 from El Monte Station and Gold Line Arcadia Station.
- Concerns about discontinuation of Line 268 to Jet Propulsion Laboratory and Line 68 to Shops at Montebello.
- Additional bus shelters, shade, and trees are needed at bus stops.



## COVID-19 Transition and Extended Outreach Activities - March and April 2020

Due to the COVID-19 pandemic, eight NextGen workshops scheduled from March 12 to April 4 were cancelled. The NextGen Bus Plan Outreach Team continued engagement efforts digitally through the virtual workshop and receipt of comments. A special effort was made to reach communities where meetings had been cancelled through digital outreach and the External Working Group. The team reached out individually to each EWG member to check-in with them and understand how each organization was adapting and communicating with their communities. Below is a summary of the activities that were completed or are ongoing post-COVID 19.

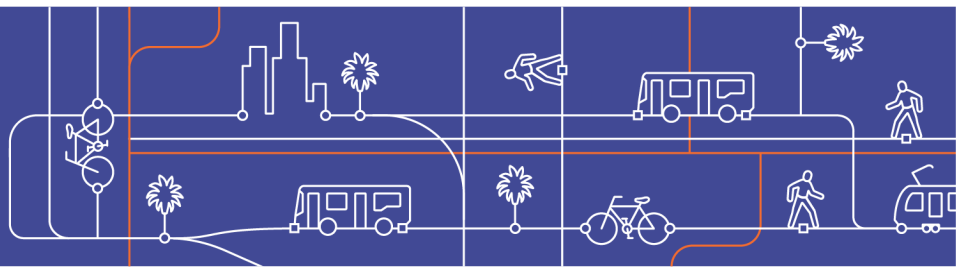
### Digital Outreach

- Virtual workshop and interactive tools were developed to provide information that would have otherwise been provided in person, including bus line proposals, system coverage, system frequencies, existing service performance, stop consolidation maps, trip planner based on the proposed NextGen routes, and a reach map.
- Seven eblasts were sent out to inform regarding the cancellation of all remaining public workshops, webinar and Q&A, and telephone town hall, direct recipients to digital workshop, and keep informed on how to continue to participate and provide comments.
- Metro Facebook ads (2 versions) ran May 1 to May 31 and had a combined total of 196,904 impressions and 1,378 clicks (Attachment III.e.v.).
- Metro's Facebook page and a story on Metro's The Source and El Pasajero also communicated the cancellation of the remaining public workshops, webinar and Q&A, and telephone town hall.
- Workshop cancellation digital toolkit sent to venues and stakeholders list (EWG, CBOs, cities, etc.) (Attachment III.c.iv.)
- Geofenced advertisements were placed within a 3-mile radius of the eight workshop locations that were cancelled starting March 18 through April 5. The ads received 301,649 impressions and 1,622 clicks.

### Print Outreach

- After announcing the cancellation of the public workshops, an ad providing what the Plan will improve and how to learn more ran (one insertion) in the following publications during the month of April (Attachment III.f.ii.):
  - Chinese Daily News
  - El Clasificado
  - Fact Magazine
  - Korea Times
  - LA Opinion
  - Los Angeles Sentinel
  - LA Wave
  - Nguoi Vietnam
  - Panorama
  - Rafu Shimpo
  - SGV Tribune

# NEXTGEN Bus Plan



- A similar ad to the one in April ran in the following non-English publications (two insertions) during the month of May (Attachment III.f.iii.):
  - El Clasificado
  - Korea Times
  - LA Opinion

## Working Group Outreach

79 NextGen Working Group members were contacted and provided an update on the NextGen Plan after workshops were cancelled due to COVID-19. Each member was offered an individual briefing and asked how we can reach their respective audiences and communities. For those we were unable to speak to, we left messages and sent follow-up e-mails.

## PUBLIC HEARINGS

In August, Metro held a series of six virtual public hearings to receive community input on the updated Plan. Metro applied the feedback received during the Winter 2020 workshop series by adjusting proposed service changes to the extent possible to mitigate concerns and address comments provided. The core service plan was kept intact, but some service was restored, including most one-seat ride concerns. Additionally, a plan to service some communities with MicroTransit was included in the proposed line changes to fill gaps in eliminated or adjusted service in the updated Plan. The updated Plan was posted on the virtual workshop, promoted in e-blasts and presented at the public hearings.

### Public Hearing Dates

Meeting	Date
Gateway Cities Public Hearing	Thursday   August 27, 2020   5:30 p.m.
Westside/Central Cities Public Hearing	Wednesday   August 26, 2020   6 p.m.
San Gabriel Valley Public Hearing	Monday   August 24, 2020   6 p.m.
All Regions Public Hearing	Saturday   August 22, 2020   10 a.m.
South Bay Cities Public Hearing	Thursday   August 20, 2020   6 p.m.
San Fernando Public Hearing	Wednesday   August 19, 2020   6 p.m.



# NEXTGEN Bus Plan



## Updated July 2020 Bus Plan

Below is a listing of the July 2020 Updated Bus Plan updates for improved coverage based on public comments, Information is categorized by line and Service Council subregion.

### San Fernando Valley Service Council Subregion

- Line 296: would replace Line 96 between Burbank, Elysian Valley and L Line Gold Lincoln/Cypress Station
- New Line 645 would replace Line 169 in serving West Hills Medical Center, Valley Circle Bl, and Mulholland Dr
- Line 222 would extend to serve Cahuenga Bl south to Universal Studios Dr replacing Line 237
- Limited supplementary school trips on Line 236 would serve Balboa Bl north of San Fernando Mission Bl
- New Metro MicroTransit service would replace:
  - Lines 183, 201, and 685 in eastern Glendale
  - Lines 242 and 243 at Porter Ranch

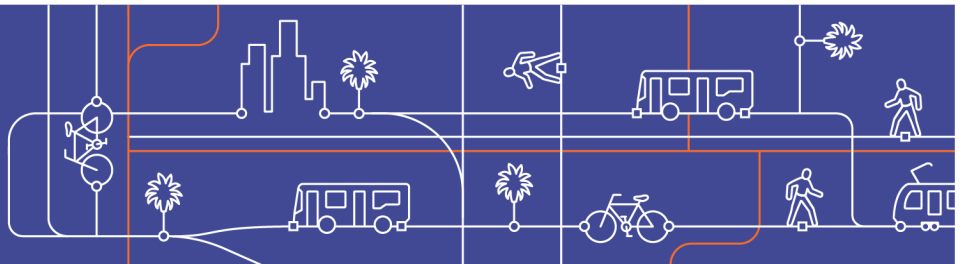
### South Bay Cities Service Council Subregion

- Line 102 would continue to serve Stocker St, Overhill Dr, and La Tijera Bl
- Line 209 Arlington/Van Ness would be retained between the E Line (Expo/Crenshaw) and the C Line (Green) Crenshaw Stations
- Line 212 would continue to serve Overhill Dr in the Windsor Hills area
- Line 246 would continue to serve Pt Fermin area of San Pedro
- Line 344 would continue to serve Rancho Palos Verdes
- Line 550 would be retained as a service between Harbor Gateway and USC weekday peak A direct link (Line 450) would be retained between San Pedro and downtown LA peak periods weekdays
- New Metro MicroTransit service would replace:
  - Line 625 at LAX
  - Line 115 at Playa del Rey (Big Blue Bus Line 16 is also proposed to extend to this area)

### Gateway Cities Service Council Subregion

- New Line 202 between Artesia and Willowbrook/Rosa Parks Stations would expand service to all day weekdays
- Line 262 would replace Line 62 at Hawaiian Gardens
- Line 460 would be retained between downtown LA, Norwalk C Line (Green) Station and Disneyland (rather than just between Norwalk and Disneyland)

# NEXTGEN Bus Plan



- Line 611 would be retained between Florence A Line (Blue) Station and Atlantic/Cecelia via Florence Av, Seville Av, and Satna Ana St
- New Metro MicroTransit service would replace Lines 254 and 612 in the Watts community

## **San Gabriel Valley Service Council Subregion**

- New Line 179 would serve Huntington Dr between Maycrest Av and Arcadia L Line Gold Station in place of existing Line 79
- Line 287 weekdays would extend from El Monte through South El Monte to The Shops at Montebello in place of Line 176
- Lines 487 and 489 would extend beyond LA Union Station weekday peak periods to serve downtown LA (to Flower/Figueroa & 7<sup>th</sup> St.)
- New Metro MicroTransit service would replace:
  - Lines 264, 268, and 487 in Altadena/Pasadena/Sierra Madre area
  - Line 252 in Lincoln Heights

## **Westside-Central Service Council Subregion**

- Big Blue Bus is also proposing to extend their Line 18 to Marina Del Rey to help replace Line 108
- Line 218 Laurel Canyon retained from Ventura to Fairfax/Santa Monica

## **Public Hearing Format**

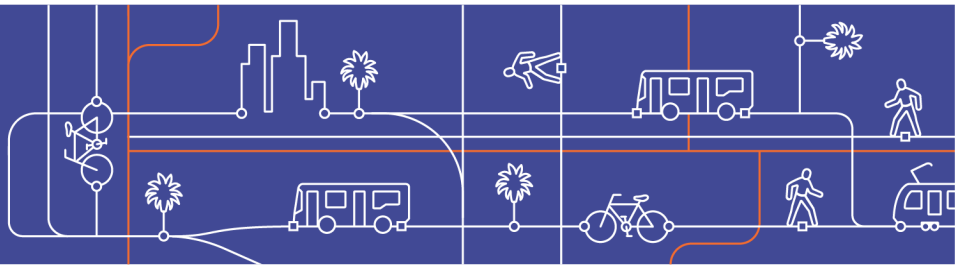
The public hearings were virtual with the option to watch online or listen by phone. Recordings were also posted on Metro's Archives page for viewing after the meeting. Each meeting started with a presentation on the NextGen Bus Plan and an overview of proposed service changes for that region.

There were four ways to comment:

- Through e-comments on the agenda on Board of Directors Meetings Audio/Video Archive page
- Verbally by phone
- By email to [servicecouncils@metro.net](mailto:servicecouncils@metro.net)
- By mail, noting the Service Council and agenda item number to Regional Service Councils, One Gateway Plaza MS: 99-7-1, Los Angeles, CA 90012

Audio and comment lines with live translations were available in Mandarin, Spanish, and Russian. Additional ADA or language accommodations were also available when requested 72 hours in advance. A court reporter was present to document all comments presented during the meetings.

# NEXTGEN Bus Plan



## Online Virtual Workshop

To compliment the in-person workshops and the public hearings the Metro NextGen webpage also served as a virtual workshop, providing individuals with an option to explore maps, view the updated proposed Plan and information on how to submit comments online. Web pages on Metro’s website with information about the NextGen Bus Plan 16,869 total pageviews and 13,840 unique views from June to September. The virtual workshop was visited 8,141 times from June to September.

The following resources were updated on the NextGen webpage and virtual workshop in August:

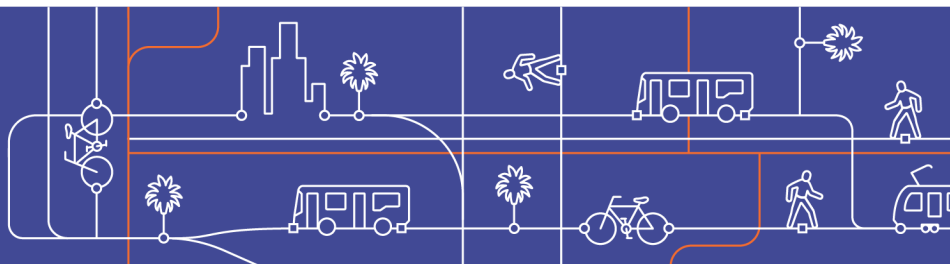
- Public hearings dates and instructions on how to submit comments
- Updated bus line proposals
- Updated NextGen shapefiles for the NextGen bus system
- Updated Transit Propensity and Equity focused areas layers in GIS maps
- Transit Equity Methodology was added to the Data Center
- Updated system coverage maps
- Updated existing service performance map

## Notification for Public Hearings

The following table provides a high-level summary of these comprehensive notification efforts:

<b>Notification for Public Hearings</b>	
<b>Print Notices</b>	<ul style="list-style-type: none"> <li>• Nearly 53,000 take-ones placed on Metro bus and rail lines (Attachment IV.a.)</li> <li>• 2,000 English and 1,500 Spanish take-ones were distributed via mail to stakeholders and community organizations (Attachment IV.a.)</li> <li>• Nearly 2,000 cutsheet books to stakeholders, bus riders, city managers and county/city libraries were distributed between January and September</li> <li>• Notice of intent to hold this public hearing was published in the following publications:               <ul style="list-style-type: none"> <li>• Armenian Media Network</li> <li>• Asian Journal (L.A.)</li> <li>• Korea Times</li> <li>• La Opinión</li> <li>• Los Angeles Times</li> <li>• Los Angeles Sentinel</li> <li>• Panorama (Russian)</li> <li>• Pasadena Star News</li> <li>• Rafu Shimpo (Japanese)</li> <li>• South Bay Daily Breeze</li> </ul> </li> </ul>

# NEXTGEN Bus Plan



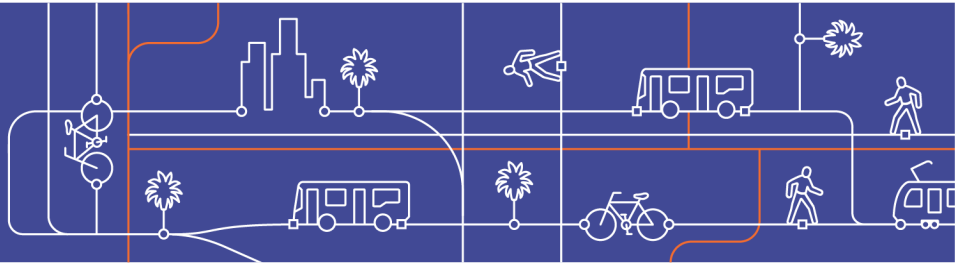
	<ul style="list-style-type: none"> <li>• Watts Times</li> <li>• World Journal (Chinese Daily News)</li> </ul>
<b>Digital Communications</b>	<ul style="list-style-type: none"> <li>• 6 electronic meeting notices emailed to nearly 5,000 NextGen project database contacts</li> <li>• 5 electronic meeting notices sent to external working group list of 140 contacts</li> <li>• Social media ads ran promoting each of the public hearings (Attachment IV.d.i.)</li> <li>• 14 Metro social media posts (Facebook and Twitter) published before and during all 6 public hearings (Attachment IV.d.ii,iii.)</li> <li>• 9 posts on Metro Nextdoor had 200,609 impressions (Attachment IV.d.iv.)</li> <li>• 3 rounds of SMS messages sent to over 211 contacts (Attachment IV.d.v.)             <ul style="list-style-type: none"> <li>• 8/13: Shared dates for public hearings, link to website on how to participate and comment</li> <li>• 8/18: Tune in to first of six public hearings today</li> <li>• 8/27: Reminder to submit comments today</li> </ul> </li> <li>• 302 media toolkits, which provided easily shareable information, were sent to Working Group members, and Los Angeles County cities (Attachment IV.b.)</li> <li>• 60+ posts to stakeholder-owned social media platforms, community e-blasts, blog posts and online news articles recorded (Attachment IV.c.)</li> <li>• NextGen webpage included meeting information and was visited nearly 16,869 times between June and September</li> <li>• Story on Metro’s The Source and El Pasajero</li> </ul>
<b>Working Group Member Organization List</b>	<ul style="list-style-type: none"> <li>• List of all Working Group members attending a working group meeting (Attachment I)</li> </ul>

## Participation and Comments Received

A total of 292 comments were received throughout the comment period. 27 comments were submitted verbally via phone, 118 e-comments through the agenda, 128 comments via email, 14 comments via the on-line virtual workshop, and 5 via postal mail. A total of 589 people participated in the public hearings with 60 joining via telephone audio, 461 livestreaming the meeting and 68 viewing the recording as of September 8, 2020. The table below provides details for comments and participation per meeting.

Comments from the public hearings and emails resulted in the following recurring themes: equity, budget, customer experience, connectivity, and frequency. A NextGen External Working Group meeting

# NEXTGEN Bus Plan



will also be held on October 6, 2020. The final version of the Plan will be presented to the Metro Board of Directors in October 2020.

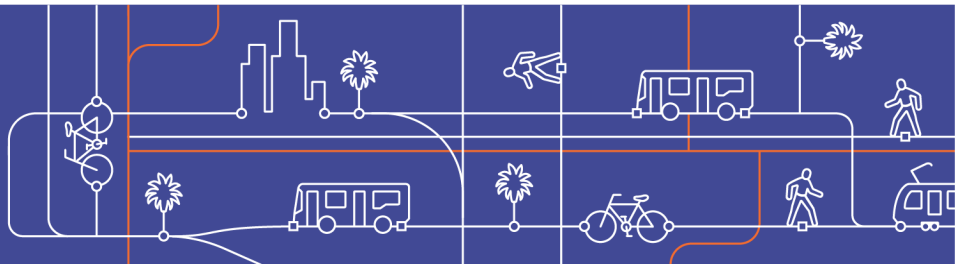
Hearing	Total Phone Comments	Total E-Comments	Total Emails/Letters Received	Joined via Audio	Viewed Livestream	Viewed Archive
San Fernando Valley 8/19	1	20		8	91	5
South Bay Cities 8/20	6	8		8	27	21
All Regions 8/22	6	22		19	64	21
San Gabriel Valley 8/24	6	26		8	107	16
Westside Central 8/26	6	29		20	102	0
Gateway Cities 8/27	2	13		13	70	5
<b>Total</b>	<b>27</b>	<b>118</b>	<b>147</b>	<b>60</b>	<b>461</b>	<b>68</b>

## Plan Updates following Public Hearings

The following changes to the NextGen Bus Plan were made as a result of feedback received during the public hearings process:

- Line 102 extended to serve LAX City Bus Center
- Line 106 extended to serve Atlantic & Garvey and connect with Line 70
- Line 150 to include overnight OWL service
- Line 158 altered to serve Sepulveda VA Medical Center
- Line 179 extended to York & Figueroa for improved connections
- Line 182 extended from to Olympic & Indiana replacing segments of Lines 252, 256, 665
- Line 218 extended to Cedars Sinai Medical Center
- Line 222 extended to serve North Hollywood
- Line 233 extended to serve Lakeview Terrace with Line 761 peak service frequency improved
- Line 237 extended to Sepulveda Bl for better connectivity
- Line 258 extended to Highland Park for improved connections
- Line 290 revised to serve downtown LA, renumbered as Line 90 while Line 690 extended to Sunland to connect with Line 90

# NEXTGEN Bus Plan



## SERVICE COUNCIL MEETINGS

In September, Metro's five Service Councils voted on the NextGen Bus Plan proposals. Prior to the Service Council meetings, Metro updated bus line proposals based on the feedback and comments received during the public hearings.

The Service Council meetings were held virtually on the following dates:

- San Fernando Valley: September 16 at 6:30 p.m.
- South Bay Cities: September 18 at 9:30 a.m.
- San Gabriel Valley: September 21 at 5 p.m.
- Westside Central: September 23 at 6 p.m.
- Gateway Cities: September 24 at 6 p.m.

### Service Council Meeting Format

The Service Council meetings were held virtually with the option to watch online or listen by phone. Recordings were also posted on Metro's Archives page for viewing after the meeting. Each meeting started with a presentation on the NextGen Bus Plan, overview of MicroTransit and detailed Title VI analysis for that region. Public comment was accepted via e-comments and verbal comments over the phone. Staff answered questions about specific bus line proposals throughout the meeting.

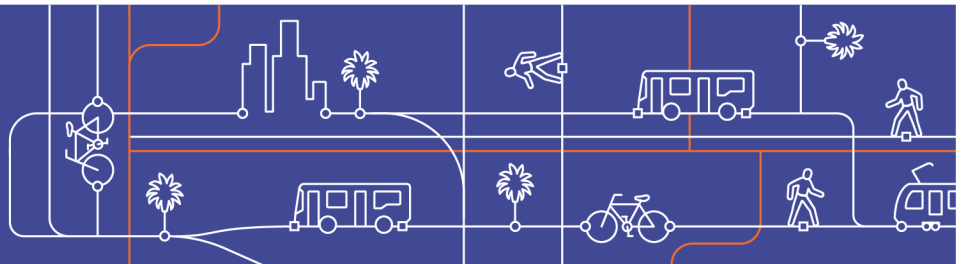
Before the Service Council began voting on the NextGen Bus Plan they had an opportunity to discuss concerns or questions regarding the plan before discussing specific groups of lines. Lines were categorized by low concern/medium concern/most concern depending on the public support expressed or number of comments received during public outreach. They were also categorized by 1<sup>st</sup> Authority and 2<sup>nd</sup> Authority. For 1<sup>st</sup> Authority groups, if two service council regions are voting on these lines then the service council that voted under 1<sup>st</sup> Authority would have their recommendation forwarded for approval since there is greater impact in that region. The 1<sup>st</sup> and 2<sup>nd</sup> Authority were put in place in case two councils voted differently on lines that overlapped regions.

### Key Themes

The following key themes arose throughout the service council meetings:

- Budget and revenue service hours for the Plan
- Equity and ensuring transit access in communities where high population of riders are dependent on transit
- Connectivity throughout the region and minimizing wait times between transfers
- Maintaining frequent access to job centers, popular attractions and destinations such as shopping, churches, and schools

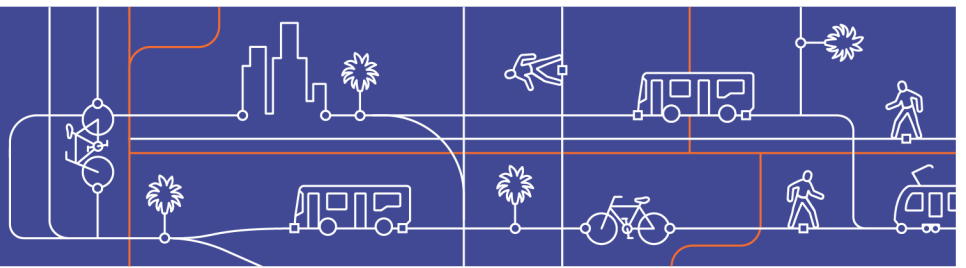
# NEXTGEN Bus Plan



## Next Steps

Based on the final votes and feedback received from the Service Councils, Metro developed an updated Bus Plan, which will be presented to the Metro Board of Directors for approval in October 2020. If approved, implementation of the Plan would be phased in beginning in December 2020 and continue in 2021.

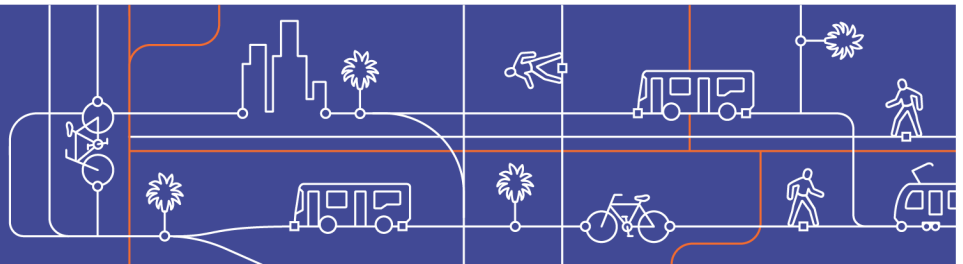
# NEXTGEN Bus Plan



INDIVIDUAL WORKSHOP SUMMARIES ON FOLLOWING PAGES



# NEXTGEN Bus Plan



## Individual Workshop Summaries

<b>All Regions - Los Angeles Trade Technical College Saturday, February 1, 2020</b>	
<b>Attendance</b>	<p>100 total people attended the community meeting</p> <ul style="list-style-type: none"> <li>• 91 people signed into the community meeting</li> <li>• 79 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 40 comment card submissions</li> <li>• 127 roll-out map comment submissions</li> <li>• 16 online GIS comment submissions</li> <li>• <b>183 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Eli Lipman, Director of Development and Programming, Move LA</li> <li>• Effie Turnbull Sanders, Executive Director, SLATE-Z</li> <li>• Carrie Sutkin, Alliance of River Communities</li> <li>• Karina Macias, Transportation Manager, City of Los Angeles Office of Mayor Eric Garcetti</li> <li>• Carlotta Bravo, Greater Cypress Park Neighborhood Council</li> <li>• Ben Rosen, Hollywood Studio District Neighborhood Council</li> <li>• Grace Perry, League of Women Voters of Los Angeles County</li> <li>• Nia Smith, Los Angeles Trade Technical College Associated Student Organization</li> <li>• Danny Hom, Gateway Cities Service Council</li> <li>• Keenan Sheedy, SEIU Local 721</li> <li>• Alfredo Torales, Special Projects Administrator, Access Services</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• Elijah Chiland, Curbed LA</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Concerns about overcrowding on hybrid routes compared to local and Rapid routes</li> <li>• Line 460, shortening the line to begin at Norwalk Station would add too much time and require too many transfers.</li> <li>• Extend Line 217 to Florence/Hindry station, along future Metro Crenshaw Line</li> <li>• Request for a TAP regional day pass that includes Metro and Muni</li> <li>• Support for bus only lanes and signal priority for buses</li> <li>• Upgrades for bus stops, including more shelters and benches</li> <li>• Improve connectivity to Metrolink and regional connections to Muni service</li> <li>• Concerns from Cypress Park Neighborhood Council about losing service; requested a follow up briefing to the NC</li> </ul>

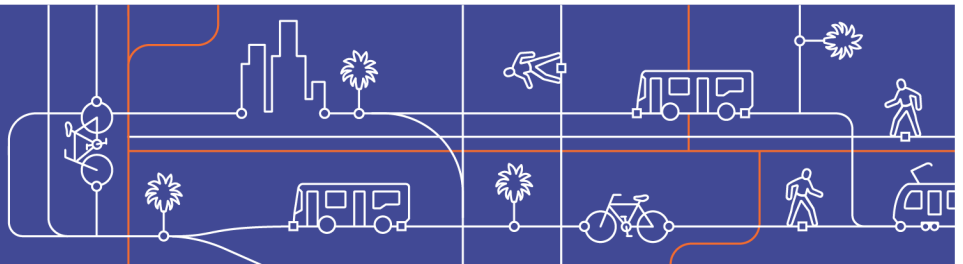


# NEXTGEN Bus Plan



San Fernando Valley – Van Nuys Wednesday, February 5, 2020	
<b>Attendance</b>	85 total people attended the community meeting <ul style="list-style-type: none"> <li>• 76 people signed into the community meeting</li> <li>• 62 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 37 comment card submissions from 33 people</li> <li>• 3 online GIS comment submissions</li> <li>• <b>40 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Judy Diamond, Northridge East Neighborhood Council</li> <li>• Peer Ghent, Senior Management Analyst, LADOT</li> <li>• Yvette Lopez-Ledesma, Chair, San Fernando Valley Service Council</li> <li>• Ralf Quint, Director, Kagel Canyon Civic Association</li> <li>• Armando Flores, Valley Industry and Commerce Association</li> <li>• Franklin Ochoa, District Director, Office of Assemblymember Luz Rivas, District 39</li> <li>• Doug Mensman, Director of Transportation and Planning, Office of Councilmember Paul Krekorian, District 2</li> <li>• Hannah Globus, Greater Toluca Lake Neighborhood Council</li> <li>• Ron Meyer, City of Los Angeles Bicycle Advisory Committee</li> <li>• Michelle Klein-Hass, Panorama City Neighborhood Council</li> <li>• Dominick Ortiz, Los Angeles City Planning</li> <li>• Nathalie Hernandez, Independent Living Center of So. California</li> <li>• Steve Fukushima, District Representative, Office of Senator Robert Hertzberg, District 18</li> <li>• Jason Akerman, Van Nuys Neighborhood Council</li> <li>• Dennis Washburn, San Fernando Valley Service Council</li> <li>• Jenny Daniels Freese, San Fernando Valley Service Council</li> <li>• Rosalba González, San Fernando Valley Service Council</li> <li>• Dave Perry, Transportation Deputy, Office of Supervisor Kathryn Barger 5<sup>th</sup> District, San Fernando Valley Service Council</li> <li>• Carla Canales Cortez, San Fernando Valley Service Council</li> <li>• Jess Talamantes, Councilmember, City of Burbank, San Fernando Valley Service Council</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Increasing bus service by shortening wait times, difficult to make transfers to routes with hourly service</li> <li>• Improve cleanliness at Orange Line stations</li> <li>• Improve security on buses</li> <li>• Better bus connections to Orange Line</li> <li>• Lack of service in Toluca Lake and Laurel Canyon (Line 218)</li> </ul>

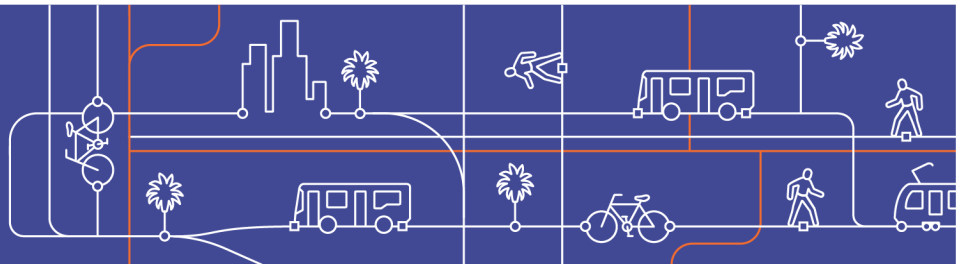
# NEXTGEN Bus Plan



	<ul style="list-style-type: none"> <li>• Lines 158 and 167 should be more frequent than proposed in the NextGen plan</li> </ul>
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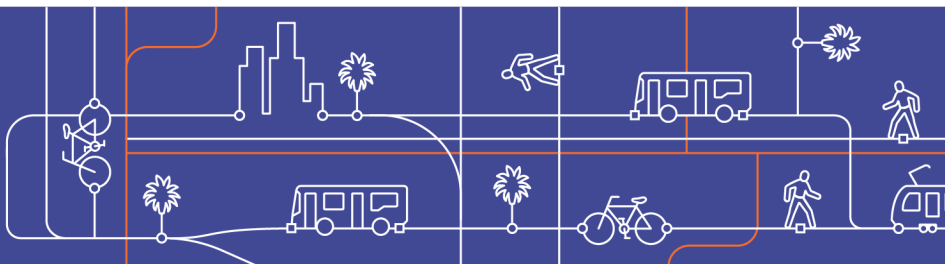
<b>Monday, February 10, 2020</b> <b>San Gabriel Valley - El Monte Station</b>	
<b>Attendance</b>	104 total people attended the community meeting <ul style="list-style-type: none"> <li>• 85 people signed into the community meeting</li> <li>• 70 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 37 comment card submissions</li> <li>• 8 online GIS comment submissions</li> <li>• <b>45 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• David Diaz, Executive Director, Active San Gabriel Valley, and Chair of San Gabriel Valley Service Council</li> <li>• Diane Velez, Program Specialist, Active San Gabriel Valley, and San Gabriel Valley Service Council</li> <li>• Leonard Pieroni, Councilmember, City of La Cañada Flintridge, and San Gabriel Valley Service Council</li> <li>• Ben Wong, San Gabriel Valley Service Council</li> <li>• Peggy Kuo, City Clerk, Temple City</li> <li>• Eric Haack, Strategic Planner, Access Services</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Increase connections to Gold Line stations</li> <li>• Support for BRT and Rapid routes</li> <li>• More real-time arrival information at stations</li> <li>• Concerns about the increased cost of a trip if routes are being split and/or transferred to Muni's</li> <li>• Support for new Line 287 from El Monte Station and Gold Line Arcadia Station</li> <li>• Weekend service on Line 577</li> </ul>

# NEXTGEN Bus Plan



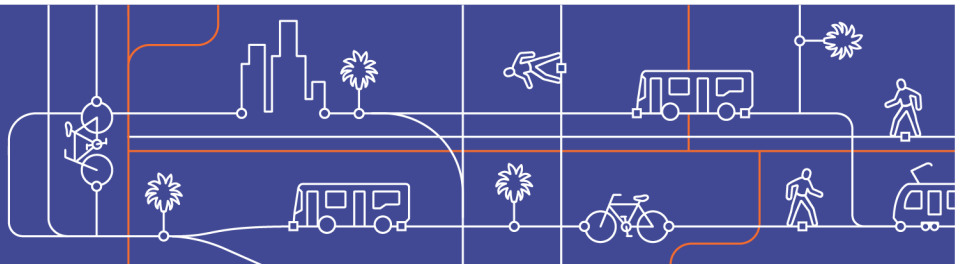
<b>Wednesday, February 12, 2020</b> <b>Westside/Central – Plummer Park in West Hollywood</b>	
<b>Attendance</b>	84 total people attended the community meeting <ul style="list-style-type: none"> <li>• 61 people signed into the community meeting</li> <li>• 50 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 36 comment card submissions from 20 people</li> <li>• 10 roll-out map comment submissions</li> <li>• 14 online GIS comment submissions</li> <li>• <b>60 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Ernesto Hidalgo, Westside/Central Service Council</li> <li>• Madeline Brozen, Deputy Director of the Lewis Center for Regional Policy Studies at the UCLA Luskin School of Public Affairs, Westside/Central Service Council</li> <li>• Alfonso Directo, Westside/Central Service Council</li> <li>• Martha Eros, Transportation Planner, City of Beverly Hills, and Westside/Central Service Council</li> <li>• David Feinberg, Transit Government Relations Officer, Santa Monica Big Blue Bus, and Westside/Central Service Council</li> <li>• George Taule, Westside/Central Service Council</li> <li>• Elliot Petty, SoCal Coordinator, Healthcare Justice Division, SEIU-UHW, and Westside/Central Service Council</li> <li>• Franciso Gomez, Transportation Program Administrator, City of West Hollywood, and Westside/Central Service Council</li> <li>• Olivia Harris, Caltrans District 7</li> <li>• Stewart Lozano, Field Representative, Assemblymember Richard Bloom, District 50</li> <li>• Tim McCormick, Manager of Planning and Performance, Santa Monica Big Blue Bus</li> <li>• John Keho, Director of Planning and Development Services, City of West Hollywood</li> <li>• Dan Wentzel, Transportation Commissioner, City of West Hollywood</li> <li>• Isaiah Madison, Empowerment Congress West Neighborhood Council</li> <li>• Mehmet Berker, Los Angeles Walks</li> <li>• Jay Greenstein, Chief Field &amp; Transportation Deputy, Los Angeles Councilmember Paul Koretz, District 5</li> <li>• Perias Pillay, Southern California Transit Advocates</li> </ul>

# NEXTGEN Bus Plan



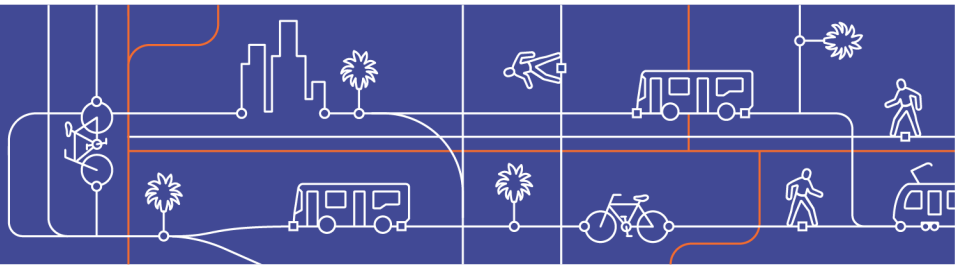
	<ul style="list-style-type: none"> <li>• Leor Alpern, Southern Public Affairs Specialist, South Coast Air Quality Management District</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• Elizabeth Fuller, Larchmont Buzz</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Concerns about the discontinuation of Line 218, will require additional transfers and connects to West Hollywood to the San Fernando Valley</li> <li>• Concerns about longer trip times with the discontinuation of Rapid lines</li> <li>• Improve security on buses, bus stops and stations</li> <li>• General support for bus-only lanes to increase bus speeds and reliability</li> <li>• Improve access for seniors and people with disabilities; shorter walks when transferring buses, easier access to Senior TAP cards, and more bus shelter amenities</li> </ul>

# NEXTGEN Bus Plan



<b>Thursday, February 13, 2020</b> <b>Gateway Cities - Clearwater Building, Paramount</b>	
<b>Attendance</b>	24 total people attended the community meeting <ul style="list-style-type: none"> <li>• 17 people signed into the community meeting</li> <li>• 13 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 13 comment card submissions from 4 people</li> <li>• 0 roll-out map comment submissions</li> <li>• 1 online GIS comment submissions</li> <li>• <b>14 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Maria Davila Council Member, City of South Gate, and Gateway Cities Service Council</li> <li>• Al Rios, Council Member, City of South Gate, and Gateway Cities Service Council</li> <li>• JoAnn Eros-Delgado, Gateway Cities Service Council</li> <li>• Danny Hom, Gateway Cities Service Council</li> <li>• Samuel Peña, Gateway Cities Service Council</li> <li>• Wally Shidler, Gateway Cities Service Council</li> <li>• Joe Strapac, Gateway Cities Service Council</li> <li>• Lori Woods, Mayor, City of Signal Hill, and Gateway Cities Service Council</li> <li>• John King, Assistant Planning Director, City of Paramount</li> <li>• Jaime Lopez, Planning Commissioner, City of Paramount</li> <li>• Mike McKown, Paramount Care Foundation</li> <li>• Christopher MacKechnie, Service Development Planner, Long Beach Transit</li> <li>• Shirley Hsiao, Service Development Manager, Long Beach Transit</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Improve frequency and later service lines 111, 127, 232, 265, 266</li> </ul>

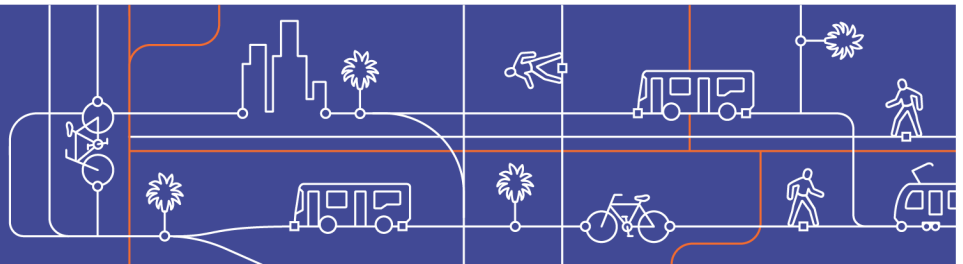
# NEXTGEN Bus Plan



<b>Wednesday, February 19, 2020</b> <b>San Gabriel Valley - East Los Angeles College</b>	
<b>Attendance</b>	48 total people attended the community meeting <ul style="list-style-type: none"> <li>• 44 people signed into the community meeting</li> <li>• 37 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 14 comment card submissions</li> <li>• 3 roll-out map comment submissions</li> <li>• 1 online GIS comment submissions</li> <li>• <b>18 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Danny Hom, Gateway Cities Service Council</li> <li>• Al Rios, Gateway Cities Service Council</li> <li>• Bertha Velazquez, Casework Manager/Office Manager, Office of Supervisor Hilda Solis</li> <li>• Daisy Villafuerte, Advocacy and Engagement Manager, LA Walks</li> <li>• Charles Bennett, Better Whittier Transit Now</li> <li>• Jerard Wright, Policy Manager, BizFed</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• Cindy Hu, World Journal (Chinese Daily News)</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Maintain service to Shops at Montebello on Line 68</li> <li>• Improve safety and security on buses</li> <li>• Improve cleanliness on buses</li> </ul>



# NEXTGEN Bus Plan



<b>Thursday, February 20, 2020</b> <b>San Gabriel Valley - Pasadena Senior Center</b>	
<b>Attendance</b>	140 total people attended the community meeting <ul style="list-style-type: none"> <li>131 people signed into the community meeting</li> <li>115 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>45 comment card submissions</li> <li>41 roll-out map comment submissions</li> <li>12 online GIS comment submissions</li> <li><b>98 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>Savannah Moore, Office of Los Angeles County Supervisor Kathryn Barger</li> <li>Martin Reyes, Transportation Deputy, Office of Los Angeles County Supervisor Hilda Solis</li> <li>Doug Mensman, Director of Transportation and Planning, Office of City of Los Angeles Councilmember Paul Krekorian, District 2</li> <li>Hank Fung, Secretary, Metro Citizens Advisory Council</li> <li>Henry Lopez, Transit Planner, Foothill Transit</li> <li>Selina Yang, Sunrise Sequoyah</li> <li>Patricia Pipkin, Altadena Safe Streets – Traffic Safety and Mobility Committee</li> <li>Dorothy Wong, Committee Chair, Altadena Safe Streets – Traffic Safety and Mobility Committee</li> <li>Michael Throne, Public Works Director and City Engineer, City of San Marino</li> <li>Karen Gibson, Neighbors Building a Better Altadena</li> <li>Laura Cornejo, Director, City of Pasadena Department of Transportation</li> <li>Valerie Gibson, Transit Manager, City of Pasadena</li> <li>Sabastian Hernandez, Senior Planner, City of Pasadena</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>Kevin Kenney, Pasadena Now</li> <li>Estrella TV, Noticias 62</li> <li>Jerry Ough, Valley Star</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>Discontinuation of Line 268 to Jet Propulsion Laboratory (JPL) would impact students, employees and summer interns. Pasadena Transit Line 177 is not a good alternative.</li> <li>Improve connections from Muni (Pasadena Transit and Foothill Transit) to Metro</li> <li>Maintain service on Line 268 on weekdays only</li> </ul>

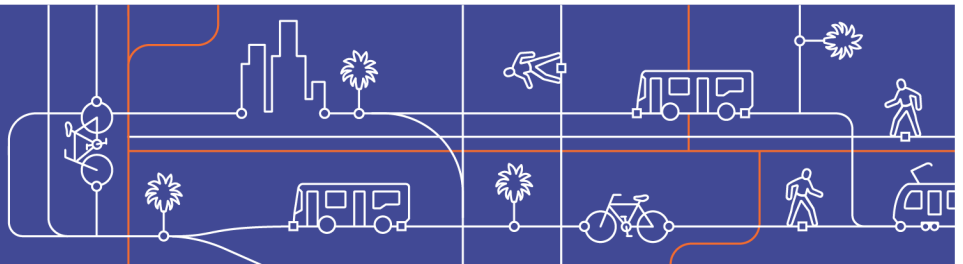
# NEXTGEN Bus Plan



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|--|---|
|  | <ul style="list-style-type: none"><li>• Maintain connections from Altadena to Pasadena</li><li>• Maintain access to JPL from Sierra Madre</li><li>• More trees and shelters for shade at bus stops</li><li>• Support for bus-only lanes to improve bus speeds and reliability</li></ul> |
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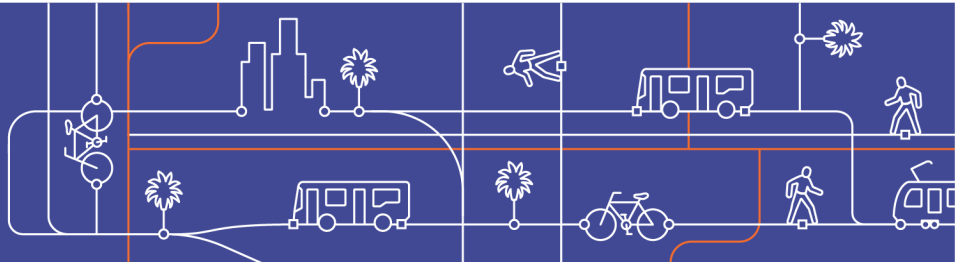
# NEXTGEN Bus Plan



<b>Tuesday, February 25, 2020</b> <b>Gateway Cities - Bell Community Center</b>	
<b>Attendance</b>	36 total people attended the community meeting <ul style="list-style-type: none"> <li>• 33 people signed into the community meeting</li> <li>• 22 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 15 comment card submissions</li> <li>• 5 roll-out map comment submissions</li> <li>• 4 online GIS comment submissions</li> <li>• <b>24 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Samuel Peña, Gateway Cities Service Council</li> <li>• JoAnn Eros-Delgado, Gateway Cities Service Council</li> <li>• Alex Gonzalez, San Gabriel Valley Service Council</li> <li>• Gabino Luna, Acting Public Works Manager, City of Bell</li> <li>• Francesca Sciamanna, Management Analyst, City of Bell</li> <li>• Allan Perdomo, Community Services Director, City of Bell</li> <li>• Guadalupe Camberos, Field Deputy, Office of Los Angeles County Supervisor Hilda Solis</li> <li>• Fernando Rodriguez, Transit Division, City of South Gate</li> <li>• Gisselle Delgado, City of Maywood</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Support for changes to Line 108, including the proposed OWL service</li> <li>• Improved frequency on Line 260</li> <li>• More shelters and benches are bus stops</li> </ul>

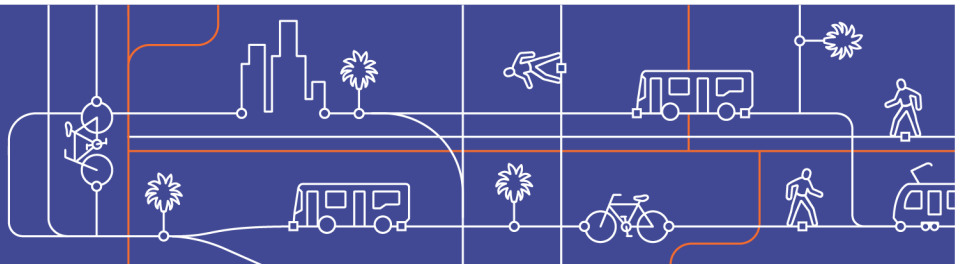


# NEXTGEN Bus Plan



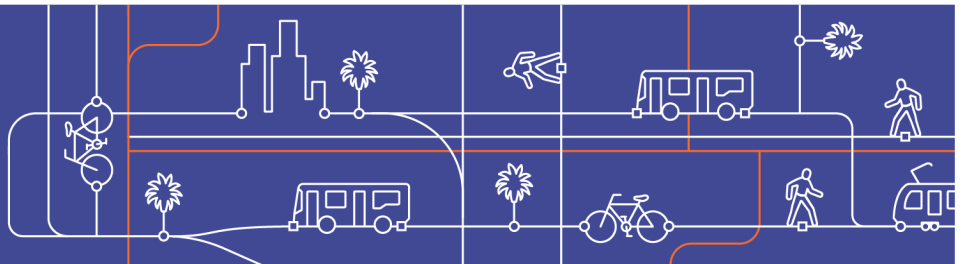
<b>Thursday, February 27, 2020</b> <b>San Fernando Valley – Canoga Park</b>	
<b>Attendance</b>	44 total people attended the community meeting <ul style="list-style-type: none"> <li>• 42 people signed into the community meeting</li> <li>• 33 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 12 comment card submissions</li> <li>• 20 roll-out map comment submissions</li> <li>• 4 online GIS comment submissions</li> <li>• <b>36 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Dennis Washburn, San Fernando Valley Service Council</li> <li>• Jeff Jaconberger, Legislative Deputy, Office of Los Angeles Councilmember Bob Blumenfield</li> <li>• Tricia Robbins, Economic Development Director, Office of Los Angeles Councilmember Bob Blumenfield</li> <li>• Joseph Auer, Administrative Assistant and Casework, Office of Los Angeles County Supervisor Sheila Kuehl, District 3</li> <li>• Maya Valadez, Field Representative, Office of Assemblymember Jesse Gabriel</li> <li>• Rafael De La Rose, Assistant Vice Present for Government and Community Relations, California State University, Northridge</li> <li>• Ron Sobel, Board Member, North Hills Neighborhood Council</li> <li>• Sean McCarthy, Ambassador, West Valley-Warner Center Chamber of Commerce</li> <li>• Armando Flores, Legislative Affairs Manager, Valley Industry Commerce Association</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Maintain service to Magnolia Science Academy 2, currently serviced by Line 236</li> <li>• Improve service in Agoura Hills</li> <li>• Increase frequency on Line 129</li> <li>• Add secure bike storage at bus stops or more bike racks on buses</li> </ul>

# NEXTGEN Bus Plan



<b>Thursday, March 5, 2020</b> <b>Gateway Cities - Norwalk Arts and Sports Complex</b>	
<b>Attendance</b>	19 total people attended the community meeting <ul style="list-style-type: none"> <li>• 18 people signed into the community meeting</li> <li>• 18 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 12 comment card submissions</li> <li>• 0 roll-out map comment submissions</li> <li>• 0 online GIS comment submissions</li> <li>• <b>12 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Derek C. Donnell, Manager of Transit Operations, City of Norwalk</li> <li>• Martin Reyes, Transportation Deputy, Office of Supervisor Hilda Solis</li> <li>• Natalie Glasman, Transportation Analyst, City of Pico Rivera</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Concern about service being transferred to muni (Norwalk Transit)</li> <li>• Improve real-time arrival information and Metro App</li> <li>• Maintain Line 460 service between Downtown LA and Norwalk</li> </ul>

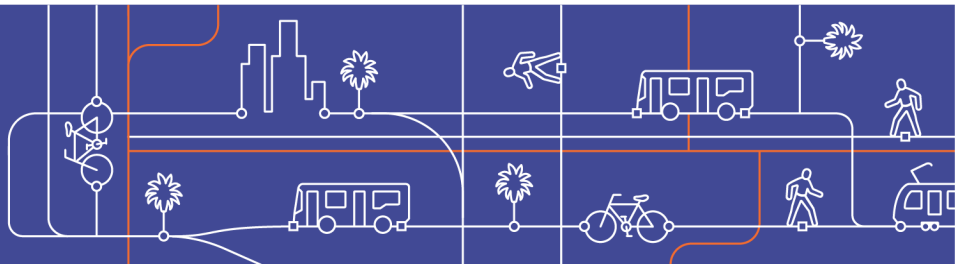
# NEXTGEN Bus Plan



<b>Saturday, March 7, 2020</b> <b>South Bay - Wilmington Providence Wellness Center</b>	
<b>Attendance</b>	23 total people attended the community meeting <ul style="list-style-type: none"> <li>• 23 people signed into the community meeting</li> <li>• 20 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 10 comment card submissions</li> <li>• 3 roll-out map comment submissions</li> <li>• 0 online GIS comment submissions</li> <li>• <b>13 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• Ryan McDonald, Easy Reader News</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Maintain service on Line 550 to USC, Silver Line is a farther walk and buses are too full</li> <li>• Extend NextGen Line 510 to downtown Los Angeles</li> <li>• Concern about changes to Line 344 near Palos Verdes since PV Transit does not operate on weekends</li> <li>• Support for changing Line 246 to operate on Anaheim St. instead of Harry Bridges Blvd.</li> </ul>

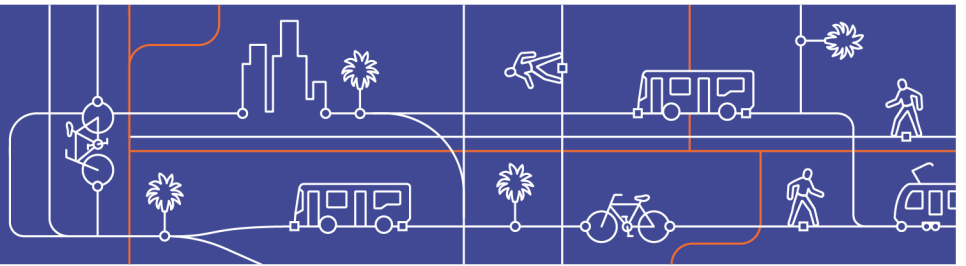


# NEXTGEN Bus Plan



<b>Wednesday, March 11, 2020</b> <b>San Gabriel - Asian Youth Center</b>	
<b>Attendance</b>	79 total people attended the community meeting <ul style="list-style-type: none"> <li>• 74 people signed into the community meeting</li> <li>• 63 attendees provided home address and/or email address</li> </ul>
<b>Comment Cards</b>	<ul style="list-style-type: none"> <li>• 20 comment card submissions</li> <li>• 0 roll-out map comment submissions</li> <li>• 1 online GIS comment submissions</li> <li>• <b>21 total comments</b></li> </ul>
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Danny Hom, Gateway Cities Service Council</li> <li>• Henry Lo, Senior Field Representative, Office of Assemblymember Ed Chau, District 49</li> <li>• Martin Reyes, Transportation Deputy, Office of Los Angeles County Supervisor Hilda Solis</li> <li>• Hank Hsing, Civil Engineer, Los Angeles County Public Works</li> <li>• Linda Apodaca, Manager of Community Engagement, Foothill Transit</li> <li>• Cliff Bender, Alhambra Transportation Commission</li> </ul>
<b>Media</b>	<ul style="list-style-type: none"> <li>• Raymond Gao, China Press</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Continue service to downtown LA on Line 487 and 489, concerns about longer trips and additional transfers if the routes end at Union Station.</li> <li>• Earlier trips on Line 487 for trips towards downtown LA</li> <li>• Maintain service to Montebello Town Center and Kaiser Medical Offices on Line 176</li> </ul>

# NEXTGEN Bus Plan

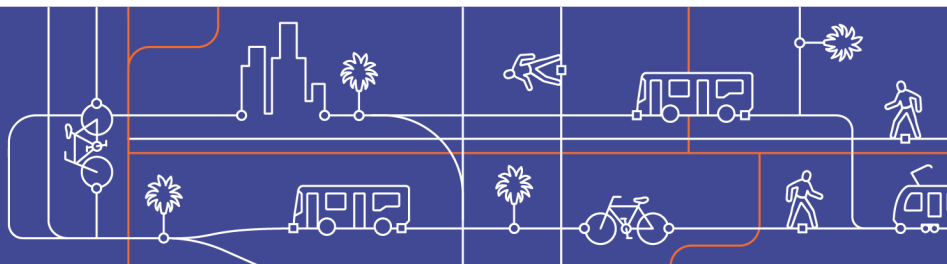


INDIVIDUAL PUBLIC HEARING SUMMARIES ON FOLLOWING PAGES

## Individual Public Hearing Summaries

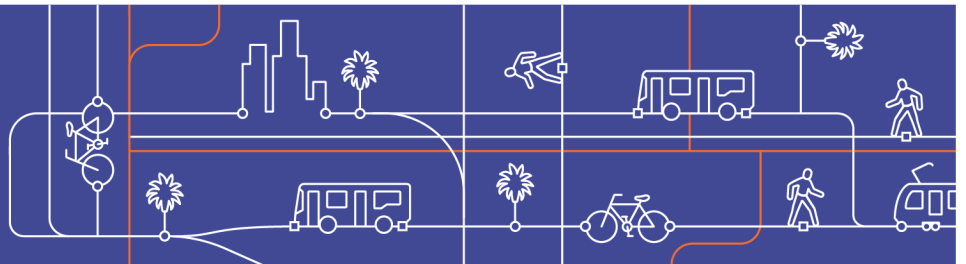
<b>NextGen Bus Plan Public Hearing – San Fernando Valley Wednesday, August 19, 2020 Virtual Meeting 6:30-7:45 p.m.</b>	
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Carrie Scoville – Central San Pedro Neighborhood Council</li> <li>• Sandy Hubbard – Valley Village Homeowners Association</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Concerns about changes to Line 222 and the southern segment that provides a connection from Hollywood to the Valley</li> <li>• General support to changes to Line 501 and supportive of adding the stop at the Glendale Galleria on this line</li> <li>• Concerns about changes to 90, 91 and 96; comments did not specifically address what the concerns were about these changes except one person that noted access to downtown LA.</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>• Majority of comments were submitted using the e-comment feature</li> <li>• Service Council member commented on the lack of service to Porter Ranch. He felt that MicroTransit as proposed is not enough and asked staff to evaluate providing service north of Devonshire to Porter Ranch business areas.</li> <li>• 20 comments total, 91 individuals streamed hearing, 8 listened by phone</li> </ul>

# NEXTGEN Bus Plan



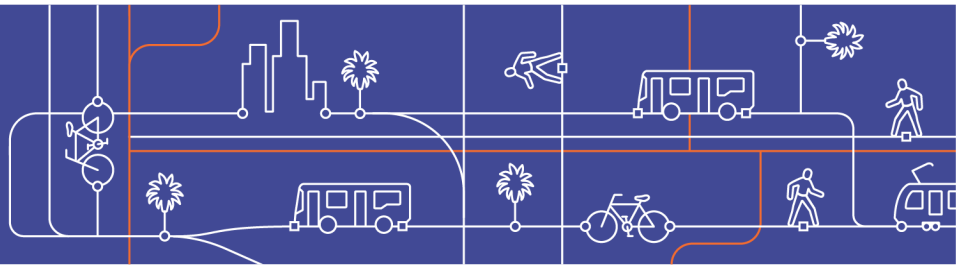
<b>NextGen Bus Plan Public Hearing – South Bay Cities Wednesday, August 20, 2020 Virtual Meeting 6:00-7:00 p.m.</b>	
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>Riders expressed support for maintaining frequent service to Downtown Los Angeles from San Pedro</li> <li>Some riders expressed support for adding access to SoFi stadium in Inglewood, loss of service to LAX Employee Badge Office</li> <li>Some concerns about off-peak one seat ride to USC for employees and students</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>13 comments total; 27 individuals streamed hearing and 8 listened by phone.</li> </ul>

# NEXTGEN Bus Plan



<b>NextGen Bus Plan Public Hearing – All Regions Saturday, August 22, 2020 Virtual Meeting 10:00 AM – 12:30 PM</b>	
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• Lines 256 and 83 were mentioned the most; concerns about service through Highland Park on proposed changes</li> <li>• Questions and comments about implementation of plan and promoting these changes to riders</li> <li>• General concerns of the change and removal of lines riders feel have high ridership</li> <li>• Comments related to changes on the Rapid Lines; concerns about changes to these lines that would combine with regular routes, loss of one-seat-rides</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>• 22 e-comments and 6 phone comments</li> <li>• 64 people viewed the livestream; 19 listened by phone</li> <li>• Service Council Comments               <ul style="list-style-type: none"> <li>○ Samuel Peña: Mentioned lines being transferred to local agencies and the implementation; suggested MicroTransit being in place in communities before line changes are put in place in those areas where MicroTransit is planned</li> <li>○ Wally Shidler: Asked a question about fares for transferring lines, mentioned Line 130, wondered if Title VI was considered when it came to the increase in fares due to transferring agencies</li> <li>○ Perri Sloane Goodman: Wanted to clarify that the 700 Rapid Lines are being replaced with the consolidated line</li> </ul> </li> </ul>

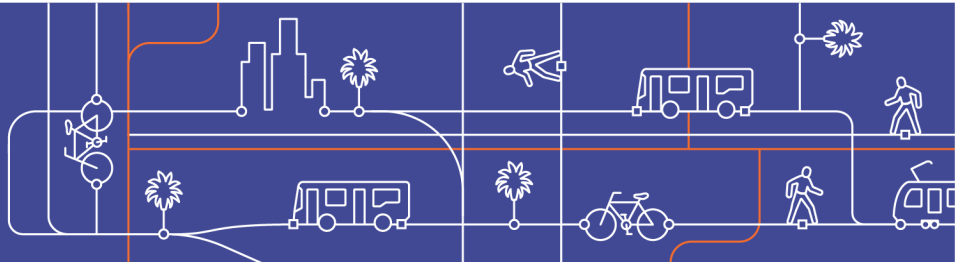
# NEXTGEN Bus Plan



	<ul style="list-style-type: none"><li>○ A few remarks thanking staff for all the work they have done and the great presentation</li></ul>
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<b>NextGen Bus Plan Public Hearing – San Gabriel Valley Monday, August 24, 2020 Virtual Meeting 6:30-7:45 p.m.</b>	
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"><li>● Nature for All Coalition</li><li>● Danny Hom, Gateway Cities Service Council</li><li>● Wally Shidler, Gateway Cities Service Council</li><li>● Jessica Castellanos, Independent Living Center of Southern California</li><li>● David Ysais, Los Angeles Trade Technical College (LATTC)</li></ul>
<b>Key Themes</b>	<ul style="list-style-type: none"><li>● Majority of comments were concerns raised about route cuts in San Gabriel Valley and access to key LA destinations from the SGV</li><li>● Concerns about access to key destinations like USC Medical Center, Cal State LA, City of Hope National Medical Center, downtown Los Angeles</li><li>● Concerns raised about changes or cuts to lines: 68, 70, 258, 264, 268, 487, 770, 950.</li><li>● Concerns raised from Nature for All Coalition about lack of adequate connections and no routes to provide access to San Gabriel Mountains.</li><li>● General concerns raised for the NextGen Bus Plan for the future enhanced bus service throughout the county and positive changes for disabled community</li><li>● Various concerns raised with individual proposed route changes for the San Gabriel Valley</li><li>● Interest raised for future micro transit options in the San Gabriel Valley (Sierra Madre)</li></ul>

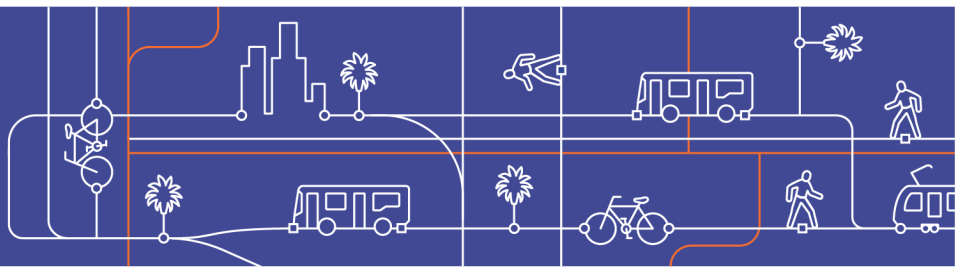
# NEXTGEN Bus Plan



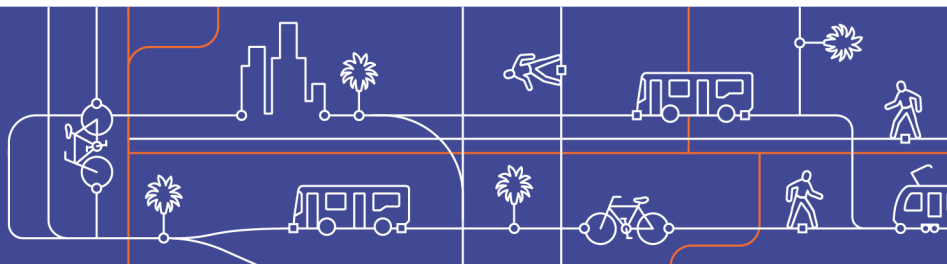
<p><b>Notes</b></p>	<ul style="list-style-type: none"> <li>• Clarification was provided to Saul Roe who commented that the City of San Marino will have no bus service. Metro clarified that service will be provided to that city via line 179.</li> <li>• 8 participants on English line, 1 on Spanish line</li> <li>• 107 viewed the livestream</li> <li>• Comments             <ul style="list-style-type: none"> <li>○ 27 e-Comments</li> <li>○ 5 Phone Comments</li> </ul> </li> </ul>
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<b>NextGen Bus Plan Public Hearing – Westside Central Wednesday, August 26, 2020 Virtual Meeting 6:00 – 7:30 PM</b>	
<p><b>Elected Offices / Key Stakeholders</b></p>	<ul style="list-style-type: none"> <li>• Caroline Toren - Global First Ladies Alliance (formerly Commission on the Status of Women)</li> <li>• Dan Wentzel - City of West Hollywood Transportation Commission</li> </ul>
<p><b>Key Themes</b></p>	<ul style="list-style-type: none"> <li>• General comments about NextGen, only a few comments spoke about specific lines</li> <li>• Mentions of Line 218 – comments did express support for the keeping the route but also mentioned that frequency could be improved</li> <li>• General concerns about changes to bus routes in underprivileged communities and emphasis on workers who rely/need the bus to get to work</li> <li>• General concerns about reduction of bus service due to impacts on budget as a result of COVID-19</li> </ul>
<p><b>Notes</b></p>	<ul style="list-style-type: none"> <li>• There were 29 e-comments and 6 phone comments</li> <li>• 102 people livestreamed the meeting</li> <li>• 20 people joined by audio lines</li> </ul>

# NEXTGEN Bus Plan

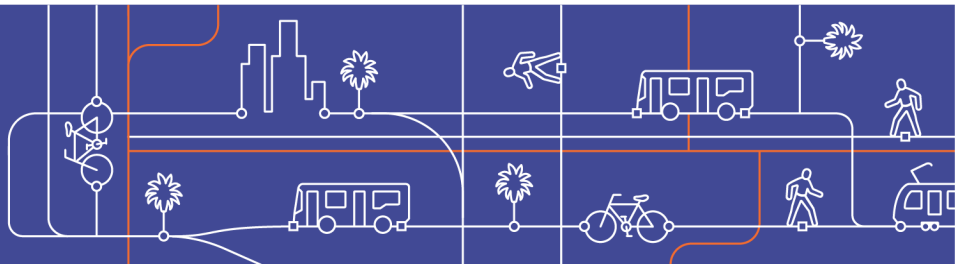


# NEXTGEN Bus Plan



<b>NextGen Bus Plan Public Hearing – Gateway Cities Thursday, August 27, 2020 Virtual Meeting 6:00 – 7:30 PM</b>	
<b>Elected Offices / Key Stakeholders</b>	<ul style="list-style-type: none"> <li>• Cynthia Cortez – SELA Collaborative</li> <li>• Hilary Norton – FASTLink DTLA</li> </ul>
<b>Key Themes</b>	<ul style="list-style-type: none"> <li>• General support for consolidation of Rapid and Local lines</li> <li>• General concerns about budget reductions as a result of COVID-19</li> <li>• Comments expressed desire for more frequency on bus lines on off-peaks times</li> </ul>
<b>Notes</b>	<ul style="list-style-type: none"> <li>• There were 13 e-comments and 2 phone comments</li> <li>• 70 people livestreamed the meeting</li> <li>• 13 people joined by audio lines</li> </ul>





## ATTACHMENTS

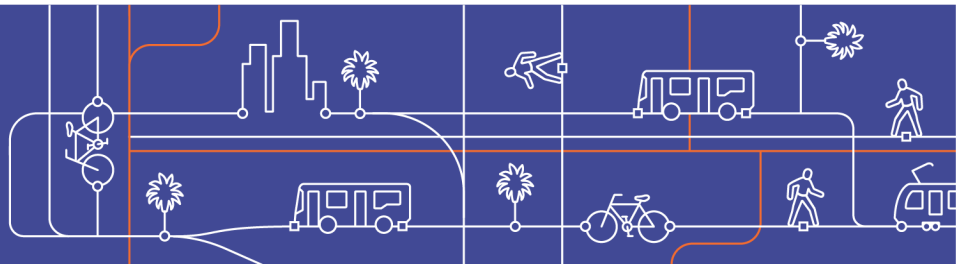
### **Attachment I: External Working Group List of Members**

### **Attachment II: Briefings and Meetings**

### **Attachment III: Public Workshops**

- a. Workshop Locations
- b. Workshop Materials
  - i. Fact Sheet
  - ii. Comment Card
  - iii. Capital Improvements Handout
  - iv. Take One Brochure
  - v. Display Boards
  - vi. GIS Maps and Online Tools
- c. Media Toolkit Examples
  - i. Elected Official Toolkit
  - ii. February Stakeholder Toolkit
  - iii. March Stakeholder Toolkit
  - iv. Workshops Cancellation Toolkit
- d. Earned Media
- e. Social Media Examples
  - i. Facebook Posts
  - ii. Twitter Posts
  - iii. Instagram Post
  - iv. Nextdoor Post
  - v. Facebook Ads

# NEXTGEN Bus Plan



## f. Print Ads

i. March Ad

ii. April Ad

iii. May Ad

## g. Extended Outreach Call List

### **Attachment IV: Public Hearings**

a. Take One Brochure (English and Spanish)

b. Stakeholder Toolkit

c. Earned Media

d. Digital Communication

i. Facebook Ads

ii. Facebook Post

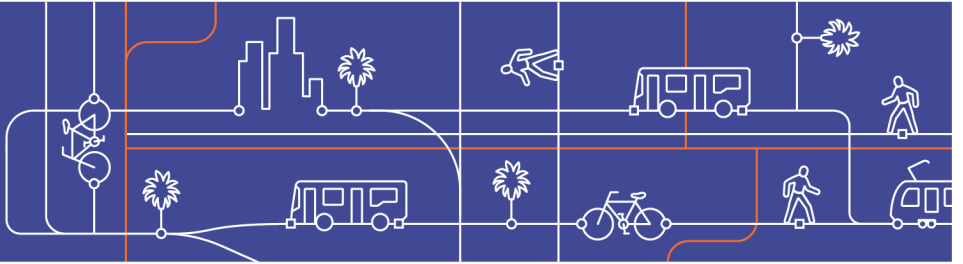
iii. Twitter Posts

iv. Nextdoor Posts

v. SMS Text Messaging

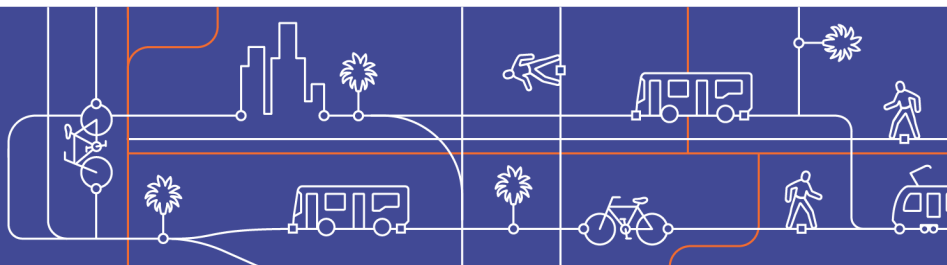
e. Extended Outreach Call List

# NEXTGEN Bus Plan



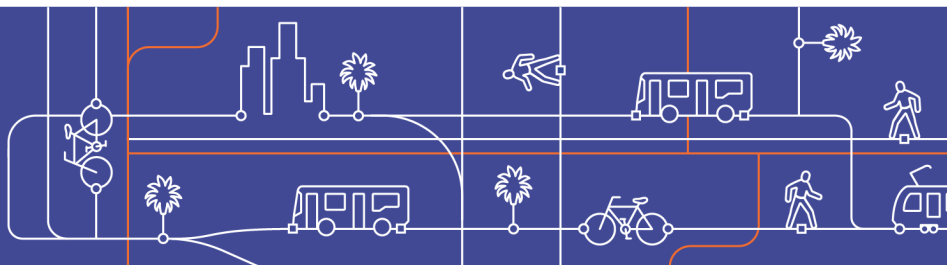
## Attachment I: External Working Group List of Members

# NEXTGEN Bus Plan



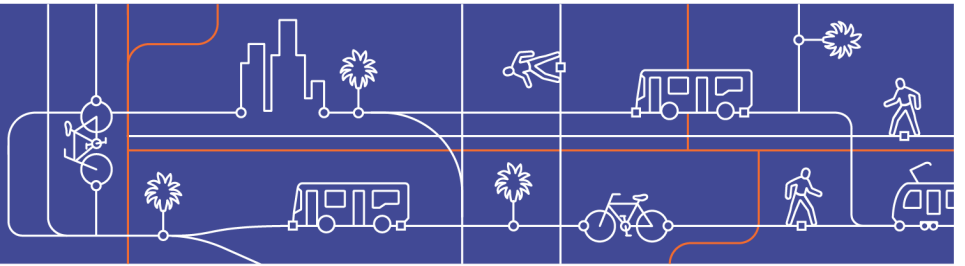
#	Category	Subcategory	Organization
1	Business Organizations	Business Development	BizFed
2	Business Organizations	Media	Busted Los Angeles
3	Business Organizations	Transportation	Cambridge Systematics
4	Business Organizations	Advertising	JC Decaux
5	Business Organizations	Chamber of Commerce	Los Angeles Area Chamber of Commerce
6	Business Organizations	Economic Development	Los Angeles Economic Development Corporation
7	Business Organizations	Tourism	Los Angeles Tourist Visitors & Convention Bureau
8	Business Organizations	Media	Outfront
9	Community Organizations	Environmental/Social Equity/Low Income Groups	Build Plus Community Marketplace
10	Community Organizations	Bicycle Groups	CicLAvia
11	Community Organizations	Environmental/Social Equity/Low Income Groups	Climate Resolve
12	Community Organizations	Environmental/Social Equity/Low Income Groups	Commission on the Status of Women (LACSW)
13	Community Organizations	Environmental/Social Equity/Low Income Groups	Community Build/Watts Rising Collaborative
14	Community Organizations	Environmental/Social Equity/Low Income Groups	East Yard Communities for Environmental Justice (EYCEJ)
15	Community Organizations	Professional Development	Encounter LA (LATTC Architecture)
16	Community Organizations	Environmental/Social Justice	Enterprise Community Partners
17	Community Organizations	Environmental/Social Equity/Low Income Groups	Fixing Angelenos Stuck in Traffic (FAST)
18	Community Organizations		Global First Ladies Alliance
19	Community Organizations	Environmental/Social Equity/Low Income Groups	Investing in Place
20	Community Organizations	Advocacy	LA Forward
21	Community Organizations	Advocacy	LA Walks
22	Community Organizations	Bicycle Groups	Los Angeles County Bicycle Coalition (LACBC)

# NEXTGEN Bus Plan



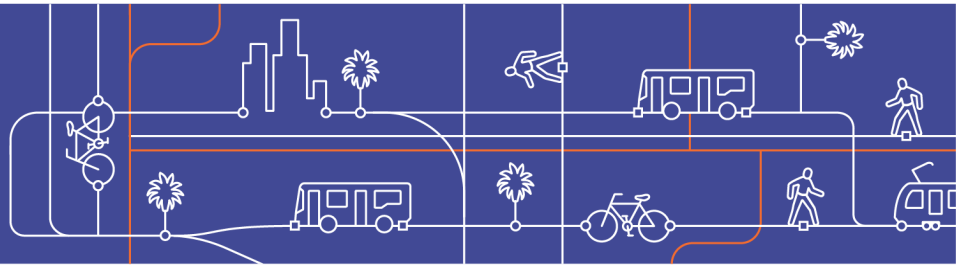
23	Community Organizations	Environmental/Social Equity/Low Income Groups	Pacoima Beautiful
24	Community Organizations	Environmental/Social Equity/Low Income Groups	SELA Collaborative
25	Community Organizations	Environmental/Social Equity/Low Income Groups	South Los Angeles Transit Empowerment Zone (Slate-Z)
26	Community Organizations	Environmental/Social Equity/Low Income Groups	Trust South LA
27	Community Organizations	Environmental/Social Equity/Low Income Groups	USC Cecil Murray Center
28	Community Organizations	Environmental/Social Equity/Low Income Groups	Watts Rising Collaborative
29	Educational Institutions	University	Cal State University System
30	Educational Institutions	University	Cal State University, Los Angeles
31	Educational Institutions	University	Cal State University, Northridge
32	Educational Institutions	Community College	Los Angeles Community College District
33	Educational Institutions	County	Los Angeles County Office of Education
34	Educational Institutions	Community College	Los Angeles Trade Technical College
35	Educational Institutions	School District	Los Angeles Unified School District (LAUSD)
36	Educational Institutions	Educational Institutions	University of California, Los Angeles
37	Educational Institutions	University	University of Southern California
38	Educational Institutions	University	USC Program for Environmental and Regional Equity
39	Government Agencies	Military and Veterans	Department of Military and Veterans Affairs
40	Government Agencies	Council of Governments	Gateway Cities Council of Governments (GCCOG)
41	Government Agencies	Cities	LADCP
42	Government Agencies	Council of Governments	Las Virgenes/Malibu Council of Governments
43	Government Agencies	Environmental/Social Equity/Low Income Groups	Los Angeles County Women and Girls Initiative
44	Government Agencies	County	Los Angeles Department of City Planning (LADCP)
45	Government Agencies	Homeless Services	Los Angeles Homeless Services Authority
46	Government Agencies	Council of Governments	San Fernando Valley Council of Government (SFVCOG)
47	Government Agencies	Council of Governments	San Gabriel Valley Council of Governments (SGVCOG)

# NEXTGEN Bus Plan



48	Government Agencies	Council of Governments	South Bay Cities Council of Governments
49	Government Agencies		Southern California Association of Governments
50	Government Agencies	Council of Governments	Westside Cities Council of Governments
51	Non-Profit	Seniors	AARP
52	Non-Profit	Advocacy	Natural Resources Defense Council (NRDC)
53	Religious Institutions		Endless Touch Church
54	Religious Institutions		Greater Zion Church Family
55	Service Council		Gateway Cities Service Council
56	Service Council		San Fernando Valley Service Council
57	Service Council		San Gabriel Valley Service Council
58	Service Council		South Bay Cities Service Council
59	Service Council		Westside/Central Service Council
60	Transportation Agencies	Municipal Operators	Big Blue Bus
61	Transportation Agencies	Municipal Operators	Los Angeles Department of Transportation (LADOT)
62	Transportation Agencies	Rail	Southern California Regional Rail Authority (Metrolink)
63	Transportation Services and Groups	Paratransit Service Agency	Access Services
64	Transportation Services and Groups	ADA	Accessibility Advisory Committee
65	Transportation Services and Groups	ADA	Aging & Disability Transportation Network
66	Transportation Services and Groups	Advocacy	Move LA

# NEXTGEN Bus Plan



## Attachment II: Briefings and Meetings

## Metro NextGen Bus Plan Briefings and Meetings

Date	Meeting
01/07/2020	Internal Working Group Meeting
01/08/2020	Metro General Managers Meeting
01/09/2020	Metro Board Staff Briefing
01/13/2020	Web Media Conference
01/14/2020	January Local Transit System Subcommittee Meeting
01/14/2020	Transportation Committee Meeting by VICA (Valley Industry & Commerce Association)
01/14/2020	LA Times Editorial Board
01/14/2020	Metro Sector Council Briefing
01/15/2020	LAist/KPCC
01/16/2020	Metro Sector Council Briefing
01/16/2020	Metro Executive Management Committee Meeting
01/21/2020	Board of Supervisor Briefing
01/22/2020	Metro Sector Council Briefings
01/23/2020	Metro Board Meeting
01/24/2020	New Delhi Delegation
01/27/2020	California Senator Hertzberg
01/28/2020	Smart Cities Dive
01/28/2020	External Working Group Meeting #8
01/29/2020	Regional Communicators Briefing
01/31/2020	Los Angeles Council District 3
01/31/2020	MBTA
02/03/2020	City of Los Angeles Principals
02/04/2020	South Bay Cities Council Meeting 2
02/04/2020	Los Angeles Council District 4
02/04/2020	Supervisor Barger
02/05/2020	San Fernando Valley Service Council Meeting
02/05/2020	Technical Advisory Committee

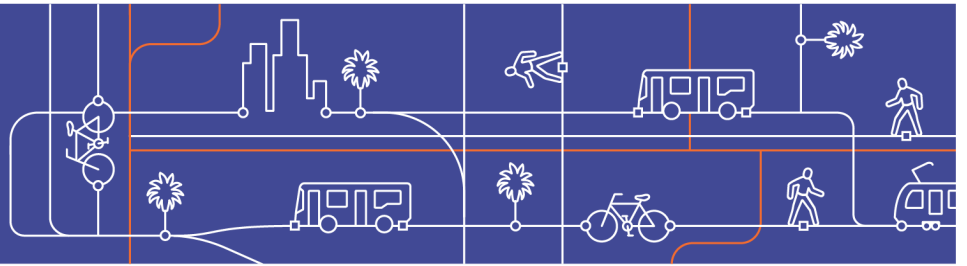


02/06/2020	Arroyo Verdugo JPA
02/06/2020	Metro Civil Rights Leadership
02/07/2020	Metro Office of Management and Budget
02/07/2020	LA Mayor Area Rep Briefing
02/07/2020	Metro Legislative Briefing
02/07/2020	Streetsblog LA
02/10/2020	San Gabriel Valley Service Council Meeting
02/10/2020	South Bay Council of Governments Transportation Committee
02/10/2020	Office of Extraordinary Innovation Advisory Board
02/10/2020	Pasadena Transit
02/11/2020	Metro Division 8
02/12/2020	Westside/Central Service Council Meeting
02/12/2020	General Managers of the Municipal Bus Operators Briefing
02/12/2020	Metro Service Planning & Scheduling
02/12/2020	North Hollywood Pasadena/North San Fernando Valley BRT
02/13/2020	Gateway Cities Service Council Meeting
02/13/2020	Westside Cities Council of Governments
02/13/2020	Metro Service Planning & Scheduling
02/13/2020	LA Metro Customer Care Staff Briefing
02/13/2020	Access Advisory Committee
02/16/2020	NextGen booth at Black History Month Festival
02/18/2020	Mission College
02/18/2020	Metro Contract Services
02/18/2020	Metro Division 8
02/18/2020	Metro Service Planning & Scheduling
02/18/2020	Metro Division 10
02/18/2020	Metro Transportation Directors
02/19/2020	Metro Service Planning & Scheduling
02/19/2020	Metro Planning

02/19/2020	Metro Schedule Makers Group 2
02/19/2020	Metro Customer Relations Leadership
02/20/2020	Metro Service Planning & Scheduling
02/20/2020	Metro Division 5
02/20/2020	LA City Council Member Bonin
02/21/2020	Spectrum News
02/23/2020	Explore CicLAvia—South LA
02/24/2020	Bridge Housing - Jordan Downs Line 117
02/24/2020	Council member Curren Price District Office, District 9
02/24/2020	Council District 6
02/25/2020	Service Planning
02/26/2020	Citizens Advisory Committee (CAC)
02/26/2020	Metro Division 2
02/26/2020	NextGen presentation to the South Park Business Improvement District
02/27/2020	Gateway Cities Technical Advisory Joint Committee Planning/Public Works Meeting
02/27/2020	South Bay Council of Governments Board of Directors Meeting
02/27/2020	Metro Stops and Zones
02/27/2020	Los Angeles Council District 11
02/28/2020	Los Angeles Council District 15
02/28/2020	Metro Division 1
02/28/2020	Metro Division 95 (Southland)
03/02/2020	Metro Division 97 (MV)
03/02/2020	Metro Division 96 (Transdev)
03/03/2020	LAUSD Adult Edu
03/03/2020	All Cities Webinar
03/04/2020	Metro Division 7
03/11/2020	Elysian Valley Riverside NC Environmental and Land Use Committee Meeting
03/11/2020	Assembly Budget Subcommittee presentation on ridership trends

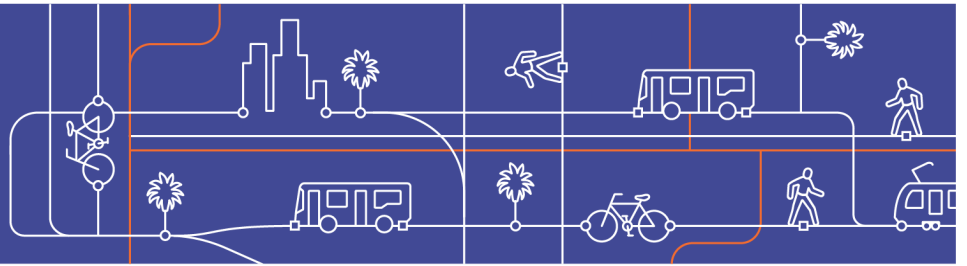
03/12/2020	Metrolink CEO
03/13/2020	Sustainability Council
3/31/2020	Los Angeles Council District 13
4/1/2020	County District 3
4/1/2020	NextGen briefing by teleconference to USC Senior Leadership
6/4/2020	NexGen Update with City of Pasadena
6/8/2020	NextGen Update with City of Commerce
6/8/2020	NextGen Update with Glendale BeeLine
6/8/2020	NextGen update with Big Blue Bus (Santa Monica)
6/14/2020	NextGen Update with Altadena Town Council
7/1/2020	Metro Service Council Meeting San Fernando Valley
7/8/2020	Metro Service Council Meeting Westside/Central
7/9/2020	Metro Service Council Meeting Gateway Cities
7/10/2020	Metro Service Council Meeting South Bay
7/13/2020	Metro Service Council Meeting San Gabriel Valley
7/15/2020	NextGen Update with Torrance Transit
7/20/2020	External Working Group Meeting #9
7/29/2020	SCAG Regional Transit Technical Advisory Committee
8/13/2020	Regional Connector Community Update
8/20/2020	BizFed Transportation Committee Presentation
8/27/2020	NextGen Briefing with SELA Collaborative

# NEXTGEN Bus Plan



## Attachment III: Public Workshops

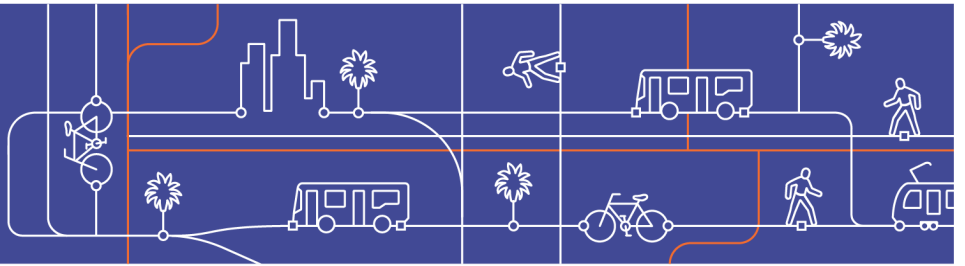
# NEXTGEN Bus Plan



## Attachment III: a. Workshop Locations







## **Attachment III:**

### **b. Workshop Materials**

**i.**

Fact Sheet

**ii.**

Comment Card

**iii.**

Capital Improvements Handout

**iv.**

Take One

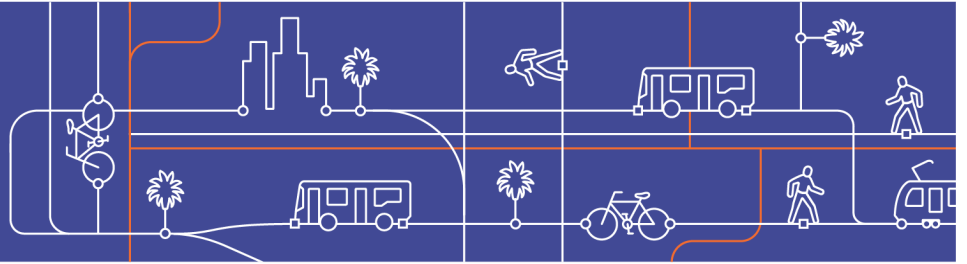
**v.**

Display Boards

**vi.**

GIS Maps and Online Tools





## **Attachment III:**

### **b. Workshop Materials**

**i.**

Fact Sheet

# NEXTGEN Bus Plan

Fact Sheet - Winter 2020



## NextGen Bus Plan: Fast, Frequent & Reliable

The NextGen Bus Plan (Plan) is vital to creating a world-class bus network that meets the goal of Metro's Vision 2028 to build a comprehensive World Class Transportation System. The Plan will achieve this by implementing a new competitive bus system that is fast, frequent, reliable and accessible.

## A Better Bus Service For LA

In 2018, Metro began reimagining our bus system to better meet the needs of current and future riders through the NextGen Bus Study. After all, the Metro bus network carries 70% of transit riders in the county. Now in the next phase of the project, we want to share the Draft NextGen Bus Plan and hear your feedback. It will improve service to current customers, attract new customers and win back past customers.

## You Spoke, We Listened.



### Together We Created a Better Bus System.

We reimagined the bus network using technical data along with the priorities and personal experiences we heard from nearly 20,000 LA County residents through questionnaires and nearly 300 meetings, events, presentations and workshops during the NextGen Bus Study.

## Here's What Comes Next



## We can better connect Angelenos by:

-  Implementing a range of service improvements on all major and key corridors throughout the county
-  Refocusing service in areas with the greatest travel demand and simplifying routes and schedules
-  Coordinating with LA County's other bus agencies to ensure service is as seamless as possible for passengers
-  Investing in smart street improvements such as signal synchronization, transit priority enhancements, stop realignments and bus-only lanes, where feasible
-  Improving stop amenities and enhancing security features, such as real-time information and lighting

## These improvements will make it easier for more people to choose Metro bus service by:

- ➔ Providing 81% of current bus riders with 10 minute or better frequency
- ➔ Doubling the number of frequent Metro bus lines
- ➔ Improving and expanding midday, evening and weekend service
- ➔ Ensure a quarter mile walk to a bus stop for 99% of current riders
- ➔ Utilizing stop consolidation and streamlined service to create short walks, shorter waits and faster travel
- ➔ Creating a more comfortable and safer waiting environment



## STAY CONNECTED

For more information on the Plan, attending a workshop, or providing input, visit our website:

 [metro.net/nextgen](http://metro.net/nextgen)

 [NextGen@metro.net](mailto:NextGen@metro.net)

 213.922.6235

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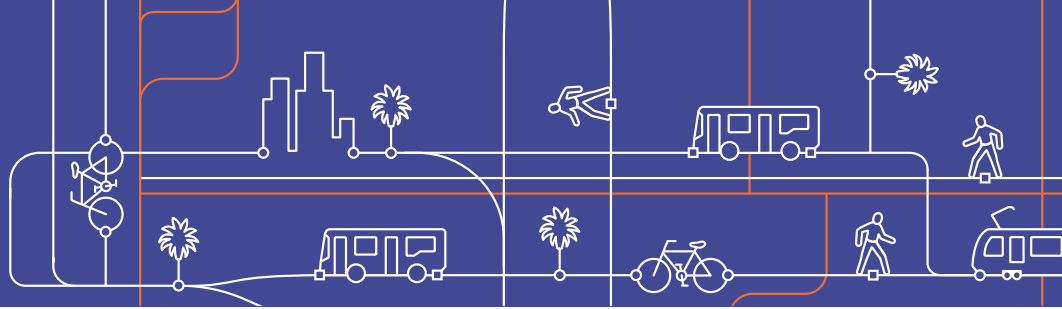
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# NEXTGEN

## Plan de Autobuses

Hoja informativa – invierno de 2020



### Plan de Autobuses NextGen: Rápidos, frecuentes y confiables.

El Plan de Autobuses NextGen (Plan) es vital para crear una red de autobuses de clase mundial que cumpla con el objetivo establecido en la Visión 2028 de Metro, con respecto a construir un Sistema de Transporte de Clase Mundial integral. El Plan logrará este objetivo mediante la implementación de un nuevo sistema de autobuses competitivo que sea rápido, frecuente, confiable y accesible. El objetivo es mejorar el servicio a los pasajeros actuales, atraer nuevos pasajeros y recuperar los pasajeros anteriores.

### Un mejor servicio de autobuses para el Condado de Los Ángeles

En 2018, Metro comenzó a reinventar nuestro sistema de autobuses para satisfacer mejor las necesidades de los pasajeros actuales y futuros, a través del Estudio de Autobuses NextGen. Al fin y al cabo, la red de autobuses Metro transporta el 70% de los pasajeros de transporte público en el condado. Ahora estamos en la siguiente fase del proyecto y queremos compartir con ustedes la propuesta del Plan de Autobuses NextGen y escuchar sus comentarios.

### Ustedes comentaron, nosotros escuchamos. Juntos creamos un mejor sistema de autobuses.

Reimaginamos la red de autobuses mediante el análisis de datos técnicos, junto con el aporte de casi 20,000 residentes del Condado de Los Ángeles. Hemos escuchado sus experiencias y prioridades personales a través de cuestionarios en línea y en persona, además de casi 300 reuniones, eventos, presentaciones y talleres realizados hasta la fecha.

### Esto es lo que viene a continuación



### Podemos conectar mejor a los angelinos a través de:



Implementar varias mejoras de servicio en todos los corredores principales y claves a lo largo del Condado de Los Ángeles



La reorientación del servicio en áreas con mayor demanda de viajes y la simplificación de rutas y horarios



Coordinar con otras agencias que brindan servicios de autobuses en el Condado de Los Ángeles para garantizar que el servicio sea lo más sencillo posible para los pasajeros



Invertir en mejoras de calles inteligentes, como sincronización de los semáforos, mejoras en la prioridad del transporte público, realineamientos de paradas y carriles exclusivos para autobuses, donde sea posible



Mejorar la infraestructura de las paradas y las características de seguridad, como información en tiempo real e iluminación

### Estas mejoras facilitarán que más personas elijan el servicio de autobús Metro al:

- ➔ Proveer una frecuencia de servicio de 10 minutos o menos a más de 80% de pasajeros
- ➔ Duplicar la cantidad de líneas frecuentes de autobuses Metro
- ➔ Mejorar y ampliar el servicio de mediodía, tarde y fin de semana
- ➔ Asegurar un camino de 1/4 de milla a la parada de autobús para el 99% de los pasajeros actuales
- ➔ Utilizar la consolidación de paradas y la optimización del servicio para crear caminatas cortas, esperas más breves y viajes más rápidos
- ➔ Crear un ambiente de espera más cómodo y seguro



### MANTÉNGASE CONECTADO

Para obtener más información sobre el Plan, asistir a un taller o brindar comentarios, visite nuestro sitio web:

[metro.net/nextgen](http://metro.net/nextgen)

[NextGen@metro.net](mailto:NextGen@metro.net)



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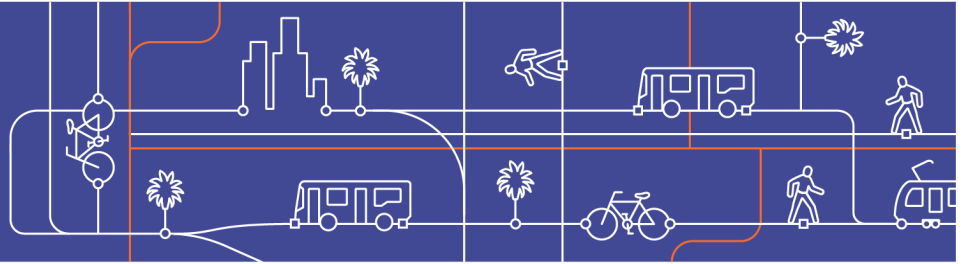
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ព័ត៌មាន



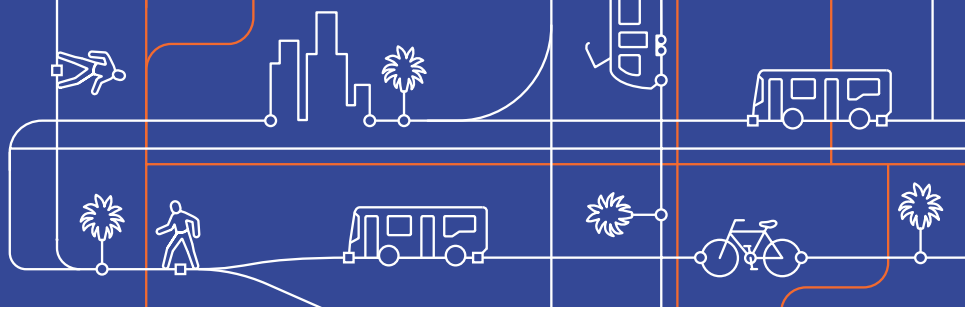
## **Attachment III:**

### **b. Workshop Materials**

**ii.**

Comment Card

# NEXTGEN Bus Plan



## COMMENT CARD (OPTIONAL INFORMATION)

NAME:		DATE:	
AGE: <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-49 <input type="checkbox"/> 50-64 <input type="checkbox"/> 65 or older		GENDER: <input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Non-binary	
AFFILIATION:		PHONE:	
ADDRESS:		EMAIL:	
CITY:	STATE:	ZIP:	

PLEASE SPECIFY WHICH MEETING YOU ARE ATTENDING:

THE NEXTGEN BUS PLAN CONSIDERS MY INPUT:

Strongly Disagree  Somewhat Disagree  Neutral  Somewhat Agree  Strongly Agree

THE NEXTGEN BUS PLAN IMPROVES MY TRAVEL:

Strongly Disagree  Somewhat Disagree  Neutral  Somewhat Agree  Strongly Agree

THE NEXTGEN BUS PLAN ENCOURAGES ME TO RIDE MORE OFTEN:

Strongly Disagree  Somewhat Disagree  Neutral  Somewhat Agree  Strongly Agree

WHAT CAPITAL IMPROVEMENTS ARE NEEDED TO CREATE A WORLD-CLASS BUS NETWORK? [PLEASE SELECT YOUR TOP TWO CHOICES](#)  
(PLEASE SEE CAPITAL IMPROVEMENTS HANDOUT FOR MORE INFORMATION.)

Traffic Congestion Solutions  Safety & Security Features  Level Sidewalks  Lighting  Bus Shelters  Real-Time Information

PLEASE LIST SPECIFIC LOCATIONS WHERE YOU WOULD LIKE TO SEE THESE CAPITAL IMPROVEMENTS:

ADDITIONAL COMMENTS:

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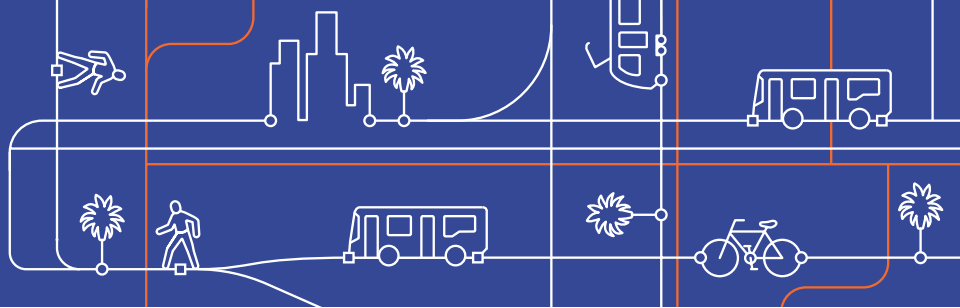
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**Fold Here** -----

**Place  
Stamp  
Here**

**Metro NextGen Bus Plan  
c/o Arellano Associates  
5851 Pine Avenue, Suite A  
Chino Hills, CA 91709**

# NEXTGEN Plan de Autobuses



## TARJETA DE COMENTARIOS (INFORMACIÓN OPCIONAL)

NOMBRE:		FECHA:	
EDAD: <input type="checkbox"/> Menor de 18 años <input type="checkbox"/> 18-24 <input type="checkbox"/> 25-34 <input type="checkbox"/> 35-49 <input type="checkbox"/> 50-64 <input type="checkbox"/> 65 años o mayor		GÉNERO: <input type="checkbox"/> Masculino <input type="checkbox"/> Femenino <input type="checkbox"/> No binario	
AFILIACIÓN:		TELÉFONO:	
DOMICILIO:		CORREO ELECTRÓNICO:	
CIUDAD:	ESTADO:	CÓDIGO POSTAL:	

POR FAVOR, ESPECIFICA QUÉ REUNIÓN ESTÁS ASISTIENDO:

EL PLAN PARA AUTOBUSES NEXTGEN CONSIDERA MI OPINIÓN:

Totalmente en desacuerdo  Moderadamente en desacuerdo  Neutral  Moderadamente en acuerdo  Totalmente en acuerdo

EL PLAN PARA AUTOBUSES NEXTGEN VA MEJORAR MI VIAJE:

Totalmente en desacuerdo  Moderadamente en desacuerdo  Neutral  Moderadamente en acuerdo  Totalmente en acuerdo

EL PLAN PARA AUTOBUSES NEXTGEN ME ANIMA A VIAJAR CON MÁS FRECUENCIA:

Totalmente en desacuerdo  Moderadamente en desacuerdo  Neutral  Moderadamente en acuerdo  Totalmente en acuerdo

¿QUÉ MEJORAS DE CAPITAL SE NECESITAN PARA CREAR UNA RED DE AUTOBUSES DE CLASE MUNDIAL? [POR FAVOR ESCOGA SUS DOS OPCIONES PRINCIPALES](#) (POR FAVOR MIRE EL FOLLETO DE MEJORAS DE CAPITAL PARA OBTENER MÁS INFORMACIÓN.)

Soluciones de congestión de tráfico  Características de seguridad y protección  Aceras niveladas  
 Iluminación  Paradas de autobús con protección  Información en tiempo real

POR FAVOR LISTA LUGARES ESPECÍFICOS DONDE USTED DESEA VER ESTAS MEJORAS DE CAPITAL:

COMENTARIOS ADICIONALES:

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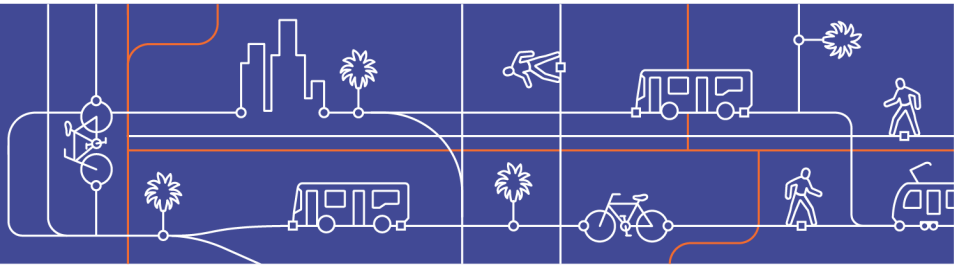
----- Doble aquí -----

Coloque la  
estampilla  
aquí

**Metro NextGen Bus Plan  
c/o Arellano Associates  
5851 Pine Avenue, Suite A  
Chino Hills, CA 91709**



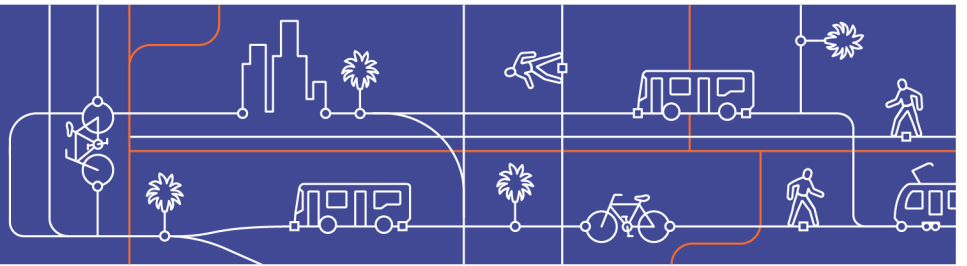
# NEXTGEN Bus Plan



## Attachment III: b. Workshop Materials

**iii.**

Capital Improvements Handout



## Capital Improvements

The following is a list of potential capital improvements that could be implemented under the proposed Draft NextGen Bus Plan.

### TRAFFIC CONGESTION SOLUTIONS

- Bus Only Lanes: A lane dedicated solely to bus travel
- Queue Jumpers: Provides signal priority to buses at intersections
- Bulb Outs: Extends sidewalk or curb for bus boarding without reducing street width or obstructing traffic flow
- Stop Consolidation: Combines bus stops along a route to eliminate repetitive stopping, which increases travel speeds

### SAFETY & SECURITY

- Improvements to safety for riders at stops and onboard buses

### LEVEL SIDEWALKS

- Sidewalks that are level to bus boarding steps

### LIGHTING

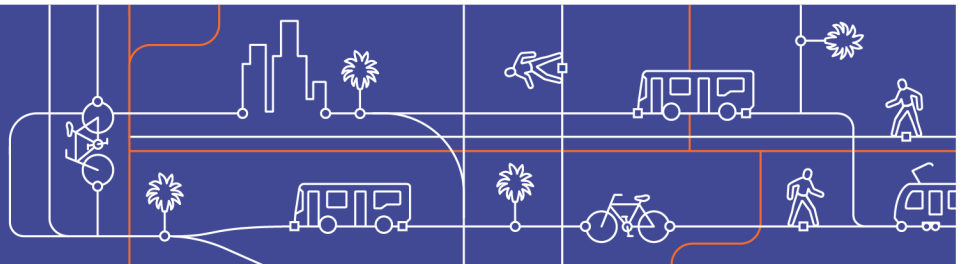
- Improvements to lighting features at bus stops and stations

### BUS SHELTERS

- Improvements to amenities at bus stops and stations

### REAL-TIME INFORMATION

- Real-time bus arrival/departure information at stops and stations



## Mejoras de capital

Lo siguiente es una lista de posibles mejoras de capital que podrían implementarse en el propuesto borrador Plan de Autobuses NextGen.

### SOLUCIONES DE CONGESTION DE TRÁFICO

- Carriles de autobús: Un carril dedicado exclusivamente al viaje en autobús
- Transmisor de autobús para prioridad de semáforo: Proporciona prioridad de las señales de tráfico para los autobuses en las intersecciones.
- Extensión de la acera: Extiende la acera o el bordillo de la acera para abordar el autobús sin reducir el ancho de la calle ni obstruir el flujo del tráfico.
- Consolidación de paradas: Combinar las paradas de autobús a lo largo de una ruta para eliminar las paradas repetitivas, que aumenta las velocidades de viaje

### CARACTERÍSTICAS DE SEGURIDAD Y PROTECCIÓN

- Mejoras en la seguridad para los pasajeros en las paradas y a bordo los autobuses

### ACERAS NIVELADAS

- Aceras que están niveladas para abordar el autobús

### ILUMINACIÓN

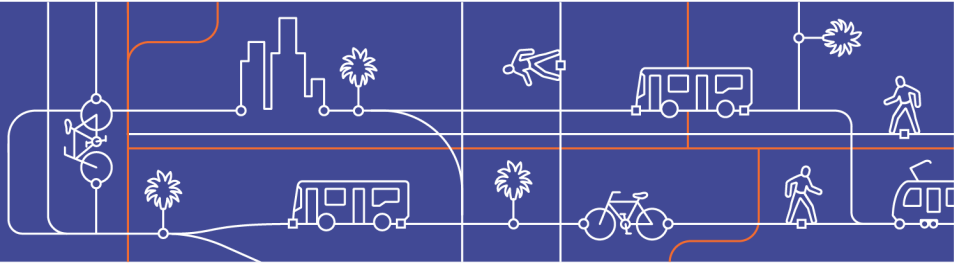
- Mejoras en las funciones de iluminación en las paradas y estaciones de autobús

### PARADA DE AUTOBÚS CON PROTECCIÓN

- Mejoras en los servicios en las paradas y estaciones de autobús.

### INFORMACIÓN EN TIEMPO REAL

- Información en tiempo real de la llegada y salida de los autobuses en las paradas y estaciones de autobús



## **Attachment III:**

### **b. Workshop Materials**

**iv.**

Take One

You spoke, we listened.

Together we created a better bus system.

We invite you to an upcoming workshop to explore how the new **NextGen Bus Plan** creates a better bus system that's fast, frequent, reliable and accessible.

The redesigned Metro bus system is being targeted to launch as early as December 2020.

Light snacks and refreshments will be served. When you attend, you'll get the chance to win a free TAP card with fare.

Workshops are being held in each Service Council area.

### All Regions

**Saturday, February 1, 2020**

**10am – 1pm**

Los Angeles Trade Technical College  
Aspen Hall TE-101  
2215 S Grand Av  
Los Angeles, CA 90015

ACCESSIBLE VIA Metro Lines 14, 35, 37, 38, 40, 45, 55, 81, 460, 603; Metro Silver Line, Metro A Line (Blue) Grand Station and Metro E Line (Expo) LATT/Ortho Station; DASH King-East; DASH 'D'; DASH Pico Union/Echo Park; Torrance Transit 4X

**Saturday, February 22, 2020**

**10am – 1pm**

Los Angeles Metro Headquarters  
Board Room  
1 Gateway Plaza  
Los Angeles, CA 90012

ACCESSIBLE VIA Metro Lines 40, 68, 70, 71, 76, 78, 79, 487, 489; 704, 733, 745, 770; Metro Silver Line, and Metro Red, Purple, Gold and Silver Lines; also served by LADOT DASH 'D', Foothill Transit, Torrance Transit 4x

### Gateway Cities

**Thursday, February 13, 2020**

**4 – 7pm**

Clearwater Building  
16401 Paramount Bl  
Paramount, CA 90723

ACCESSIBLE VIA Metro Lines 128, 258, 265; Long Beach Transit 21A, 21B

**Tuesday, February 25, 2020**

**4 – 7pm**

Bell Community Center  
6250 Pine Av  
Bell, CA 90201

ACCESSIBLE VIA Metro Lines 108, 110, 260, 611, 762; City of Bell La Campana Shuttle

### San Fernando Valley

**Wednesday, February 5, 2020**

**4 – 7pm**

Marvin Braude Constituent Center  
6262 Van Nuys Bl  
Van Nuys, CA 91401

ACCESSIBLE VIA Metro Lines 154, 164, 233, 237, 744, 788 and Metro Orange Line Van Nuys Station; DASH Van Nuys/Studio City, DASH Panorama City/Van Nuys

**Thursday, February 27, 2020**

**4 – 7pm**

Rose Goldwater Community Center  
21710 Vanowen St  
Canoga Park, CA 91303

ACCESSIBLE VIA Metro Lines 165, 150, 245/244, 601, and Metro Orange Line Canoga Station

### San Gabriel Valley

**Monday, February 10, 2020**

**4 – 7pm**

El Monte Station  
3501 Santa Anita Av  
El Monte, CA 91731

ACCESSIBLE VIA Metro Lines 70, 76, 176, 267, 268, 487, 577, and Silver Line; Foothill Transit 178, 190, 194, 269, 270, 282, 486, 488, 492, and Silver Streak; El Monte Green Route, Red Route

**Wednesday, February 19, 2020**

**4 – 7pm**

East Los Angeles College  
Ingalls Auditorium  
1301 Avenida Cesar Chavez  
Monterey Park, CA 91754

ACCESSIBLE VIA Metro 68, 770, 106, 260, 762; Monterey Park Spirit Bus Routes 1,2, and 5; El Sol Shuttle City Terrace/ELAC; Montebello Bus Lines 10

**Thursday, February 20, 2020**

**4 – 7pm**

Pasadena Senior Center  
85 E Holly St  
Pasadena, CA 91103

ACCESSIBLE VIA Metro Lines 177, 260, 501, 762 and Metro Gold Line Memorial Park Station; Foothill Transit 187; Pasadena Transit 20, 40, 51, 52

### South Bay

**Tuesday, February 4, 2020**

**4 – 7pm**

Grand Annex  
434 W 6th St  
San Pedro, CA 90731

ACCESSIBLE VIA Metro Lines 205, 246, 950; Commuter Express 142, San Pedro DASH; Palos Verdes 225

**Wednesday, February 26, 2020**

**4 – 7pm**

The Foundation Center  
11633 S Western Av  
Los Angeles, CA 90047

ACCESSIBLE VIA Metro Lines 120, 207, 757 (stops at corner of Western/Imperial or Western/120th); GTrans 2, The Link Athens

### Westside/Central

**Wednesday, February 12, 2020**

**4 – 7pm**

Plummer Park\*  
7377 Santa Monica Bl  
West Hollywood, CA 90046


ACCESSIBLE VIA Metro Lines 4, 704; Weho Cityline

\*На этом собрании будет предложен синхронный перевод на русский язык

Simultaneous translation in Spanish will be offered at all meetings. Translation will be provided in other languages upon request.

Stay Connected


If you are unable to attend in person, contact us or access study information at any of the following:

 [nextgen@metro.net](mailto:nextgen@metro.net)

 [metro.net/nextgen](http://metro.net/nextgen)

All Metro meetings are held in ADA accessible facilities.

ADA and Title VI Requirements: Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date; please call 323.466.3876 or California Relay Service at 711.

 323.466.3876 x2

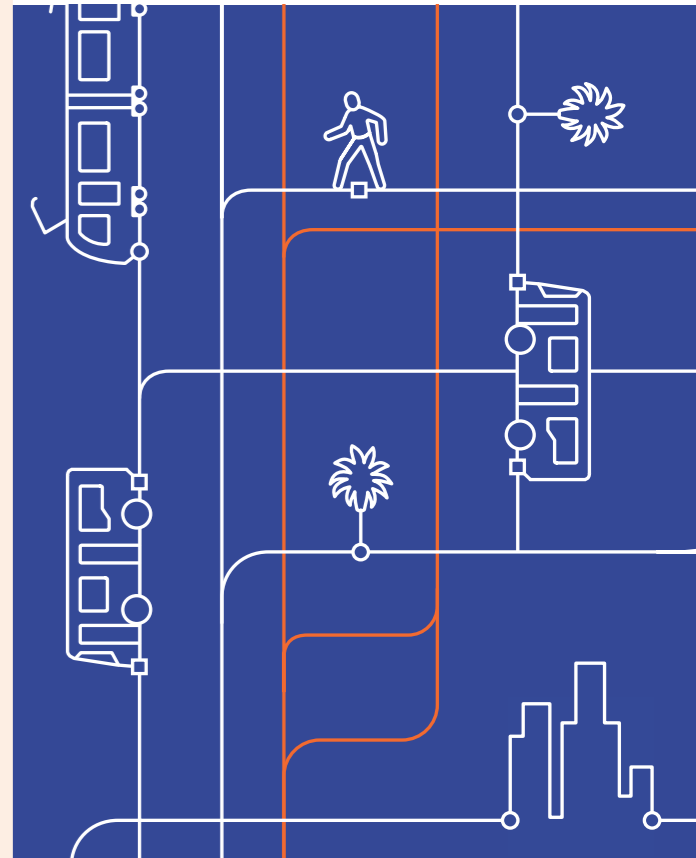
Español

323.466.3876

中文	x3	русский	x7
한국어	x4	עברית	x8
Tiếng Việt	x5	ภาษาไทย	x9
日本語	x6	ភាសាខ្មែរ	x10

# NEXTGEN Plan de Autobuses

Acompáñenos a un taller público para explorar el nuevo plan de autobús NextGen.



Lo escuchamos y estamos atento.

## Rediseñamos un mejor sistema de autobús.

Lo invitamos a un taller público para explorar el nuevo plan de autobús NextGen que crea un sistema de autobús que es más frecuente, fiable y accesible.

El rediseño del sistema de autobuses de Metro se lanzará tan pronto como diciembre de 2020.

Se servirán refrigerios ligeros y refrescos. Cuando asista, tendrá la oportunidad de ganar una tarjeta TAP gratis con pasaje.

## Talleres públicos por área de servicio

### Todas las regiones

**Sábado, 1 de febrero de 2020**

**10am – 1pm**

Los Angeles Trade Technical College  
Aspen Hall TE-101  
2215 S Grand Av  
Los Angeles, CA 90015

ACCESIBLE A TRAVÉS DE las líneas de Metro 14, 35, 37, 38, 40, 45, 55, 81, 460, 603; Metro Silver Line, Metro A Line (Blue) Grand Station y Metro E Line (Expo) LATT/Ortho Station; DASH King-East; DASH 'D'; DASH Pico Union/Echo Park; Torrance Transit 4X

**Sábado, 22 de febrero de 2020**

**10am – 1pm**

Los Angeles Metro Headquarters  
Board Room  
1 Gateway Plaza  
Los Angeles, CA 90012

ACCESIBLE A TRAVÉS DE las líneas de Metro 40, 68, 70, 71, 76, 78, 79, 487, 489; 704, 733, 745, 770; Metro Silver Line, y Metro Red, Purple, Gold y Silver Lines; LADOT DASH 'D', Foothill Transit, Torrance Transit 4x

### Gateway Cities

**Jueves, 13 de febrero de 2020**

**4 – 7pm**

Clearwater Building  
16401 Paramount Bl  
Paramount, CA 90723

ACCESIBLE A TRAVÉS DE las líneas de Metro 128, 258, 265; Long Beach Transit 21A, 21B

**Martes, 25 de febrero de 2020**

**4 – 7pm**

Bell Community Center  
6250 Pine Av  
Bell, CA 90201

ACCESIBLE VIA las líneas de Metro 108, 110, 260, 611, 762; City of Bell La Campana Shuttle

### San Fernando Valley

**Miércoles, 5 de febrero de 2020**

**4 – 7pm**

Marvin Braude Constituent Center  
6262 Van Nuys Bl  
Van Nuys, CA 91401

ACCESIBLE A TRAVÉS DE las líneas de Metro 154, 164, 233, 237, 744, 788 y Metro Orange Line Van Nuys Station; DASH Van Nuys/Studio City, DASH Panorama City/Van Nuys

**Jueves, 27 de febrero de 2020**

**4 – 7pm**

Rose Goldwater Community Center  
21710 Vanowen St  
Canoga Park, CA 91303

ACCESIBLE A TRAVÉS DE las líneas de Metro 165, 150, 245/244, 601, y Metro Orange Line Canoga Station

### San Gabriel Valley

**Lunes, 10 de febrero de 2020**

**4 – 7pm**

El Monte Station  
3501 Santa Anita Av  
El Monte, CA 91731

ACCESIBLE A TRAVÉS DE las líneas de Metro 70, 76, 176, 267, 268, 487, 577, y Silver Line; Foothill Transit 178, 190, 194, 269, 270, 282, 486, 488, 492, y Silver Streak; El Monte Green Route, Red Route

**Miércoles, 19 de febrero de 2020**

**4 – 7pm**

East Los Angeles College  
Ingalls Auditorium  
1301 Avenida Cesar Chavez  
Monterey Park, CA 91754

ACCESIBLE A TRAVÉS DE Metro 68, 770, 106, 260, 762; Monterey Park Spirit Bus Routes 1, 2, and 5; El Sol Shuttle City Terrace/ELAC; Montebello Bus Lines 10

**Jueves, 20 de febrero de 2020**

**4 – 7pm**

Pasadena Senior Center  
85 E Holly St  
Pasadena, CA 91103

ACCESIBLE A TRAVÉS DE las líneas de Metro 177, 260, 501, 762 y Metro Gold Line Memorial Park Station; Foothill Transit 187; Pasadena Transit 20, 40, 51, 52

### South Bay

**Martes, 4 de febrero de 2020**

**4 – 7pm**

Grand Annex  
434 W 6th St  
San Pedro, CA 90731

ACCESIBLE A TRAVÉS DE las líneas de Metro 205, 246, 950; Commuter Express 142, San Pedro DASH; Palos Verdes 225

**Miércoles, 26 de febrero de 2020**

**4 – 7pm**

The Foundation Center  
11633 S Western Av  
Los Angeles, CA 90047

ACCESIBLE A TRAVÉS DE las líneas de Metro 120, 207, 757 (se detiene en la esquina de Western/Imperial o Western/120th); GTrans 2, The Link Athens

### Westside/Central

**Miércoles, 12 de febrero de 2020**

**4 – 7pm**


Plummer Park\*  
7377 Santa Monica Bl  
West Hollywood, CA 90046

ACCESIBLE A TRAVÉS DE las líneas de Metro 4, 704; Weho Cityline

\*На этом собрании будет предложен синхронный перевод на русский язык

## Manténgase en contacto


Si no es posible que usted asista a estos talleres en persona, contáctenos o consiga la información sobre el estudio en los siguientes lugares:

 [nextgen@metro.net](mailto:nextgen@metro.net)

 [metro.net/nextgen](http://metro.net/nextgen)

Todas las reuniones de Metro se llevan a cabo en instalaciones accesibles de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA).

Requisitos de la ADA y el Título VI: Hay adaptaciones especiales disponibles para el público para las reuniones patrocinadas por Metro. Todas las solicitudes de adaptaciones razonables y traducciones se deben hacer por lo menos tres días hábiles (72 horas) antes de la fecha de la reunión programada; por favor llame al 323.466.3876 o al Servicio de Retransmisión de California al 711.

 323.466.3876 x2

Español

323.466.3876

中文 x3 русский x7

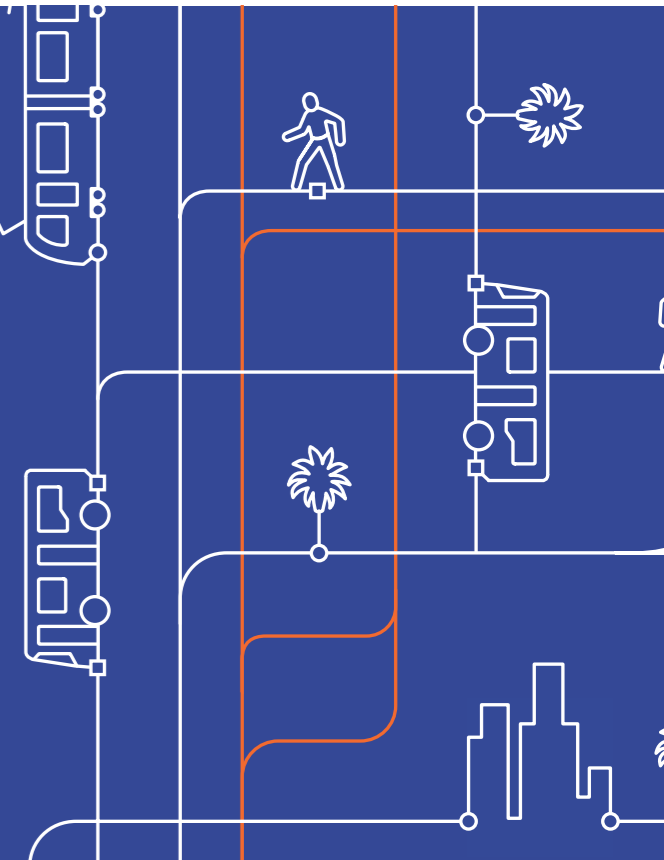
한국어 x4 ગુજરાતી x8

Tiếng Việt x5 ភាសាខ្មែរ x9

日本語 x6 ភាសាសិង្ហបុរី x10

# NEXTGEN Bus Plan

Join us at a workshop to explore the proposed NextGen Bus Plan.



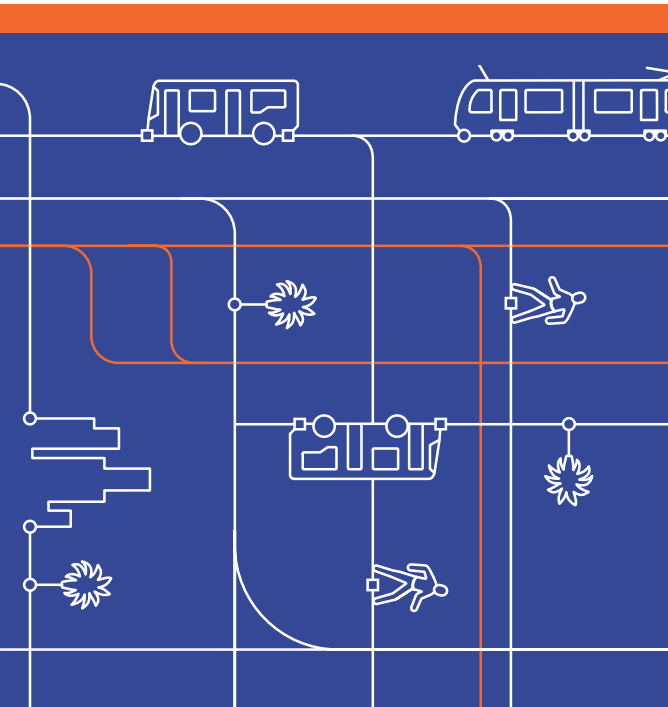
You spoke, we listened.

## Together we created a better bus system.

We invite you to an upcoming workshop to explore how the new **NextGen Bus Plan** creates a better bus system that's fast, frequent, reliable and accessible.

The redesigned Metro bus system is being targeted to launch as early as December 2020.

Light snacks and refreshments will be served. When you attend, you'll get the chance to win a free TAP card with fare.



Workshops are being held in each Service Council area.

### Gateway Cities

**Thursday, March 5, 2020**

**4 – 7pm**

Norwalk Arts & Sports Complex  
Sproul Room  
13000 Clarkdale Av  
Norwalk, CA 90650

ACCESSIBLE VIA Metro Line 62;  
Norwalk Transit 1, 2, 7

### San Gabriel Valley

**Wednesday, March 11, 2020**

**4 – 7pm**

Asian Youth Center  
100 Clary Av  
San Gabriel, CA 91776

ACCESSIBLE VIA Metro Lines 78/378,  
176, 487

### San Fernando Valley

**Thursday, March 12, 2020**

**4 – 7pm**

Chatsworth Branch Library  
21052 Devonshire St  
Chatsworth, CA 91311

ACCESSIBLE VIA Metro Lines 158, 167, 245/244,  
166/364; LADOT Commuter Express 419;  
Santa Clarita Transit 791, 796

**Wednesday, March 18, 2020**

**4 – 7pm**

Buena Vista Branch Library  
300 N Buena Vista St  
Burbank, CA 91505

ACCESSIBLE VIA Metro Lines 155, 183, 501;  
Burbank Bus Green, Pink; LADOT  
Commuter Express 549

**Tuesday, March 24, 2020**

**4 – 7pm**

Pacoima City Hall  
13520 Van Nuys Bl  
Pacoima, CA 91331

ACCESSIBLE VIA Metro Lines 94, 224, 230,  
233, 744, 794

### South Bay

**Saturday, March 7, 2020**

**10am – 1pm**

Providence Wellness Center  
470 Hawaiian Av  
Wilmington, CA 90744

ACCESSIBLE VIA DASH Wilmington

**Saturday, March 14, 2020**

**10am – 1pm**

Watts Labor Community Action Center  
Phoenix Hall  
10950 S Central Av  
Los Angeles, CA 90059

ACCESSIBLE VIA Metro Line 53; DASH Watts

### Westside/Central

**Tuesday, March 17, 2020**

**11am – 1pm**

Communities Actively Living  
Independent and Free Center  
634 S Spring St  
Los Angeles, CA 90014

ACCESSIBLE VIA Metro Lines 20, 33, 35,  
38, 51, 52, 55, 60, 66, 68, 92, 351, 733,  
760; DASH Downtown 'D', 'E'; AVTA  
785

**Thursday, March 26, 2020**

**4 – 7pm**

Felicia Mahood Center  
11338 Santa Monica Bl  
Los Angeles, CA 90025

ACCESSIBLE VIA Metro Lines 4, 234, 704,  
734, 788; Santa Monica Big Blue Bus 1, 6,  
6R, 17

**Monday, March 30, 2020**

**4 – 7pm**

Malibu City Hall (MPR)  
23825 Stuart Ranch Rd  
Malibu, CA 90265

ACCESSIBLE VIA Metro Line 534

**Saturday, April 4, 2020**


**10am – 1pm**

West Angeles North Campus  
Crystal Room  
3045 Crenshaw Bl  
Los Angeles, CA 90016

ACCESSIBLE VIA Metro Lines 38, 210, 710, 740;  
DASH Midtown; Metro E Line (Expo)  
Expo/Crenshaw Station

Stay Connected


If you are unable to attend in person, contact us or access study information at any of the following:

 [nextgen@metro.net](mailto:nextgen@metro.net)

 [metro.net/nextgen](http://metro.net/nextgen)

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 323.466.3876 x2

*Español*

323.466.3876

中文 x3 русский x7

한국어 x4 Հայերեն x8

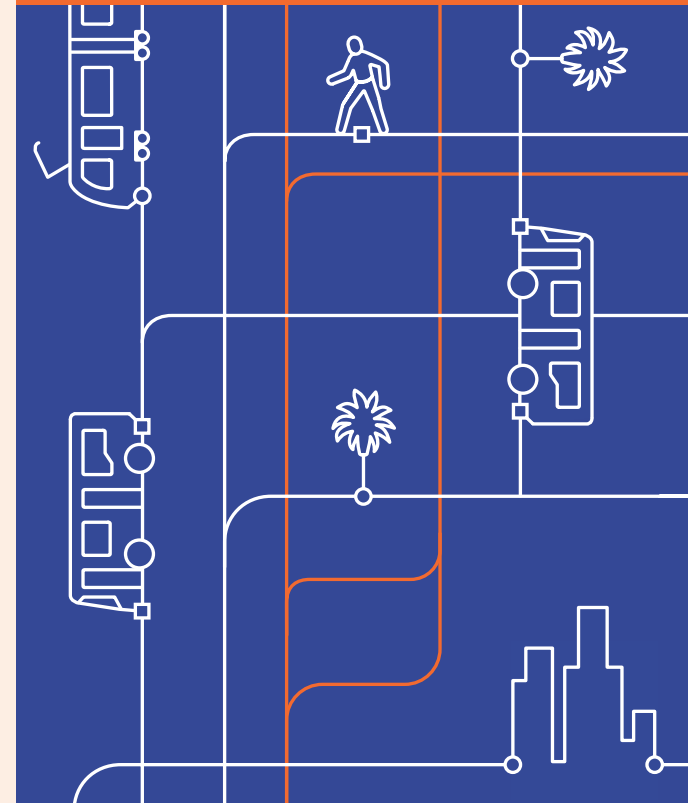
Tiếng Việt x5 ภาษาไทย x9

日本語 x6 ភាសាខ្មែរ x10

# NEXTGEN Plan de Autobuses

Acompáñenos a un taller público para explorar el nuevo plan de autobús NextGen.

SPANISH



Lo escuchamos y estamos atento.

## Rediseñamos un mejor sistema de autobús.

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Se servirán refrigerios ligeros y refrescos. Cuando asista, tendrá la oportunidad de ganar una tarjeta TAP gratis con pasaje.

## Talleres públicos por área de servicio

### Gateway Cities

**Jueves, 5 de marzo de 2020**

**4 – 7pm**

Norwalk Arts & Sports Complex  
Sproul Room  
13000 Clarkdale Av  
Norwalk, CA 90650

ACCESIBLE A TRAVÉS DE la línea 62 de Metro; las líneas 1, 2 y 7 de Norwalk Transit

### San Gabriel Valley

**Miércoles, 11 de marzo de 2020**

**4 – 7pm**

Asian Youth Center  
100 Clary Av  
San Gabriel, CA 91776

ACCESIBLE A TRAVÉS DE las líneas 78/378, 176 y 487 de Metro

### San Fernando Valley

**Jueves, 12 de marzo de 2020**

**4 – 7pm**

Chatsworth Branch Library  
21052 Devonshire St  
Chatsworth, CA 91311

ACCESIBLE A TRAVÉS DE las líneas 158, 167, 245/244 y 166/364 de Metro; la línea 419 de LADOT Commuter Express; las líneas 791 y 796 de Santa Clarita Transit

**Miércoles, 18 de marzo de 2020**

**4 – 7pm**

Buena Vista Branch Library  
300 N Buena Vista St  
Burbank, CA 91505

ACCESIBLE A TRAVÉS DE las líneas 155, 183 y 501 de Metro; las líneas Green y Pink de Burbank Bus; la línea 549 de LADOT Commuter Express

**Martes, 24 de marzo de 2020**

**4 – 7pm**

Pacoima City Hall  
13520 Van Nuys Bl  
Pacoima, CA 91331

ACCESIBLE A TRAVÉS DE las líneas 94, 224, 230, 233, 744 y 794 de Metro

### South Bay

**Sábado, 7 de marzo de 2020**

**10am – 1pm**

Providence Wellness Center  
470 Hawaiian Av  
Wilmington, CA 90744

ACCESIBLE A TRAVÉS DE DASH Wilmington

**Sábado, 14 de marzo de 2020**

**10am – 1pm**

Watts Labor Community Action Center  
Phoenix Hall  
10950 S Central Av  
Los Angeles, CA 90059

ACCESIBLE A TRAVÉS DE a línea 53 de Metro; DASH Watts

### Westside/Central

**Martes, 17 de marzo de 2020**

**11am – 1pm**

Communities Actively Living  
Independent and Free Center  
634 S Spring St  
Los Angeles, CA 90014

ACCESIBLE A TRAVÉS DE las líneas 20, 33, 35, 38, 51, 52, 55, 60, 66, 68, 92, 351, 733 y 760 de Metro; las líneas 'D' y 'E' de DASH Downtown; la línea 785 de AVTA

**Jueves, 26 marzo de 2020**

**4 – 7pm**

Felicia Mahood Center  
11338 Santa Monica Bl  
Los Angeles, CA 90025

ACCESIBLE A TRAVÉS DE las líneas 4, 234, 704, 734 y 788 de Metro; las líneas 1, 6, 6R y 17 de Santa Monica Big Blue Bus

**Lunes, 30 de marzo de 2020**

**4 – 7pm**

Malibu City Hall (MPR)  
23825 Stuart Ranch Rd  
Malibu, CA 90265

ACCESIBLE A TRAVÉS DE la línea 534 de Metro

**Sábado, 4 de abril de 2020**


**10am – 1pm**

West Angeles North Campus  
Crystal Room  
3045 Crenshaw Bl  
Los Angeles, CA 90016

ACCESIBLE A TRAVÉS DE las líneas 38, 210, 710 y 740 de Metro; DASH Midtown; Metro E Line (Expo) estación Expo/Crenshaw

## Manténgase en contacto


Si no es posible que usted asista a estos talleres en persona, contáctenos o consiga la información sobre el estudio en los siguientes lugares:

 [nextgen@metro.net](mailto:nextgen@metro.net)

 [metro.net/nextgen](http://metro.net/nextgen)

Todas las reuniones de Metro se llevan a cabo en instalaciones accesibles de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA).

Requisitos de la ADA y el Título VI: Hay adaptaciones especiales disponibles para el público para las reuniones patrocinadas por Metro. Todas las solicitudes de adaptaciones razonables y traducciones se deben hacer por lo menos tres días hábiles (72 horas) antes de la fecha de la reunión programada; por favor llame al 323.466.3876 o al Servicio de Retransmisión de California al 711.

 **323.466.3876 x2**

*Español*

**323.466.3876**

中文 x3 русский x7

한국어 x4 Հայերեն x8

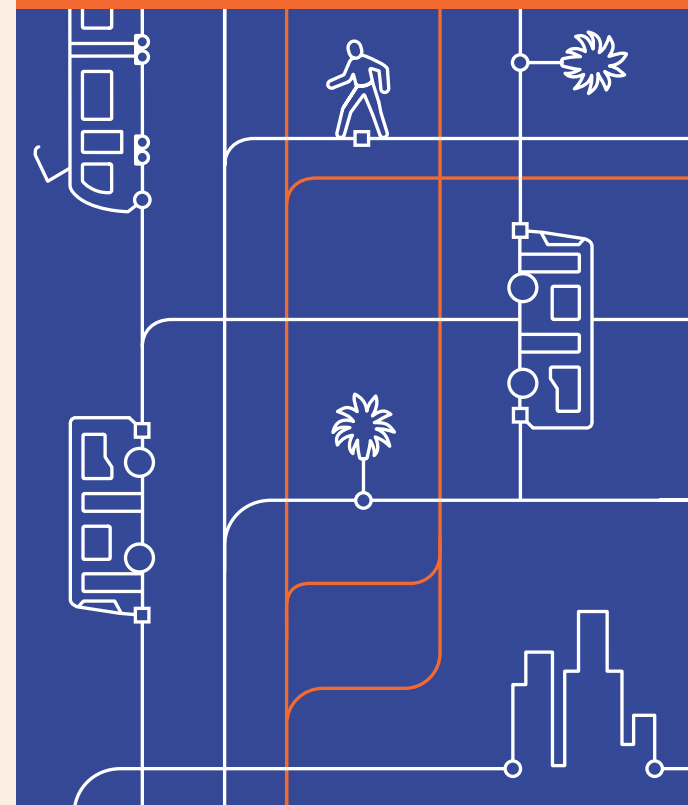
Tiếng Việt x5 ภาษาไทย x9

日本語 x6 ភាសាខ្មែរ x10

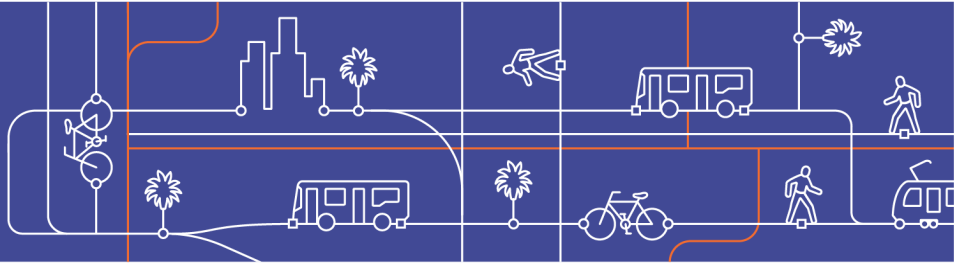
# NEXTGEN Bus Plan

Join us at a workshop to explore the proposed NextGen Bus Plan.

ENGLISH







## **Attachment III:**

### **b. Workshop Materials**

**v.**

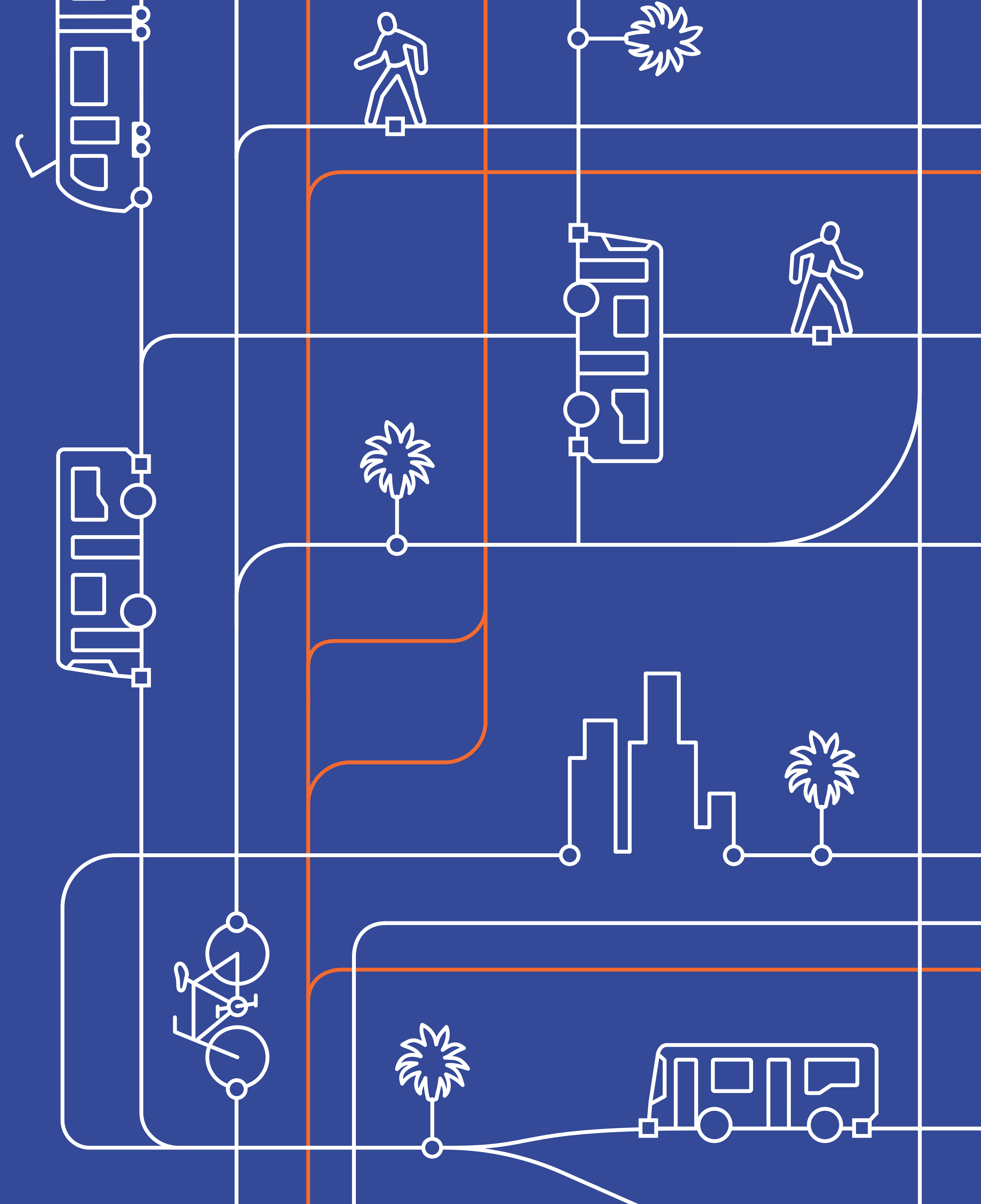
Display Boards

# NEXTGEN Bus Plan

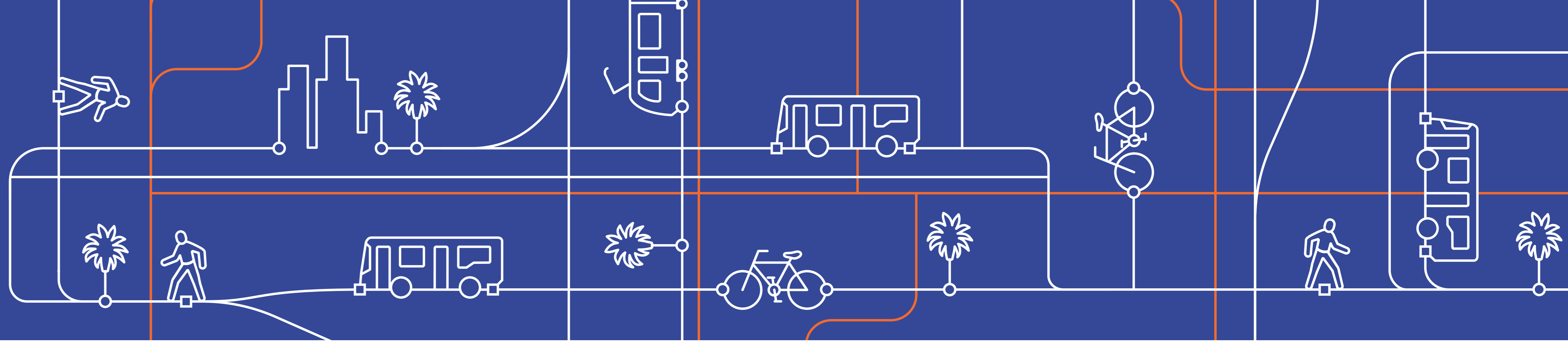
## Welcome / *Bienvenido*

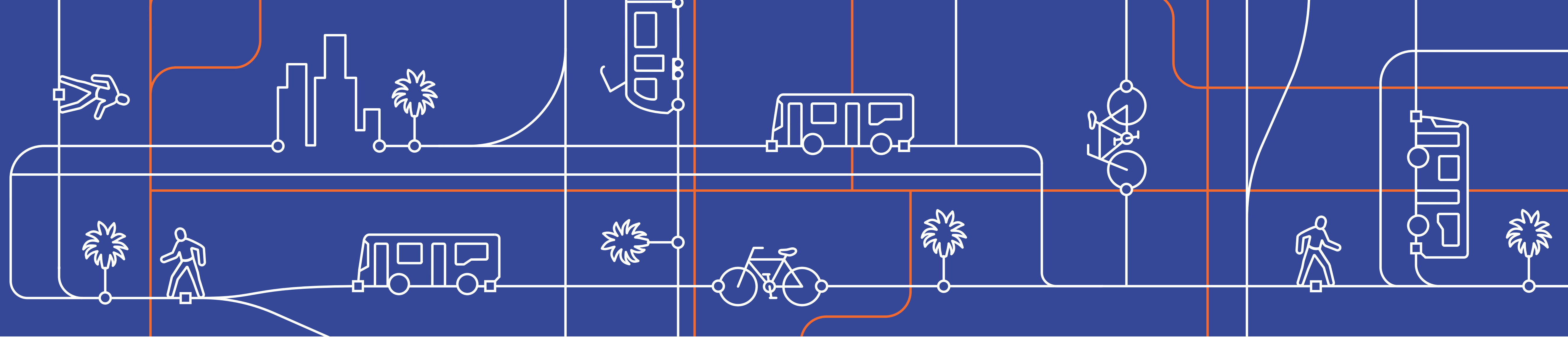
Public Workshop Series  
*Series de Talleres Público*

FEBRUARY/MARCH 2020  
*FEBRERO/MARZO DE 2020*



# NEXTGEN Bus Plan

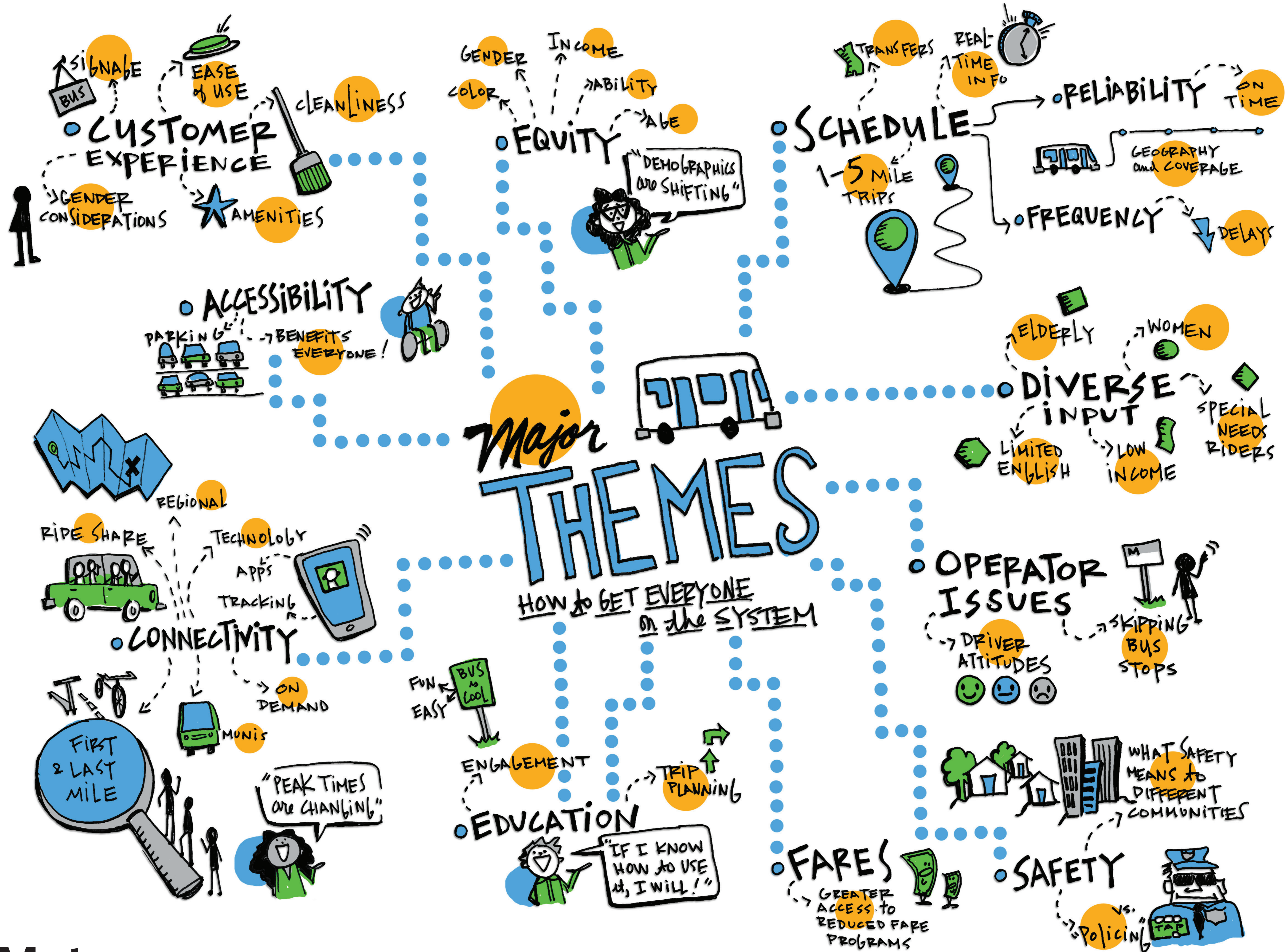
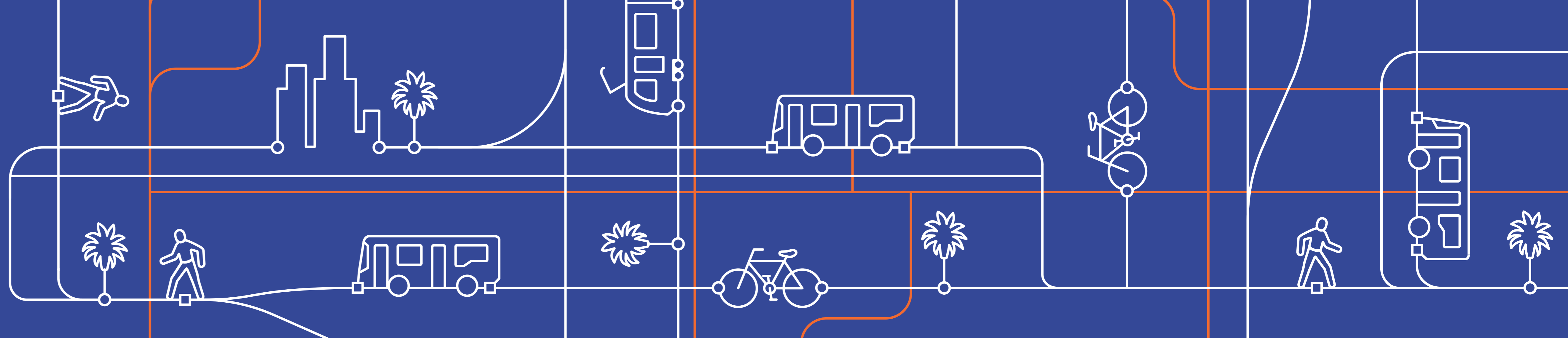




# Translating Lessons Learned Into Service Concepts

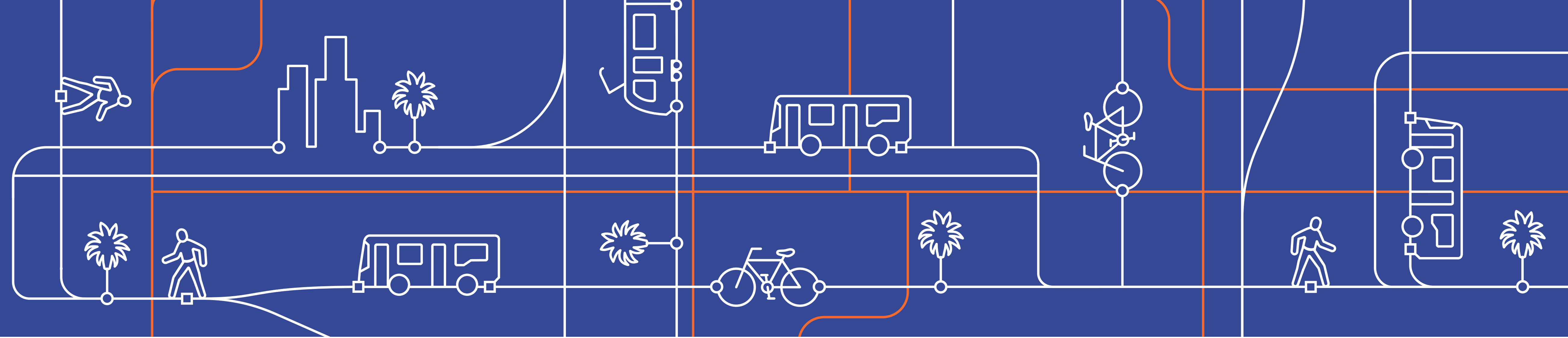
- 84% of LA County residents have used transit at least once in the past year  
**Minimize discontinued segments**
- Fast/Frequent/Reliable service is key  
**Create a competitive transit network**
- Metro's current system is not always competitive to get people where they want to go  
**Build a network that reflects travel today & tomorrow**
- The greatest opportunity to grow ridership is between midday & evening when many trips are short distance  
**Improve service for midday, evening & weekend**
- Need to integrate Metro's Equity Framework into the planning process  
**Provide better service in equity-focused areas**

# NEXTGEN Bus Plan



Metro

# NEXTGEN Bus Plan



## You spoke, we listened. Together we created a better bus system.

“ Routes 4 & 704 are too long. ”

● **Shorten route lengths**

“ Need more connections in San Gabriel Valley. ”

● **Use subarea transit hubs**

“ The 81 bus always gets stuck in traffic. ”

● **Introduce transit-supportive infrastructure**

“ Create more Rapid buses with only 3 stops. ”

● **Fix hybrid Local/Rapid stop spacing**

“ Build stops that take me to the Gold Line. ”

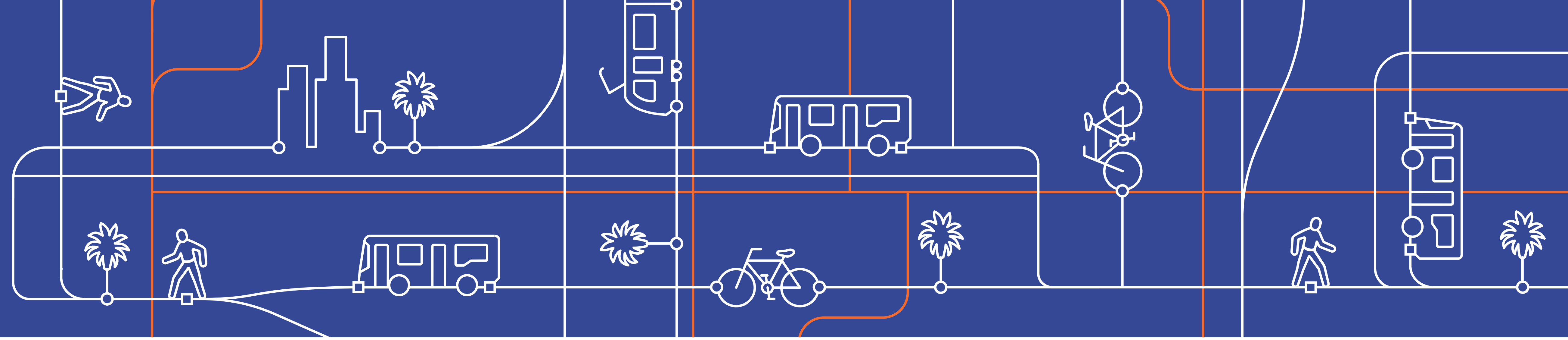
● **Reroute to reflect travel patterns**

“ Add service between uptown Whittier & Puente Hills Mall. ”

● **Coordinate with municipal service providers**



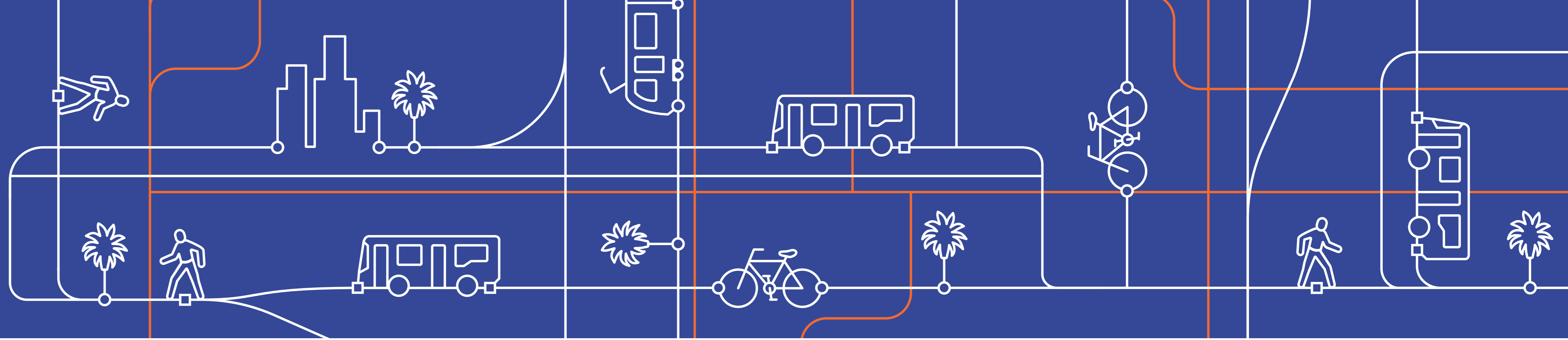
**Metro**



# Comparing the Scenarios

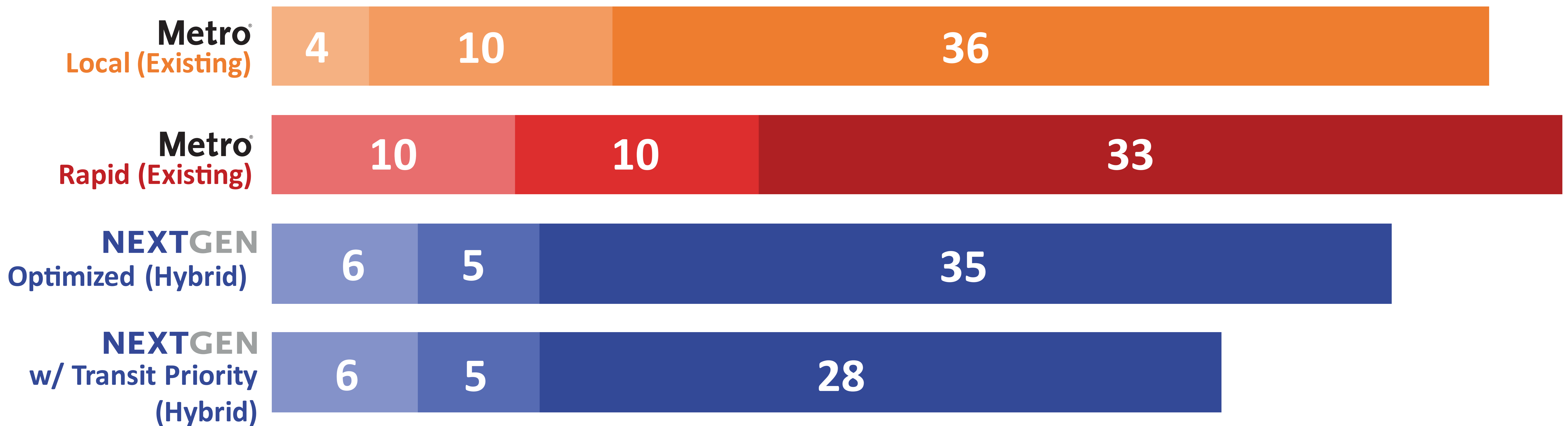
	Existing Conditions Today	Reconnect with Our Customers	Transit First LA County	Secure Future Funding
Resources (Rev. Hrs)	7.0m	7.0m	7.0m	9.4m
Resources (Rev. Mi)	75.0m	75.0m	80.5m	105.0m
High-Frequency Lines (weekday) <i>Every 10 min or better</i>	16	28	29	46
High-Frequency Lines (weekend) <i>Every 10 min or better</i>	2	14	14	19
People w/ walk access to high-frequency service <i>(weekday)</i>	900,000	2.15m	2.17m	2.96m
People w/ walk access to high-frequency service <i>(weekend)</i>	630,000	1.14m	1.18m	1.49m
Ridership Increase	0	+5-10%	+15-20%	+25-30%
% riders who lose convenient walk access to transit	0	0.3%	0.3%	0.3%

# NEXTGEN Bus Plan



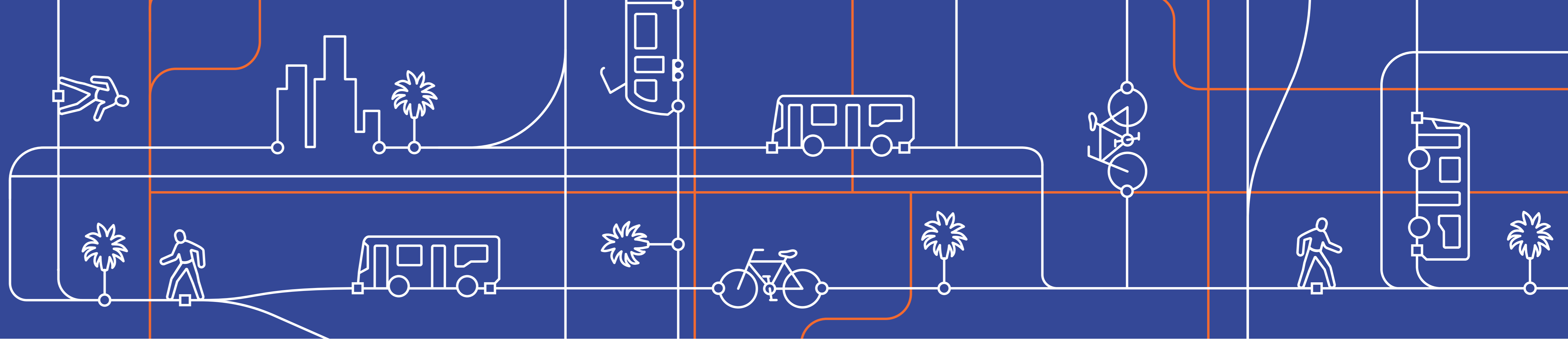
## Venice Blvd. Example

Time (in minutes)

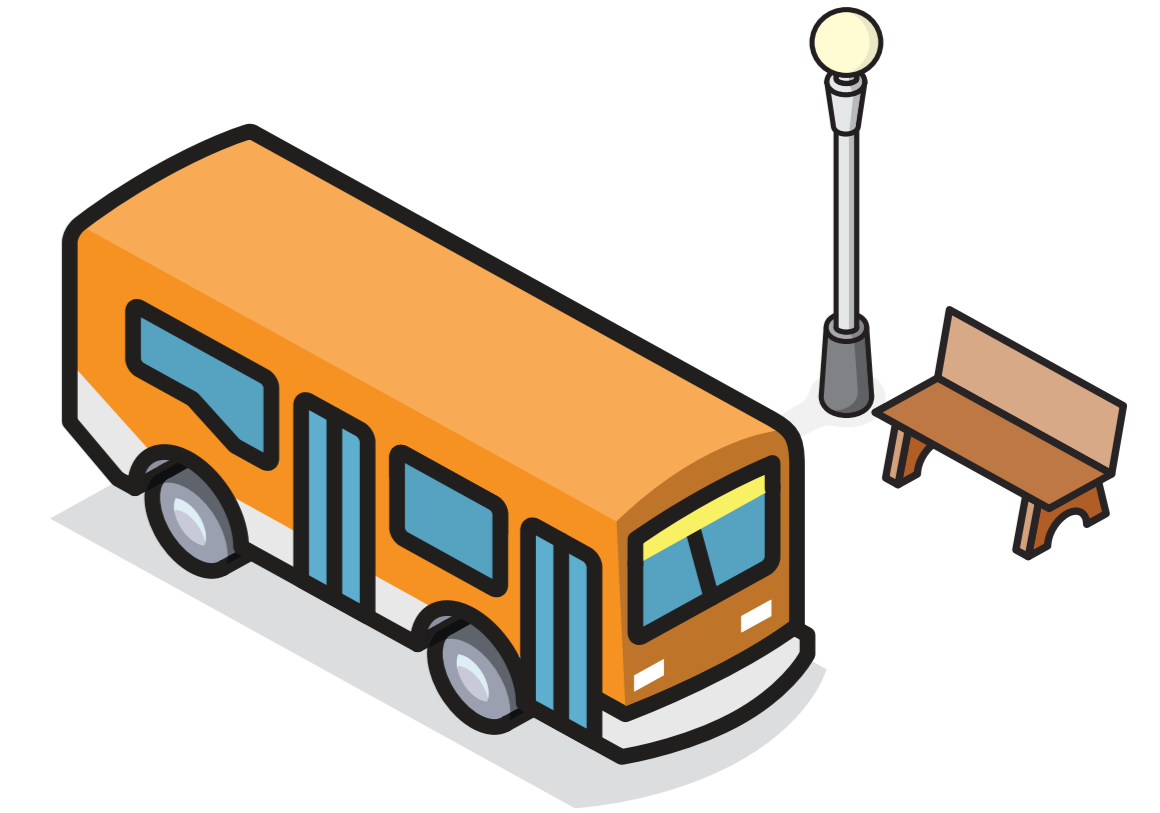


*Represents a 7.5 mile trip*

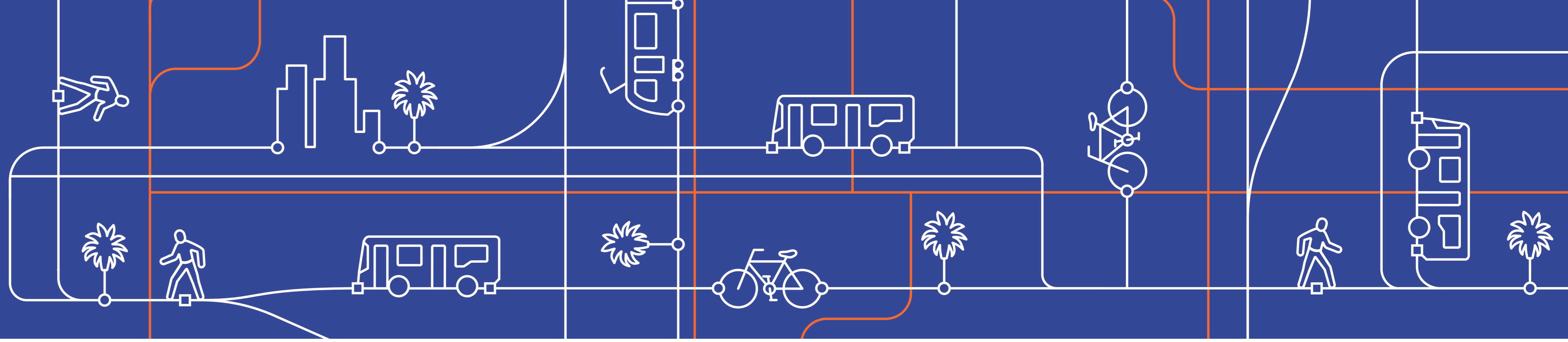




# NextGen Frequent Lines



Service Design Warrants	NextGen	Rapid
Frequent Headways	5-10 min	5-10 min
Stop Spacing	0.25 - 0.3 mi	0.5 - 0.75 mi
Transit Priorities/Bus Lanes	✓	✓
Bus Bulbs/Islands	✓	✗
Stop Amenities	✓	✓
Faster Boarding	✓	✗
Branded Buses and Stations	✗	✓
Headway Operations/Line Managers	✓	✓



# The Metro Customer Experience



## 1

### Speed & Reliability

Walk up & ride

Fast, reliable,  
& predictable

Consistent & simple  
routing

Stop consolidation



## 2

### Stop Access & Waiting

Easy to find & access

Comfortable, convenient,  
& well-informed

Safety & security



## 3

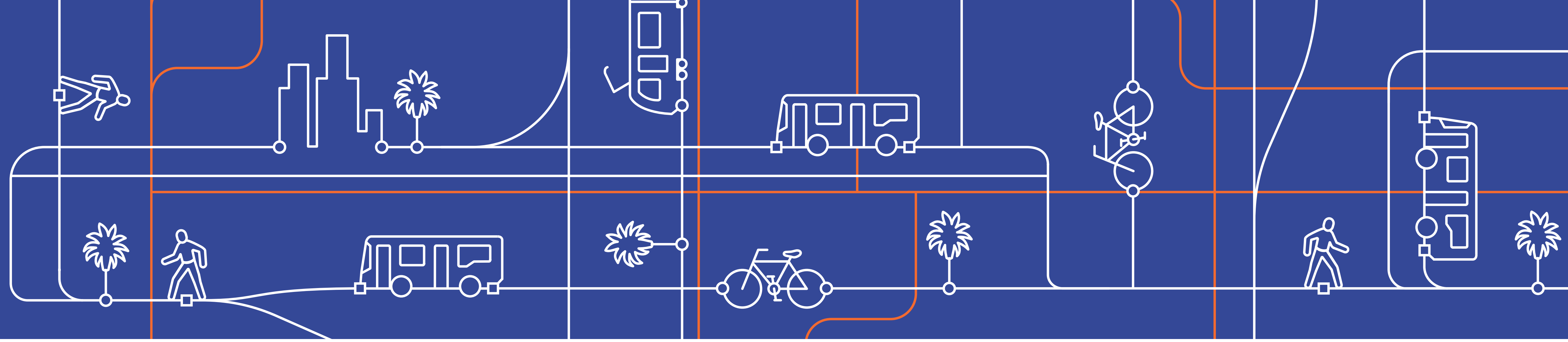
### Boarding & Riding

Fast all-door boarding

Smooth, quiet ride

On-board information





## Infrastructure Improvements



### Speed & Reliability

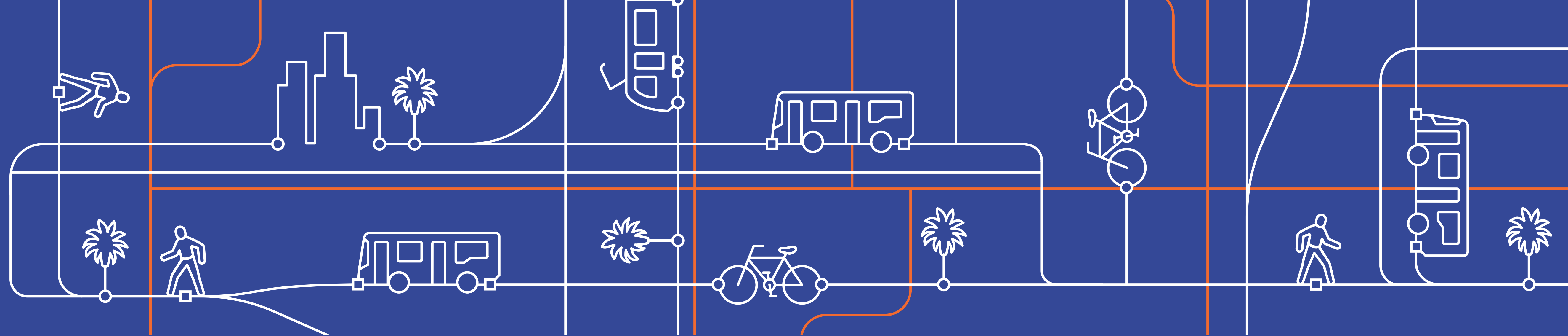
- Walk up & ride
- Fast, reliable, & predictable
- Transit priority
- Stop consolidation



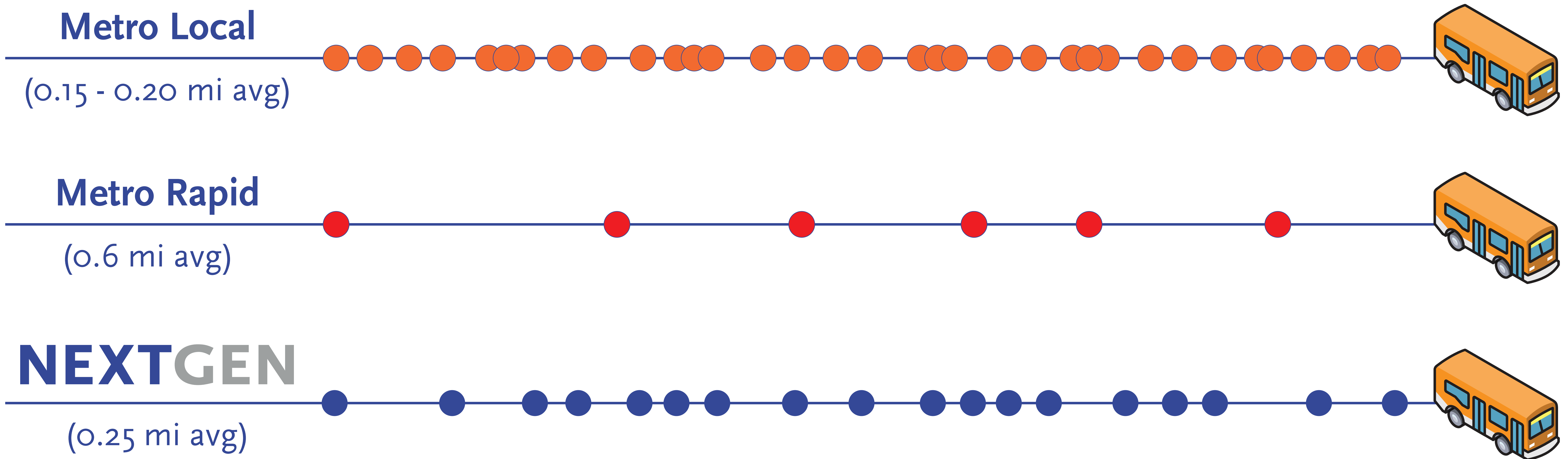
### Stop Access & Waiting

- Easy to find & access
- Comfortable, convenient, & well-informed
- Safety & security



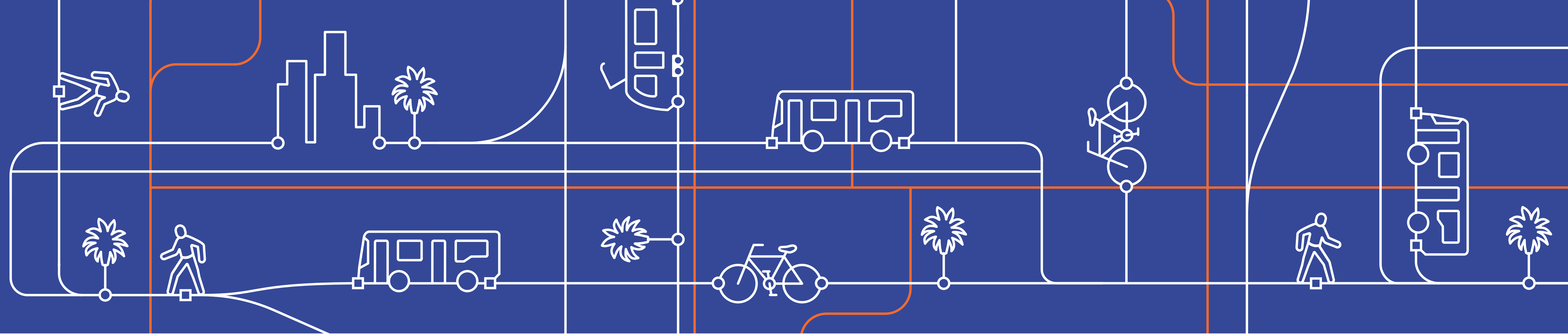


# Stop Consolidation

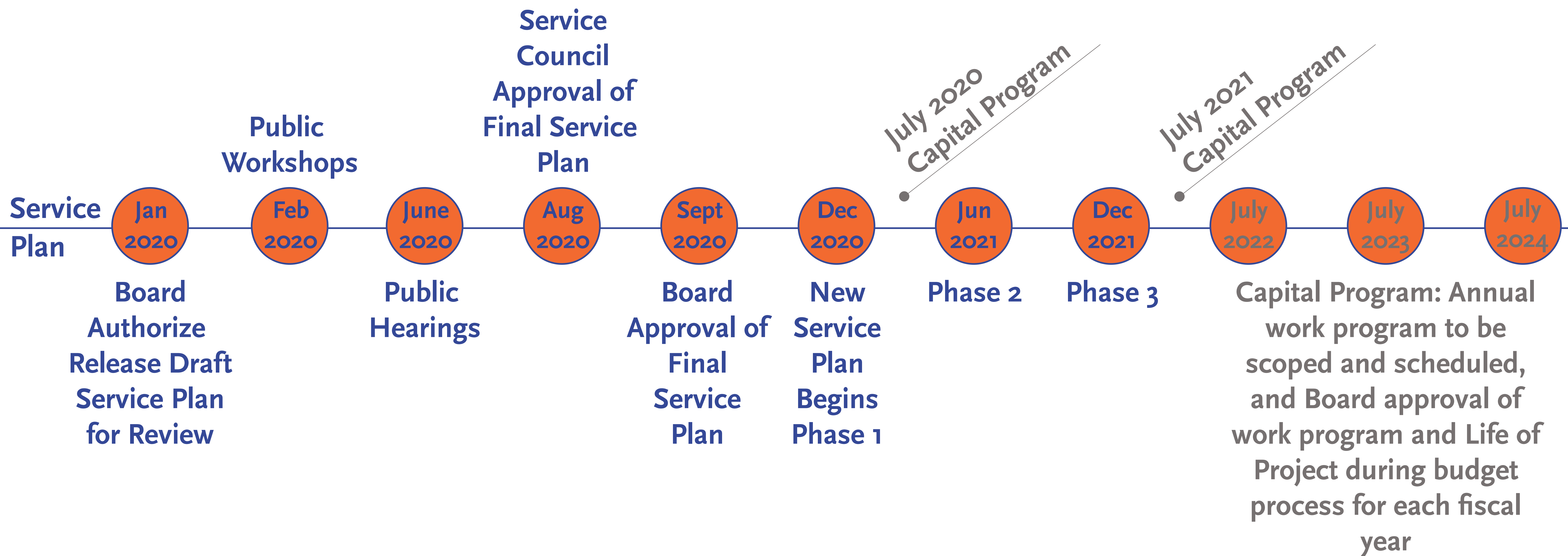


NextGen stop consolidation provides shorter walks, shorter waits & faster travel.

# NEXTGEN Bus Plan



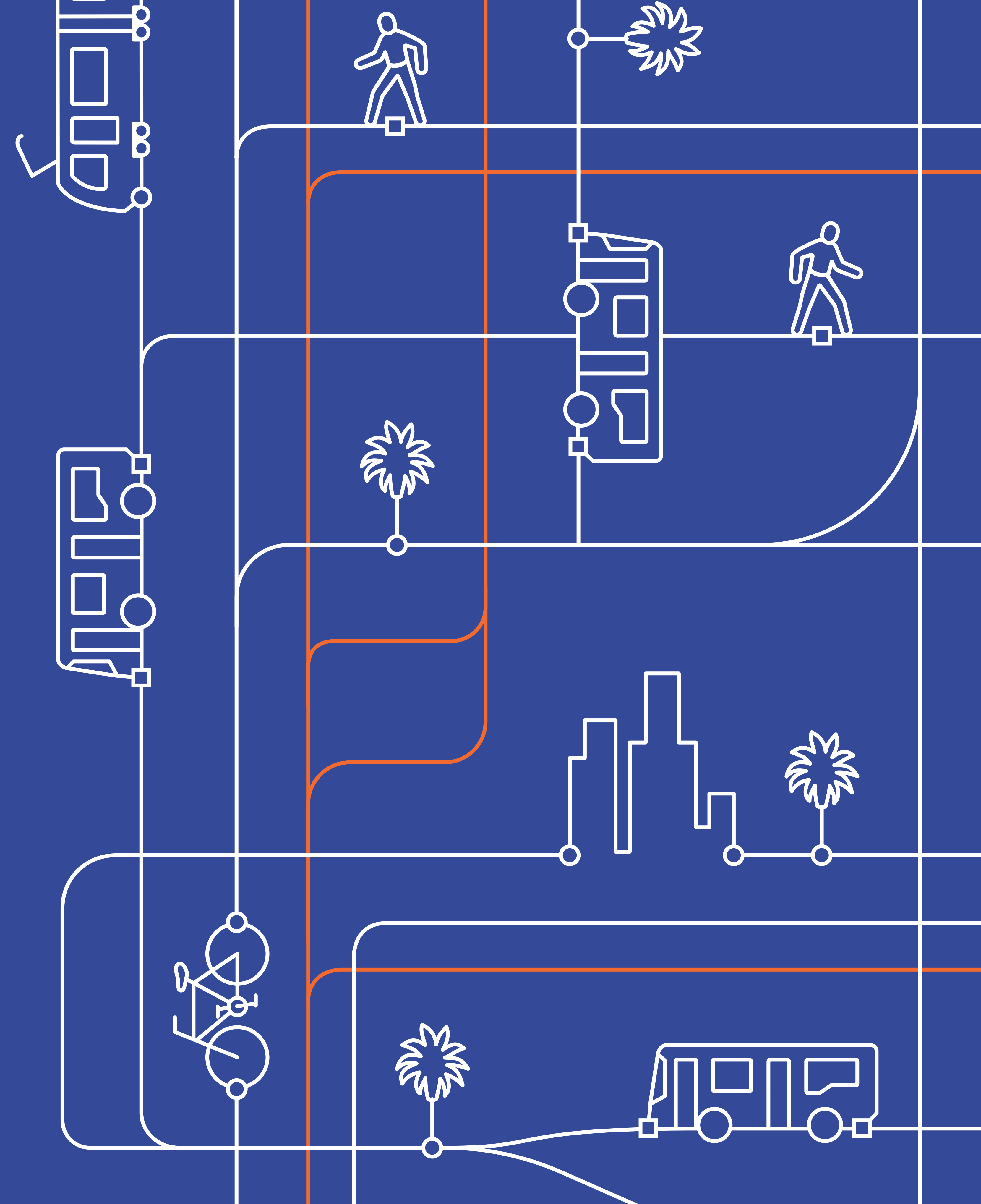
## Next Steps



# NEXTGEN Bus Plan

Metro Departments and  
Other Metro Initiatives

*Departamentos y  
Otras Iniciativas de Metro*



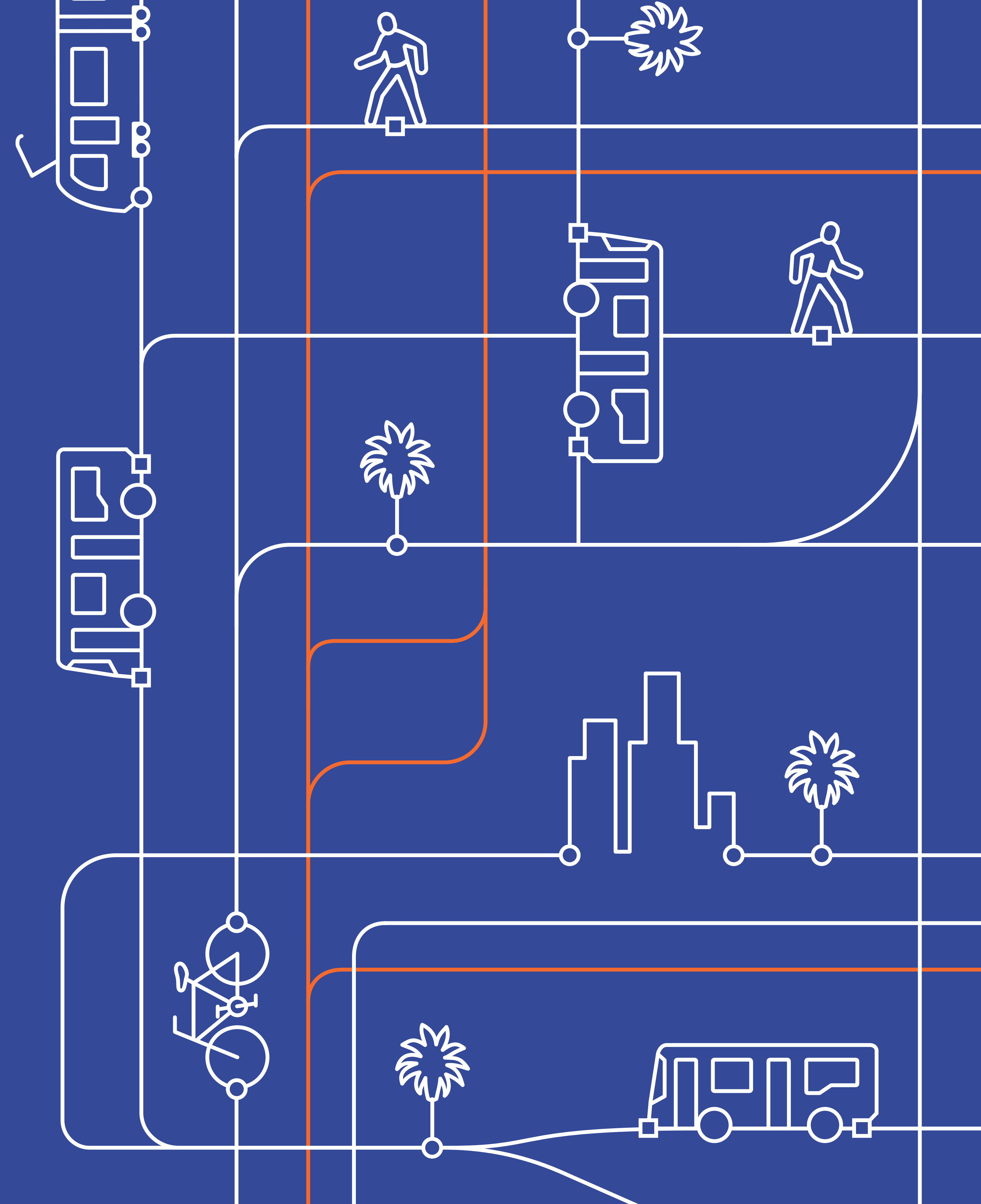
**Metro**<sup>®</sup>

# NEXTGEN Bus Plan

## Welcome / *Bienvenido*

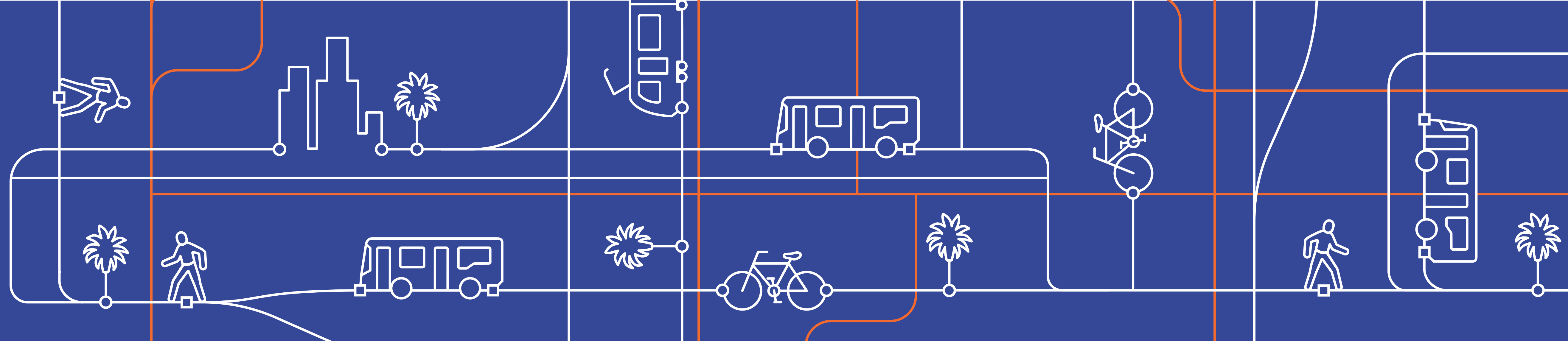
Public Workshop Series  
*Series de Talleres Público*

FEBRUARY/MARCH 2020  
*FEBRERO/MARZO DE 2020*



# NEXTGEN

## Plan de Autobuses



### FASE DE ESTUDIO

### FASE DEL PLAN

INVIERNO – VERANO 2018

OTOÑO 2018 – VERANO 2019

VERANO 2019 – VERANO 2020

OTOÑO 2020 – OTOÑO 2021

#### Paso 1

##### Demanda de mercado, forma de viaje, y evaluación de servicio existente

Crear conciencia del proyecto, escuchar lo que el mercado nos dice acerca de cómo viajamos y evaluar el servicio de autobuses existente.

#### Paso 2

##### Opciones de póliza y características del servicio

Busqueda de información del mercado sobre las prioridades del servicio de autobuses y analizar los datos para ayudar a desarrollar los conceptos de diseño del servicio de autobuses (Concepto de servicio regional).

#### Paso 3

##### Proyecto de análisis del plan de servicio de autobuses

Desarrollar guía de diseño de servicio, incluyendo cambios de ruta y horario basado en el concepto de servicio regional, comentarios de la comunidad y datos técnicos.

#### Paso 4

##### Implementación del Plan de Servicio de Autobuses Final

Trabajar a través del Consejo de Servicio de Metro para implementar nuevas rutas / horarios y comercializar nuevos servicios al público a través de múltiples canales promocionales.



#### Participación continua del público

Reuniones telefónica del ayuntamiento



Eventos comunitarios

Informes a las organizaciones comunitarias de base



Presentaciones para organizaciones comunitarias y especial para el caso



Concilio de Servicio/ Informes a la Junta Directiva



Colaboraciones entre las jurisdicciones locales y los operadores de Muni

Eventos comunitarios



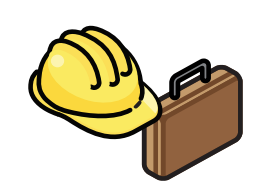
Grupos de trabajo e informes a las partes interesadas



Talleres publicos



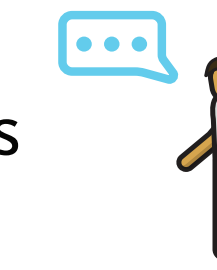
Concilio de Servicio/ Informes a la Junta Directiva



Aprobación de la Junta Directiva de Metro



Colaboraciones entre las jurisdicciones locales y los operadores de Muni



Grupos de trabajo e informes a las partes interesadas



Presentaciones para organizaciones comunitarias y especial para el caso



Talleres publicos/ Reuniones telefónica del ayuntamiento



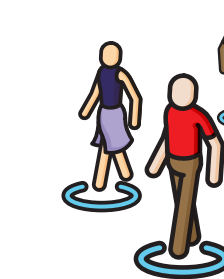
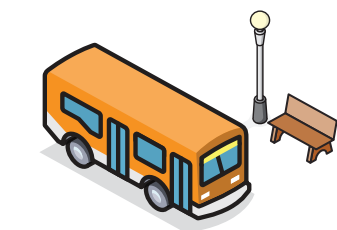
Reuniones informativas del Consejo de Servicio y Talleres para la Junta Directiva



Consideración de la Junta Directiva de Metro



Mercadeo y Mensajería

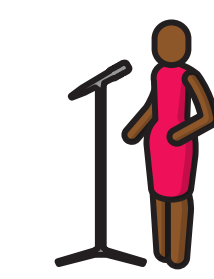


Eventos Comunitarios

Concilio de Servicio/ Informes a la Junta Directiva



Audiencias públicas formales a través de consejos de servicio

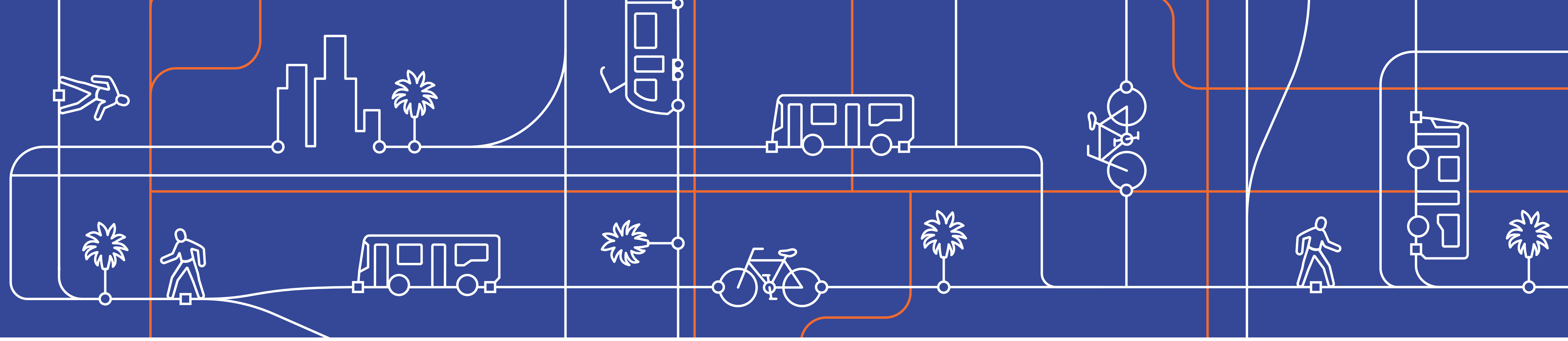


Aprobación de la Junta Directiva de Metro



#### Continua participación en línea: cuestionario, encuesta interactiva y un mapa

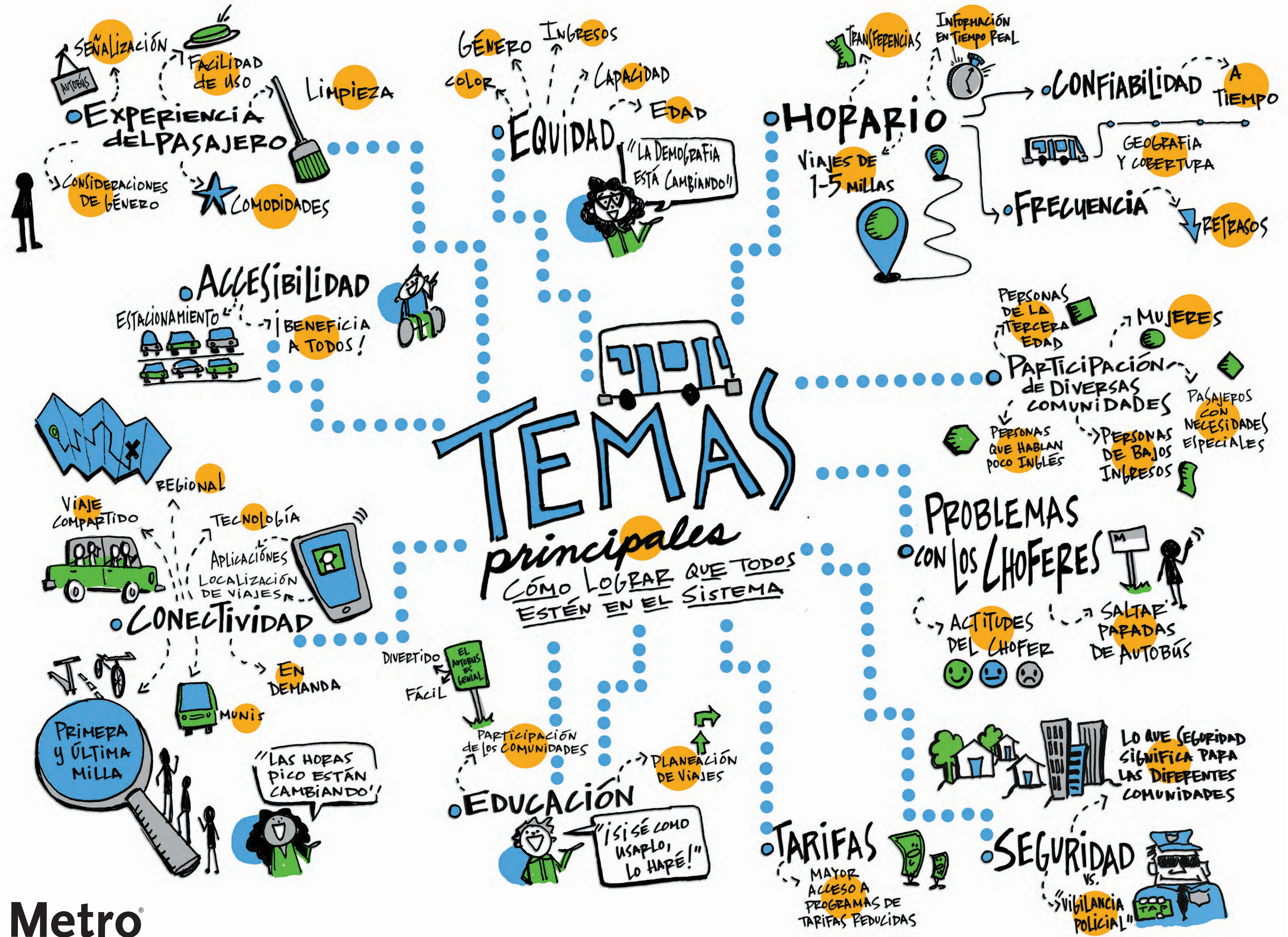
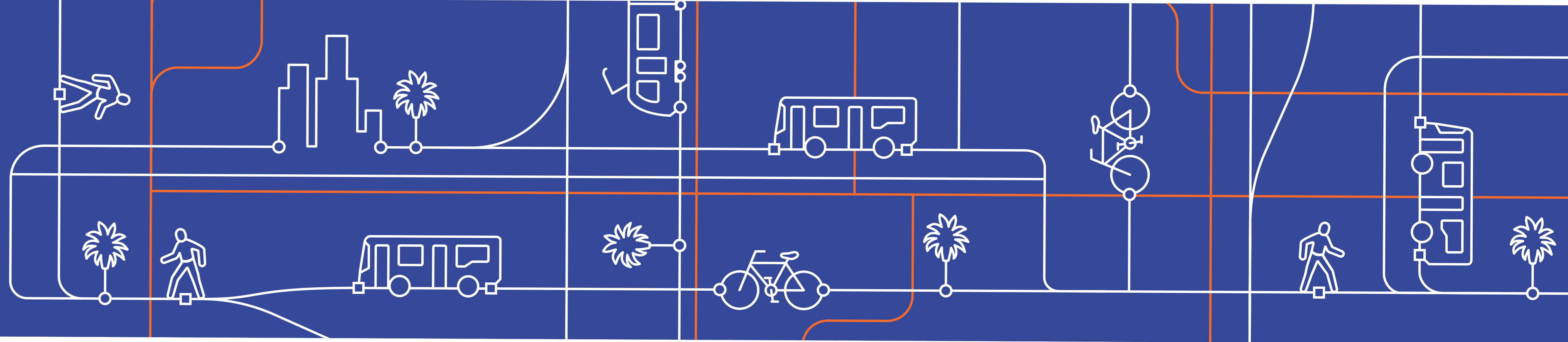




# Convertir las Lecciones Aprendidas en Conceptos de Servicio

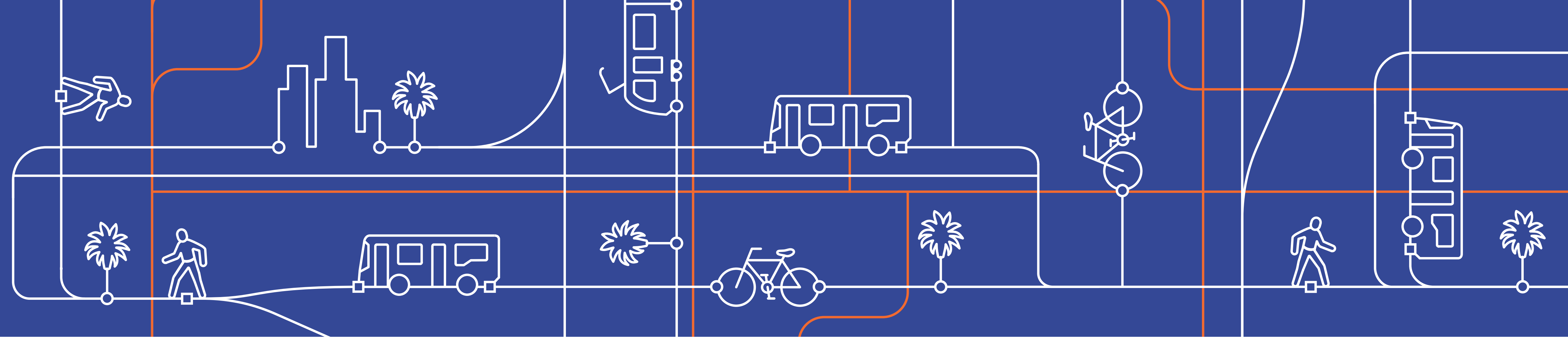
- 84% de los residentes del condado de Los Ángeles han utilizado el transporte público al menos una vez en el último año  
**Minimizar los segmentos discontinuados**
- El servicio rápido/frecuente/fiable es clave  
**Crear una red de transporte público competitiva**
- El sistema actual de Metro no siempre es competitivo para llevar a la gente adonde quieren viajar  
**Crear una red que refleje los viajes de hoy y de mañana**
- La mayor oportunidad para aumentar la cantidad de pasajeros es entre el mediodía y la tarde, cuando muchos viajes son de corta distancia  
**Mejorar el servicio para el mediodía, la tarde y el fin de semana**
- Necesidad de integrar el Marco de Equidad de Metro en el proceso de planificación  
**Ofrecer un mejor servicio en áreas centradas en la equidad**

# NEXTGEN Plan de Autobuses



Metro

# NEXTGEN Plan de Autobuses



## Ustedes comentaron, nosotros escuchamos. Juntos creamos un mejor sistema de autobuses.

“ Las rutas 4 y 704 son demasiado largas. ”

**Acortar las rutas**

“ Necesito más conexiones en el Valle de San Gabriel. ”

**Utilice centros de tránsito de subárea**

“ El autobús 81 siempre se demora en el tráfico. ”

**Introducir infraestructura de apoyo al tránsito**

“ Cree más autobuses Rapid con solo 3 paradas. ”

**Arreglar el espacio de parada híbrido local/Rapid**

“ Construir paradas que me llevan a la Gold Line. ”

**Redirigir para reflejar patrones de viaje**

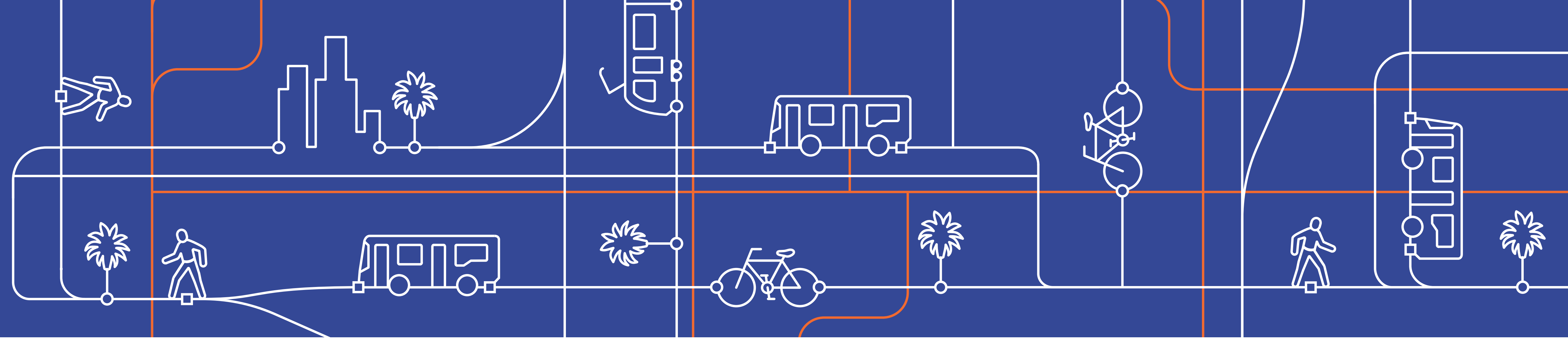
“ Agregue servicio entre la zona central de Whittier y el centro commercial en Puente Hills. ”

**Coordinar con proveedores de servicios municipales**



**Metro**

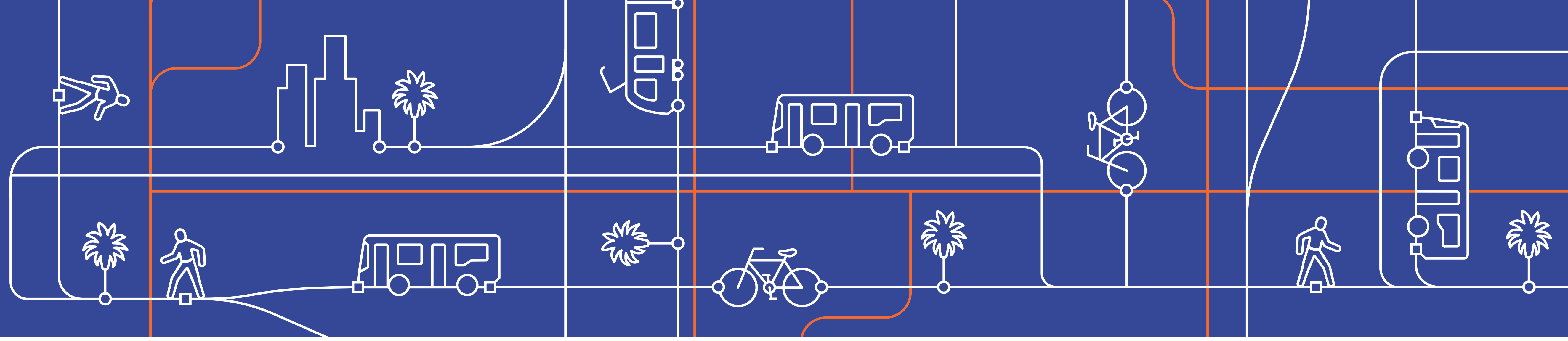
# NEXTGEN Plan de Autobuses



## Comparación de Alternativas

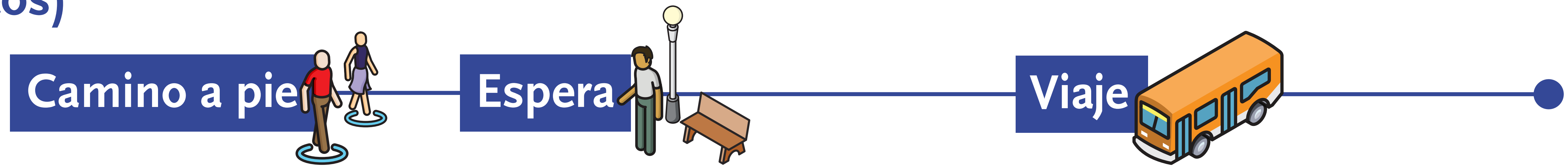
	Servicio Actual Condiciones existentes	Reconectar con nuestros clientes	Transporte Público Primero Condado de Los Ángeles	Asegurar la financiación hacia al futuro
Recursos (horas por ingresos)	7.0m	7.0m	7.0m	9.4m
Recursos (millas por ingresos)	75.0m	75.0m	80.5m	105.0m
Líneas de alta frecuencia (días de semana) <i>Cada 10 minutos o mejor</i>	16	28	29	46
Líneas de alta frecuencia (fin de semana) <i>Cada 10 minutos o mejor</i>	2	14	14	19
Personas con acceso a pie a un servicio de alta frecuencia <i>(día de semana)</i>	900,000	2.15m	2.17m	2.96m
Personas con acceso a pie a un servicio de alta frecuencia <i>(fin de semana)</i>	630,000	1.14m	1.18m	1.49m
Incremento de la cantidad de pasajeros	0	+5-10%	+15-20%	+25-30%
% de pasajeros que pierden el acceso cómodo a pie al transporte	0	0.3%	0.3%	0.3%

# NEXTGEN Plan de Autobuses



## Ejemplo de Venice Blvd.

Tiempo (en minutos)



**Metro**  
Local (Existente)



**Metro**  
Rapid (Existente)



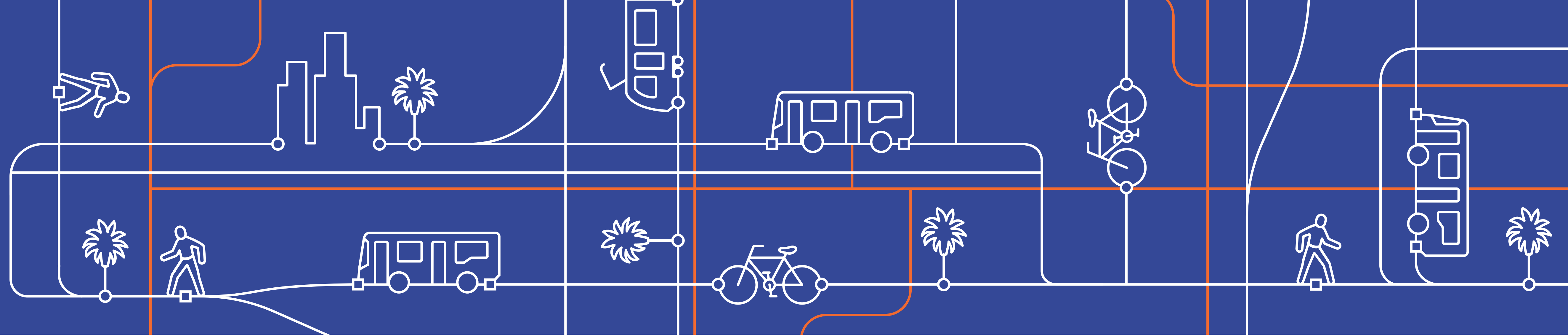
**NEXTGEN**  
Optimizado



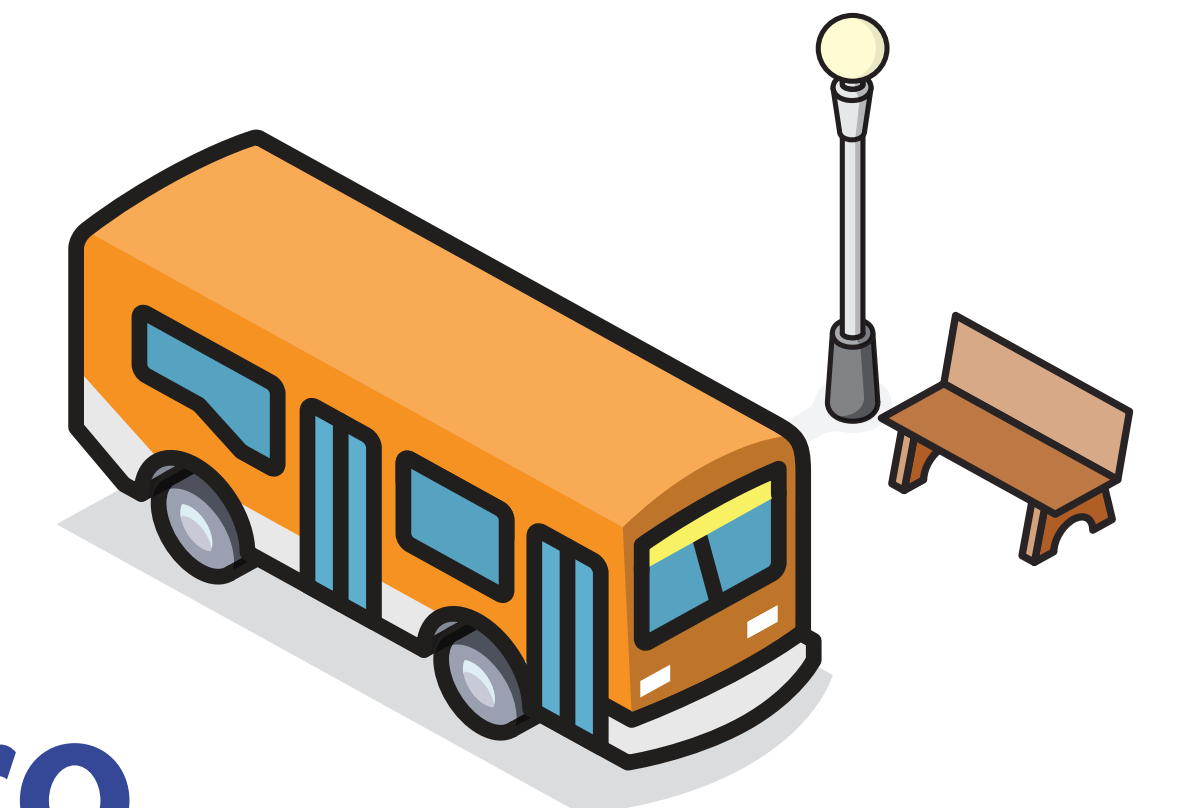
**NEXTGEN**  
con prioridad de  
transporte



*Representa un viaje de 7.5 millas*



# Líneas frecuentes de NextGen

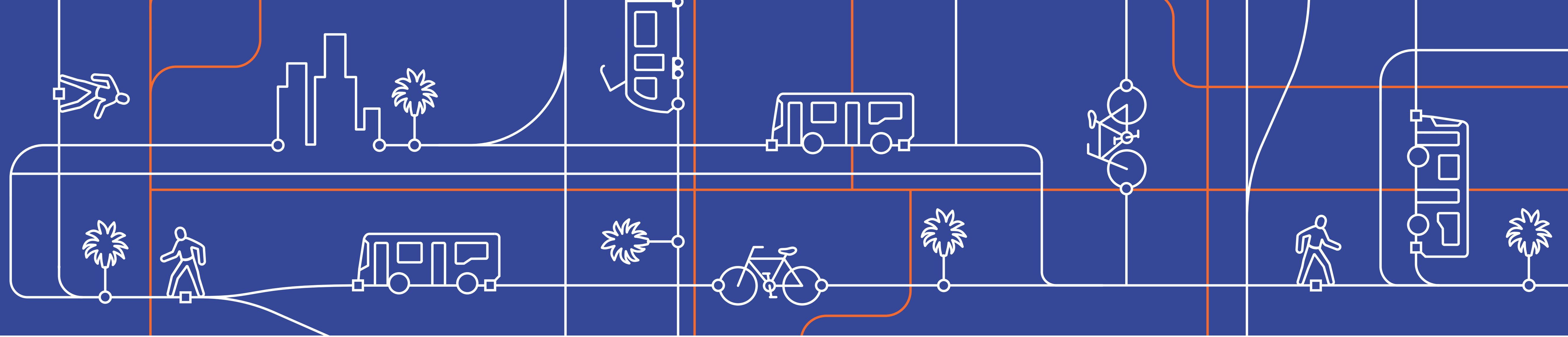


## Garantías del diseño de servicio

### NextGen

### Metro Rapid

Garantías del diseño de servicio	NextGen	Metro Rapid
Buena frecuencia	5-10 minutos	5-10 minutos
Espacio entre paradas	0.25 - 0.3 millas	0.5 - 0.75 millas
Prioridades de transporte/carriles de autobus	✓	✓
Extensión de la acera/isla para autobuses	✓	✗
Servicios en las paradas	✓	✓
Abordaje más rápido	✓	✗
Estaciones y autobuses de marca	✗	✓
Gerentes de operaciones de frecuencia/líneas	✓	✓



# La experiencia del Cliente de Metro



## 1 Velocidad y Fiabilidad

Llegue y viaje

Rápido, fiable y predecible

Planificación de ruta simple y consistente

Consolidación de paradas



## 2 Acceso a las paradas y la espera

Fáciles de encontrar y acceder

Cómodas, convenientes y bien informadas

Seguridad y protección

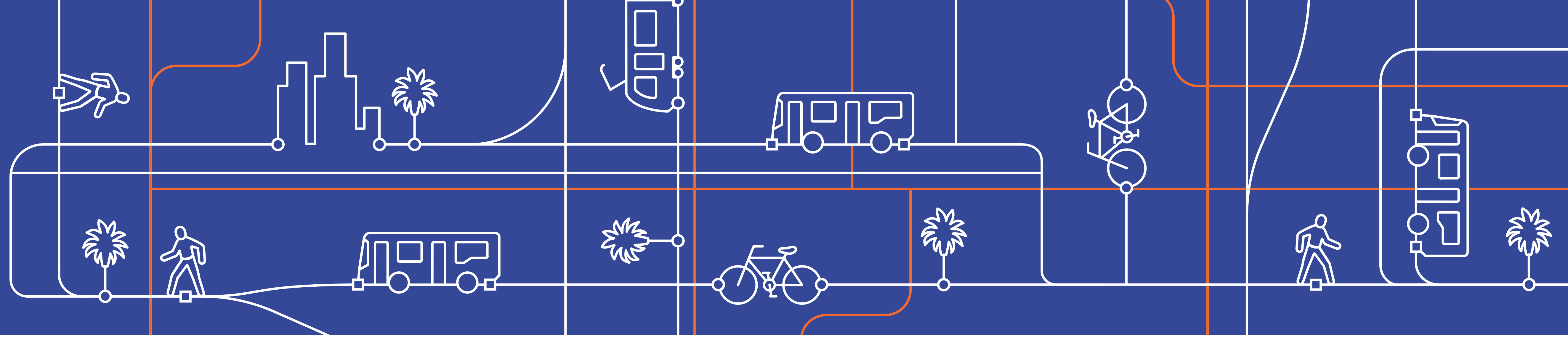


## 3 El Abordaje y El Viaje

Abordaje rápido por todas las puertas

Viaje tranquilo y silencioso

Información a bordo



## Mejoras de infraestructura



### Velocidad y Fiabilidad

Llegue y viaje  
Rápido, fiable y  
predecible  
Prioridad de tránsito  
Consolidación de paradas

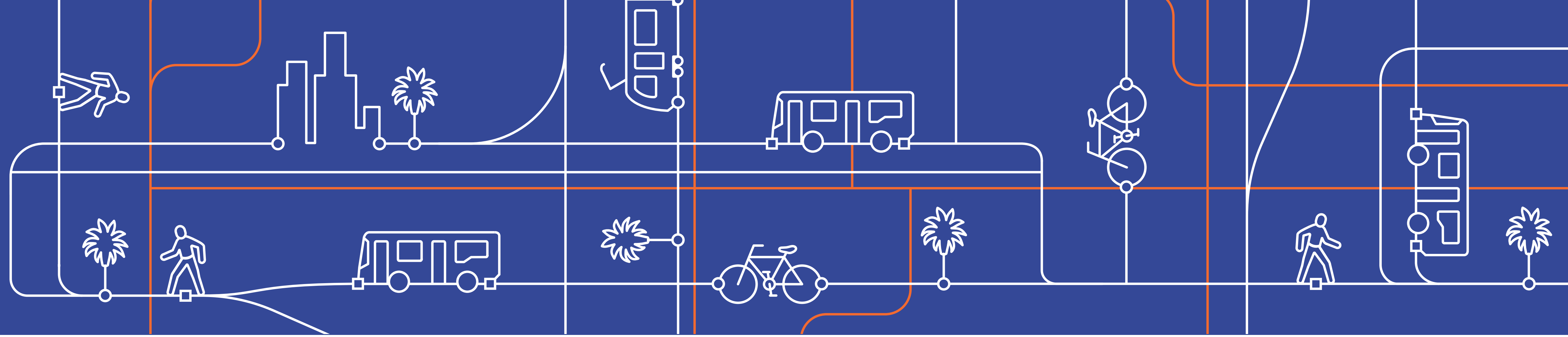


### Acceso a las paradas y la espera

Fáciles de encontrar y acceder  
Cómodas, convenientes y  
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Seguridad y protección



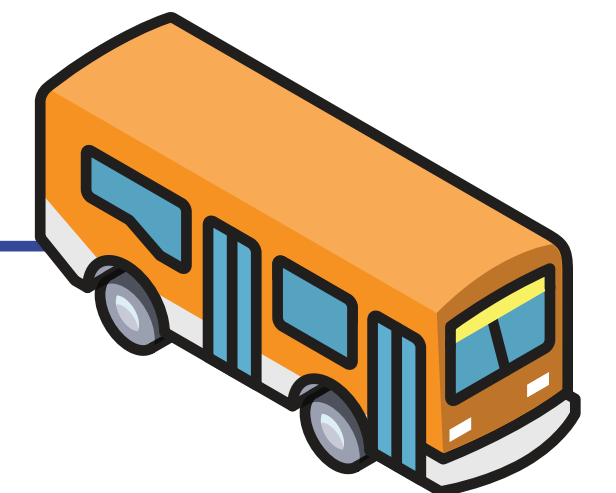
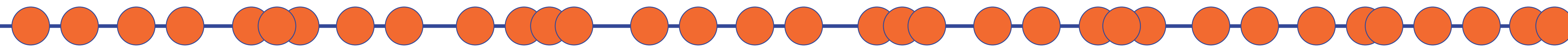




# Consolidación de paradas

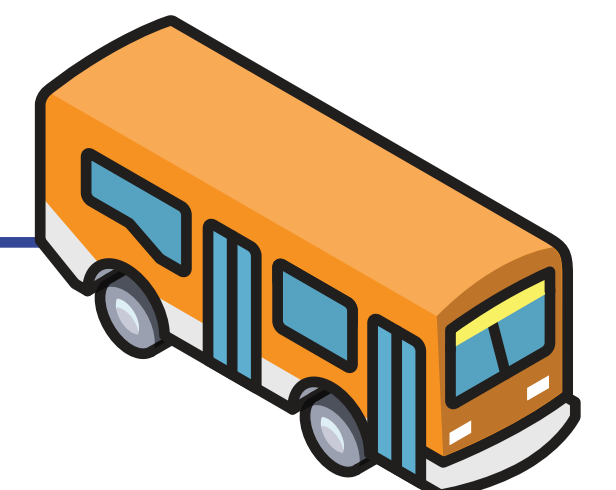
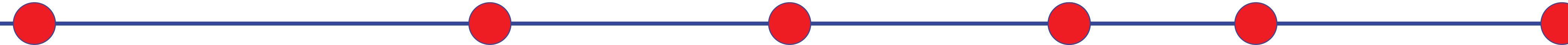
## Metro Local

(0.15 - 0.20 millas en promedio)



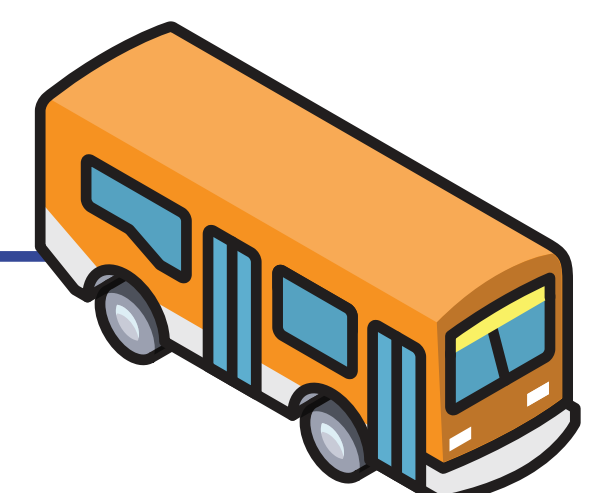
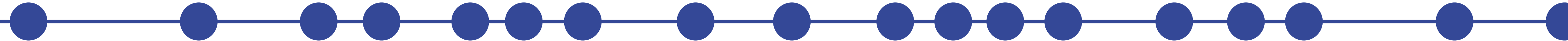
## Metro Rapid

(0.6 millas en promedio)



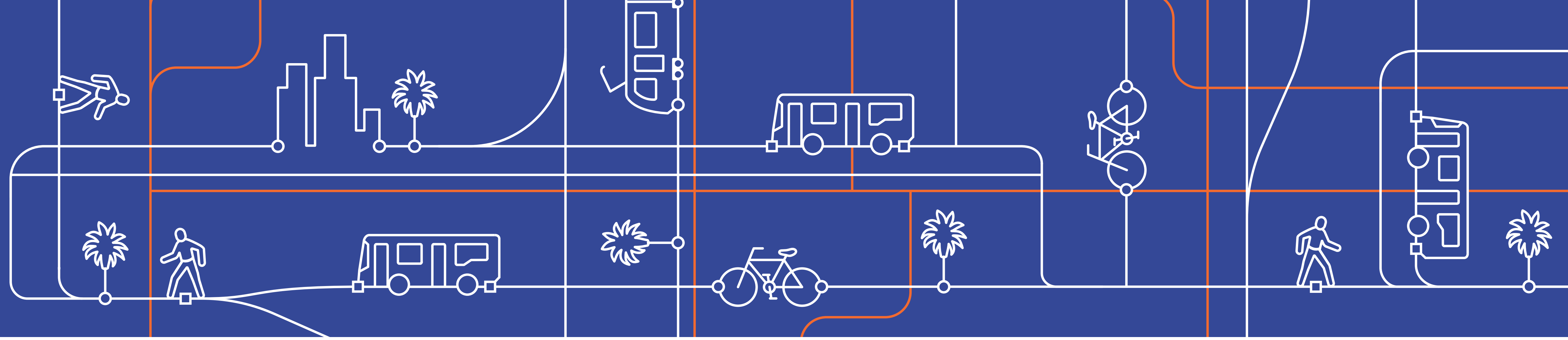
## NEXTGEN

(0.25 millas en promedio)

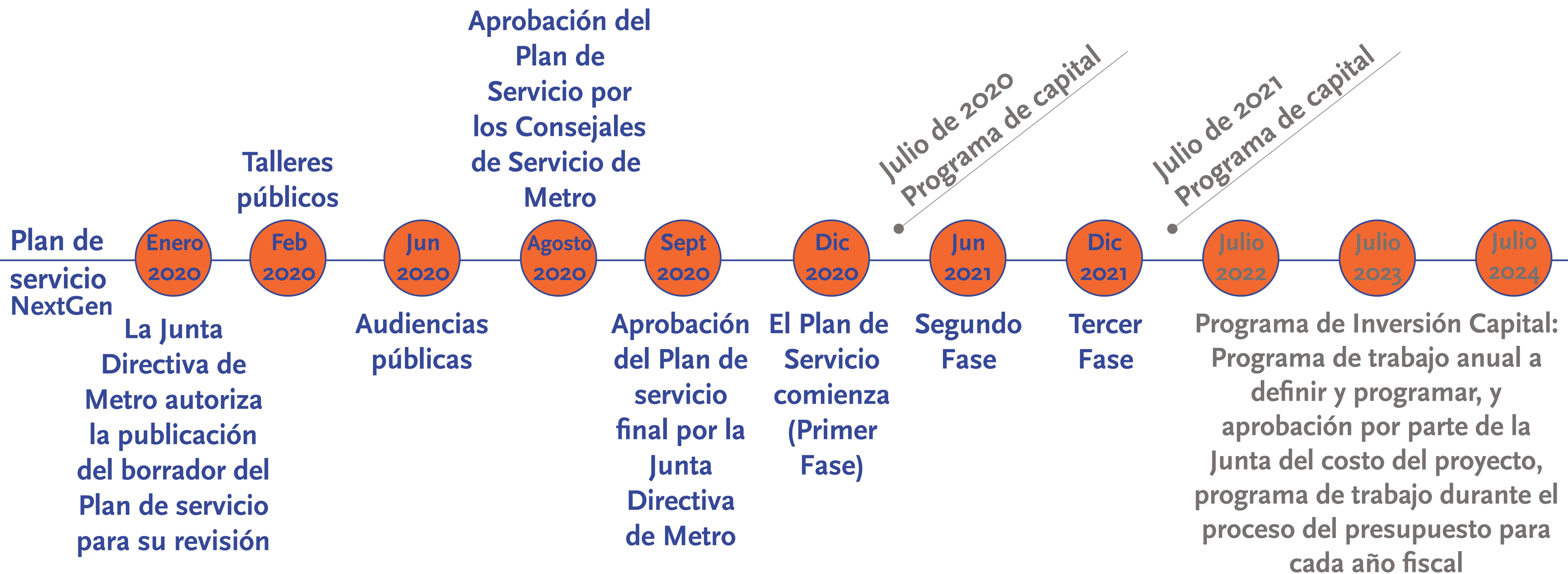


La consolidación de paradas en el Plan NextGen ofrece caminatas más cortas, esperas más cortas, y viajes más rápidos.

# NEXTGEN Plan de Autobuses



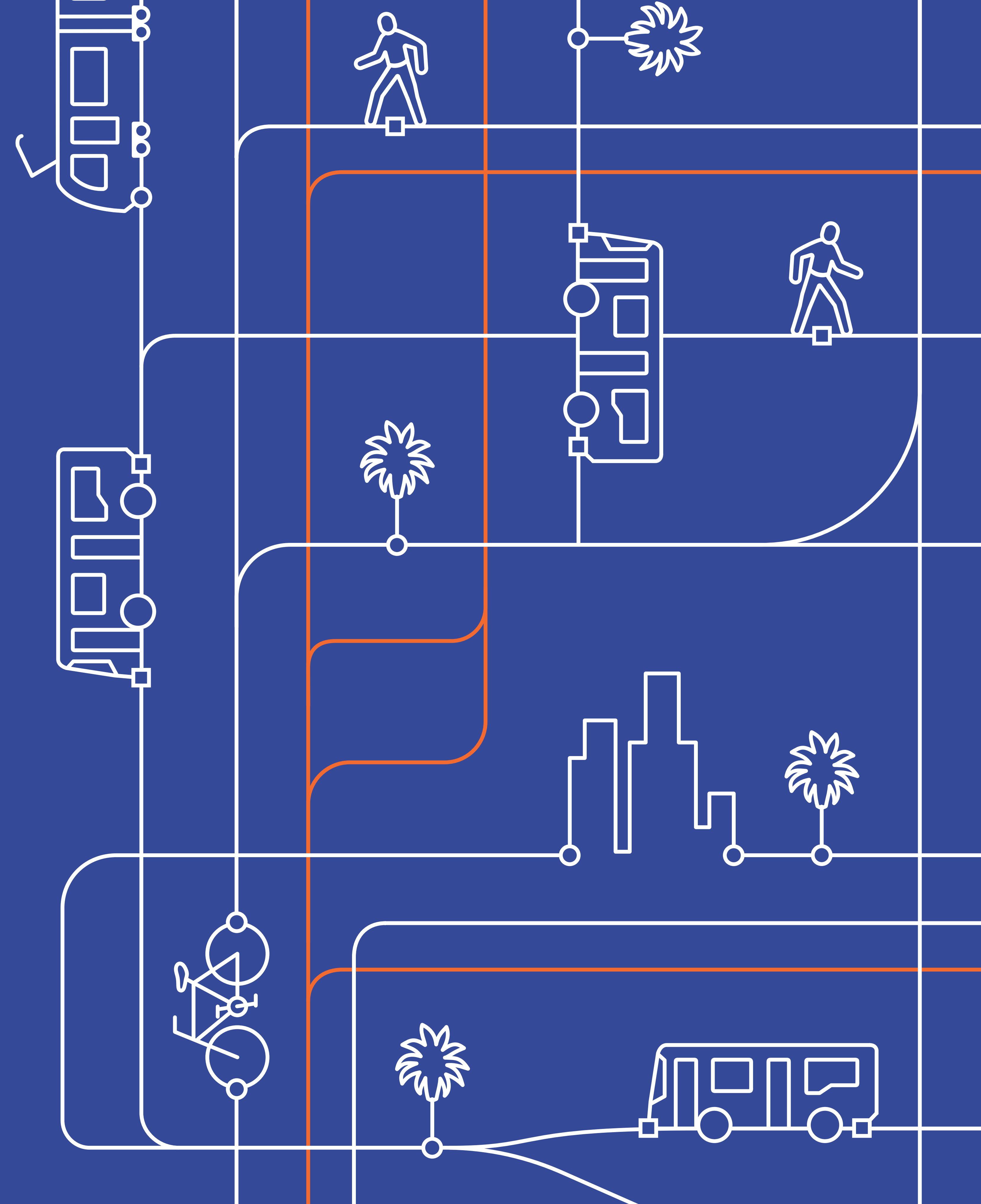
## Los Próximo Pasos



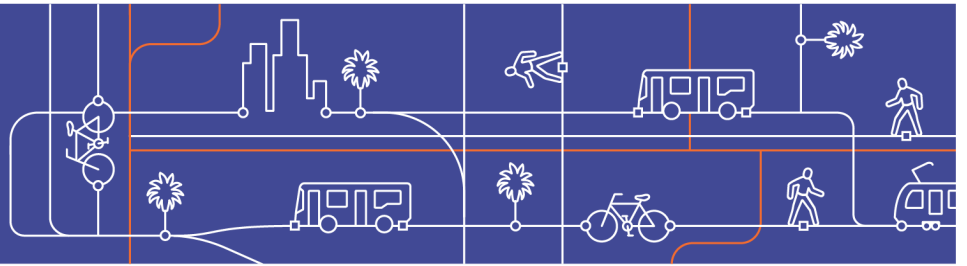
# NEXTGEN Bus Plan

Metro Departments and  
Other Metro Initiatives

*Departamentos y  
Otras Iniciativas de Metro*



**Metro**<sup>®</sup>



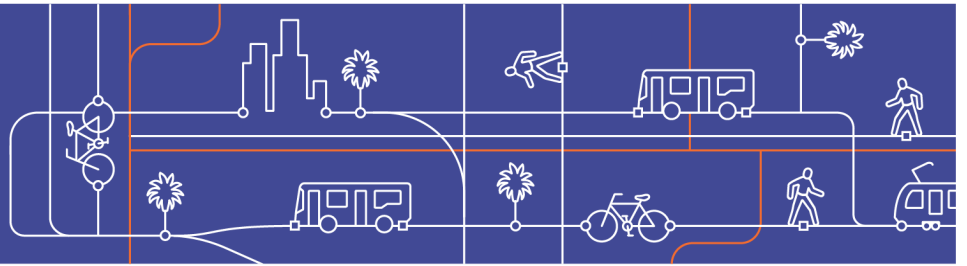
## **Attachment III:**

### **b. Workshop Materials**

**vi.**

GIS Maps and Online Tools

# NEXTGEN Bus Plan



## Virtual Workshop Tools

### Reach Map

Explore the NextGen Bus Plan!

System Coverage | System Frequencies | Bus Line Proposals | Existing Service Performance | Trip Planner | Reach Map (Desktop) | Reach Map (Mobile) | Comments | GIS Analysis | Metro's Bus Story

M Metro

How far can you go with M

Departing from Downtown

On a Weekday At 12:00 PM In up to 60 min

10 min 20 min 30 min 40 min 50 min 60 min

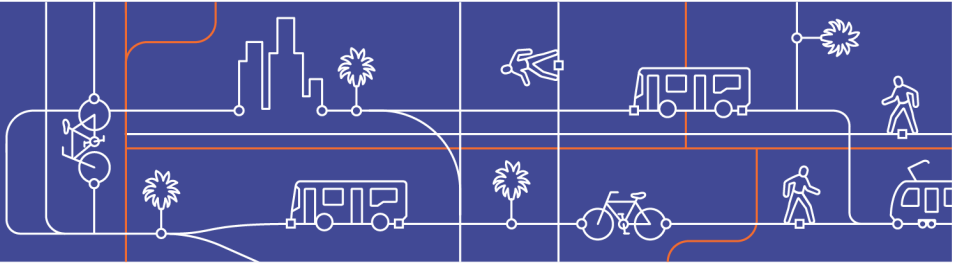
Show Statistics

Current Network Proposed Network

Toggle between the current network and the proposed network to see how our proposed changes will affect your daily commute.

Tell us what you think!

# NEXTGEN Bus Plan



## GIS Maps

Explore the NextGen Bus Plan!

System Coverage | System Frequencies | Bus Line Proposals | Existing Service Performance | Trip Planner | Reach Map (Desktop) | Reach Map (Mobile) | Comments | GIS Analysis | Metro's Bus Story

Instructions: This map shows the proposed weekday frequency of the NextGen System routes and provides a platform to compare them to the existing system.

- Use the Layer List (below) to activate or deactivate a layer on the map.
- Use the Legend (below) to learn about the difference in frequencies between routes.
- Use the Slider (top left) to activate or deactivate the comparison tool.
- Use the Select icon (top left) to select features on the map and export them as CSV or Shapefiles.

Layer List:

- NextGen AM Peak
- NextGen Midday
- NextGen PM Peak
- NextGen Evening
- NextGen Late Night
- NextGen Owl
- Existing AM Peak

Legend:

NextGen Midday

- Weekday Midday
- > 30 min
- 16 - 30 min
- 11 - 15 min
- 7.5 - 10 min
- < 7.5 min

Weekly Frequency Map (default view)  
Saturday Frequency Map  
Sunday Frequency Map

County of Los Angeles, Esri, HERE, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management

## NextGen Trip Planner

Explore the NextGen Bus Plan!

System Coverage | System Frequencies | Bus Line Proposals | Existing Service Performance | Trip Planner | Reach Map (Desktop) | Reach Map (Mobile) | Comments | GIS Analysis | Metro's Bus Story

Plan a NextGen Trip

Union Station X  
El Monte Station X

Leave Now | Fastest Route

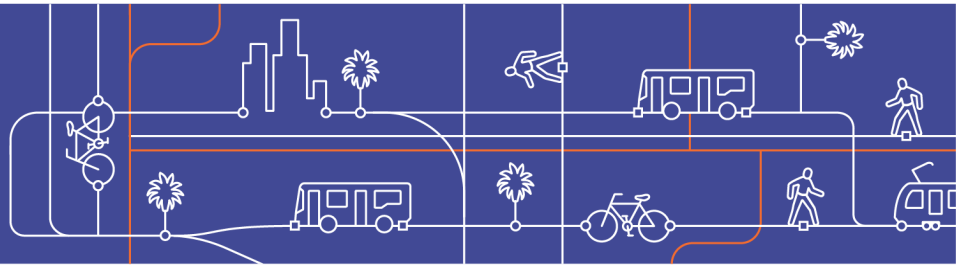
NextGen | Current

BEST ROUTE  
21 min total commute time  
3:45PM - 4:06PM  
0.15 mi 910/950

OTHER ROUTES  
27 min total commute time  
3:45PM - 4:12PM  
0.15 mi 910/950

Tell us what you think about your NextGen trip

# NEXTGEN Bus Plan



## Line by Line Proposals and Maps

Explore the NextGen Bus Plan!

System Coverage | System Frequencies | **Bus Line Proposals** | Existing Service Performance | Trip Planner | Reach Map (Desktop) | Reach Map (Mobile) | Comments | GIS Analysis | Metro's Bus Story

M Metro

Line Proposals by Line Numbers (default view)  
 Summary of Proposals  
 Gateway Cities Proposals  
 San Fernando Valley Proposals  
 San Gabriel Valley Proposals  
 South Bay Cities Proposals  
 Westside/Central Proposals

**NEXTGEN**  
Draft Proposals, Jan 2020

**Existing Line 2  
Sunset Blvd**

How often will my bus run?

	Peak	Midday	Evening	Over
<b>NextGen Line 2</b>				
Weekday	7.5 min	10 min	15 min	40 min
Saturday	12 min	12 min	15 min	40 min
Sunday	12 min	12 min	15 min	40 min
<b>Existing Line 2</b>				
Weekday	11 min	15 min	27 min	30-40 min
Saturday	18 min	16 min	27 min	30-40 min
Sunday	22 min	20 min	30 min	30-40 min

\*Peak: 6-9am/3-6pm, Midday: 10am-3pm, Evening: 7-9pm, Over: 12-4am

How is my bus changing?

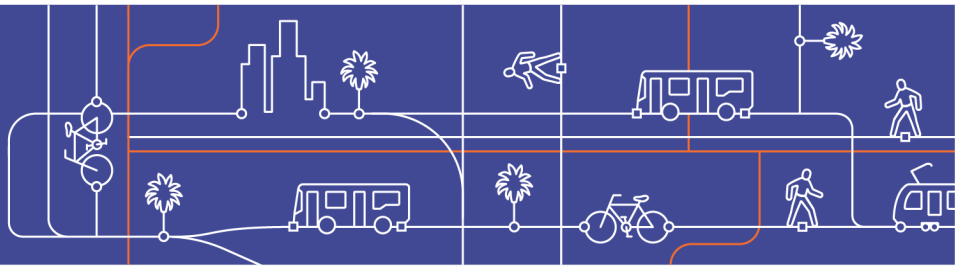
More Frequency  
Simpler Network  
New Lines

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover).

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/USC via Alvarado, Hoover, Figueroa and MLK Jr.
- New Line 2 would provide direct route between USC/Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St.
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA.

M Metro

NextGen Line  
Existing Line



## **Attachment III: c. Media Toolkit Examples**

**i.**

Elected Official Toolkit

**ii.**

February Stakeholder Toolkit

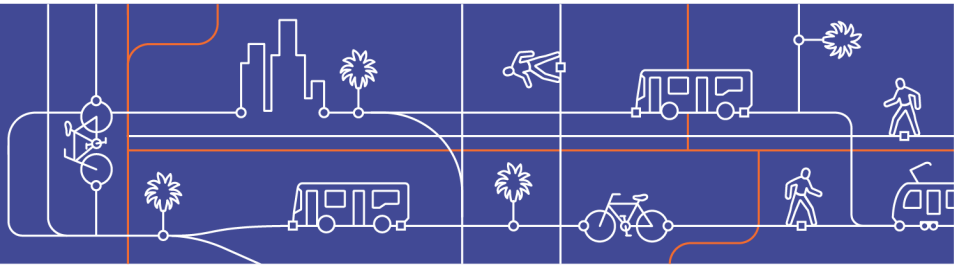
**iii.**

March Stakeholder Toolkit

**iv.**

Workshops Cancellation Toolkit





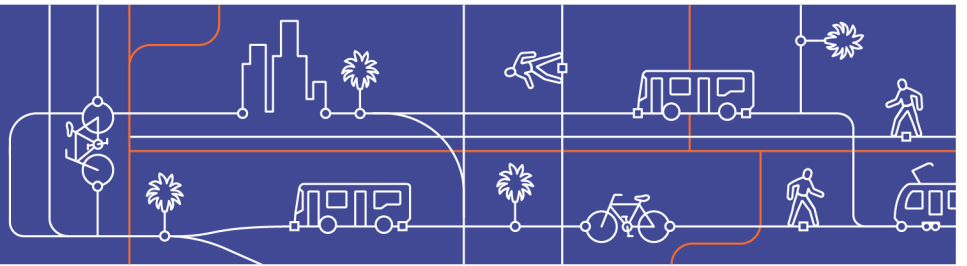
# Attachment III:

## c. Media Toolkit Examples

i.

Elected Official Toolkit

# NEXTGEN Bus Plan



Dear Honorable Representative,

Metro has released the proposed NextGen Bus Plan and will be holding 23 public workshops across the county from February 1 thru April 4, 2020. The purpose of this electronic toolkit is to provide you with notification materials to help us invite your community to the public workshops taking place in February and March 2020.

We want to ensure that your community has the opportunity to see and learn about the proposed bus route changes and have them share their thoughts with Metro staff.

The copy-ready text allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us invite your community to the upcoming public workshops.

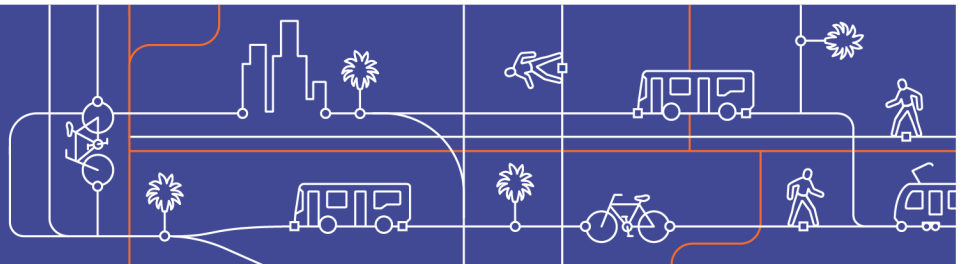
1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage. Link the image to the online workshop notice.
3. **Feature the workshop dates and details on your events calendar:** promote the upcoming workshop dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

Thank you in advance for your assistance in getting the word out for the NextGen Bus Plan public workshops. If you have any questions, please contact me directly at 213-922-5644 or [CalixR@metro.net](mailto:CalixR@metro.net).

Sincerely,

Robert Calix  
Senior Manager  
Los Angeles County Metropolitan Transportation Authority

# NEXTGEN Bus Plan



## **Eblast:**

– *Text:*

Subject: Join us at a Workshop Between Feb 1 to Feb 27, and Receive a Free TAP Card

**You spoke, we listened. Together we created a better bus system.** Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

\*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

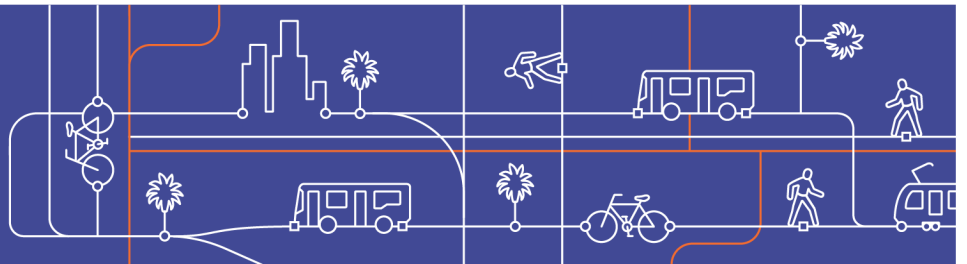
For more information, visit <https://www.metro.net/projects/nextgen/events/> or view the [workshop notice](#) to find a location near you.

Link the Metro NextGen Bus Plan image to the following link:

[https://drive.google.com/file/d/1ef6uJ\\_tyVWhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing](https://drive.google.com/file/d/1ef6uJ_tyVWhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing)

A promotional graphic for the NextGen Bus Plan workshops. The background is a dark blue map of Los Angeles with white line-art icons for transit modes and city elements. The text is white and orange. At the top left, it says "metro.net/nextgen". The main headline is "Together we created a better bus system." in orange. Below that, it says "Public Workshops - Feb 1 to Feb 27, 2020". A smaller line of text says "Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes." At the bottom left is the Metro logo (a white 'M' in a circle) and the text "Metro". At the bottom right is the text "NEXTGEN Bus Plan" in white and orange.

# NEXTGEN Bus Plan



## Website:

– Text:

**You spoke, we listened. Together we created a better bus system.** Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

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metro.net/nextgen

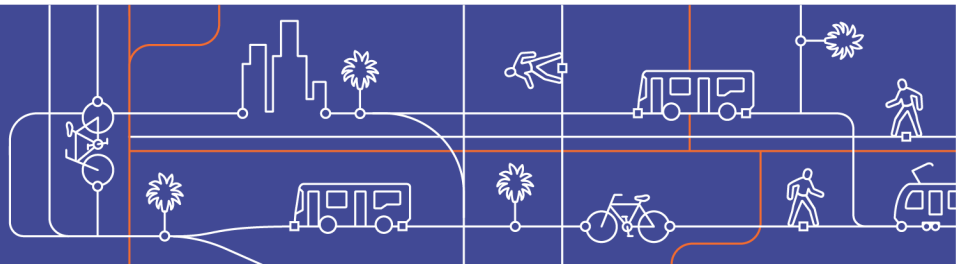
**Together we created  
a better bus system.**

**Public Workshops - Feb 1 to Feb 27, 2020**

Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

**M** Metro **NEXTGEN  
Bus Plan**

# NEXTGEN Bus Plan



## **Facebook:**

– Text:

Join @losangelesmetro at any of our 12 public workshops in February and learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! Visit <https://www.metro.net/projects/nextgen/events/> for more information and to find a location near you!

Link the Metro NextGen Bus Plan image to the following:

[https://drive.google.com/file/d/1ef6uJ\\_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing](https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing)

metro.net/nextgen

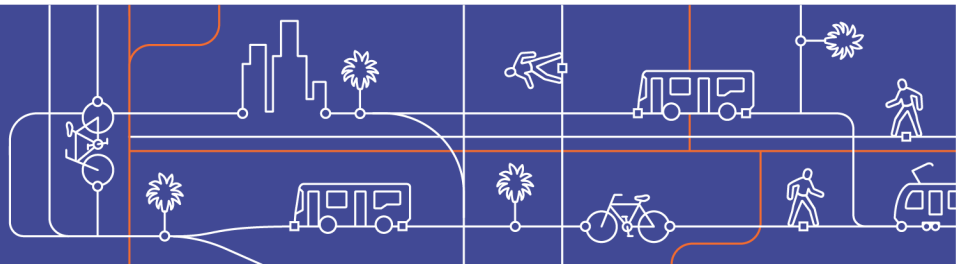
**Together we created  
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**M** Metro **NEXTGEN  
Bus Plan**

# NEXTGEN Bus Plan



## **Twitter:**

– Text:

Join @metrolosangeles at any of our 12 public workshops in February and learn about the proposed bus route changes NextGen Bus Plan! Receive a free TAP card, while supplies last! More info at <https://www.metro.net/projects/nextgen/events/>

Link the Metro NextGen Bus Plan image to the following:

[https://drive.google.com/file/d/1ef6UJ\\_tyWVhw2w\\_paaLkTuYnBWzw6J4uT/view?usp=sharing](https://drive.google.com/file/d/1ef6UJ_tyWVhw2w_paaLkTuYnBWzw6J4uT/view?usp=sharing)

metro.net/nextgen

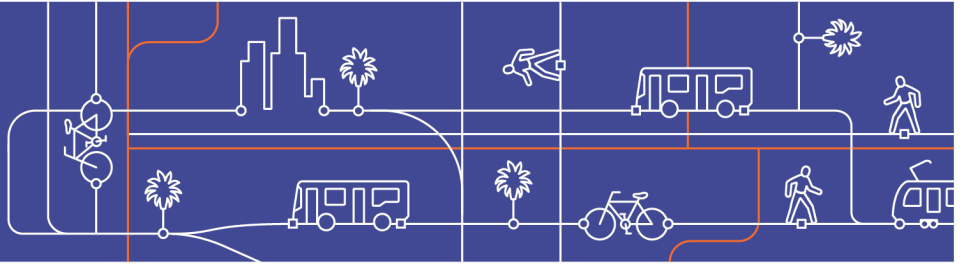
**Together we created  
a better bus system.**

**Public Workshops - Feb 1 to Feb 27, 2020**

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**M** Metro **NEXTGEN  
Bus Plan**

# NEXTGEN Bus Plan

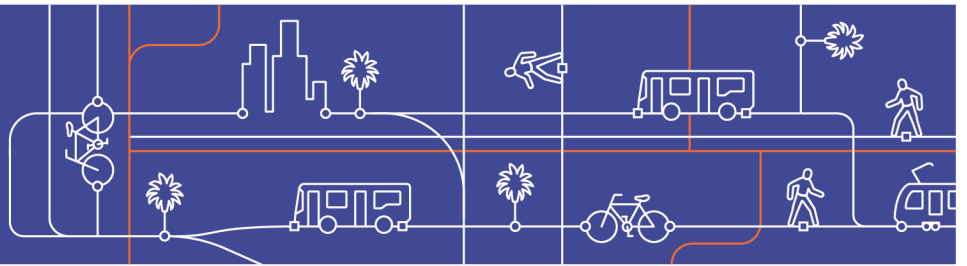


## **Attachment III: c. Media Toolkit Examples**

**ii.**

February Stakeholder Toolkit

# NEXTGEN Bus Plan



Dear Stakeholder,

Metro has released the proposed NextGen Bus Plan and will be holding 23 public workshops across the county from February 1 thru April 4, 2020. The purpose of this electronic toolkit is to provide you with notification materials to help us invite your community to the public workshops taking place during that time.

We want to ensure that your community has the opportunity to see and learn about the proposed bus route changes and have them share their thoughts with Metro staff.

The copy-ready text allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us invite your community to the upcoming public workshops.

1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage. Link the image to the online workshop notice.
3. **Feature the workshop dates and details on your events calendar:** promote the upcoming workshop dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

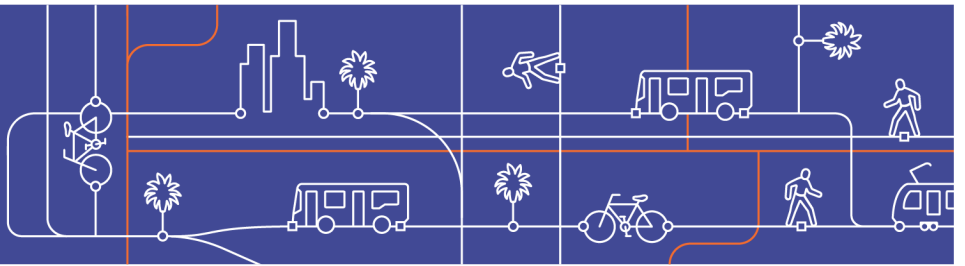
Thank you in advance for your assistance in getting the word out for the NextGen Bus Plan public workshops. If you have any questions, please contact me directly at 213-922-5644 or [CalixR@metro.net](mailto:CalixR@metro.net).

Sincerely,

Robert Calix  
Senior Manager, Transportation Planning  
Los Angeles County Metropolitan Transportation Authority



# NEXTGEN Bus Plan



## **Eblast:**

– Text:

Subject: Join us at a Workshop Feb 1 to Feb 27, and Receive a Free TAP Card

**You spoke, we listened. Together we created a better bus system.** Join us at any of the 12 public workshops between February 1 and February 27, 2020 and learn about the proposed bus route changes in the NextGen Bus Plan! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed NextGen Bus Plan, and share their thoughts about the proposed bus route changes.

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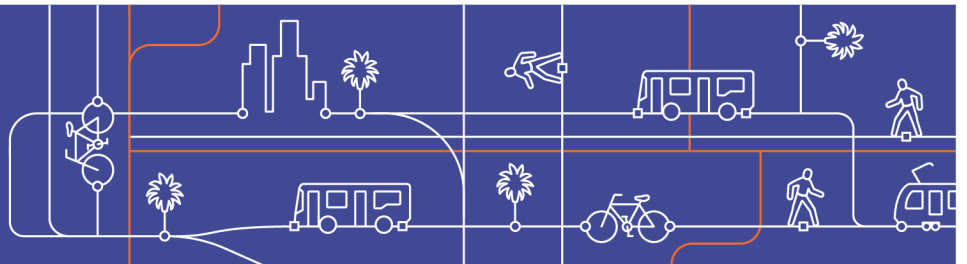
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# NEXTGEN Bus Plan



## Website:

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metro.net/nextgen

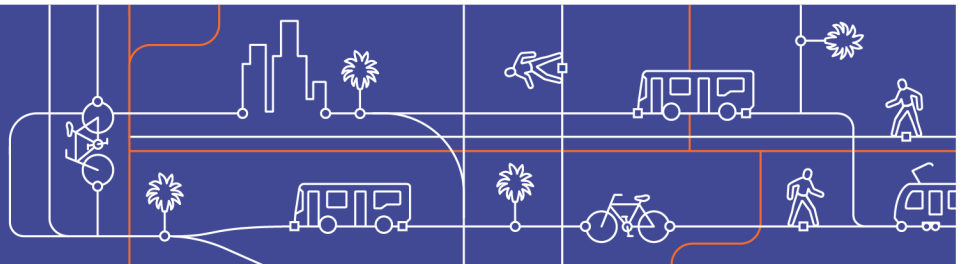
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Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

**M** Metro **NEXTGEN  
Bus Plan**

# NEXTGEN Bus Plan



## **Facebook:**

– Text:

Join @losangelesmetro at any of our 12 public workshops in February and learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! Visit <https://www.metro.net/projects/nextgen/events/> for more information and to find a workshop near you!

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[https://drive.google.com/file/d/1ef6uJ\\_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing](https://drive.google.com/file/d/1ef6uJ_tyWVhw2wpaaLkTuYnBWzw6J4uT/view?usp=sharing)

metro.net/nextgen

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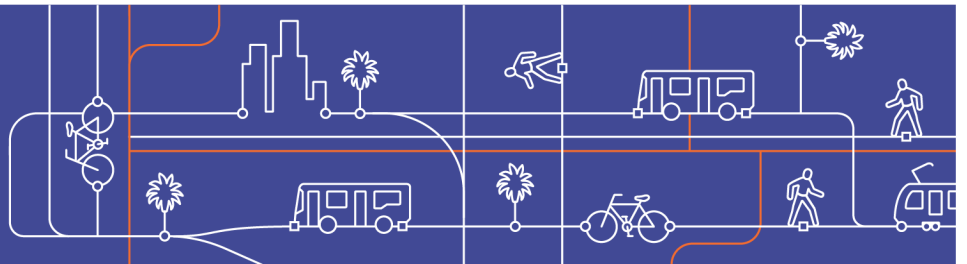
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**M** Metro

**NEXTGEN  
Bus Plan**

# NEXTGEN Bus Plan



## **Twitter:**

– Text:

Join @metrolosangeles at any of our 12 public workshops in February and learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! More info at <https://www.metro.net/projects/nextgen/events/>

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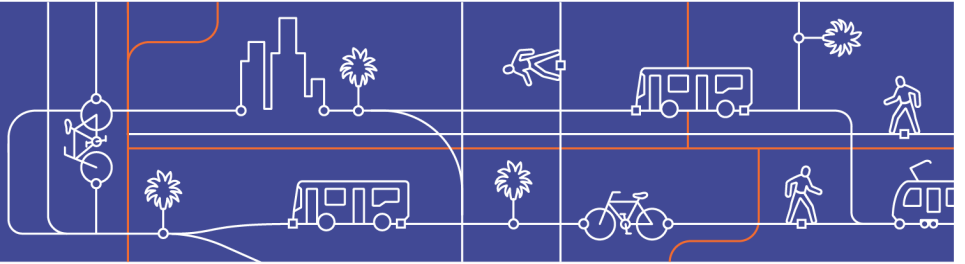
metro.net/nextgen

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**Public Workshops - Feb 1 to Feb 27, 2020**

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Bus Plan**



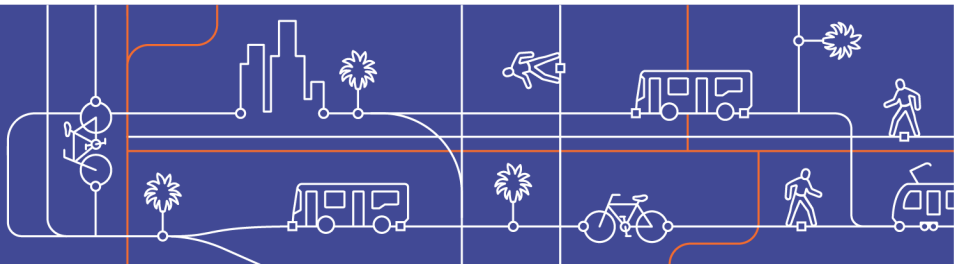
## **Attachment III:**

### **c. Media Toolkit Examples**

**iii.**

March Stakeholder Toolkit

# NEXTGEN Bus Plan



Dear Stakeholder,

Metro released the [proposed NextGen Bus Plan](#) at the end of January and, since then, will have hosted 12 public workshops throughout Los Angeles County by the end of February. We are excited to inform you that we have 11 more workshops through March. **The purpose of this electronic toolkit is to provide you with notification materials to help us invite your community to the public workshops taking place through March, with the last one taking place on April 4.**

We want to ensure that your community has the opportunity to see and learn about the proposed bus route changes and have them share their thoughts with Metro staff.

The copy-ready text on the following pages allows you to easily share information that can be utilized with the online platform of your choice. Below are some of the ways that you can help us invite your community to the upcoming public workshops.

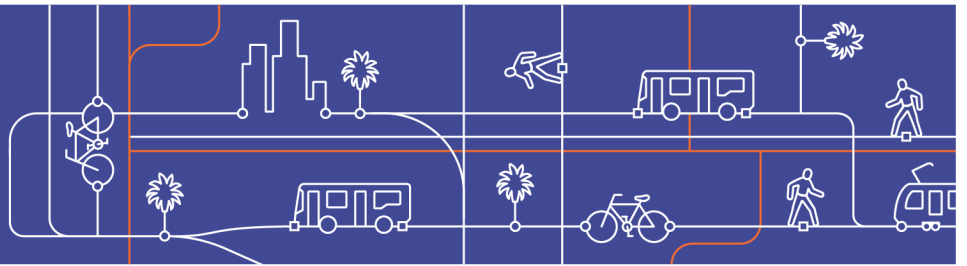
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5. **Events:** let us know if there are any upcoming events where the team can make an announcement to share the workshop dates and distribute workshop notices.

Thank you in advance for your assistance in getting the word out for the NextGen Bus Plan public workshops. If you have any questions, please contact me directly at 213-922-5644 or [CalixR@metro.net](mailto:CalixR@metro.net).

Sincerely,

Robert Cáliz  
Senior Manager  
Los Angeles County Metropolitan Transportation Authority

# NEXTGEN Bus Plan



## E-blast:

– Text:

Subject: Join LA Metro for a Workshop Between March 5 to April 4 – Receive a Free TAP Card

**You spoke, we listened. Together we created a better bus system.** Join [LA Metro](#) at any of the 11 public workshops scheduled between March 5 and April 4, 2020 to learn about the proposed bus route changes in the [NextGen Bus Plan](#)! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

\*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit <https://www.metro.net/projects/nextgen/events/> or view the [workshop notice](#) to find a location near you.

Link to image:

<https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png>

A promotional graphic for the NextGen Bus Plan workshops. It features a dark blue background with a white grid pattern and various icons representing transit modes and city landmarks. The text is in white and orange. The Metro logo is in the bottom left corner.

metro.net/nextgen

**Together we created  
a better bus system.**

Public Workshops - Mar. 5 to Apr. 4, 2020

Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

**M** Metro **NEXTGEN  
Bus Plan**

# NEXTGEN Bus Plan



## Website:

– Text:

**You spoke, we listened. Together we created a better bus system.** Join [LA Metro](#) at any of the 11 public workshops scheduled between March 5 and April 4, 2020 to learn about the proposed bus route changes in the [NextGen Bus Plan](#)! Stop in anytime during the scheduled workshop time to meet with Metro staff, learn about the proposed bus plan, and share your thoughts on the proposed route changes.

\*Everyone will receive a free TAP card, while supplies last. We'll also be raffling additional Metro transit passes.

For more information, visit <https://www.metro.net/projects/nextgen/events/> or view the [workshop notice](#) to find a location near you.

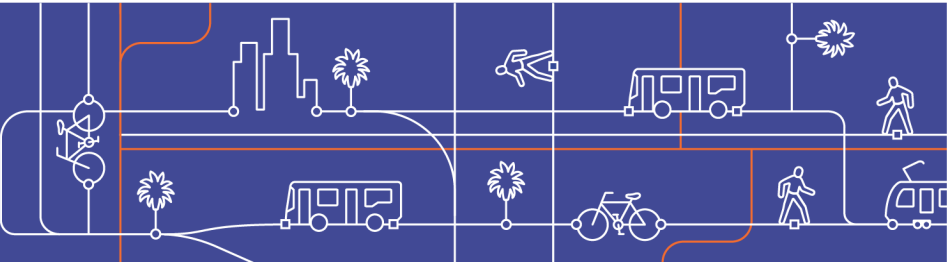
Link to image:

<https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png>





# NEXTGEN Bus Plan



**Facebook:**

– Text:

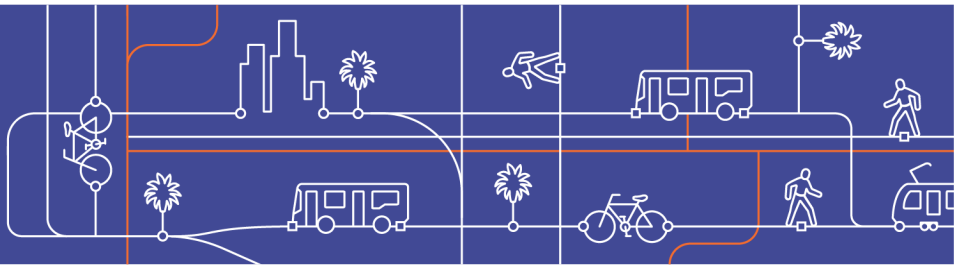
Join @losangelesmetro at any of the 11 public workshops scheduled throughout March to learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! Visit <https://www.metro.net/projects/nextgen/events/> for more information and to find a location near you!

Link to image:

<https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png>



# NEXTGEN Bus Plan



## **Twitter:**

– Text:

Join @metrolosangeles at any of the 11 public workshops scheduled in March to learn about the proposed bus route changes in the NextGen Bus Plan! Receive a free TAP card, while supplies last! More info at <https://www.metro.net/projects/nextgen/events/>

Link to image:

<https://files.constantcontact.com/95c7c82d001/95d86260-4692-413d-83d7-2501ef8e6ca0.png>

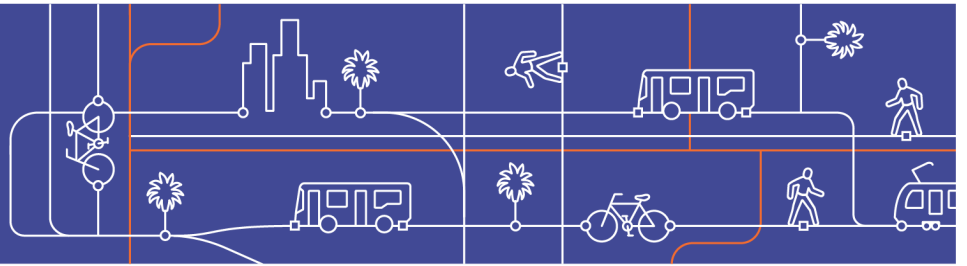
metro.net/nextgen

**Together we created  
a better bus system.**

**Public Workshops - Mar. 5 to Apr. 4, 2020**

Join us at a workshop to receive a free TAP card, while supplies last. We'll also be raffling off additional Metro transit passes.

**M** Metro **NEXTGEN  
Bus Plan**



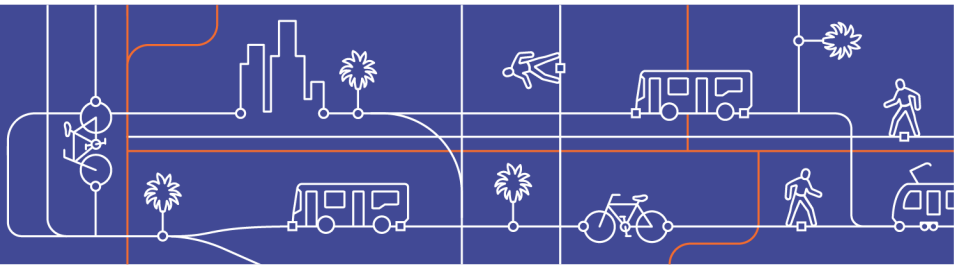
## **Attachment III:**

### **c. Media Toolkit Examples**

**iv.**

Workshops Cancellation Toolkit

# NEXTGEN Bus Plan



Dear Stakeholder,

Out of an abundance of caution, and following the most recent public health guidelines, Metro is cancelling the remainder of the [NextGen Bus Plan](#) in-person public workshops planned in March and April, and transitioning to alternative ways of gathering public input.

Planning for the future of bus service in LA County is still a top focus for our Metro staff so we can provide LA County residents the best possible bus service when this health pandemic passes. Therefore, we would like to request your assistance in helping us notify your community and constituents of the in-person workshop cancellations, as well as the alternate ways the public can still explore the draft plan and provide feedback:

- Please take a moment to explore the [NextGen Virtual Workshop](#). This includes the ability to [explore the full plan](#) using interactive maps and detailed line-by-line descriptions, as well as provide comments.
- Join us for a countywide **Live Webcast and Q&A** on March 31<sup>st</sup> at 6pm or **Telephone Town Hall** on April 1<sup>st</sup> at 6:30pm. For more information on these events, [click here](#).
- Submit your comments via email at [nextgen@metro.net](mailto:nextgen@metro.net)

**The purpose of the following electronic toolkit is to provide you with copy-ready text, graphic options and flyers which will easily allow you to share this information on your platform of choice.** Below are some of the ways that you can help us share this information.

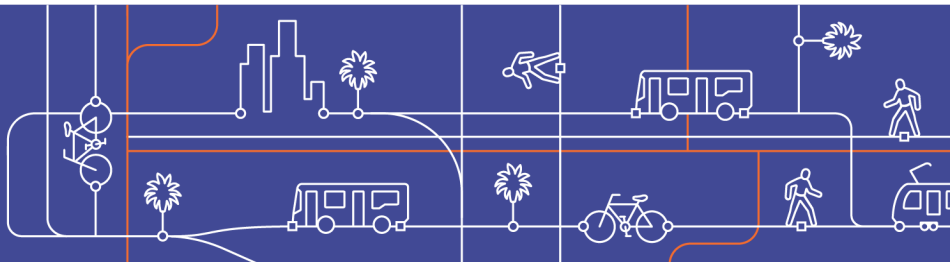
1. **Distribute electronically via email:** Share the included content and graphic with your email contacts.
2. **Post to your website:** Use any of the content provided to post to your homepage, including linking the image to the NextGen website.
3. **Social media posting/sharing:** Use the provided image and suggested post text on your social media profiles (Facebook, Twitter, Instagram, Nextdoor) and share the NextGen website link on your post.
4. **Flyer:** Post or distribute [workshop cancellation flyer](#).

Thank you in advance for your assistance in getting the word out for the cancellation of the NextGen Bus Plan public workshops and alternative ways of gathering public input. If you have any questions, please contact me directly at 213-922-5644 or [CalixR@metro.net](mailto:CalixR@metro.net).

Sincerely,

Robert Calix  
Senior Manager  
Los Angeles County Metropolitan Transportation Authority

# NEXTGEN Bus Plan



## **E-blast/Website:**

Subject: NextGen Workshops Cancelled But Metro Still Needs Your Input!

Out of an abundance of caution, and following the most recent public health guidelines, Metro is cancelling the remainder of the NextGen in-person community workshops planned in March and April, and transitioning to alternative ways of gathering public input. Planning for the future of bus service in LA County is still a top focus for Metro staff so they can provide LA County residents the best possible bus service when this health pandemic passes. Metro still need your input to keep this important project moving forward.

- Please take a moment to explore the [NextGen Virtual Workshop](#). This includes the ability to [explore the full plan](#) using interactive maps and detailed line-by-line descriptions, as well as provide comments.
- Join us for a countywide **Live Webcast and Q&A** on March 31<sup>st</sup> at 6pm or **Telephone Town Hall** on April 1<sup>st</sup> at 6:30pm. For more information on these events, [click here](#).
- Submit your comments via email at [nextgen@metro.net](mailto:nextgen@metro.net)

For more information on these events and access to the workshop information, please visit:  
<https://bit.ly/2xJfwLk>.

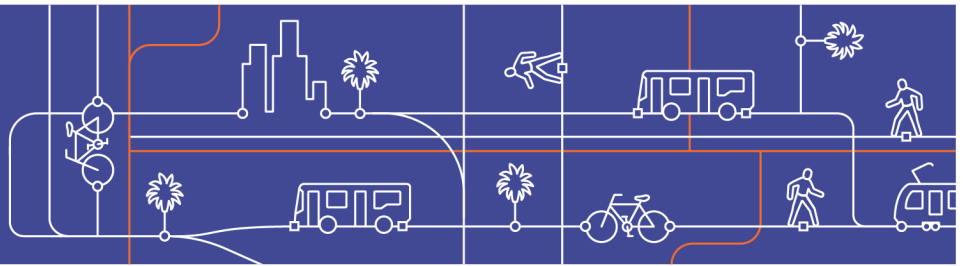
[Please scroll down for image.]

## **Social Media (Facebook, Twitter, Instagram, etc.):**

All remaining NextGen Bus Plan community workshops have been cancelled – but Metro still wants your input! Check out how metro is transitioning to alternative ways of gathering public input:  
<https://bit.ly/2xJfwLk>

[Please scroll down for image.]

# NEXTGEN Bus Plan



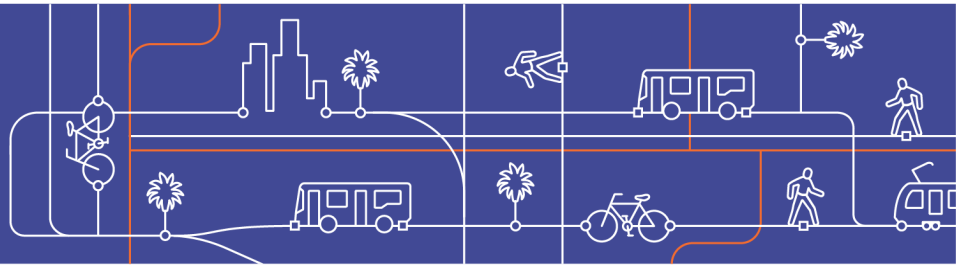
## Link to Image

<https://files.constantcontact.com/95c7c82d001/30b3eb03-58ea-41ce-8e84-9b3de7c6d41a.png>

## Image

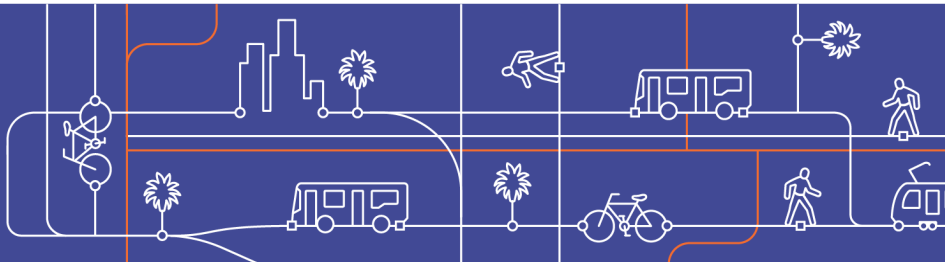


# NEXTGEN Bus Plan



## Attachment III: d. Earned Media

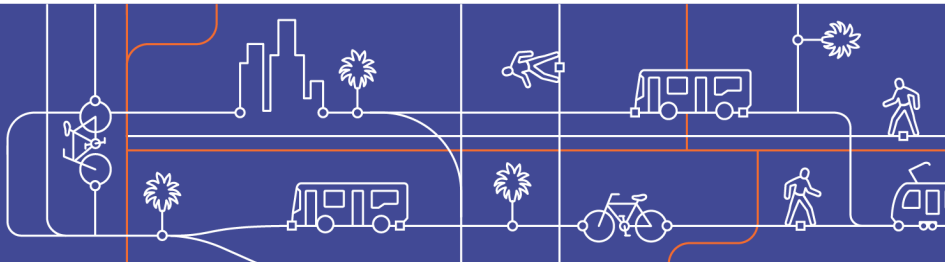
# NEXTGEN Bus Plan



NextGen Bus Plan Workshops Earned Media - Twitter				
Individual/Organization	User Type	Link	Date of Post	Details
numble	Individual	<a href="https://twitter.com/numble/status/1215798487159377920">https://twitter.com/numble/status/1215798487159377920</a>	1/10/2020	Link to and pictures of NextGen service plan
Carter Rubin	Individual	<a href="https://twitter.com/CarterRubin/status/1217155291118047232">https://twitter.com/CarterRubin/status/1217155291118047232</a>	1/14/2020	Link to Metro's public review of first service plan
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1217540234503581696">https://twitter.com/KennyUong/status/1217540234503581696</a>	1/15/2020	Photo of NextGen meeting poster
Peter Haderlein	Individual	<a href="https://twitter.com/phaderlein/status/1217600350040948737">https://twitter.com/phaderlein/status/1217600350040948737</a>	1/15/2020	Link to LA Time's Article
RangerRick	Individual	<a href="https://twitter.com/sacreole/status/1217505739079471104">https://twitter.com/sacreole/status/1217505739079471104</a>	1/15/2020	Link to Mass Transit's Article
Transportation Management & Design, Inc.	Company/Organization	<a href="https://twitter.com/TMDinc/status/1217545596073996288">https://twitter.com/TMDinc/status/1217545596073996288</a>	1/15/2020	Link to Curbed LA's Article
WHAM Rail	Company/Organization	<a href="https://twitter.com/WHAMRAIL/status/1217553394560167936">https://twitter.com/WHAMRAIL/status/1217553394560167936</a>	1/15/2020	Link to NextGen study; info for Plummer Park (2/12) workshop
Josh Beckerman	Individual	<a href="https://twitter.com/BeckermanJosh/status/1217923808855756800">https://twitter.com/BeckermanJosh/status/1217923808855756800</a>	1/16/2020	Link to The Source's NextGen Bus Plan Article
Mass Transit magazine	Company/Organization	<a href="https://twitter.com/MassTransitmag/status/1217854271443603457">https://twitter.com/MassTransitmag/status/1217854271443603457</a>	1/16/2020	Link to Mass Transit's Article
Urbanize.LA	Company/Organization	<a href="https://twitter.com/UrbanizeLA/status/1217884491160674304">https://twitter.com/UrbanizeLA/status/1217884491160674304</a>	1/16/2020	Link to Urbanize LA's Article
Winsome Appraisal Group	Company/Organization	<a href="https://twitter.com/jrealityla/status/1218742459347304448">https://twitter.com/jrealityla/status/1218742459347304448</a>	1/17/2020	Link to Urbanize LA's Article
Dream Home Agent	Company/Organization	<a href="https://twitter.com/jrealityla/status/1218742459347304448">https://twitter.com/jrealityla/status/1218742459347304448</a>	1/18/2020	Link to Urbanize LA's Article
WTS Los Angeles	Company/Organization	<a href="https://twitter.com/WTSLosAngeles/status/1219306097271504896">https://twitter.com/WTSLosAngeles/status/1219306097271504896</a>	1/20/2020	Link to Urbanize LA's Article
Jared Rimer	Individual	<a href="https://twitter.com/jrimer2008/status/1220069005701959680">https://twitter.com/jrimer2008/status/1220069005701959680</a>	1/22/2020	Link to The Source's NextGen Board Meeting Article
Carlos Granda	Reporter	<a href="https://twitter.com/abc7carlos/status/1220511491545108480">https://twitter.com/abc7carlos/status/1220511491545108480</a>	1/23/2020	Photo of NextGen Bus Plan proposal
KFI AM 640	Company/Organization	<a href="https://twitter.com/KFIAM640/status/1220519122813030401">https://twitter.com/KFIAM640/status/1220519122813030401</a>	1/23/2020	Link to iHeart's Article
LarchmontBuzz	Company/Organization	<a href="https://twitter.com/LarchmontBuzz/status/1220445756559187980">https://twitter.com/LarchmontBuzz/status/1220445756559187980</a>	1/23/2020	Link to LarchmontBuzz's Article
Mayor Eric Garcetti	Elected Official	<a href="https://twitter.com/MayorOfLA/status/1220459576354660352">https://twitter.com/MayorOfLA/status/1220459576354660352</a>	1/23/2020	Link to press release
The Patriot	Company/Organization	<a href="https://twitter.com/PatriotAM1150/status/1220438035927633921">https://twitter.com/PatriotAM1150/status/1220438035927633921</a>	1/23/2020	Link to iHeart's Article
StreetsblogLA	Blog	<a href="https://twitter.com/StreetsblogLA/status/1221961643212460032">https://twitter.com/StreetsblogLA/status/1221961643212460032</a>	1/27/2020	Link to StreetsBlog LA's Article
Big Blue Bus	Company/Organization	<a href="https://twitter.com/SMBigBlueBus/status/1222248224951500800">https://twitter.com/SMBigBlueBus/status/1222248224951500800</a>	1/28/2020	Link to workshop info
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1222311295078133760">https://twitter.com/KennyUong/status/1222311295078133760</a>	1/28/2020	Information for LATT (2/1) workshop

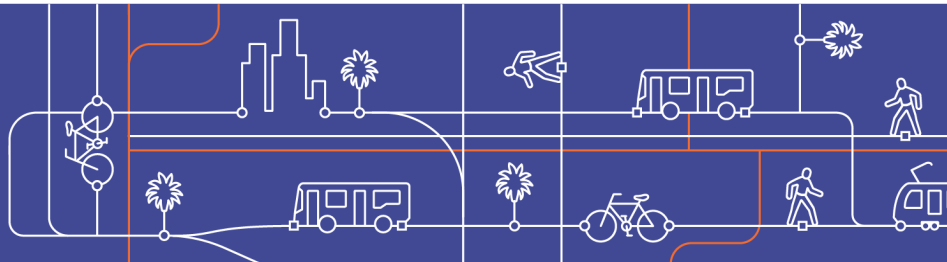


# NEXTGEN Bus Plan



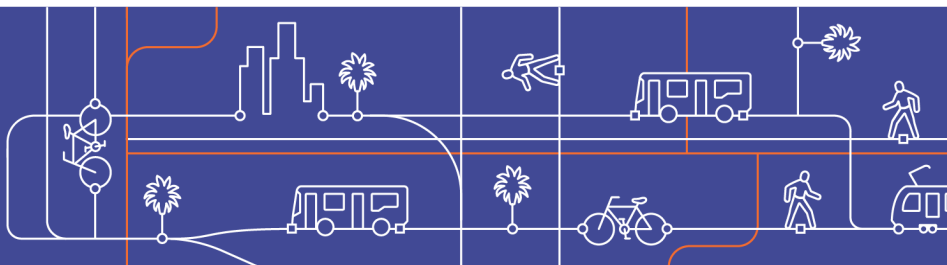
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1223038244683571201">https://twitter.com/KennyUong/status/1223038244683571201</a>	1/30/2020	Excitement for more frequent service on Line 166
Angel City Buzz	Company/Organization	<a href="https://twitter.com/AngelCityBuzz/status/1223370760430837760">https://twitter.com/AngelCityBuzz/status/1223370760430837760</a>	1/31/2020	Link to StreetsBlog LA's Article
Crenshaw/LAX Rail	Company/Organization	<a href="https://twitter.com/crenshawrail/status/1223462499137310720">https://twitter.com/crenshawrail/status/1223462499137310720</a>	1/31/2020	Link to workshop info
Innovative TDM	Company/Organization	<a href="https://twitter.com/innovativeTDM/status/1223308735902294016">https://twitter.com/innovativeTDM/status/1223308735902294016</a>	1/31/2020	Link to LA Daily News' Article
Ken Zatarain	Individual	<a href="https://twitter.com/KenZatarain/status/1223399977528877056">https://twitter.com/KenZatarain/status/1223399977528877056</a>	1/31/2020	Link to StreetsBlog LA's Article
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1223402040149209089">https://twitter.com/KennyUong/status/1223402040149209089</a>	1/31/2020	Excitement for new Line 94 route
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1223154066693378054">https://twitter.com/KennyUong/status/1223154066693378054</a>	1/31/2020	Concern for cancellation of Line 96
StreetsblogLA	Blog	<a href="https://twitter.com/StreetsblogLA/status/1223368111568519173">https://twitter.com/StreetsblogLA/status/1223368111568519173</a>	1/31/2020	Link to blog post with list of workshops and plan overview
Frankie J. Valens	Individual	<a href="https://twitter.com/Frankie_J_1224/status/1223530585341083648">https://twitter.com/Frankie_J_1224/status/1223530585341083648</a>	2/1/2020	Concern over losing Line 218
Investing in Place	Company/Organization	<a href="https://twitter.com/InvestinPlace/status/1224855400450682881">https://twitter.com/InvestinPlace/status/1224855400450682881</a>	2/1/2020	Link to interactive map plan
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1223830036727259136">https://twitter.com/KennyUong/status/1223830036727259136</a>	2/1/2020	Comparing current commute to NextGen commute
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/122377361776783360">https://twitter.com/KennyUong/status/122377361776783360</a>	2/1/2020	Photo from LATTTC (2/1) workshop
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1223744517343301632">https://twitter.com/KennyUong/status/1223744517343301632</a>	2/1/2020	Link to interactive map plan
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223694239759912960">https://twitter.com/MoveLATransit/status/1223694239759912960</a>	2/1/2020	Photo of Conan and mapping tools
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223694246210756608">https://twitter.com/MoveLATransit/status/1223694246210756608</a>	2/1/2020	Photo of mapping tools
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223694252930002944">https://twitter.com/MoveLATransit/status/1223694252930002944</a>	2/1/2020	Photo of mapping tools
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223694260643348480">https://twitter.com/MoveLATransit/status/1223694260643348480</a>	2/1/2020	Photo of mapping tools
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223694268407021570">https://twitter.com/MoveLATransit/status/1223694268407021570</a>	2/1/2020	Photo of online survey
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223696462355132417">https://twitter.com/MoveLATransit/status/1223696462355132417</a>	2/1/2020	Photos of maps and people at the workshop
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223697069761683456">https://twitter.com/MoveLATransit/status/1223697069761683456</a>	2/1/2020	Photos of boards at workshop

# NEXTGEN Bus Plan



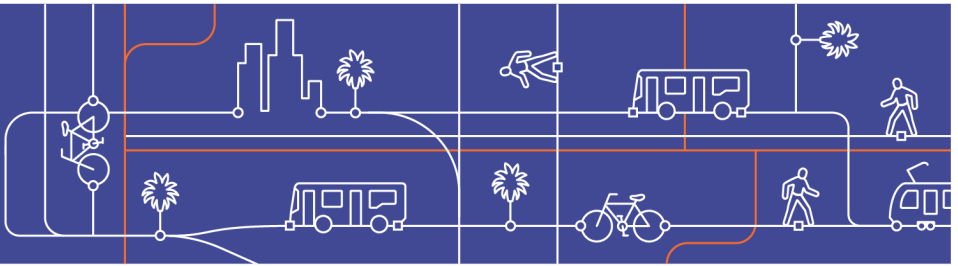
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223697718243024896">https://twitter.com/MoveLATransit/status/1223697718243024896</a>	2/1/2020	Photos of boards at workshop
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1223698368154570752">https://twitter.com/MoveLATransit/status/1223698368154570752</a>	2/1/2020	Photo of board at workshops
yaya	Individual	<a href="https://twitter.com/yayalala/status/1223763652399923200">https://twitter.com/yayalala/status/1223763652399923200</a>	2/1/2020	Link to StreetsBlog LA's Article
Go Active LB	Company/Organization	<a href="https://twitter.com/GoActiveLB/status/1224408696836390912">https://twitter.com/GoActiveLB/status/1224408696836390912</a>	2/3/2020	Link to workshop information - San Pedro (2/4) & Paramount (2/13)
Jared Rimer	Individual	<a href="https://twitter.com/jrimer2008/status/1224573431837941760">https://twitter.com/jrimer2008/status/1224573431837941760</a>	2/3/2020	Link to The Source's NextGen article
Karen Macias	Local Government	<a href="https://twitter.com/kmacfromla/status/1224464309318668288">https://twitter.com/kmacfromla/status/1224464309318668288</a>	2/3/2020	Photo from workshop
Allegra Geller	Individual	<a href="https://twitter.com/allegra_geller/status/1224864090905931776">https://twitter.com/allegra_geller/status/1224864090905931776</a>	2/4/2020	Hoping for improvement of Line 456
Investing in Place	Company/Organization	<a href="https://twitter.com/InvestinPlace/status/1224855400450682881">https://twitter.com/InvestinPlace/status/1224855400450682881</a>	2/4/2020	Link to NextGen Bus Plan
Kira Durbin	Resident	<a href="https://twitter.com/KiraDurbin/status/1224828289610665986">https://twitter.com/KiraDurbin/status/1224828289610665986</a>	2/4/2020	Link to workshop info
Sherman Oaks Neighborhood Council	Local Government	<a href="https://twitter.com/shermanoaks_nc/status/1224787313420455937">https://twitter.com/shermanoaks_nc/status/1224787313420455937</a>	2/4/2020	Photo of workshop information
The Greater Toluca Lake Neighborhood Council	Local Government	<a href="https://twitter.com/GTLNC/status/1224910531913506817">https://twitter.com/GTLNC/status/1224910531913506817</a>	2/4/2020	Information for Van Nuys (2/5) workshop
Warner Connects	Company/Organization	<a href="https://twitter.com/WarnerConnects/status/1224842383835029504">https://twitter.com/WarnerConnects/status/1224842383835029504</a>	2/4/2020	Link to workshop info
Big Blue Bus	Company/Organization	<a href="https://twitter.com/SMBigBlueBus/status/1225218835093082116">https://twitter.com/SMBigBlueBus/status/1225218835093082116</a>	2/5/2020	Info for Plummer Park (2/12) workshop; Link to NextGen Bus Plan
Supervisor Kathryn Barger	LA County Board Chair	<a href="https://twitter.com/kathrynbarger/status/1225129935561318405">https://twitter.com/kathrynbarger/status/1225129935561318405</a>	2/5/2020	Link to workshop info
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1225592873552203776">https://twitter.com/MoveLATransit/status/1225592873552203776</a>	2/6/2020	Screenshots of cutsheets
Transportation Management & Design, Inc.	Company/Organization	<a href="https://twitter.com/TMDinc/status/1225564661208297472">https://twitter.com/TMDinc/status/1225564661208297472</a>	2/6/2020	Link to interactive map plan
Carter Rubin	Individual	<a href="https://twitter.com/CarterRubin/status/1225843970086825984">https://twitter.com/CarterRubin/status/1225843970086825984</a>	2/7/2020	Screenshots of cutsheets
Damien Newton	Individual	<a href="https://twitter.com/DamienTypes/status/1225902650631192576">https://twitter.com/DamienTypes/status/1225902650631192576</a>	2/7/2020	Link to StreetsBlog LA's Article
Dan Wentzel	Individual	<a href="https://twitter.com/danwentzel/status/1225849330793205760">https://twitter.com/danwentzel/status/1225849330793205760</a>	2/7/2020	Photo of NextGen Line 180
StreetsblogLA	Blog	<a href="https://twitter.com/StreetsblogLA/status/1225904995821686784">https://twitter.com/StreetsblogLA/status/1225904995821686784</a>	2/7/2020	Link to blog post with interview
Nathan Pope	Individual	<a href="https://twitter.com/npope32/status/1226312362107367424">https://twitter.com/npope32/status/1226312362107367424</a>	2/8/2020	Hoping NextGen will fix current issue: multiple buses arriving at the same station at the same time
Eli Lipman	Individual	<a href="https://twitter.com/eliipmen/status/1227020928292229121">https://twitter.com/eliipmen/status/1227020928292229121</a>	2/10/2020	Photo of car card inside the bus

# NEXTGEN Bus Plan



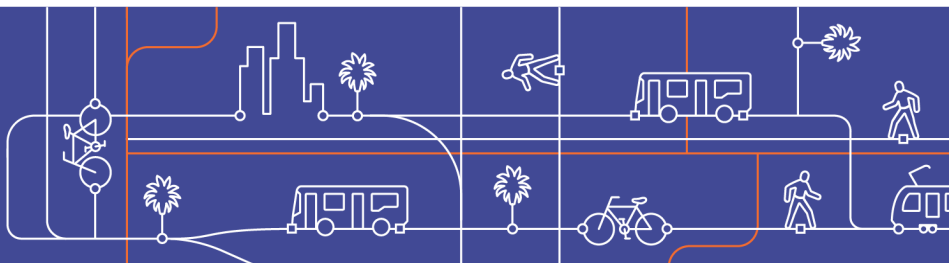
Metro Connector	Company/Organization	<a href="https://twitter.com/MetroConnector/status/1227056762156539904">https://twitter.com/MetroConnector/status/1227056762156539904</a>	2/10/2020	Photos of El Monte (2/10) workshop
JimRockaway	Individual	<a href="https://twitter.com/JimRockaway/status/1227226788180496384">https://twitter.com/JimRockaway/status/1227226788180496384</a>	2/11/2020	Link to The Source's NextGen article
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1227289431658225664">https://twitter.com/KennyUong/status/1227289431658225664</a>	2/11/2020	Concern over replacement of Line 167 for Line 158
AllOnBoardCoalition	Company/Organization	<a href="https://twitter.com/AOBCoalition/status/1227745225205940224">https://twitter.com/AOBCoalition/status/1227745225205940224</a>	2/12/2020	Photos of Plummer Park (2/12) workshop
Dan Wentzel	Individual	<a href="https://twitter.com/danwentzel/status/1227824086199328768">https://twitter.com/danwentzel/status/1227824086199328768</a>	2/12/2020	Link to NextGen Bus Plan, Praise for Plummer Park (2/12) workshop
WHAM Rail	Company/Organization	<a href="https://twitter.com/WHAMRAIL/status/1227742258201448450">https://twitter.com/WHAMRAIL/status/1227742258201448450</a>	2/12/2020	Photo of All On Board Coalition's table at Plummer Park (2/12) workshop
GoSaMo TMO	Company/Organization	<a href="https://twitter.com/AskGoSaMo/status/1228031351313649666">https://twitter.com/AskGoSaMo/status/1228031351313649666</a>	2/13/2020	Link to workshop info
Jane Castillo Realtor	Individual	<a href="https://twitter.com/janeyourrealtor/status/1228093154727022595">https://twitter.com/janeyourrealtor/status/1228093154727022595</a>	2/13/2020	Link to Pasadena (2/20) workshop info
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1228851415889539072">https://twitter.com/KennyUong/status/1228851415889539072</a>	2/15/2020	Concern over NextGen Bus Plan cancelling Line 96
LarchmontBuzz	Company/Organization	<a href="https://twitter.com/LarchmontBuzz/status/1229855973549850624">https://twitter.com/LarchmontBuzz/status/1229855973549850624</a>	2/18/2020	Link to NextGen article on LarchmontBuzz
Pasadena DOT	Local Government	<a href="https://twitter.com/PasadenaDOT/status/1229909276782579712">https://twitter.com/PasadenaDOT/status/1229909276782579712</a>	2/18/2020	Toolkit information
Southern California Association of Governments	Company/Organization	<a href="https://twitter.com/SCAGnews/status/1229883389798440960">https://twitter.com/SCAGnews/status/1229883389798440960</a>	2/18/2020	Link to workshop info
City of Bell Gardens	Local Government	<a href="https://twitter.com/bellgardenscity/status/1230170346877095936">https://twitter.com/bellgardenscity/status/1230170346877095936</a>	2/19/2020	Link to workshop info
City of Pasadena	Local Government	<a href="https://twitter.com/PasadenaGov/status/1230305575516418048">https://twitter.com/PasadenaGov/status/1230305575516418048</a>	2/19/2020	Toolkit information
Pasadena Complete Streets Coalition	Company/Organization	<a href="https://twitter.com/PasadenaCSC/status/1230382158897745920">https://twitter.com/PasadenaCSC/status/1230382158897745920</a>	2/19/2020	Link to workshop info
c.law	Individual	<a href="https://twitter.com/claw789/status/1230652167939215360">https://twitter.com/claw789/status/1230652167939215360</a>	2/20/2020	Image of NextGen Bus Plan poster from workshop
Henry Fung	Individual	<a href="https://twitter.com/calwatch/status/1230651839147724800">https://twitter.com/calwatch/status/1230651839147724800</a>	2/20/2020	Photo of Pasadena (2/20) workshop
Pasadena DOT	Local Government	<a href="https://twitter.com/PasadenaDOT/status/1230558268881174534">https://twitter.com/PasadenaDOT/status/1230558268881174534</a>	2/20/2020	Link to workshop info
Sustainable Transportation & Livable Communities	Company/Organization	<a href="https://twitter.com/uwmst/status/1229936163366023169">https://twitter.com/uwmst/status/1229936163366023169</a>	2/20/2020	Link to SmartCitiesDive's Article
SystemsChange4CALIF	Company/Organization	<a href="https://twitter.com/SystemsChange4C/status/1230585483513647104">https://twitter.com/SystemsChange4C/status/1230585483513647104</a>	2/20/2020	Info for CALIaFC (3/17) workshop
Joseph White	Individual	<a href="https://twitter.com/JosephW57325287/status/1231060873730347008">https://twitter.com/JosephW57325287/status/1231060873730347008</a>	2/21/2020	Information for LA Metro HQ (2/22) workshop info

# NEXTGEN Bus Plan



Pasadena Now	News Media	<a href="https://twitter.com/ePasadenaNow/status/1230862375131074560">https://twitter.com/ePasadenaNow/status/1230862375131074560</a>	2/21/2020	Link to article
Alex Amadeo	Individual	<a href="https://twitter.com/agamadeo/status/1231295104268165120">https://twitter.com/agamadeo/status/1231295104268165120</a>	2/22/2020	Link to NextGen Bus Plan
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1231311811904884736">https://twitter.com/KennyUong/status/1231311811904884736</a>	2/22/2020	Photos from LA Metro HQ (2/22) workshop
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1231315017728872449">https://twitter.com/KennyUong/status/1231315017728872449</a>	2/22/2020	Photo of map comments from LA Metro HQ (2/22) workshop
StreetsblogLA	Company/Organization	<a href="https://twitter.com/StreetsblogLA/status/1232030519467970560">https://twitter.com/StreetsblogLA/status/1232030519467970560</a>	2/24/2020	Link to Human Transit's Article
City of Bell	Local Government	<a href="https://twitter.com/CityofBell/status/1232375868451741697">https://twitter.com/CityofBell/status/1232375868451741697</a>	2/25/2020	Info for Bell Meeting; Link to City of Bell Instagram Post
Jordan Fraade	Individual	<a href="https://twitter.com/schadenfraade/status/1232391489721794562">https://twitter.com/schadenfraade/status/1232391489721794562</a>	2/25/2020	Photo of NextGen Comment
Laura Nelson	News Media	<a href="https://twitter.com/laura_nelson/status/1232394952954372096">https://twitter.com/laura_nelson/status/1232394952954372096</a>	2/25/2020	Photo of Capital Improvements handout
Mehmet Berker	Individual	<a href="https://twitter.com/mehmetikberker/status/1232436912293433345">https://twitter.com/mehmetikberker/status/1232436912293433345</a>	2/25/2020	Advocating for a NextGen tool that would allow one to see how changing routes affects the overall budget
City of Lawndale	Local Government	<a href="https://twitter.com/CityofLawndale/status/1233191066960048132">https://twitter.com/CityofLawndale/status/1233191066960048132</a>	2/27/2020	Link to NextGen Bus Plan
Alfonso Directo Jr.	Individual	<a href="https://twitter.com/Alfonso_Directo/status/1233447400213073920">https://twitter.com/Alfonso_Directo/status/1233447400213073920</a>	2/28/2020	Suggestion to invest more money to make Metro Fare-Free like in Luxembourg
mark vallianatos	Individual	<a href="https://twitter.com/markvalli/status/1233449958621057025">https://twitter.com/markvalli/status/1233449958621057025</a>	2/28/2020	Link to NextGen Bus Plan; photo of Take One on bus
mark vallianatos	Individual	<a href="https://twitter.com/markvalli/status/1233450795628027904">https://twitter.com/markvalli/status/1233450795628027904</a>	2/28/2020	Photo of Line 83 changing to Line 182
City of Norwalk	Local Government	<a href="https://twitter.com/CityofNorwalkCA/status/1234583301677080576">https://twitter.com/CityofNorwalkCA/status/1234583301677080576</a>	3/2/2020	Info for Norwalk (3/5) Workshop
City of San Gabriel	Local Government	<a href="https://twitter.com/SanGabrielCity/status/1234565363926364160">https://twitter.com/SanGabrielCity/status/1234565363926364160</a>	3/2/2020	Link to workshop info
City of San Gabriel	Local Government	<a href="https://twitter.com/SanGabrielCity/status/1234565363926364160">https://twitter.com/SanGabrielCity/status/1234565363926364160</a>	3/2/2020	Link to workshop info; Info for San Gabriel (3/11) Workshop
Sean	Individual	<a href="https://twitter.com/seaninorbit/status/1234864541978132481">https://twitter.com/seaninorbit/status/1234864541978132481</a>	3/3/2020	Advocating for bus only lanes for 232
Antaira Technologies	Company/Organization	<a href="https://twitter.com/AntairaTech/status/1235224776274300928">https://twitter.com/AntairaTech/status/1235224776274300928</a>	3/4/2020	Link to Mass Transit's Article
City of Bell Gardens	Local Government	<a href="https://twitter.com/bellgardenscity/status/1235409955873669121">https://twitter.com/bellgardenscity/status/1235409955873669121</a>	3/4/2020	Into for Norwalk (3/5) Workshop
ADA 25 & Beyond!	Company/Organization	<a href="https://twitter.com/ada25celebrate/status/1235816093878386688">https://twitter.com/ada25celebrate/status/1235816093878386688</a>	3/5/2020	Link to StreetsBlog LA's Article
Angel City Buzz	Company/Organization	<a href="https://twitter.com/Angel_City_Buzz/status/1235670432549720064">https://twitter.com/Angel_City_Buzz/status/1235670432549720064</a>	3/5/2020	Link to StreetsBlog LA's Article

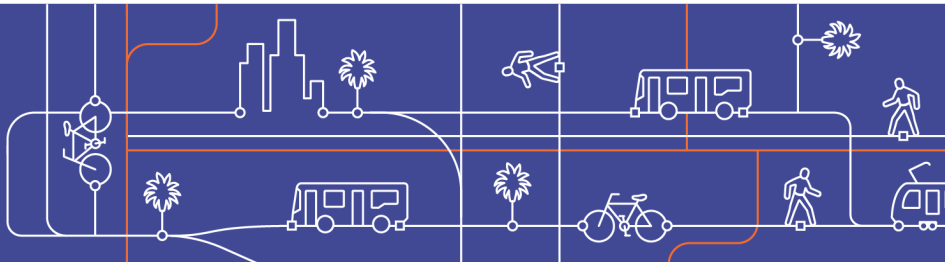
# NEXTGEN Bus Plan



MyTransit LA	Company/Organization	<a href="https://twitter.com/MyTransit_LA/status/1235854165131137024">https://twitter.com/MyTransit_LA/status/1235854165131137024</a>	3/5/2020	Link to StreetsBlog LA's Article
StreetsblogLA	Company/Organization	<a href="https://twitter.com/StreetsblogLA/status/1235668869911474176">https://twitter.com/StreetsblogLA/status/1235668869911474176</a>	3/5/2020	Link to StreetsBlog LA's Article
Grace PhD	Individual	<a href="https://twitter.com/gspeng/status/1236329822428643330">https://twitter.com/gspeng/status/1236329822428643330</a>	3/7/2020	Believes bus lanes would help with core areas in LA
Councilmember John Lee	Elected Official	<a href="https://twitter.com/CD12LA/status/1237081525772005378">https://twitter.com/CD12LA/status/1237081525772005378</a>	3/9/2020	Information for Chatsworth (3/12) Workshop
quagmire of bullshit	Individual	<a href="https://twitter.com/unwittingpawns/status/1237188689136099330">https://twitter.com/unwittingpawns/status/1237188689136099330</a>	3/9/2020	Link to StreetsBlog LA's Article
Asian Youth Center	Company/Organization	<a href="https://twitter.com/AYC100/status/1237438481527443461">https://twitter.com/AYC100/status/1237438481527443461</a>	3/10/2020	Details for AYC (3/11) Workshop
City of Rosemead	Local Government	<a href="https://twitter.com/CityofRosemead/status/1237771435721904128">https://twitter.com/CityofRosemead/status/1237771435721904128</a>	3/11/2020	Details for AYC (3/11) Workshop
Jared Rimer	Individual	<a href="https://twitter.com/jrimer2008/status/1238412121475395584">https://twitter.com/jrimer2008/status/1238412121475395584</a>	3/13/2020	Link to The Source's Article
numble	Individual	<a href="https://twitter.com/numble/status/1238663828469997569">https://twitter.com/numble/status/1238663828469997569</a>	3/13/2020	NextGen Bus Plan facts
Jared Rimer	Individual	<a href="https://twitter.com/jrimer2008/status/1238832398239813634">https://twitter.com/jrimer2008/status/1238832398239813634</a>	3/14/2020	Workshop update - All Cancelled
MyTransit LA	Company/Organization	<a href="https://twitter.com/MyTransit_LA/status/1238977543270694917">https://twitter.com/MyTransit_LA/status/1238977543270694917</a>	3/14/2020	Cancelled workshops, link to The Source article
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1239399321168048130">https://twitter.com/KennyUong/status/1239399321168048130</a>	3/15/2020	Info of Line 460 change
Kenny Uong	Individual	<a href="https://twitter.com/KennyUong/status/1239399321168048130">https://twitter.com/KennyUong/status/1239399321168048130</a>	3/15/2020	Information about Line 460 proposal
Move LA	Company/Organization	<a href="https://twitter.com/movelatransit/status/1241058827635589120?s=11">https://twitter.com/movelatransit/status/1241058827635589120?s=11</a>	3/20/2020	Webcast information
Move LA	Company/Organization	<a href="https://twitter.com/MoveLATransit/status/1241058828910645249">https://twitter.com/MoveLATransit/status/1241058828910645249</a>	3/20/2020	Webcast information

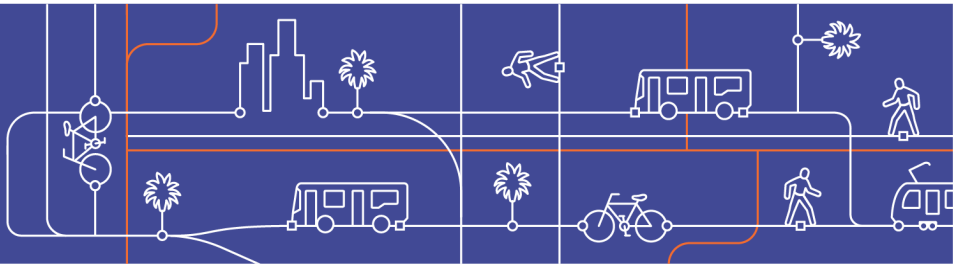
NextGen Bus Plan Workshops Earned Media - Facebook					
Individual/Organization	User Type	Post Type	Link	Date of Post	Details
Al Uribe	Individual	Photo	<a href="https://www.facebook.com/groups/266472560543174/permalink/763197737537318/">https://www.facebook.com/groups/266472560543174/permalink/763197737537318/</a>	2/12/2020	Photo of Line 685 change
Altadna Safe Streets and Mobility; Altadna Town Council Member - Dorothy Wong	Company / Organization ; Elected Official	Event	<a href="https://www.facebook.com/events/523904311572225/">https://www.facebook.com/events/523904311572225/</a>	2/20/2020	NextGen Bus Plan Workshop Event; Pasadena
Asian Youth Center	Company / Organization	Photo	<a href="https://www.facebook.com/AYC100/photos/a.414431235249336/4204613456231076/">https://www.facebook.com/AYC100/photos/a.414431235249336/4204613456231076/</a>	3/10/20	Details for AYC (3/11) Workshop
City of Agoura Hills	Local Government	Photo	<a href="https://www.facebook.com/CityofAgouraHills/photos/a.107854153953967/178067460265969/">https://www.facebook.com/CityofAgouraHills/photos/a.107854153953967/178067460265969/</a>	1/27/2020	Link to NextGen Bus Plan

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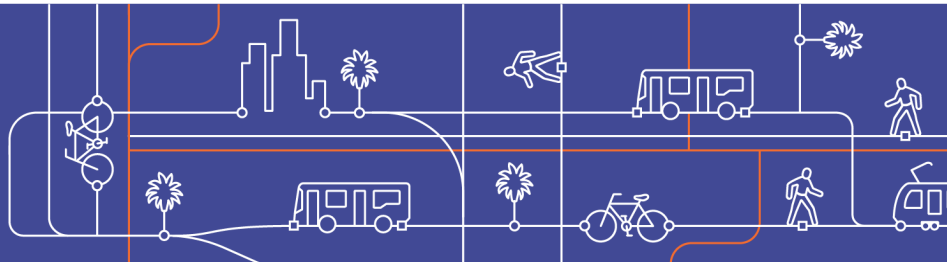
City of Bell	Local Government	Photo	<a href="https://www.facebook.com/bell1927/photos/a.623659624326886/4238766612816151/">https://www.facebook.com/bell1927/photos/a.623659624326886/4238766612816151/</a>	2/25/2020	Photo of Bell (2/25) Workshop Info
City of Bell Gardens	Local Government	Photo	<a href="https://www.facebook.com/113928880010259/photos/a.136944597708687/211902456879567/">https://www.facebook.com/113928880010259/photos/a.136944597708687/211902456879567/</a>	2/24/2020	Photo of Workshop Info
City of Bell Gardens	Local Government	Photo	<a href="https://www.facebook.com/113928880010259/photos/a.136944597708687/211902006879612/">https://www.facebook.com/113928880010259/photos/a.136944597708687/211902006879612/</a>	2/24/2020	Photo of Bell (2/25) Workshop Info
City of Bell Gardens	Local Government	Photo	<a href="https://www.facebook.com/113928880010259/photos/a.136944597708687/211902190212927/">https://www.facebook.com/113928880010259/photos/a.136944597708687/211902190212927/</a>	2/24/2020	Photo of NextGen Bus Plan fact sheet
City of Norwalk	Local Government	Post	<a href="https://www.facebook.com/cityofnorwalkca/photos/a.344347648980881/2813557542059867/?type=3&amp;theater">https://www.facebook.com/cityofnorwalkca/photos/a.344347648980881/2813557542059867/?type=3&amp;theater</a>	3/3/2020	Link to NextGen Bus Plan
City of Pasadena	Local Government	Event	<a href="https://www.facebook.com/events/1486979634794532/">https://www.facebook.com/events/1486979634794532/</a>	2/19/2020	Event page for Pasadena workshop
City of Santa Monica Big Blue Bus	Company / Organization	Photo	<a href="https://www.facebook.com/SMBigBlueBus/photos/a.10151518714624151/10157236996979151/">https://www.facebook.com/SMBigBlueBus/photos/a.10151518714624151/10157236996979151/</a>	2/5/2020	Link to and Photo of Workshop info
City of Signal Hill	Local Government	Photo	<a href="https://www.facebook.com/cityofsignalhill/photos/a.1442875555947617/2632761086959052/">https://www.facebook.com/cityofsignalhill/photos/a.1442875555947617/2632761086959052/</a>	1/22/2020	Link to and Photo of workshop info
Communities Actively Living Independent & Free	Company / Organization	Photo	<a href="https://www.facebook.com/245321175518803/photos/a.270314799686107/2980264835357743/">https://www.facebook.com/245321175518803/photos/a.270314799686107/2980264835357743/</a>	1/28/2020	Photo of Workshop Info
Greater Monterey Park Chamber of Commerce & Visitor Center	Company/Organization	Post	<a href="https://www.facebook.com/search/post/?q=nextgen%20bus&amp;epa=SEARCH_BOX">https://www.facebook.com/search/post/?q=nextgen%20bus&amp;epa=SEARCH_BOX</a>	2/4/2020	Link to NextGen Bus Plan
Greater Toluca Lake Neighborhood Council	Local Government	Photo	<a href="https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156496045396933/?type=3">https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156496045396933/?type=3</a>	1/22/2020	Photo of NextGen Bus Plan Service Plan
Greater Toluca Lake Neighborhood Council	Local Government	Photo	<a href="https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156533803736933/">https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156533803736933/</a>	2/4/2020	Photo of NextGen Bus Plan facts
Hollywood United Neighborhood Council	Local Government	Post	<a href="https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/posts/2539327806115951">https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/posts/2539327806115951</a>	1/10/2020	Link to Workshop info
Hollywood United Neighborhood Council	Local Government	Photo	<a href="https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156533803736933/">https://www.facebook.com/GTLNC/photos/a.10151114910806933/10156533803736933/</a>	1/18/2020	Photo of NextGen Bus Plan FAQ #2
Hollywood United Neighborhood Council	Local Government	Photo	<a href="https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/posts/2555639934484738?">https://www.facebook.com/HollywoodUnitedNeighborhoodCouncil/posts/2555639934484738?</a>	1/18/2020	Photo of NextGen Bus Plan FAQ #1
Jim Burke	Individual	Photo	<a href="https://www.facebook.com/groups/jacksonheights/permalink/10157858830263965/">https://www.facebook.com/groups/jacksonheights/permalink/10157858830263965/</a>	2/11/2020	Photo of Line 204 change
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Stop Consolidation" Board from Workshop
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Comparing the Scenarios" Board from Workshop
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of NextGen Bus Plan info from Workshop

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Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of Canoga Park (2/27) Workshop Info
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Infrastructure Improvements" Board from Workshop
Jose Morales Ambrosy	Individual	Photo		2/27/2020	Photo of "Venice Blvd. Example" Board from Workshop
Kenny Uong	Individual	Photo	<a href="https://www.facebook.com/groups/301274650205909/permalink/1134702113529821/">https://www.facebook.com/groups/301274650205909/permalink/1134702113529821/</a>	2/2/2020	Photo of NextGen Bus Plan t-shirt
Kenny Uong	Individual	Photo	<a href="https://www.facebook.com/groups/301274650205909/permalink/1134702113529821/">https://www.facebook.com/groups/301274650205909/permalink/1134702113529821/</a>	2/2/2020	Photo of NextGen Bus Plan pin
Kira Durbin	Individual	Photo	<a href="https://www.facebook.com/photo.php?fbid=10159147553253942&amp;set=a.10150133702953942">https://www.facebook.com/photo.php?fbid=10159147553253942&amp;set=a.10150133702953942</a>	2/4/2020	Photo of NextGen Bus Plan facts
Lake Balboa Neighborhood Council	Local Government	Photo	<a href="https://www.facebook.com/LakeBalboaNC/photos/p.2709928832376432/2709928832376432/">https://www.facebook.com/LakeBalboaNC/photos/p.2709928832376432/2709928832376432/</a>	1/13/2020	Photo of NextGen Full Network
LATTC	Company / Organization	Photo	<a href="https://www.facebook.com/LATTC/photos/a.288206326189/10156801605901190/">https://www.facebook.com/LATTC/photos/a.288206326189/10156801605901190/</a>	1/28/2020	Photo of LATTC (2/1) Workshop Info
Move LA	Company / Organization	Photo	<a href="https://www.facebook.com/movelatransit/photos/a.392934358584/10157193294648585/?type=3&amp;theater">https://www.facebook.com/movelatransit/photos/a.392934358584/10157193294648585/?type=3&amp;theater</a>	2/6/2020	Photo of Line 79 change to Line 78
Palms Neighborhood Council	Local Government	Photo	<a href="https://www.facebook.com/PalmsNC/photos/a.320314094702/10158118205419703/">https://www.facebook.com/PalmsNC/photos/a.320314094702/10158118205419703/</a>	1/14/2020	Link to The Source's NextGen Bus Plan Article
Pasadena Complete Streets Coalition	Company / Organization	Event	<a href="https://www.facebook.com/events/172546290666199/">https://www.facebook.com/events/172546290666199/</a>	2/20/2020	NextGen Bus Plan Workshop Event; Pasadena
Paul Krekorian	Councilmember	Photo	<a href="https://www.facebook.com/krekorian/photos/a.931031073576131/3059460900733127/">https://www.facebook.com/krekorian/photos/a.931031073576131/3059460900733127/</a>	2/4/2020	Photo of NextGen Bus Plan facts
Providence Community Health Wellness and Activity Center	Company / Organization	Post	<a href="https://www.facebook.com/ProvidenceCommunityHealth/posts/1535116293307753?_tn=-R">https://www.facebook.com/ProvidenceCommunityHealth/posts/1535116293307753?_tn=-R</a>	3/3/2020	Info for Providence (3/7) Workshop; Link to Metro's Event Page
Streets for All	Company / Organization	Event	<a href="https://www.facebook.com/events/179651333301235/">https://www.facebook.com/events/179651333301235/</a>	2/12/2020	NextGen Bus Plan Workshop Event; Plummer Park
UCLA Transportation	Company / Organization	Photo	<a href="https://www.facebook.com/krekorian/photos/a.931031073576131/3059460900733127/">https://www.facebook.com/krekorian/photos/a.931031073576131/3059460900733127/</a>	2/10/2020	Photo of Line 501 change
What's Up In Altadena	Company / Organization	Photo	<a href="https://www.facebook.com/whatsupinaltadena/posts/889062538175927">https://www.facebook.com/whatsupinaltadena/posts/889062538175927</a>	2/6/2020	Link to and Photo of Workshop info
Symar Neighborhood Council	Local Government	Post	<a href="https://www.facebook.com/sylmarnc/posts/3126773677353844">https://www.facebook.com/sylmarnc/posts/3126773677353844</a>	2/19/2020	Link to Curbed LA's article
Asian Youth Center	Company / Organization	Photo	<a href="https://www.facebook.com/AYC100/photos/a.414431235249336/4204613456231076/?type=3&amp;theater">https://www.facebook.com/AYC100/photos/a.414431235249336/4204613456231076/?type=3&amp;theater</a>	3/10/2020	Details for AYC (3/11) Workshop
Kira Durbin	Individual	Post	<a href="https://www.facebook.com/kira.durbin/posts/10159076414688942">https://www.facebook.com/kira.durbin/posts/10159076414688942</a>	1/17/2020	Link to The Source's NextGen Bus Plan Article

# NEXTGEN Bus Plan

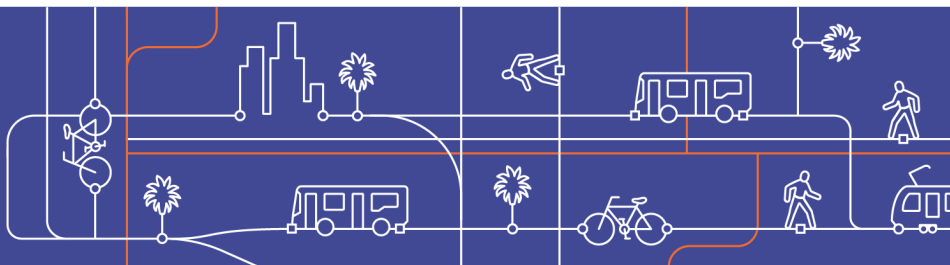


NextGen Bus Plan Workshops Earned Media - Instagram				
Individual/Organization	User Type	Link	Date of Post	Details
La Bus Stops	Company/Organization	<a href="https://www.instagram.com/p/B7M2a3jHB20/">https://www.instagram.com/p/B7M2a3jHB20/</a>	1/11/2020	Photo of NextGen network
FASTLink DTLA	Company/Organization	<a href="https://www.instagram.com/p/B7RcuWQhuF9/">https://www.instagram.com/p/B7RcuWQhuF9/</a>	1/13/2020	Photo of NextGen network
Sherman Oaks Living	Company/Organization	<a href="https://www.instagram.com/p/B8IE7kHA-mz/">https://www.instagram.com/p/B8IE7kHA-mz/</a>	2/3/2020	Photo of Sherman Oaks Area workshop, including NextGen meeting
Kira Durbin	Individual	<a href="https://www.instagram.com/p/B8IE7_5J2rn/">https://www.instagram.com/p/B8IE7_5J2rn/</a>	2/3/2020	Photo of Sherman Oaks Area workshop, including NextGen workshop
Sherman Oaks Living	Company/Organization	<a href="https://www.instagram.com/p/B8KZR1LgA7I/?igshid=2wbmwv9t4ylyg">https://www.instagram.com/p/B8KZR1LgA7I/?igshid=2wbmwv9t4ylyg</a>	2/4/2020	Photo of workshop information
Sherman Oaks Living	Company/Organization	<a href="https://www.instagram.com/p/B8KZR1LgA7I/">https://www.instagram.com/p/B8KZR1LgA7I/</a>	2/4/2020	Photo of NextGen Bus Plan information/facts
Cypress Park NC	Company/Organization	<a href="https://www.instagram.com/p/B8etoziJTib/">https://www.instagram.com/p/B8etoziJTib/</a>	2/12/2020	Photo of changes to Line 28
Altadena Safe Streets	Company/Organization	<a href="https://www.instagram.com/p/B8k9UJsnB_8r/">https://www.instagram.com/p/B8k9UJsnB_8r/</a>	2/15/2020	Photo of Pasadena (2/20) workshop information
Councilmember Dorothy Wong	Individual	<a href="https://www.instagram.com/p/B8k9VikA9CI/">https://www.instagram.com/p/B8k9VikA9CI/</a>	2/15/2020	Photo of Pasadena (2/20) workshop information
Pasadena Complete Streets Coalition	Individual	<a href="https://www.instagram.com/p/B80JsKCBeFB/">https://www.instagram.com/p/B80JsKCBeFB/</a>	2/20/2020	Photo of map comments from Pasadena (2/20) workshop
Bin Lee	Individual	<a href="https://www.instagram.com/p/B8z3XBmg6Ps/">https://www.instagram.com/p/B8z3XBmg6Ps/</a>	2/20/2020	Photo of Pasadena (2/20) workshop
Marc Caraan	Individual	<a href="https://www.instagram.com/p/B84pPRKl68B/">https://www.instagram.com/p/B84pPRKl68B/</a>	2/23/2020	Photos from LA Metro HQ (2/22) workshop
City of Bell	Local Government	<a href="https://www.instagram.com/p/B9ABhOpgdSZ/">https://www.instagram.com/p/B9ABhOpgdSZ/</a>	2/25/2020	Photo of Bell (2/25) workshop information
Asian Youth Center	Company/Organization	<a href="https://www.instagram.com/p/B9j_n8TgGKU/">https://www.instagram.com/p/B9j_n8TgGKU/</a>	3/10/2020	Photo of AYC (3/11) workshop information
The Metropolitan Network	Individual	<a href="https://www.instagram.com/p/B9xtAESnUrE/?igshid=h9mfvvioogx9">https://www.instagram.com/p/B9xtAESnUrE/?igshid=h9mfvvioogx9</a>	3/15/2020	Information about Line 460 changes
The Metropolitan Network	Individual	<a href="https://www.instagram.com/p/B9xn2cwnMrq/">https://www.instagram.com/p/B9xn2cwnMrq/</a>	3/15/2020	Information about Line 460 changes

NextGen Bus Plan Workshops – Metro Social Media				
Source	Post Type	Link	Date of Post	Details
Facebook	Event	<a href="https://www.facebook.com/events/2479176335732767/">https://www.facebook.com/events/2479176335732767/</a>	2/1/2020	NextGen Bus Plan Workshop Event; LATTC
Facebook	Event	<a href="https://www.facebook.com/events/445892372958938/">https://www.facebook.com/events/445892372958938/</a>	2/4/2020	NextGen Bus Plan Workshop Event; San Pedro
Facebook	Event	<a href="https://www.facebook.com/events/437896193763108/">https://www.facebook.com/events/437896193763108/</a>	2/5/2020	NextGen Bus Plan Workshop Event; Van Nuys
Facebook	Event	<a href="https://www.facebook.com/events/1257090294476940/">https://www.facebook.com/events/1257090294476940/</a>	2/10/2020	NextGen Bus Plan Workshop Event; El Monte
Facebook	Event	<a href="https://www.facebook.com/events/527772011156572/">https://www.facebook.com/events/527772011156572/</a>	2/12/2020	NextGen Bus Plan Workshop Event; Plummer Park
Facebook	Event	<a href="https://www.facebook.com/events/1065191063824346/">https://www.facebook.com/events/1065191063824346/</a>	2/13/2020	NextGen Bus Plan Workshop Event; Paramount
Facebook	Event	<a href="https://www.facebook.com/events/2192208477742721/">https://www.facebook.com/events/2192208477742721/</a>	2/19/2020	NextGen Bus Plan Workshop Event; ELAC

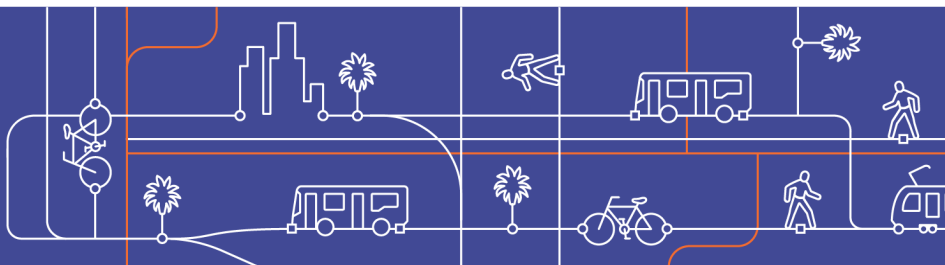


# NEXTGEN Bus Plan



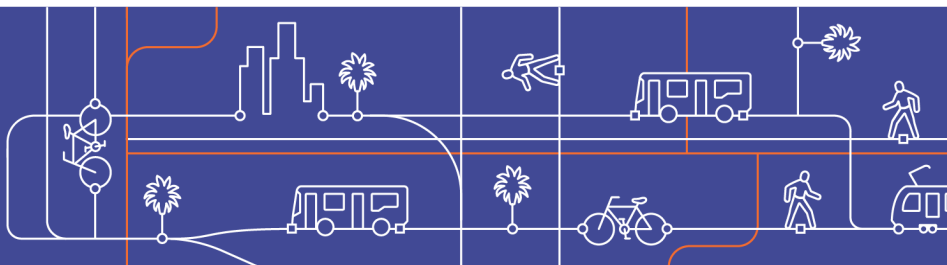
Facebook	Event	<a href="https://www.facebook.com/events/1486979634794532/">https://www.facebook.com/events/1486979634794532/</a>	2/20/2020	NextGen Bus Plan Workshop Event; Pasadena
Facebook	Event	<a href="https://www.facebook.com/events/2574739659412430/">https://www.facebook.com/events/2574739659412430/</a>	2/22/2020	NextGen Bus Plan Workshop Event; Metro HQ
Facebook	Event	<a href="https://www.facebook.com/events/474154263482073/">https://www.facebook.com/events/474154263482073/</a>	2/25/2020	NextGen Bus Plan Workshop Event; Bell
Facebook	Event	<a href="https://www.facebook.com/events/1035251180164343/">https://www.facebook.com/events/1035251180164343/</a>	2/26/2020	NextGen Bus Plan Workshop Event; Foundation Center
Facebook	Event	<a href="https://www.facebook.com/events/474065673307389/">https://www.facebook.com/events/474065673307389/</a>	2/27/2020	NextGen Bus Plan Workshop Event; Canoga Park
Facebook	Event	<a href="https://www.facebook.com/events/197564328100163/">https://www.facebook.com/events/197564328100163/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Norwalk
Facebook	Event	<a href="https://www.facebook.com/events/517560462221999/">https://www.facebook.com/events/517560462221999/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Wilmington
Facebook	Event	<a href="https://www.facebook.com/events/647006392770028/">https://www.facebook.com/events/647006392770028/</a>	2/28/2020	NextGen Bus Plan Workshop Event; San Gabriel
Facebook	Event	<a href="https://www.facebook.com/events/472755450085500/">https://www.facebook.com/events/472755450085500/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Chatsworth
Facebook	Event	<a href="https://www.facebook.com/events/178743436787633/">https://www.facebook.com/events/178743436787633/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Watts Labor Community
Facebook	Event	<a href="https://www.facebook.com/events/632239867528985/">https://www.facebook.com/events/632239867528985/</a>	2/28/2020	NextGen Bus Plan Workshop Event; CALIF
Facebook	Event	<a href="https://www.facebook.com/events/2760044690709587/">https://www.facebook.com/events/2760044690709587/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Burbank
Facebook	Event	<a href="https://www.facebook.com/events/1241387199405184/">https://www.facebook.com/events/1241387199405184/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Pacoima
Facebook	Event	<a href="https://www.facebook.com/events/183845032968165/">https://www.facebook.com/events/183845032968165/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Felicia Mahood Center
Facebook	Event	<a href="https://www.facebook.com/events/221583315670129/">https://www.facebook.com/events/221583315670129/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Malibu
Facebook	Event	<a href="https://www.facebook.com/events/161749361946499/">https://www.facebook.com/events/161749361946499/</a>	2/28/2020	NextGen Bus Plan Workshop Event; Crystal Room
Facebook	Post	<a href="https://www.facebook.com/losangelesmetro/posts/10157977415991763">https://www.facebook.com/losangelesmetro/posts/10157977415991763</a>	2/28/2020	Draft Plan details; link to The Source article
Facebook	Post	<a href="https://www.facebook.com/losangelesmetro/posts/10158067191436763">https://www.facebook.com/losangelesmetro/posts/10158067191436763</a>	2/7/2020	Explore proposed service changes
Facebook	Post	<a href="https://www.facebook.com/losangelesmetro/posts/10157977688021763">https://www.facebook.com/losangelesmetro/posts/10157977688021763</a>	1/10/2020	Spanish post; proposed changes to frequency
Facebook	Post	<a href="https://www.facebook.com/losangelesmetro/posts/10158067565651763">https://www.facebook.com/losangelesmetro/posts/10158067565651763</a>	2/6/2020	Spanish post; link to online tools
Facebook	Post	<a href="https://www.facebook.com/losangelesmetro/posts/10158019753546763">https://www.facebook.com/losangelesmetro/posts/10158019753546763</a>	1/27/2020	Recap of January board meeting; link to The Source
Instagram	Image	<a href="https://www.instagram.com/p/B7KYq38BOrH/">https://www.instagram.com/p/B7KYq38BOrH/</a>	1/10/2020	
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1215808292951224325">https://twitter.com/metrolosangeles/status/1215808292951224325</a>	1/10/2020	Link to The Source's NextGen Bus Plan Article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1216834303239192576">https://twitter.com/metrolosangeles/status/1216834303239192576</a>	1/13/2020	Link to The Source's NextGen Bus Plan Article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1220147383943692289">https://twitter.com/metrolosangeles/status/1220147383943692289</a>	1/22/2020	Link to The Source's NextGen Board Meeting Article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1221851362004209666">https://twitter.com/metrolosangeles/status/1221851362004209666</a>	1/27/2020	Link to The Source's NextGen Board Meeting Recap Article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1222962501349855233">https://twitter.com/metrolosangeles/status/1222962501349855233</a>	1/30/2020	Short NextGen Bus Plan Video
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1223375655762415617">https://twitter.com/metrolosangeles/status/1223375655762415617</a>	1/31/2020	Info for LATT (2/1) Workshop
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1223682355795120128">https://twitter.com/metrolosangeles/status/1223682355795120128</a>	2/1/2020	Photos from LATT (2/1) Workshop

# NEXTGEN Bus Plan

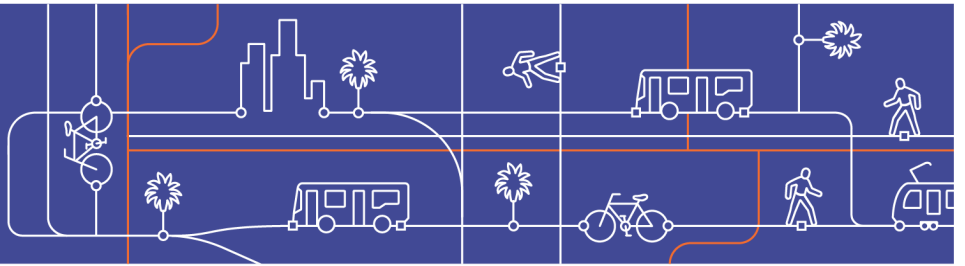


Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1224387825266655232">https://twitter.com/metrolosangeles/status/1224387825266655232</a>	2/3/2020	Link to NextGen Bus Plan
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1224860979034329089">https://twitter.com/metrolosangeles/status/1224860979034329089</a>	2/4/2020	Information for Grand Annex (2/4) workshop; link to NextGen Bus Plan
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1225224997255254018">https://twitter.com/metrolosangeles/status/1225224997255254018</a>	2/5/2020	Picture of AA's employees at Van Nuys (2/5) workshop
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1225568857345028096">https://twitter.com/metrolosangeles/status/1225568857345028096</a>	2/6/2020	Link to The Source's NextGen article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1226644948033904641">https://twitter.com/metrolosangeles/status/1226644948033904641</a>	2/9/2020	Image of Line 204 change
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1226644948033904641">https://twitter.com/metrolosangeles/status/1226644948033904641</a>	2/10/2020	Link to NextGen Bus Plan; Photo of Service Planner from workshop
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1227760888020471808">https://twitter.com/metrolosangeles/status/1227760888020471808</a>	2/12/2020	Link to NextGen Bus Plan, info for Plummer Park (2/12) workshop
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1227717767215886339">https://twitter.com/metrolosangeles/status/1227717767215886339</a>	2/12/2020	Link to The Source's NextGen article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1230300778956353536">https://twitter.com/metrolosangeles/status/1230300778956353536</a>	2/19/2020	Photo from East LA College
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1234539970574110721">https://twitter.com/metrolosangeles/status/1234539970574110721</a>	3/2/2020	NextGen video
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1234539970574110721">https://twitter.com/metrolosangeles/status/1234539970574110721</a>	3/2/2020	Link to NextGen Bus Plan
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1236011919439319040">https://twitter.com/metrolosangeles/status/1236011919439319040</a>	3/6/2020	Photo from Workshop; Info for Wilmington (3/7) workshop
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1236366107105206272">https://twitter.com/metrolosangeles/status/1236366107105206272</a>	3/7/2020	Link to NextGen Bus Plan, Photo from Workshop; Info for Wilmington (3/7) workshop
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1237477828725223424">https://twitter.com/metrolosangeles/status/1237477828725223424</a>	3/10/2020	Link to NextGen Bus Plan
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1238204180264697856">https://twitter.com/metrolosangeles/status/1238204180264697856</a>	3/12/2020	Chatsworth Workshop cancellation info
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1238210033457881088">https://twitter.com/metrolosangeles/status/1238210033457881088</a>	3/12/2020	Workshop update - Webcast
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1238608303158067200">https://twitter.com/metrolosangeles/status/1238608303158067200</a>	3/13/2020	Workshop update - All Cancelled
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1238925395086446592">https://twitter.com/metrolosangeles/status/1238925395086446592</a>	3/14/2020	Link to The Source's Article
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1240752464162414593">https://twitter.com/metrolosangeles/status/1240752464162414593</a>	3/19/2020	Virtual workshop information
Twitter	Post	<a href="https://twitter.com/metrolosangeles/status/1245442076126347267">https://twitter.com/metrolosangeles/status/1245442076126347267</a>	4/1/2020	Update on NextGen Schedule
The Source	Blog	<a href="https://thesource.metro.net/2020/01/22/nextgen-climate-change-free-transit-metro-news-now-jan-22/">https://thesource.metro.net/2020/01/22/nextgen-climate-change-free-transit-metro-news-now-jan-22/</a>	1/22/2020	NextGen Plan Update
The Source	Blog	<a href="https://thesource.metro.net/2020/01/10/frequent-service-plan-released-for-nextgen-bus-plan/">https://thesource.metro.net/2020/01/10/frequent-service-plan-released-for-nextgen-bus-plan/</a>	1/10/2020	Frequent service plan for NextGen Plan
The Source	Blog	<a href="https://thesource.metro.net/2020/03/02/preview-of-march-regional-service-council-meetings/">https://thesource.metro.net/2020/03/02/preview-of-march-regional-service-council-meetings/</a>	3/2/2020	March Regional Service Council Meetings
The Source	Blog	<a href="https://thesource.metro.net/2020/03/12/tonights-nextgen-bus-plan-public-workshop-in-chatsworth-cancelled/?utm_source=dlvr.it&amp;utm_medium=twitter">https://thesource.metro.net/2020/03/12/tonights-nextgen-bus-plan-public-workshop-in-chatsworth-cancelled/?utm_source=dlvr.it&amp;utm_medium=twitter</a>	3/12/2020	Chatsworth Workshop cancellation info
The Source	Blog	<a href="https://thesource.metro.net/2020/02/06/maps-of-bus-routes-are-online-showing-proposed-changes-under-draft-nextgen-bus-plan-public-workshops-underway/">https://thesource.metro.net/2020/02/06/maps-of-bus-routes-are-online-showing-proposed-changes-under-draft-nextgen-bus-plan-public-workshops-underway/</a>	2/6/2020	Online tools and workshop schedule

# NEXTGEN Bus Plan



The Source	Blog	<a href="https://thesource.metro.net/2020/02/03/show-some-love-for-bus-transit-attend-a-service-council-meeting-and-learn-more-about-metros-future-bus-network/?utm_source=dlvr.it&amp;utm_medium=twitter">https://thesource.metro.net/2020/02/03/show-some-love-for-bus-transit-attend-a-service-council-meeting-and-learn-more-about-metros-future-bus-network/?utm_source=dlvr.it&amp;utm_medium=twitter</a>	2/3/2020	February Service Council Meetings
The Source	Blog	<a href="https://thesource.metro.net/2020/01/24/board-meeting-recap-draft-bus-plan-released-for-public-review-and-motion-okd-to-study-free-transit-for-students/">https://thesource.metro.net/2020/01/24/board-meeting-recap-draft-bus-plan-released-for-public-review-and-motion-okd-to-study-free-transit-for-students/</a>	1/23/2020	January Board meeting recap
The Source	Blog	<a href="https://thesource.metro.net/2020/04/01/april-regional-service-council-meetings-cancelled-but-service-councils-work-will-continue/">https://thesource.metro.net/2020/04/01/april-regional-service-council-meetings-cancelled-but-service-councils-work-will-continue/</a>	4/1/2020	Update on NextGen Schedule



## **Attachment III: e. Social Media Examples**

**i.**

Facebook Posts

**ii.**

Twitter Posts

**iii.**

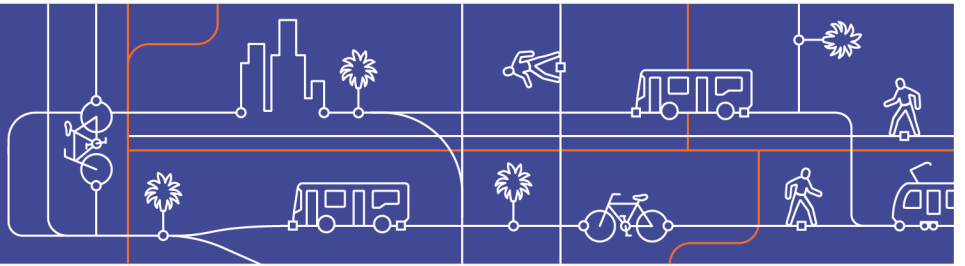
Instagram Post

**vi.**

Nextdoor Post

**v.**

Facebook Ads

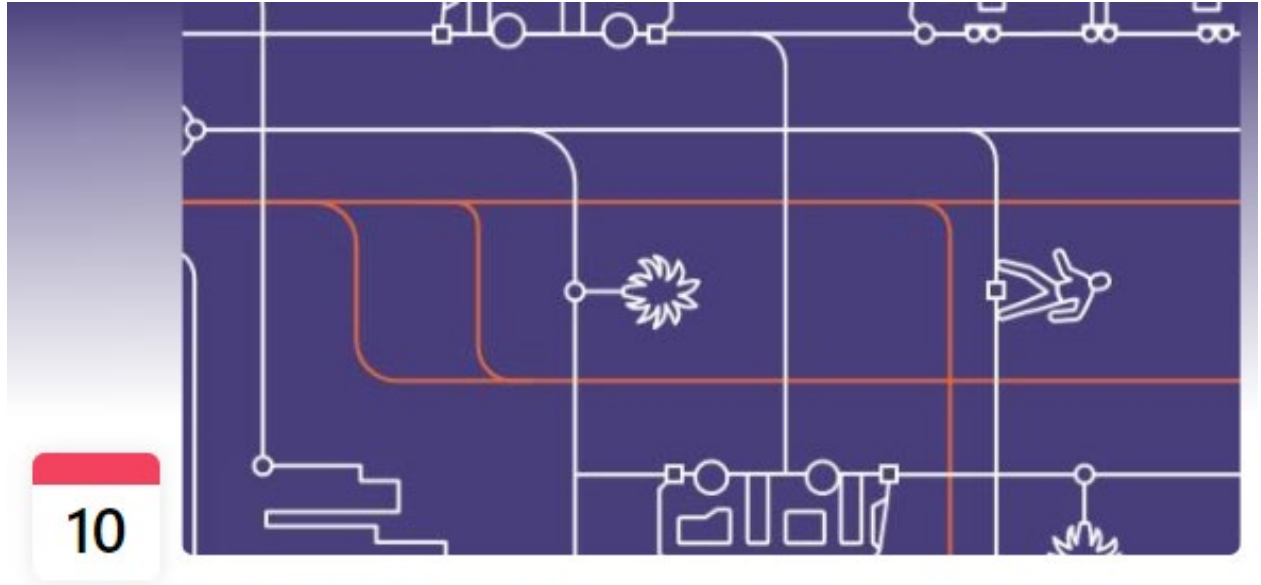
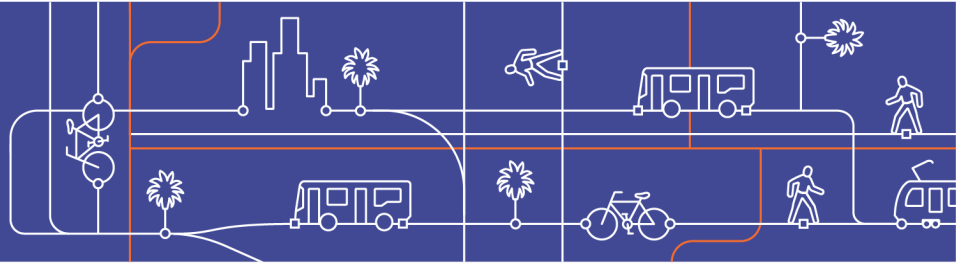


## **Attachment III: e. Social Media Examples**

**i.**

Facebook Posts

# NEXTGEN Bus Plan

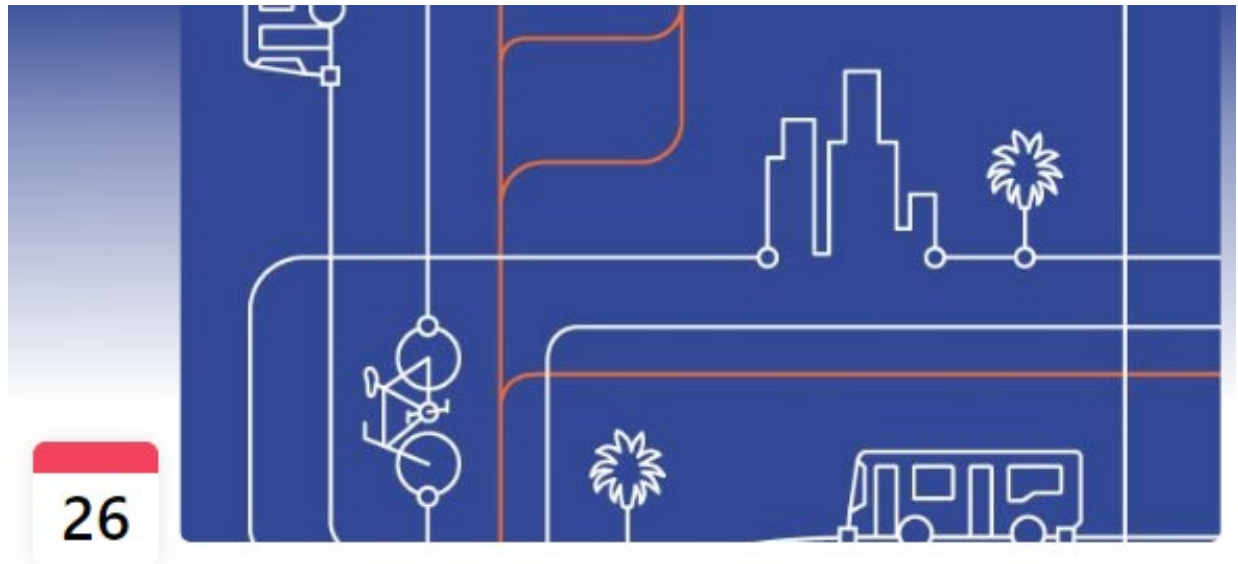


10

MONDAY, FEBRUARY 10, 2020 AT 4 PM – 7 PM

## NextGen Bus Plan Workshop

3501 Santa Anita Ave, El Monte, CA 91731-2426, United States



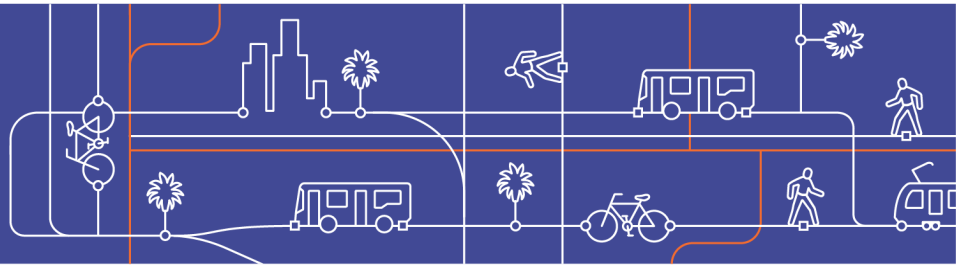
26

TODAY AT 4 PM – 7 PM

## Cancelled: NextGen Bus Plan Workshop

Felicia Mahood Senior Citizen Center

# NEXTGEN Bus Plan



Metro Los Angeles  
February 7 · 🌐

Examine many different views of our current service and how that could change under the draft NextGen Bus Plan

		Frequency*			
		Peak	Midday	Evening	Off
NextGen Line 501	Weekday	15 min	30 min	30 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--
Existing Line 501	Weekday	15 min	30 min	27 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--

\*Peak: 6-7am/3-6pm, Midday: 7am-3pm, Evening: 7-9pm, Off: 10-6am

## How is my bus changing?

### New Links

- Line 501 would continue to link North Hollywood, Burbank, Glendale, and Pasadena, with the following changes:
- A new route for Line 501 is proposed in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av
  - A new route for Line 501 would operate in downtown Glendale via Brand St and Broadway with a new Line 501 stop to serve the Americana at Brand and Glendale Galleria
  - A new route and stop for Line 501 would serve the LA Zoo and Griffith Park

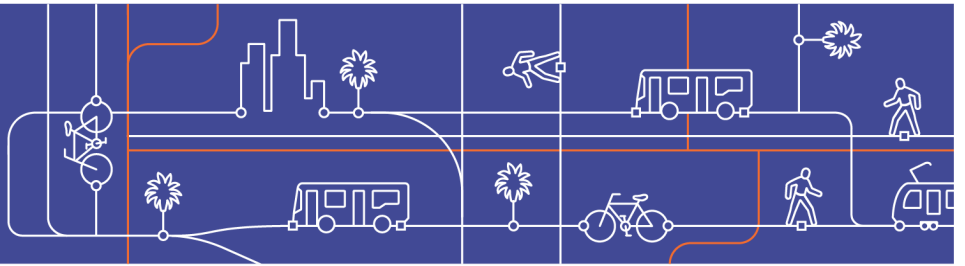


THESOURCE.METRO.NET

Maps of bus routes are online showing proposed changes under draft NextGen Bus Plan; public workshops underway

👍❤️👎 66

40 Comments 12 Shares



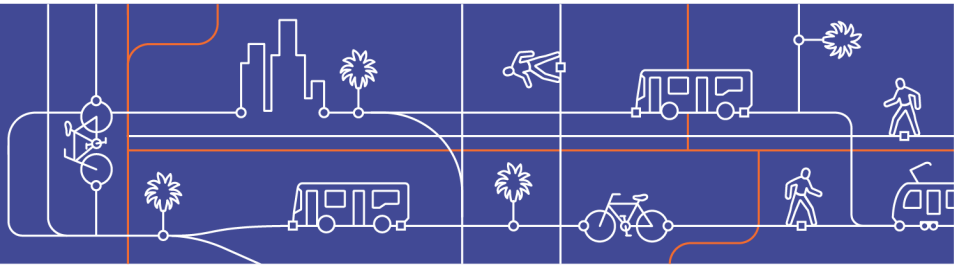
## **Attachment III: e. Social Media Examples**

**ii.**

Twitter Post



# NEXTGEN Bus Plan



LA Metro  
@metrolosangeles

Draft NextGen Bus Plan includes more frequent bus service on most routes, shorter waits for buses and more reliable service. Read all about it here: [bit.ly/2FDbtAL](https://bit.ly/2FDbtAL)



5:31 PM · Jan 10, 2020 · Twitter for iPhone

42 Retweets 133 Likes



LA Metro  
@metrolosangeles

NextGen Bus Plan workshops begin this weekend! Join us on Saturday, Feb 1 at Los Angeles Trade Technical College from 10AM to 1PM. Accessible via Metro Bus 14, 35, 37, 40, 45,; Metro J Line (Silver), Metro A Line (Blue) and Metro E Line (Expo).

What is most important to people?

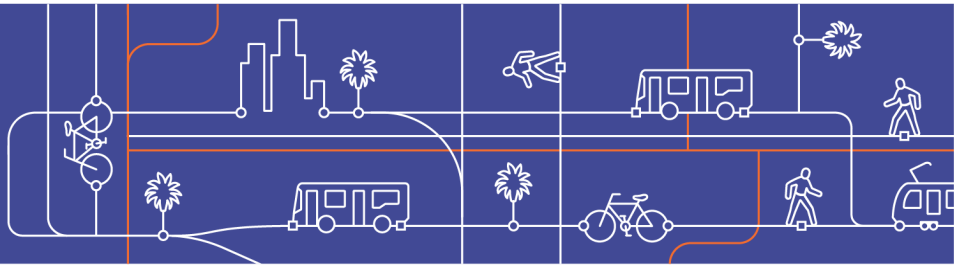
Frequency



11:19 AM · Jan 30, 2020 · TweetDeck

11 Retweets 29 Likes

# NEXTGEN Bus Plan



Compare Metro's current bus system to the draft NextGen plan with our online map tool. [bit.ly/2GYII7F](https://bit.ly/2GYII7F)

**NEXTGEN**  
Draft Proposals Jan 2020

**Existing Line 204**  
Vermont Ave

How often will my bus run?

	Frequency*				
	Peak	Midday	Evening	Off	
<b>NextGen Line 204</b>					
Weekday	5 min	5 min	10 min	30 min	
Saturday	7.5 min	7.5 min	10 min	30 min	
Sunday	7.5 min	7.5 min	10 min	30 min	
<b>Existing Line 204</b>					
Weekday	13 min	15 min	24 min	40 min	
Saturday	20 min	21 min	25 min	40 min	
Sunday	22 min	20 min	25 min	40 min	

\*Peak: 6-9am/2-4pm, Midday: 9am-1pm, Evening: 7-9pm, Off: 12-4am

How is my bus changing?

**More Frequency**  
**Simpler Network**

New Lines 204 and 754 would follow the existing route between Hollywood and the Green Line Vermont/Adams Station via Vermont Ave. More frequency would be provided for all New Line 204 bus stops on Vermont Ave.  
New Line 754 would operate weekday peak service serving existing Line 754 stops.  
Underutilized existing Line 204 bus stops would be consolidated to balance speed, reliability, and accessibility.

3:12 PM · Feb 9, 2020 · TweetDeck

16 Retweets 32 Likes

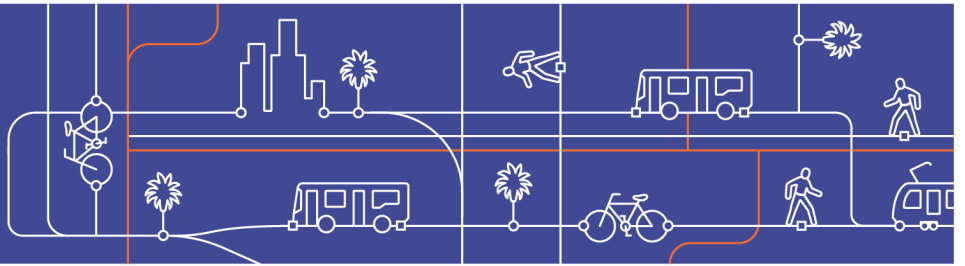


Great turnout so far at first NextGen Bus Plan public workshop at LATT! We are here now through 1pm today so stop by and learn about the draft NextGen Bus Plan. [metro.net/nextgen](https://metro.net/nextgen)



10:59 AM · Feb 1, 2020 · Twitter for iPhone

7 Retweets 32 Likes

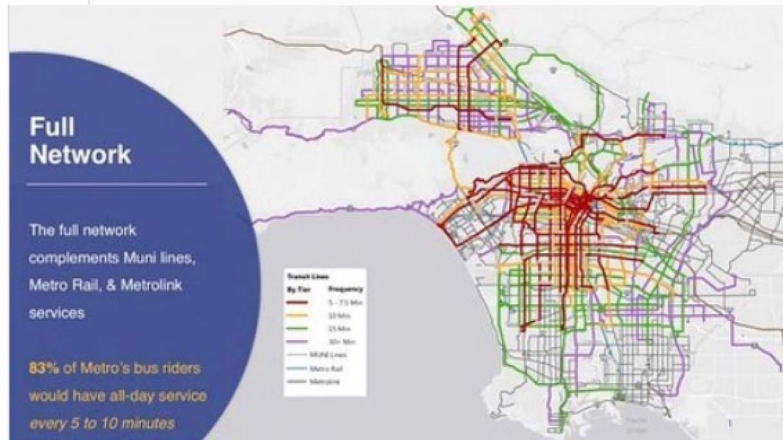
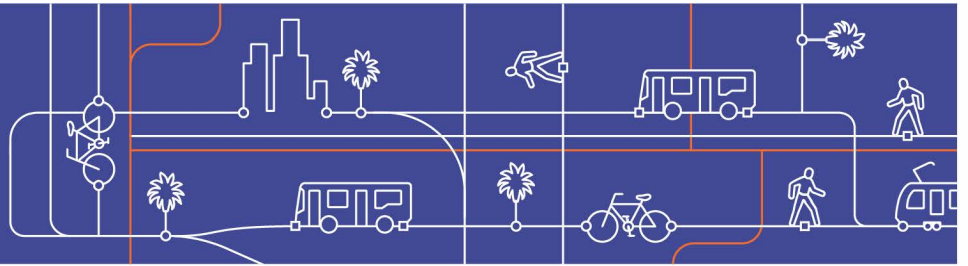


## **Attachment III: e. Social Media Examples**

**iii.**

Instagram Post

# NEXTGEN Bus Plan



metrolosangeles • Follow



metrolosangeles • Draft NextGen Bus Plan includes more frequent bus service on most routes, shorter waits for buses and more reliable service. See the full plan on our blog, link in bio!

#GoMetro #Nextgenbus #losangeles

10w

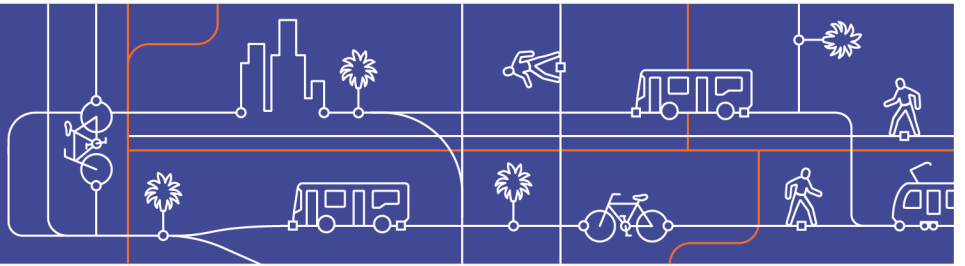


1,286 likes

JANUARY 10

Add a comment...

Post



## **Attachment III: e. Social Media Examples**

**iv.**

Nextdoor Post

# NEXTGEN Bus Plan



✓ Los Angeles County Metropolitan Transportation Authority (Metro) ▼

Community Relations Manager Ginny Brideau • 3 Feb

**Bus Study Released For Response.** Metro has released the NextGen Bus Plan for community review and comment. Please review the proposed changes and updates by visiting [metro.net/nextgen](https://metro.net/nextgen)

You are invited to attend any of the 23 public workshops around the County in February and March to learn about the proposed bus route changes in the NextGen Bus Plan! The full listing of in-person meetings is available on the project website at <https://www.metro.net/projects/nextgen/events/>

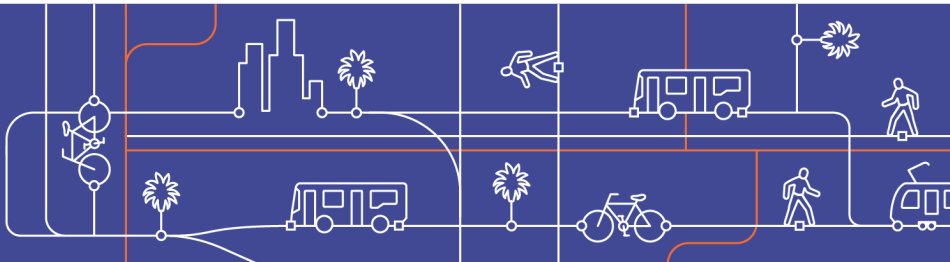
Metro is hosting a series of in-person meetings and has made an on-demand meeting available online at <http://bit.ly/31oaxdS>

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro) in 321 neighborhoods**

♡ Like    💬 Comment

😊 22 · 12174 Impressions

Discussion closed on 3 Feb. [Learn more »](#)

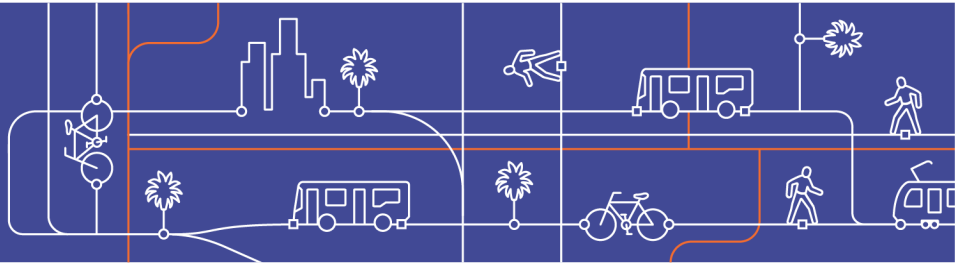


# Attachment III: e. Social Media Examples

**v.**

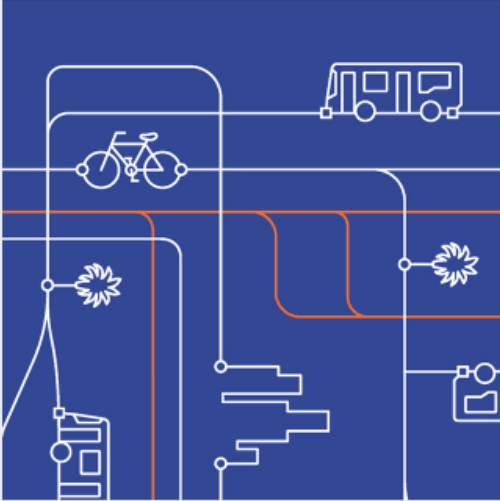
Facebook Ads

# NEXTGEN Bus Plan



**M Metro Los Angeles** Sponsored · 🌐 ...

While you stay safe at home, we are planning a better bus system. Give us your comments on the NextGen Bus Plan by [...See More](#)




METRO.NET/NEXTGEN  
**Interactive Tools to Explore the NextGen Bus Plan** [LEARN MORE](#)

92      73 Comments    15 Shares

Like    Comment    Share

**M Metro Los Angeles** Sponsored · 🌐 ...

While you stay safe at home, we are planning a better bus system. Give us your comments on the NextGen Bus Plan by [...See More](#)

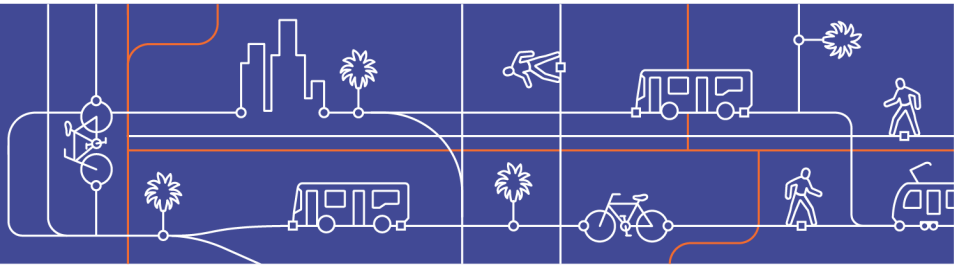


METRO.NET/NEXTGEN  
**Interactive Tools to Explore the NextGen Bus Plan** [LEARN MORE](#)

244      155 Comments    34 Shares

Like    Comment    Share



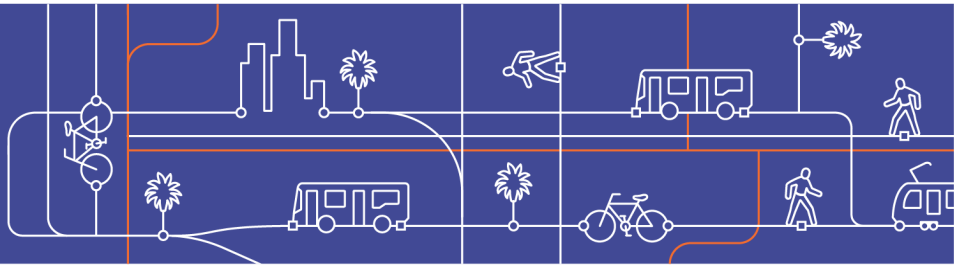


## **Attachment III: f. Print Ads**

i.  
March Ad

ii.  
April Ad

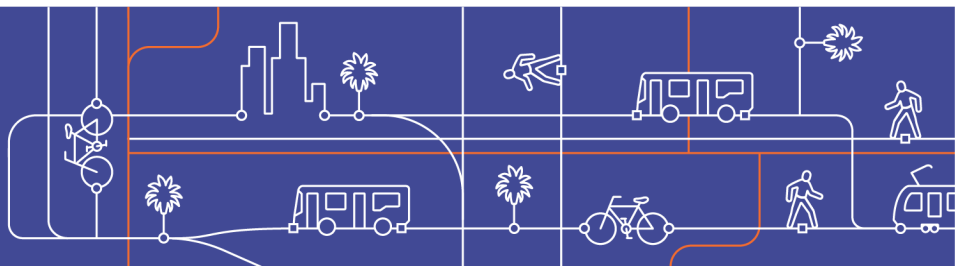
iii.  
May Ad



## **Attachment III: f. Print Ads**

i.  
March Ad

# NEXTGEN Bus Plan



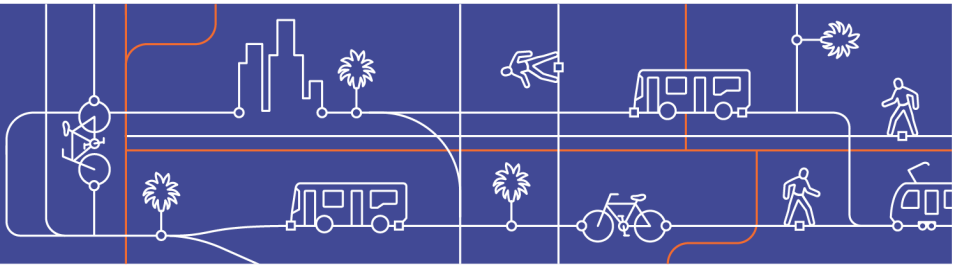
## You spoke, we listened. Together, we created a better bus system.

Join us at a workshop in February or March 2020 to get a first look at the plan for Metro's next generation of bus service.

For times, locations and more info, visit [metro.net/nextgen](https://metro.net/nextgen).



NEXTGEN  
Bus Plan

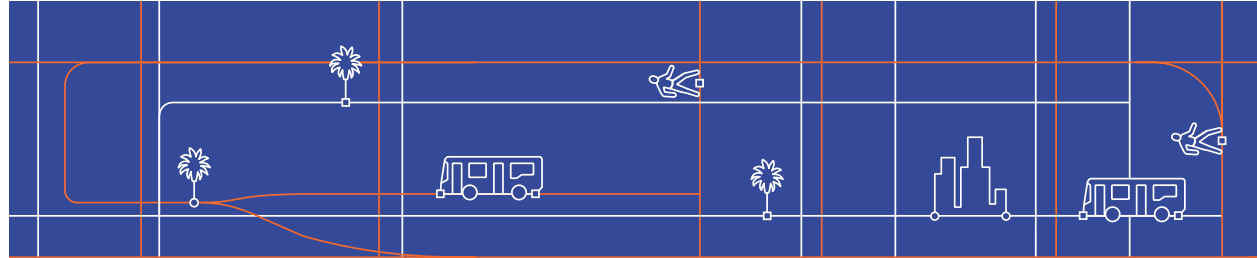
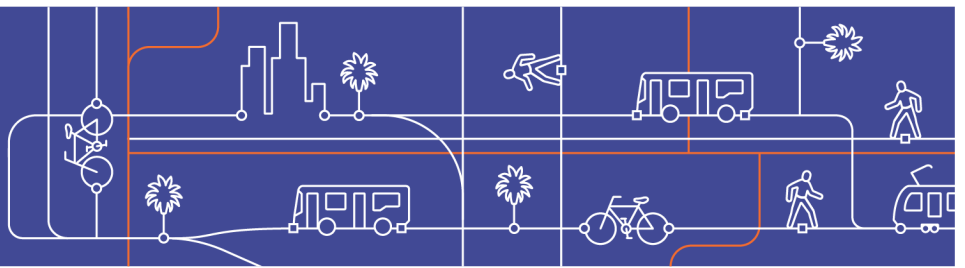


## **Attachment III:**

### **f. Print Ads**

ii.  
April Ad

# NEXTGEN Bus Plan



## Metro has a plan for better bus service.

During the COVID-19 health crisis, Metro continues to focus on safe, reliable transit for riders needing to reach essential services and jobs. At the same time, we're looking toward the future with our NextGen Bus Plan to improve bus service for LA County.

### How will our plan improve bus service?

- > The plan provides frequent, all-day service for more than 80% of bus riders
- > The plan improves travel time, access and comfort, while people wait for and ride the bus
- > The plan provides more frequent service seven days a week
- > The plan enhances safety and cleanliness for our riders

### What's next for NextGen?

- > Spring 2020 – Receive public comments
- > Summer 2020 – Public hearings and Service Councils review
- > Fall 2020 – Final plan review by Metro Board
- > Winter 2020 - Implement new service

### Would you like to learn more?

- > Request a copy of the Plan or submit your comments by sending an email to [nextgen@metro.net](mailto:nextgen@metro.net) or write to:

**Metro NextGen**  
One Gateway Plaza  
Los Angeles, CA 90012

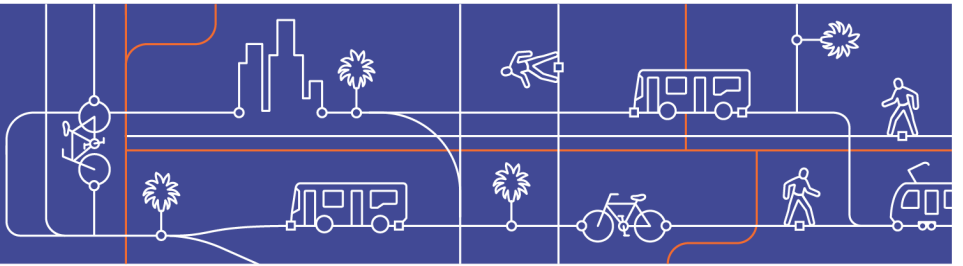
- > Visit [metro.net/nextgen](http://metro.net/nextgen) to see the proposed changes and other details.



**NEXTGEN  
Bus Plan**

2018/19 ©2020 MACTRA

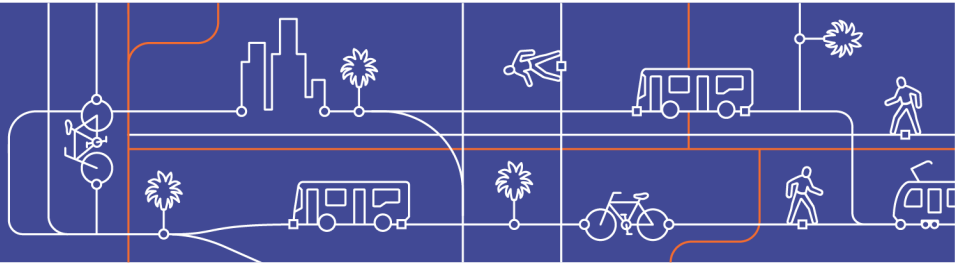
# NEXTGEN Bus Plan



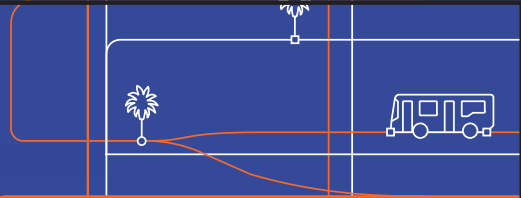
## Attachment III: f. Print Ads

iii.  
May Ad

# NEXTGEN Bus Plan



## Metro tiene un plan para un mejor servicio de autobús.



- > Brindando servicio más frecuente durante todo el día a más del 80% de los usuarios de autobús
- > Mejorando el tiempo de viaje, el acceso y la comodidad mientras usuarios esperan y viajan por autobús
- > Brindando un servicio más frecuente los 7 días de la semana
- > Mejorando la seguridad y la limpieza para nuestros usuarios

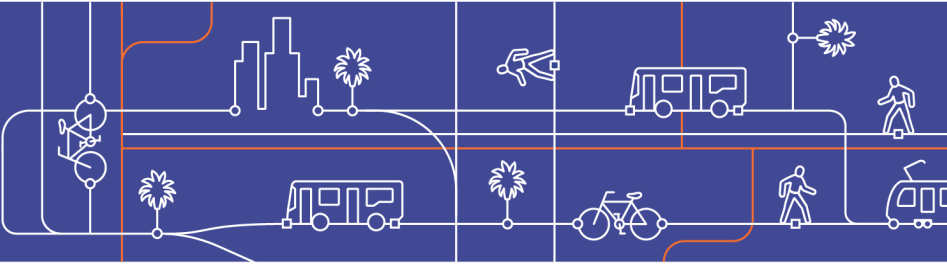
Mientras continuamos a la siguiente fase de la crisis de salud del coronavirus, Metro continúa enfocándose en el transporte público seguro y confiable para los usuarios que necesitan llegar a servicios y trabajos esenciales. Al mismo tiempo, estamos mirando hacia el futuro con nuestro Plan de Autobús NextGen para mejorar el servicio de autobuses del condado de Los Ángeles.

Visite [metro.net/nextgen](https://metro.net/nextgen) para obtener más información y envíe sus comentarios a [nextgen@metro.net](mailto:nextgen@metro.net) o escriba a Metro NextGen, One Gateway Plaza, Los Angeles, CA 90012.



**NEXTGEN**  
**Bus Plan**

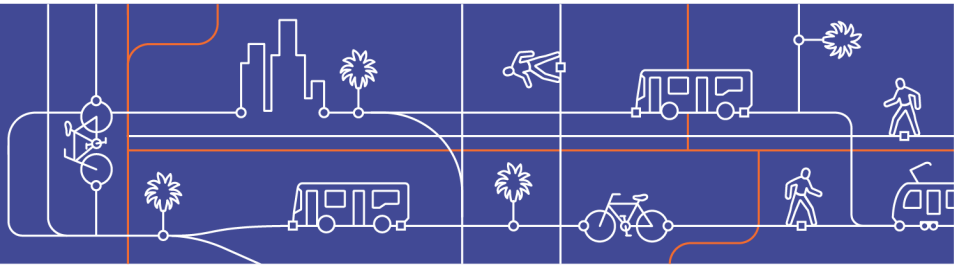
20-2571P ©2020 LACMTA



**Attachment III:**  
**g. Extended Outreach Call List**



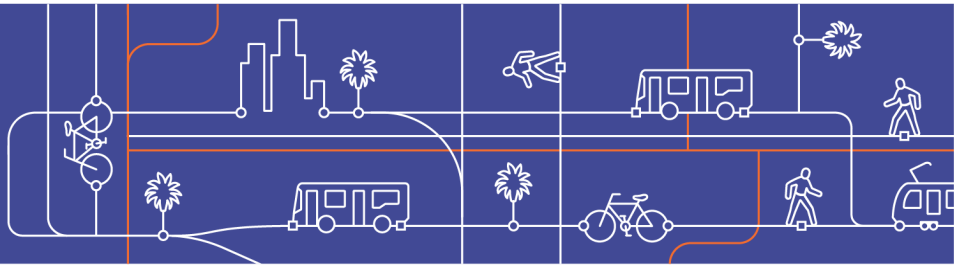
# NEXTGEN Bus Plan



## NextGen Workshops Call List

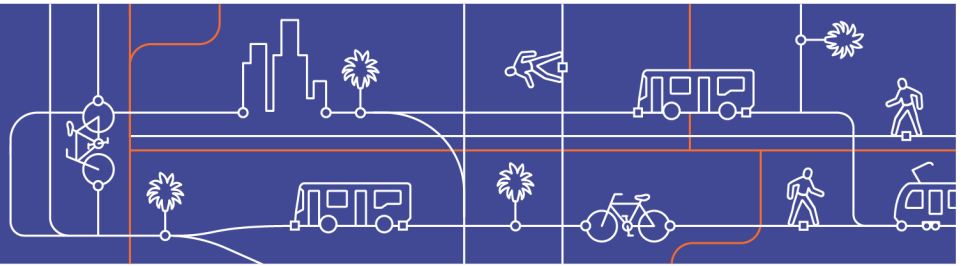
1	AARP
2	Access Services
3	Accessibility Advisory Committee
4	Ageing & Disability Transportation Network
5	American Association of Retired Persons (AARP)
6	Arroyo Verdugo Council of Governments
7	Association for Commuter Transportation
8	Big Blue Bus
9	BizFed
10	Build Plus Community Marketplace
11	Busted Los Angeles
12	Cal State LA
13	Cal State Northridge
14	Cal State University System
15	CicLAvia
16	Citizens' Advisory Council (CAC)
17	City Los Angeles Department of City Planning
18	City of Agoura Hills
19	City of Alhambra
20	City of Arcadia
21	City of Artesia
22	City of Avalon
23	City of Azusa
24	City of Baldwin Park
25	City of Bell
26	City of Bell Gardens
27	City of Bellflower
28	City of Beverly Hills
29	City of Bradbury
30	City of Burbank
31	City of Calabasas
32	City of Carson

# NEXTGEN Bus Plan



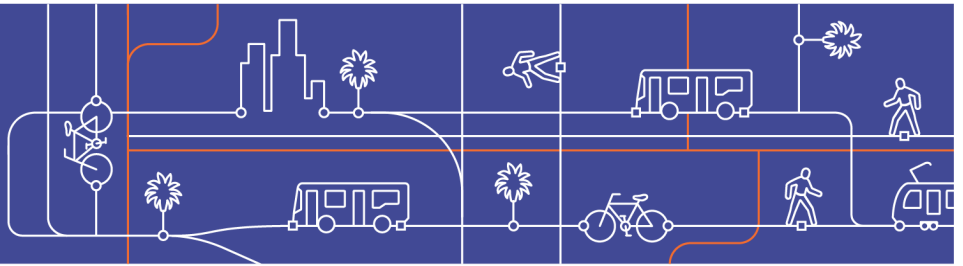
33	City of Cerritos
34	City of Claremont
35	City of Commerce
36	City of Compton
37	City of Covina
38	City of Cudahy
39	City of Culver City
40	City of Diamond Bar
41	City of Downey
42	City of Duarte
43	City of El Monte
44	City of El Segundo
45	City of Gardena
46	City of Glendale
47	City of Glendora
48	City of Hawaiian Gardens
49	City of Hawthorne
50	City of Hermosa Beach
51	City of Hidden Hills
52	City of Huntington Park
53	City of Industry
54	City of Inglewood
55	City of Irwindale
56	City of La Canada Flintridge
57	City of La Habra Heights
58	City of La Mirada
59	City of La Puente
60	City of La Verne
61	City of Lakewood
62	City of Lancaster
63	City of Lawndale
64	City of Lomita
65	City of Long Beach

# NEXTGEN Bus Plan



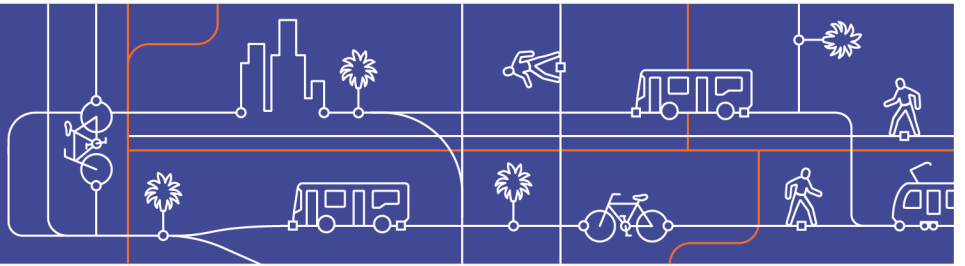
66	City of Los Angeles
67	City of Los Angeles Bureau of Street Services
68	City of Los Angeles City Commission on the Status of Women
69	City of Los Angeles Department of Planning
70	City of Lynwood
71	City of Malibu
72	City of Manhattan Beach
73	City of Maywood
74	City of Monrovia
75	City of Montebello
76	City of Monterey Park
77	City of Norwalk
78	City of Palmdale
79	City of Palos Verdes Estates
80	City of Paramount
81	City of Pasadena
82	City of Pico Rivera
83	City of Pomona
84	City of Rancho Palos Verdes
85	City of Redondo Beach
86	City of Rolling Hills
87	City of Rolling Hills Estates
88	City of Rosemead
89	City of San Dimas
90	City of San Fernando
91	City of San Gabriel
92	City of San Marino
93	City of Santa Clarita
94	City of Santa Fe Springs
95	City of Santa Monica
96	City of Sierra Madre
97	City of Signal Hill
98	City of South El Monte

# NEXTGEN Bus Plan



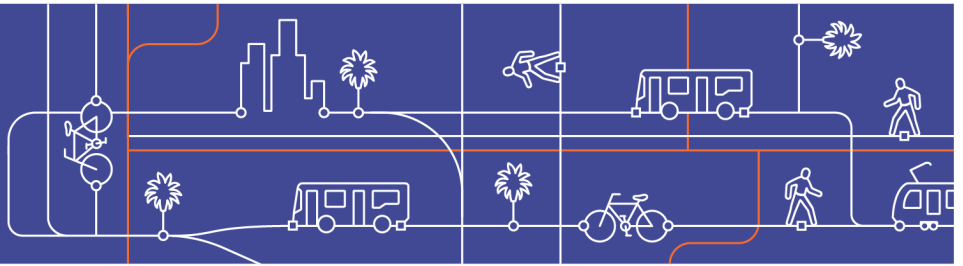
99	City of South Gate
100	City of South Pasadena
101	City of Temple City
102	City of Torrance
103	City of Vernon
104	City of Vernon Department of Community Services and Water
105	City of Walnut
106	City of West Covina
107	City of West Hollywood
108	City of Westlake Village
109	City of Whittier
110	Climate Reality Leadership Corps
111	Climate Resolve
112	CLUE
113	Commission on the Status of Women
114	Commission on the Status of Women
115	Communities for a Better Environment
116	Community Build/Watts Rising Collaborative
117	County of Los Angeles
118	County of Los Angeles Board of Supervisors - Metro Board Member
119	County of Los Angeles Board of Supervisors, Office of Gloria Molina
120	County of Los Angeles Board of Supervisors, Office of Mark Ridley-Thomas
121	County of Los Angeles Chief Executive Office
122	County of Los Angeles Department of Public Health
123	County of Los Angeles Department of Public Health - PLACE Program
124	County of Los Angeles Department of Public Works
125	County of Los Angeles Department of Regional Planning
126	County of Los Angeles Initiative on Women and Girls (WGI)
127	Department of Military and Veterans Affairs
128	East Yard Communities for Environmental Justice (EYCEJ)
129	Encounter LA (LATTC Architecture)
130	Endless Touch Church
131	Enterprise Community Partners

# NEXTGEN Bus Plan



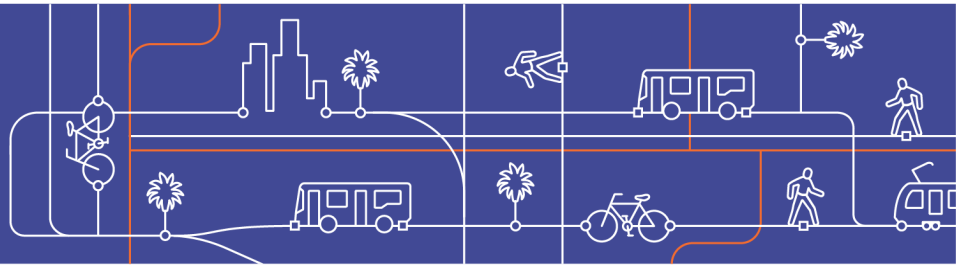
132	Fastlink DTLA
133	Fixing Angelenos Stuck in Traffic (FAST)
134	Gateway Cities Council of Governments (GCCOG)
135	Gateway Cities Service Council
136	Global First Ladies Alliance (formerly Commission on the Status of Women)
137	Greater Zion Church Family
138	Housing Authority of the City of Los Angeles
139	ILC San Fernando
140	Investing In Place
141	LA Forward
142	LA Tourism & Visitors & Convention Bureau
143	LA Voice
144	LA Walks
145	LADCP
146	Las Virgenes/Malibu Council of Governments
147	LAUSD
148	Los Angeles Area Chamber of Commerce
149	Los Angeles City Commission on the Status of Women
150	Los Angeles Community College District
151	Los Angeles County Bicycle Coalition (LACBC)
152	Los Angeles County Office of Education
153	Los Angeles Department of City Planning (LADCP)
154	Los Angeles Department of Transportation (LADOT)
155	Los Angeles Economic Development Corporation
156	Los Angeles Homeless Services Authority
157	Los Angeles Tourist Visitors & Convention Bureau
158	Los Angeles Trade Technical College
159	Los Angeles Unified School District
160	Los Angeles County Board of Supervisors, Office of Joe Buscaino
161	Mayor Garcetti's Office
162	Metro
163	Metro Citizen's Advisory Committee
164	Move LA

# NEXTGEN Bus Plan



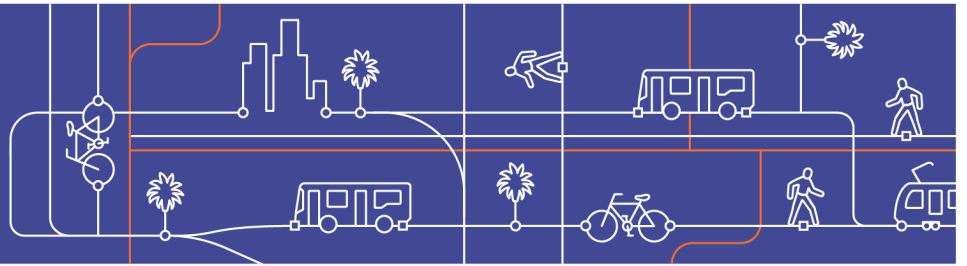
165	Natural Resources Defense Council
166	Office of Los Angeles Mike Bonin
167	Pacoima Beautiful
168	Pomona Valley Transportation Authority
169	San Fernando Valley Council of Government (SFVCOG)
170	San Fernando Valley Service Council
171	San Gabriel Valley Council of Governments (SGVCOG)
172	San Gabriel Valley Service Council
173	SEIU Local 2015
174	SELA Collaborative   Cal State LA Pat Brown Institute
175	South Bay Cities Council of Governments/SCAG
176	South Bay Cities Service Council
177	South Los Angeles Transit Empowerment Zone (Slate-Z)
178	Southeast Bicycle Alliance
179	Southern California Association of Governments
180	Southern California Regional Rail Authority (Metrolink)
181	Temple City Youth Committee
182	Trust South LA
183	University of California, Los Angeles
184	University of Southern California
185	USC Cecil Murray Center
186	USC Program for Environmental and Regional Equity
187	Watts Labor Community Action Center
188	Watts Rising Collaborative
189	West Angeles Church
190	Westside Cities Council of Governments
191	Westside/Central Service Council
192	Women Organizing Resources, Knowledge and Services

# NEXTGEN Bus Plan



## Attachment ④: Public Hearings

# NEXTGEN Bus Plan



## Attachment @:

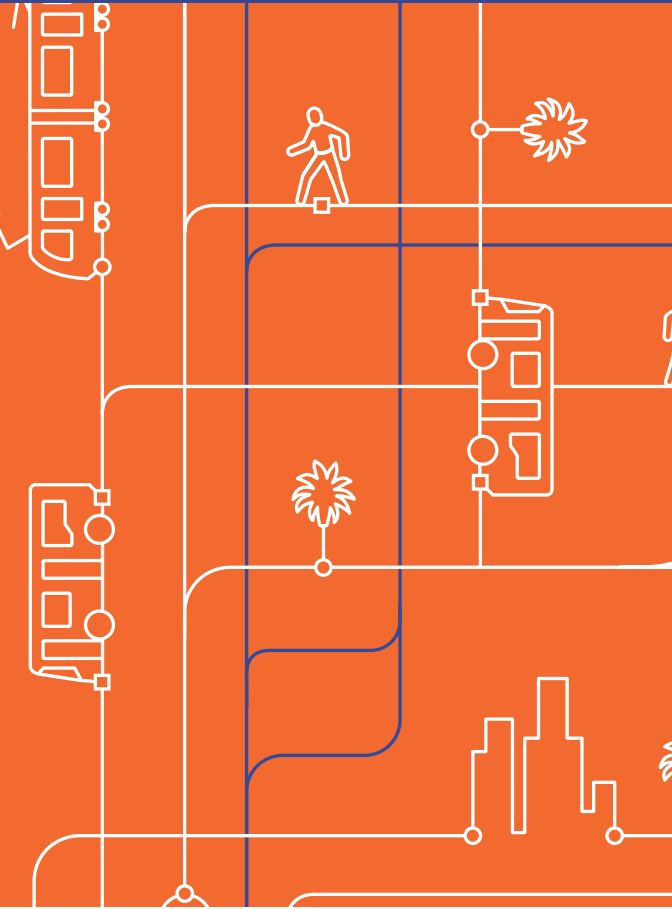
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# NEXTGEN Bus Plan

Proposed Service Changes



**Metro**<sup>®</sup>

Metro will hold a series of six virtual public hearings beginning Wednesday, August 19 through Thursday, August 27, 2020 to receive community input

on proposed major service changes to Metro's bus service. Approved changes will become effective December 2020 or later.

## How to Participate

### By Phone:

Members of the public can call

**877.422.8614**

and enter the corresponding extension to listen to the proceedings or to submit comments by phone in their preferred language (from the time each hearing starts until it concludes). Audio and comment lines with live translations in Mandarin, Spanish, and Russian will be available as listed. Callers to the comment line will be able to listen to the proceedings while they wait for their turn to submit comments via phone. Audio lines are available to listen to the hearings without being called on to provide live public comment via phone.

### Online:

Submit your comments online via the Public Hearing Agendas. Agendas will be posted at

***[metro.net/about/board/agenda](https://metro.net/about/board/agenda)***

at least 72 hours in advance of each hearing. Public comments will be read during the hearing and comment links will remain open throughout the hearing.

Hearings will begin at the listed times and conclude when all public comments received via the online agendas have been read into the public record and all callers to the dial-in comment lines have been given the opportunity to make comments via phone.

### Other Ways to Comment:

Comments sent via U.S Mail should be addressed to:

**Metro Service Planning & Development  
Attn: NextGen Bus Plan Proposed  
Service Changes  
1 Gateway Plaza, 99-7-1  
Los Angeles, CA 90012-2932**

Comments must be postmarked by midnight, Thursday, August 27, 2020. Only comments received via the comment links in the agendas will be read during each hearing.

Comments via e-mail should be addressed to:

***[servicechanges@metro.net](mailto:servicechanges@metro.net)*  
Attn: "NextGen Bus Plan  
Proposed Service Changes"**

Facsimiles should be addressed as above and sent to:

**213.922.6988**

### Can't Participate during the hearings?

Public hearing recordings will be posted at:  
*[metro.net/about/board/board-directors-meetings-audio-archive](https://metro.net/about/board/board-directors-meetings-audio-archive)*

For more information on proposed service changes, hearing dates, times, and methods to participate, visit *[metro.net/nextgen](https://metro.net/nextgen)* or call 213.922.1282.

## Virtual Public Meetings

 [metro.net/about/board/agenda](https://metro.net/about/board/agenda)

 877.422.8614

### All Regions

#### Saturday, August 22 10am

Listen in English: 3462125#  
Comment in English: 3654496#  
Listen in Spanish: 4127050#  
Comment in Spanish: 4127057#  
Listen in Russian: 4127062#  
Comment in Russian: 4127071#  
Listen in Mandarin: 4127035#  
Comment in Mandarin: 4127040#

### Gateway Cities

#### Thursday, August 27 6pm

Listen in English: 3461978#  
Comment in English: 3756316#  
Listen in Spanish: 4127050#  
Comment in Spanish: 4127057#

### San Fernando Valley

#### Wednesday, August 19 6:30pm

Listen in English: 3462125#  
Comment in English: 3654496#  
Listen in Spanish: 4127050#  
Comment in Spanish: 4127057#

### San Gabriel Valley

#### Monday, August 24 6pm

Listen in English: 3462125#  
Comment in English: 3756376#  
Listen in Spanish: 4127050#  
Comment in Spanish: 4127057#  
Listen in Mandarin: 4127035#  
Comment in Mandarin: 4127040#

### South Bay Cities

#### Thursday, August 20 6pm

Listen in English: 3462108#  
Comment in English: 3756328#  
Listen in Spanish: 4127050#  
Comment in Spanish: 4127057

### Westside Central

#### Wednesday, August 26 6pm

Listen in English: 3462155#  
Comment in English: 3756379#  
Listen in Spanish: 4127050#  
Comment in Spanish: 4127057#  
Listen in Russian: 4127062#  
Comment in Russian: 4127071#

## Proposed Line Changes

**2, 200, 302\*** – Line 2 on Sunset Bl merge with Lines 200 (Alvarado/Hoover) & 302 on Sunset Bl, follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merge with Line 200 at Sunset & Alvarado to Exposition Park/USC providing a new direct Line 2 route between USC/Exposition Park & Hollywood, high frequency service for all Sunset Bl & Alvarado St stops. Line 4 will still serve Sunset Bl east of Alvarado St through downtown LA.

**4, 704\*** – Lines 4 & 704 on Santa Monica Bl merge to create more frequent Line 4 to follow existing routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl More service frequency for all new Line 4 stops between Westwood and downtown LA.

**10, 48\*** – Lines 10 and 48 have no route changes, more frequency during weekday evening service. Buses to continue to change between these Lines 10 & 48 at Temple/Figueroa in downtown LA.

**14, 37\*** – Line 14 to have more frequency during weekday midday and evening hours via existing alignment between downtown LA and Beverly/San Vicente via Beverly Bl Discontinue underutilized segment west of Beverly/San Vicente to Pico Bl via Beverly Dr. Line 37 has no route changes, will operate more frequent evening service.

**16, 17, 316, New Line 617\*** – Lines 16, 17 & 316 merge to create new Line 16 to operate with more frequency during weekday midday and evening hours via existing Line 16/17/316 alignment between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl Line 16 would not continue west of 3rd St/San Vicente on Burton at Beverly Hills due to underutilized service. New Line 617 to operate from E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, with more frequency during weekday midday and evening hours and new Saturday and Sunday service.

**18, 20, 720\*** – Lines 18 & 720 merge to create new Line 18 to operate between Montebello-Commerce Metrolink Station and downtown LA, providing more frequency to all stops served between East LA and downtown LA. Line 18 to continue between downtown LA and Wilshire/Western via 6th St.

**20, 720\*** – Lines 20 & 720 merge to create higher frequency Line 20 to operate between downtown Santa Monica and downtown LA via Wilshire Bl, following existing Line 20/720 route and serving only existing Line 720 stops west of Sepulveda Bl to Santa Monica. Late night and early morning service will serve existing Line 720 and Line 20 stops west of Sepulveda Bl to Santa Monica: More frequency for all new Line 20 stops between Westwood and downtown LA. Line 720 to operate weekday peak periods only between downtown LA and Westwood.

**28, 728, 684\*** – Lines 28 & 728 merge to create new Line 28 between Century City and downtown LA via Olympic Bl, providing more frequency to all stops served. Line 45 to serve the section of Line 28 on Broadway between downtown LA and Av 26. New Line 684 to link L (Gold) Line Lincoln/Cypress Station and Eagle Rock via existing Line 28 alignment on Eagle Rock Bl.

**30, 330\*** – Lines 30 & 330 merge to create higher frequency Line 30 to operate via existing route between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station: Discontinue existing service between Hollywood & Pico Rimpau Transit Center on San Vicente Bl and between L Line Little Tokyo and Indiana Stations along 1st St Alternative service available on Line 106 and L Line.

**33, 733\*** – Line 33 & Line 733 merge on Venice Bl and follow existing route between downtown Santa Monica and downtown LA via Venice Bl with a minor modification to serve Pico Station in downtown LA. Increased service frequency for all new stops between Santa Monica and downtown LA.

\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**40, 740\*** – Lines 40 & 740 merge to create higher frequency Line 40 to operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. New Line 212 to serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria. Line 740 service to Expo/Crenshaw Station replaced by the new Crenshaw/LAX light rail. Discontinue Line 40 Owl service between LAX and downtown LA; alternative Owl service available on Lines 45, 105, 108, 111 & 210.

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**45, 745\*** – Lines 45 & 745 merge to create higher frequency Line 45 to follow existing route between C Line (Green) Harbor Freeway Station, downtown LA and Lincoln Heights via Broadway. An extension of Line 127 will replace Line 45 segment south of J Line (Silver)/C Line (Green) Harbor Freeway Station on 117th St, Broadway, El Segundo Bl and Main St to San Pedro & Rosecrans.

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**51, 52, 351\*** – Lines 51, 52, 351 merge to create new Line 51 to operate on San Pedro St and Avalon Bl and follow existing routes between downtown LA, San Pedro St and Avalon Bl, extending to a new southern terminus at Cal State Dominguez Hills; highest frequency provided north of C Line (Green) Avalon Station. A Line 127 extension would replace Lines 51/351 on Compton Bl and provide a new link to the J Line (Silver)/C Line Harbor Freeway Station. New LADOT DASH service will replace Lines 51, 52, 351 on 7th St west of downtown LA.

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**53\*** – Line 53 between downtown LA and Cal State Dominguez Hills (CSUDH) rerouted to serve the A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station (instead of C Line Avalon Station) to connect with both lines. Select Line 53 trips continue south of the A Line/C Line Willowbrook/Rosa Parks Station to CSUDH. Line 53 to have more weekday midday and evening hours frequency. In downtown LA, Line 53 will be rerouted from Beaudry Av to Olive St to serve more destinations and provide a new connection to Line 4. Line 55 will replace Line 53 on Beaudry Av.

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**55, 355\*** – Lines 55 & 355 merge to create higher frequency Line 55 to operate between downtown LA and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Adams Bl and Compton Av. Line 55 to follow existing route with all trips ending at Willowbrook/Rosa Parks Station. Line 55 in downtown LA to be rerouted on Beaudry Av, replacing the Line 53 segment. Line 55

segment via A Line Firestone Station to be eliminated to travel direct on Compton Av. Discontinue underutilized Owl service; alternative Owl service available on Avalon Bl (Line 51).

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**60, 760\*** – Lines 60 & 760 merge to create more frequent Line 60 to operate on Long Beach Bl between downtown LA, C Line (Green) Long Beach Bl and A Line (Blue) Artesia Stations, providing high frequency service for all stops with highest service frequency operating north of the C Line Long Beach Bl Station. Line 60 to be rerouted in downtown LA from Figueroa St to Olive St.

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**62, New Line 262\*** – Discontinue Line 62 and replaced by new Line 262 between East LA College, L Line (Gold) Atlantic Station and Hawaiian Gardens via Atlantic, Telegraph Rd, Norwalk Bl and Pioneer Bl due to underutilized service and to remove duplication with Line 66 west of Atlantic Bl/Telegraph Rd to downtown LA. Discontinue existing service on Imperial Hwy/ Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl

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**66, 605\*** – Line 66 between B Line (Red) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St and Olympic Bl to travel on Olympic Bl rather than 8th St in East LA, replacing Line 62 segment and providing faster, more direct service. Line 66 eastern terminus to be Commerce Center. Discontinue service between Olympic & Gerhart and Montebello/Commerce Metrolink Station due to underutilized service and to reduce overlap with Line 18. Line 605 to be extended to serve 8th St between Lorena St and Soto St.

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**68, 70, 770\*** – Line 68, 70 & 770 merge to create new Line 70 to operate via current Line 770 alignment between downtown LA and El Monte Station, providing more frequency to all stops served via Garvey Av, Atlantic Bl and Cesar E. Chavez Av. Line 68 segment east of Atlantic Bl to The Shops at Montebello to be served by an extension of Line 106 following the existing Line 68 alignment. New Owl service to be provided on Cesar E. Chavez Av.

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**\*Underutilized stops consolidated to balance speed, reliability and accessibility.**

**71, 106** – Line 71 discontinued; Line 106 to be extended to The Shops at Montebello, L Line (Gold) Atlantic Station and Cal State LA, while continuing to serve East LA College and LA County USC Medical Center with connections to new Line 70 on Cesar E. Chavez Av for access to downtown LA. Extension to Cal State LA will follow same alignment as discontinued Line 71 east of State St & Marengo St via Marengo St, Wabash Av, City Terrace Dr to Cal State LA. Extension to The Shops at Montebello will follow the same alignment as discontinued Line 68 east of Riggan St & Atlantic Bl Line 106 to travel direct via 1st St instead of deviating via Indiana St, 3rd St, 4th St, Soto St, Whittier Bl and Boyle Av to simplify the route. Line 106 to operate very frequent service and implement new weekend service.

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**76\*** – Line 76 between downtown LA and El Monte Bus Station via Main St and Valley Bl to continue to follow most of existing alignment, with more frequent midday and evening weekday service. Line 76 to no longer travel to the Metrolink Station due to underutilized service and instead operate on Santa Anita Av. In downtown LA, Line 76 to continue operating on Alameda St to 1st St then on existing route to 7th St/ Maple St.

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**78, 79, New Line 179, 378\*** – Lines 78, 79 and 378 to merge creating new Line 78 operating between downtown LA and Arcadia. New Line 78 to operate on Mission Rd, Huntington Dr, Main St/Las Tunas Dr and Live Oak Av to Santa Anita Av. New Line 179 to replace Line 79 service along Huntington Dr between Maycrest Av and L Line (Gold) Arcadia Station, connecting with Line 78 at Huntington Dr/Maycrest Av. Discontinue underutilized Line 78 service on Live Oak Av east of Santa Anita Av; Foothill Transit Line 492 available in this segment.

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**81, 181\*** – Line 81 route remains same south of Figueroa St and Yosemite Dr to J Line (Silver)/C Line (Green) Harbor Freeway Station via downtown LA. Line 81 to replace Line 181 by reroute via Yosemite St to serve Colorado Bl/Eagledale. Line 81 to have more weekday midday and evening hours frequency; select trips to continue to end at Figueroa/Colorado. Line 81 Owl service will replace Line 83 Owl Service to Figueroa/Colorado and connect to Line 180 Owl service.

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**83, 175, New Line 182\*** – Lines 83 & 175 replaced with new Line 182, an all-day 7-day a week service, from Broadway & Thomas (Lincoln High School) to East Hollywood (B Line (Red) Vermont/Sunset Station) via Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av and Franklin St to provide more direct east-west connection between Northeast LA and Hollywood, while maintaining service to John Marshall High School and replacing discontinued Lines 83 and 175. Frequent alternative service to/from downtown LA available on L Line (Gold) or Line 81 via Figueroa St to connect with new Line 182.

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**90, 91, New Lines 290, 690\*** – Lines 90 & 91 merge to create new Line 290 between LA County USC Medical Center, L Line (Gold) Lincoln/Cypress Station and Sunland then extend via Vineland Av to B Line (Red) North Hollywood Station. Discontinue segment north of Sunland Bl New Line 690 to operate on a segment of Foothill Bl between Lake View Terrace and Sylmar. Lines 81 and 94 continue to service Hill St in place of Lines 90 & 91.

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**92\*** – Line 92 extended south to Venice & Broadway in downtown LA and operate more frequently.

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**94, New Line 294, 794\*** – Lines 94 & 794 merge to create more frequent Line 94 to operate on San Fernando Rd via existing Line 94 route between downtown LA and downtown Burbank, with a new route through downtown Glendale then extend west on Magnolia Bl to end at B Line (Red) North Hollywood Station. New Line 294 to operate on San Fernando Rd between Sylmar and downtown Burbank in place of existing Lines 94 & 794.

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**96, New Line 296** – Line 96 to operate as new Line 296 via current route between Downtown Burbank, LA Zoo and Elysian Valley (Riverside Dr/Figueroa St) then travel to L Line (Gold) Lincoln/Cypress Station for connecting service to downtown LA, replacing discontinued Line 96 segment between Riverside Dr/Figueroa St and downtown LA.

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**102** – Line 102 to operate between Slauson/Atlantic and Manchester/Sepulveda. East of Central Av/41st St would extend to Vernon and Maywood (Slauson/Atlantic), Line 102 to be rerouted via Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611. Discontinue underutilized segment to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; alternative service: Central Av (Line 53), Compton Av (Line 55), Pacific Bl (Lines 60, 251), Slauson Av (Line 108), Florence Av (Line 111), and Gage Av (Line 110).

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**105, 705** – Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlon Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlon Av. Underutilized stops consolidated to balance speed, reliability, and accessibility.

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**108, 358** – Lines 108 & 358 merge to create higher frequency Line 108 to operate via Slauson Av between Culver City Transit Center and Pico Rivera and extend east to Slauson/Rosemead. Owl service to be provided; underutilized stops on Slauson Av consolidated to balance speed, reliability and accessibility. Discontinue underutilized segments west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av and deviation into Fox Hills via Buckingham Pkwy and Green Valley Circle. Alternative service: Line 110, Big Blue Bus Line 14, Culver City Lines 2, 4, 7. Big Blue Bus Line 18 also proposed to be extended south to serve the Marina Del Rey peninsula.

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**110\*** – Line 110 continues serving existing route from Playa Vista to Bell Gardens. At the eastern end at Gage/Garfield, buses stay on Garfield Av and do not serve Foster Bridge Bl, Scout Av and Florence Pl due to underutilized service. More frequency to be provided during weekday, midday and evening hours.

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**111\*** – Line 111 route unchanged; new Owl service will serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.

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**115\*** – Line 115 to provide service from Westchester to C Line (Green) Norwalk Station via Manchester Av and Firestone Bl Discontinue underutilized service to Playa del Rey west of Manchester/Sepulveda except selected school term trips. Big Blue Bus planning to extend their Line 16 to Playa del Rey and new Metro MicroTransit service will also be available in Playa del Rey.

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**117\*** – Line 117 from LAX City Bus Center to C Line (Green) Lakewood Bl Station to continue to travel via Century Blvd, Tweedy Blvd and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 to be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St through the new Jordan Downs housing development. Line 117 to offer new Owl service.

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**120, New Line 621\*** – Line 120 to continue to provide service from C Line (Green) Aviation/LAX Station to C Line Norwalk Station via Imperial Hwy. Line 120 to remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center; providing faster, more direct service. Alternative bus service to the Leeds St parking lot available via Metro Line 117, Willowbrook/Rosa Parks Shuttle and Access Services. New Line 621 to replace Line 120 east from C Line Norwalk Station to Whittwood Mall via existing Line 120 alignment.

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**125\*** – Line 125 to continue to operate between C Line (Green) Norwalk Station and El Segundo via Rosecrans Av with improved weekday peak and midday service frequency.

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**126** – Discontinue Line 126 due to underutilized service; nearest alternative services: Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl) and 232 (Sepulveda Bl), Torrance Transit Line 8 (Aviation Bl), Beach Cities Transit Line 109, LADOT Commuter Express 438 (Highland Av) and G-Trans Line 5 (El Segundo Bl).

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**127\*** – Line 127 to follow existing route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl Discontinue underutilized service on Alondra Bl to make the route more direct. Line 127 to extend west of the A Line Compton Station to J Line (Silver)/C Line (Green) Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl and Broadway to Figueroa/117th St, replacing segments of Lines 45 & 51. New weekend service and more frequent weekday service to be provided.

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**128** – Line 128 to operate between A Line (Blue) Compton Station and Alondra Bl & Carmenita Rd. Discontinue underutilized Line 128 segment south of Alondra Bl & Carmenita Rd; alternative service to Cerritos Towne Center via Cerritos On Wheels (COW) Route 1-A. Line 128 to include new weekend service.

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**130\*** – Line 130 continues to be operated initially by Metro on Artesia Bl between A Line (Blue) Artesia Station and Cerritos and later transitioned to Long Beach Transit. Line 130 west of the Artesia A Line Station is planned to transition to Torrance Transit as their new Line 13, following existing route via Artesia Bl to Redondo Beach.

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**150, 240, 245, 750\*** – Lines 150, 240 & 750 merge to create more frequent Line 150 to operate from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl providing a connection with new frequent Line 240 operating via Reseda Bl and east along Ventura Bl between Northridge and B Line (Red) Universal City/Studio City Station. New more frequent Line 150 to replace existing Line 245 with service on Ventura Bl and Topanga Canyon Bl.

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**152, 353\*** – Lines 152 & 353 merge to create new Line 152 serving Roscoe Bl with midday weekday frequency improvements. On the east end, Line 152 to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station. On the west end, route to terminate at Topanga Canyon Bl Service on Vineland Av to be provided by modified Line 162 and new Line 290. Modified Line 162 to provide service on Fallbrook Av.

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**New Line 153, Lines 154, 155, 183** – New Line 153 to operate between B Line (Red) North Hollywood Station

and downtown Burbank via Burbank Bl Line 154 to operate between B Line North Hollywood Station & Sepulveda Bl via Oxnard St & Burbank Bl as a more frequent two-direction circulator. Discontinue underutilized segment west of Sepulveda Bl Line 155 to merge with a segment of Line 183 and operate more frequent weekday service via Riverside Dr, Sepulveda Bl and Magnolia Bl between B Line North Hollywood and Universal City/Studio City Stations. Line 155 segment east of Universal City/Studio City Station via Olive Av to continue to be served by Burbank Bus newly improved Pink Route. More frequent Line 94 to serve segment of existing Line 183 east of North Hollywood Station along Magnolia Bl New Metro MicroTransit service and existing Glendale Beeline 4 will be available in Glendale to replace the Line 183 segment on Chevy Chase/Acacia/Verdugo.

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**158, 167** – Line 158 to follow existing route via Woodman Av, then travel via Plummer St to Chatsworth Station. Line 167 to serve current Line 158 segment on Devonshire St and existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use routes. Service to Sepulveda Ambulatory Care Center to be provided on-street at Haskell Av and Gloria Av. New weekend evening service and more frequent weekday service on Woodman Av to be added.

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**161** – Line 161 to operate primarily on existing route between the G Line (Orange) Canoga Station and City of Thousand Oaks. In Calabasas, it would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time. New weekend evening service to be added.

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**162, 163\*** – Lines 162 & 163 merge to provide Line 162 with more frequency during mid-day weekdays on Sherman Way. On the east end, new Line 162 to be routed via Vineland Av to provide more service along the corridor, while still connecting to the B Line (Red) North Hollywood Station and extended to serve Fallbrook Av in the west end and continue to directly serve West Hills Medical Center. Line 152 to serve Lankershim Bl instead of Line 162.

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**\*Underutilized stops consolidated to balance speed, reliability and accessibility.**



**164, 165\*** – Lines 164 & 165 to operate in partnership, with buses changing between these lines at Platt Av/ Victory Bd to eliminate a long turn-around loop and provide more frequent service during the weekday midday hours.

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**166, 364\*** – Lines 166 & 364 merge to provide Line 166 with more frequent midday weekday service. Line 166 to continue serving Nordhoff St and Osborne St, extending east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, connecting with New Line 690 on Foothill Bl On the west end, Line 166 to end at Nordhoff St/Canoga Av, providing access to Chatsworth Station via Metro G Line (Orange). A segment of Glenoaks Bl to be served by Line 92 and a segment on Topanga Canyon Bl to be served by new Line 150.

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**169, New Line 645** – Line 169 to operate between Lankershim Bl and G Line (Orange) Canoga Station via Saticoy St and Canoga Av with more weekday frequency. New Line 645 will operate a two-way loop between West Hills Medical Center, Canoga Av and Warner Center serving existing Line 169 alignment. Additional trips serving El Camino High School to be maintained. New weekend service to be provided on Line 169.

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**176, New Line 287** – Discontinue Line 176 due to underutilized service. Service from El Monte Station to The Shops at Montebello provided by new Line 287 via same alignment as discontinued Line 176. Alternative service for other sections of Line 176: Lines 78, 179, 258, 260, 266, 267, 287 and Montebello Bus Lines 20 & 30.

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**177** – Line 177 to continue to operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory, with reroute to use Mountain St instead of Walnut St to serve more of Pasadena. Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate this service.

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**180, 181, 780\*** – Lines 180, 181, 217, 780 merge to create new Line 180 operating the same alignment as discontinued Line 780 from Pasadena City College to the Washington/Fairfax Transit Hub, extending further south to E Line (Expo) La Cienega/Jefferson Station following discontinued Line 217 alignment. Line 81

rerouted via Yosemite Dr and Eagle Rock Bl to replace discontinued Line 181 segment. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 180 on Lake Av. Foothill Transit Line 187 to replace Line 181 service on Colorado Bl east of Pasadena City College.

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**201** – Discontinue Line 201 due to low ridership. Nearest alternative services: Lines 2, 4, 92, 603 and new Line 182. Metro MicroTransit service will also be available in the Chevy Chase area at Glendale Adventist Hospital.

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**202** – Line 202 to operate weekdays peak periods with new weekday off-peak service via existing route between A Line (Blue) Artesia Station and the C Line (Green)/A Line Willowbrook/Rosa Parks Station. Discontinue underutilized service south of A Line Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St Alternative service: Lines 205 (Wilmington Av), 232 (Anaheim St) and 246 (Avalon Bl), Long Beach Transit Line 52 and Lines 191/192 south of A Line Del Amo Station.

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**204, 754** – Line 204 to follow existing route between Hollywood and C Line (Green) Vermont/Athens Station via Vermont Av. More frequency for all stops on Vermont Av. Underutilized existing stops consolidated to balance speed, reliability and accessibility. Line 204 to provide more frequent midday and weekend service. Line 754 will operate weekday peak hours only; new Line 204 to provide more frequent service to existing Line 754 stops.

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**205** – Line 205 to provide faster service between San Pedro and Willowbrook on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station, eliminating out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center and avoiding duplication of Torrance Transit Line 1 on Vermont Av north of Carson St In San Pedro, the route to be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av. Alternative service on 1st St and 13th St to be provided by DASH San Pedro.

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**206\*** – Line 206 continues serving Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no proposed route changes and more frequency during weekday midday and evening hours.

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**207, 757** – Lines 207 & 757 merge to create higher frequency Line 207 to operate between Hollywood and C Line (Green) Crenshaw Station with more frequency for all stops on Western Av. Underutilized stops consolidated on Western Av to balance speed, reliability and accessibility.

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**209** – Line 209 on Van Ness Av and Arlington Av to be altered to travel between Crenshaw/144th St, C Line (Green) Crenshaw Station (rather than Vermont/Athens Station) and the E Line (Expo) Expo/Crenshaw Station. Connections north from there to Wilshire Bl would be available on Line 210.

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**210, New Line 610, 710** – Lines 210 & 710 merge to create higher frequency Line 210 to operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach and via Redondo Beach Bl to South Bay Galleria. Line 210 to provide new Owl service and more frequency for all Crenshaw Bl stops. Underutilized Crenshaw Bl stops to be consolidated to balance speed, reliability and accessibility. Torrance Transit Line 2 to replace existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College. Line 210 service north of Wilshire Bl to Hollywood to be replaced by new Line 610 on Rossmore Av and Vine St.

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**211, 215** – Lines 211 & 215 to operate as separate two-directional loop routes serving north of C Line (Green) Hawthorne/Lennox Station (Line 211) and south of C Line Hawthorne/Lennox Station (Line 215), providing new midday weekday, night and weekend service. Line 211 loop to replace Line 212/312 on Prairie Av (new Line 212 to instead serve Hawthorne Bl) and replace Line 215 service on Manchester Av and Inglewood Av north of the C Line. Line 215 loop to replace existing Lines 211 & 215 south of the C Line on Prairie Av, Marine Av and Inglewood Av. Discontinue service to C Line Redondo Beach Station to extend route to South Bay Galleria via Inglewood Av and Grant Av.

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**212, 312** – Lines 212 & 312 merge to create higher-frequency new Line 212 to operate via La Brea Av between Hollywood/Highland and Inglewood, then extend south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740. Line 212 to continue to be routed via Overhill Dr. New Line 212 to provide more frequency at all stops on La Brea Av and Hawthorne Bl. Underutilized stops on La Brea Av and Hawthorne Bl consolidated to balance speed, reliability and accessibility.

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**217** – Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service. Line 217 north of La Cienega/Jefferson Station to Hollywood via La Cienega Bl, Fairfax Av and Hollywood Bl to become part of Line 180.

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**218** – Line 218 to be retained between Ventura Bl/Laurel Canyon and Fairfax Av/Santa Monica Bl with connections to Metro Lines 180 (Fairfax Av) and 4 (Santa Monica Bl) and free City of West Hollywood FX service to Beverly Center and Cedars Sinai Medical Center.

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**222, 656** – Line 222 to operate on Hollywood Way between Hollywood Burbank Airport and B Line (Red) Universal City/Studio City Station, serving Cahuenga Bl south to Universal Studios Bl, creating more direct connections. Discontinue underutilized service south of Cahuenga Bl/Universal Studios Bl to Hollywood; alternative frequent B Line service available between Universal City/Studio City Station and Hollywood. Line 656 Owl service to operate a modified route from Normandie Av/Santa Monica Blvd to B Line North Hollywood Station via Hollywood, Cahuenga and Lankershim Bls. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura Bl (Line 240), Van Nuys Bl (Line 233) and Reseda Bl (Line 234).

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**224\*** – Line 224 to operate similar to existing service along Lankershim Bl and San Fernando Rd, terminating at Sylmar/San Fernando Station, with more frequency during weekday midday hours on San Fernando Rd. New Line 690 to serve section of existing Line 224 beyond Sylmar/San Fernando Station on Foothill Bl.

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**230\*** – Line 230 to operate existing alignment between Sylmar/San Fernando Station and Studio City via Laurel Canyon Bl and Hubbard St LADOT DASH to provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.

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**232\*** – Line 232 to continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda Bl, Pacific Coast Hwy, Anaheim St and Long Beach Bl with more frequent evening service.

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**233** – Line 233 to operate with more frequency on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233 service. Underutilized stops between Pacoima and Sherman Oaks consolidated to balance speed, reliability and accessibility. Late night and early morning service through Sepulveda Pass to operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods. Line 233 to provide Owl service.

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**234, 734** – Lines 234 & 734 merge to create higher-frequency Line 234 to operate on Sepulveda Bl and end at Sherman Oaks Galleria (Ventura/Sepulveda), following the existing Lines 234 & 734 alignment north to Sylmar and LA Mission College. Underutilized Line 234 stops between Sylmar and Sherman Oaks to be consolidated to balance speed, reliability, and accessibility.

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**236** – Line 236 to operate with more frequency during weekday midday hours and new evening service similar to existing route via Balboa Bl between San Fernando Mission Bl and Ventura Bl; modified route to Sylmar/San Fernando Station to operate via San Fernando Mission Bl and Truman St due to underutilized service on the north end. Limited school supplementary service weekdays will operate on Balboa Bl to/from Granada Hills.

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**237, 239** – New Line 237 to be created by merging Lines 237 & Line 239. Line 237 to follow existing route from G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura). G Line and B Line (Red) service to replace existing Line 237 service east of G Line Woodley Station to North Hollywood and Hollywood. Line 236 to replace service to Sylmar/San Fernando Station.

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**242, 243** – Lines 242 and 243 will be combined as new Line 243 operating more frequent service during weekday midday hours on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St Underutilized service north of Devonshire St to Porter Ranch to be replaced by new Metro MicroTransit service.

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**244, 245\*** – Line 244 to operate as a separate line on current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av. A new Line 150 to replace existing Lines 244 & 245 with service on Ventura Bl and Topanga Canyon Bl.

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**246** – Line 246 to continue operating existing route from Harbor Gateway Transit Center to Carson and Wilmington, via Avalon Bl, but will travel via Anaheim St, Gaffey St, Channel St between Wilmington and San Pedro (replacing Line 550), with more frequent weekday service. Discontinue underutilized Owl service.

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**251, 751\*** – Lines 251 & 751 to merge to create new Line 251, which will operate more frequent service between Cypress Park (Ave 28 & Idell) and C Line (Green) Long Beach Bl Station.

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**252** – Discontinue Line 252 due to underutilized service. Alternative bus services: Figueroa St (Line 81), Griffin Av (new Line 182), Broadway (Line 45), Huntington Dr (Line 78), Valley Bl (Line 76) and Soto St (Line 251) and new Metro MicroTransit service in the Lincoln Heights Mercury Av, Griffin Av Montecito Heights area would be served by new Line 182 and MicroTransit service.

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**254** – Discontinue Line 254 due to low utilized service. Alternative services: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115), Florence Av (Line 111), Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51), Lorena Av (Line 605), Indiana St (Line 665) and new Metro MicroTransit service in the Watts/Willowbrook area.

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**256** – Line 256 between Commerce and Altadena via El Sereno, Highland Park and Pasadena to be served by three separate bus lines with more frequent service. Metro to operate existing segment between Cal State LA Transit Center and L Line (Gold) Highland Park Station with service rerouted via Monterey Rd instead of Collis Av. Metro in partnership with City of Commerce is exploring the opportunity for City of Commerce to operate existing Line 256 segment between Commerce and Cal State LA Transit Center, with no proposed changes to alignment; Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate a simpler route would between L Line Highland Park Station and Pasadena, via Colorado Bl, L Line Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to L Line Sierra Madre Villa Station.

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**258** – Line 258 to be shortened from the existing alignment between Paramount and Altadena to a new alignment from Fremont and Huntington Dr to provide a much-requested connection with the L Line (Gold) South Pasadena Station via Fremont Av and Fair Oaks Av to Mission Rd, to improve reliability and avoid service duplication in Pasadena area. Discontinue underutilized service on Huntington Dr/Oak Knoll Av-Cir in San Marino. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 258 on Lake Av. Line 258 will implement new weekend service.

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**260, New Lines 261 & 660, 762\*** – Lines 260 & 762 merge to create new more frequent and reliable Line 260 to operate between Pasadena and A Line(Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Fair Oaks Av, Atlantic Bl and Imperial Hwy. New frequent Line 261 to link the A Line Artesia Station & C Line Long Beach Station via Imperial Hwy, Martin Luther King Jr, Atlantic Bl and Artesia Bl in place of existing Lines 260 and 762. A new frequent Line 660 to operate between L Line (Gold) Del Mar Station and Altadena via Fair Oaks Av in place of existing Line 260 alignment.

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**264** – Discontinue Line 264 due to underutilized service. New Line 256 to serve Altadena Dr south of Washington Bl and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av. Nearest alternative service in Duarte and Monrovia: L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170) and Duarte Transit. Nearest alternative service to Arcadia-Sierra Madre Villa on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 & 268). L Line also provides service to the City of Hope Medical Center.

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**265** – Line 265 to continue to operate on existing alignment between Pico Rivera and Lakewood Center Mall with more frequent weekday service.

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**266\*** – Line 266 has no significant alignment changes between Lakewood Center Mall and L Line (Gold) Sierra Madre Villa Station. Line 266 to end on northbound Lakewood Bl adjacent to Lakewood Center Mall to improve connections with the mall and Line 265. Line 266 to have more frequent service during weekdays and weekends.

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**267, New Line 662** – Line 267 to operate via existing alignment between El Monte, Arcadia and Pasadena via Temple City Bl, Rosemead Bl and Del Mar Bl but end at L Line (Gold) Del Mar Station to improve reliability and avoid duplication of other bus lines. New Line 256 to operate on southern end of Lincoln Av with new Line 662 operating two-directional service via Lake Av, Altadena Dr, Lincoln Av, Washington Bl and Los Robles Av between Pasadena (L Line Del Mar and Lake Stations) and Altadena and provide more frequent weekend service. New Metro MicroTransit service to be available in the Altadena/JPL area, including linking with Pasadena.

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**268** – Line 268 route to operate via existing alignment between El Monte, Arcadia, Sierra Madre and Pasadena via Baldwin Av and Foothill Bl, but end at the L Line (Gold) Sierra Madre Villa Station to improve reliability, avoid duplication of other bus lines and provide more frequent weekday service. New Line 256 to operate on southern end of Lincoln Av, Washington Blvd, Altadena Dr and Foothill Bl to L Line (Gold) Sierra Madre Villa Station. New Line 662 to serve north end of Lincoln and Washington Bl west of Los Robles Av Line 268 has very low utilization to JPL on weekends. Pasadena Transit Line 177 to provide alternative service between Pasadena and the JPL on weekdays during peak periods only and new Metro MicroTransit service will be available in Sierra Madre and Altadena/JPL areas, linking those areas with Pasadena.

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**344** – Line 344 to operate existing route and stops between Harbor Gateway Transit Center and Rancho Palos Verdes.

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**442** – Discontinue Line 442 due to underutilized service and duplication with other bus lines. Alternative service: J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green)/J Line service).

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**New Line 450, 950** – New Line 450 to replace Line 950, operating between San Pedro via Pacific St, the I-110 Freeway and Figueroa St to Harbor Gateway Transit Center with peak period weekday service extending north of Harbor Gateway Transit Center to downtown LA (Figueroa/Flower & 7th), serving Harbor Transitway stations. Off-peak weekday and all-day weekends, Line 450 will connect with Line 910 at Harbor Gateway Transit Center. This will improve reliability and allow for the transition to new Zero Emission Buses on J Line (Silver) 910 service.

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**460** – Line 460 continue to operate existing alignment between downtown LA, C Line (Green) Norwalk Station and Disneyland.

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**487, 489, New Line 287** – Line 487 to begin service at L Line (Gold) Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes to 7th St Metro Center in downtown

LA during weekday peak hours and LA Union Station at all other times (with connections available to B Line (Red), D Line (Purple) and J Line (Silver)). Line 489 route to terminate at Metro 7th St Metro Center. Frequent Metro B Line/D Line services link 7th St Metro Center to Westlake/MacArthur Park in place of Lines 487 and 489. New Line 287 to replace Line 487 between El Monte and Arcadia via Santa Anita Av, with weekday and weekend service. Discontinued Line 487 segment in Sierra Madre to be replaced with new Metro MicroTransit service serving Sierra Madre, Pasadena and Altadena areas.

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**501** – Line 501 continues to link North Hollywood, Burbank, Glendale and Pasadena with a new route in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av; a new route in downtown Glendale via Brand Bl and Broadway to serve the Americana at Brand and Glendale Galleria. A weekend stop at LA Zoo will be included.

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**534, New Line 134** – Line 534 to be renumbered to 134. No route changes for New Line 134 between Malibu (Trancas Canyon Rd) and Santa Monica; deviation to Cliffside & Dume on selected trips to be discontinued due to underutilized service.

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**550** – Line 550 to be retained peak periods weekdays between Harbor Gateway Transit Center and USC. Lines 246 and 450 will connect San Pedro with Harbor Gateway Transit Center. Line 246 will replace Line 550 on Gaffey St between Channel St and Anaheim St in San Pedro.

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**577** – Line 577 between El Monte Station and Cal State Long Beach via I-605 to be rerouted northbound between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. Discontinue deviation to Los Cerritos Center due to low ridership compared to number of riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

**601** – Warner Center Shuttle frequency will be adjusted to better match ridership and will no longer include overnight Owl service.

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**602** – Line 602 to operate more frequent service weekday midday and evenings

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**603\*** – Line 603 to continue operating current route between Glendale Galleria and downtown LA, with more frequent weekday midday service and rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.

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**607** – Discontinue Line 607 due to underutilized service. Alternative bus service on Stocker St/La Tijera Bl (Line 102), Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210) and Overhill Dr (Line 212).

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**611** – Line 611 to be altered to link A Line (Blue) Florence Station with Atlantic Bl/Cecelia St via Florence Av, Seville Av and Santa Ana St. Line 102 to be rerouted via Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl and Atlantic Bl, replacing part of Line 611. The remainder of Line 611 to be discontinued due to underutilized service and duplication with other lines. Alternative bus services: Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), Seville Av and Pacific Bl (Lines 60 and 251).

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**612** – Discontinue Line 612 due to underutilized service and duplication of other bus lines. Alternative bus services: 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (Line 261), Imperial Hwy (Line 120) and Santa Ana St (Line 611) and new Metro MicroTransit service in the Watts/Willowbrook area.

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**625** – Discontinue Line 625 due to underutilized service. Nearest alternative bus service: Line 232 on Sepulveda Bl, Beach Cities Transit Line 109 on Imperial Hwy and new Metro MicroTransit service for the LAX area.

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**665** – Line 665 route to be shortened operating all trips between Indiana St & Olympic Bl and Cal State LA Transit Center. Service on Olympic Bl would be provided by Line 66.

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**685** – Discontinue Line 685 due to underutilized service. Nearest alternative bus service to Glendale College provided by Line 290 (Glendale Av), as well as new Metro MicroTransit service.

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**686** – Line 686 to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station only, discontinuing service to L Line Fillmore Station to avoid overlap with new Line 260 and provide improved weekday frequency.

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**687** – Line 687 discontinued due to underutilized service and duplication or proximity to other bus routes. Alternative bus service: new frequent Metro Lines 660 (Fair Oaks Av) & 662 (Washington Bl, Los Robles Av and Lake Av), Pasadena Transit 20, 31, 32 services and new Metro MicroTransit service in Altadena.

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**744** – Line 744 to be replaced on Van Nuys Bl by new Rapid Line 761 and high frequency new Line 233. Line 744 would no longer continue along Ventura Bl and Reseda Bl That segment would be served by new Line 240.

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**New Line 761, 788** – Line 761 to replace existing Lines 744 and 788, operating between Sylmar/San Fernando Station and the E Line (Expo) Expo/Sepulveda Station, serving high travel demand between San Fernando Valley and the Westside. Line 761 to provide service on Van Nuys Bl, Ventura Bl and Sepulveda Bl to the Westside, including frequent service all day on weekdays and weekend service.

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**901** – The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.

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**910** – The J Line (Silver) Line 910 service will continue operating between El Monte Station, downtown LA and Harbor Gateway Transit Center with additional trips replacing Line 950 (see also Line 450).

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\*Underutilized stops consolidated to balance speed, reliability and accessibility.

# Stay Connected

For more information about the NextGen Bus Plan:

 [nextgen@metro.net](mailto:nextgen@metro.net)

 [metro.net/nextgen](http://metro.net/nextgen)

All Metro meetings are accessible to persons with disabilities. Spanish, Mandarin, and Russian translation provided as listed.

ADA and Title VI Requirements:

Special accommodations are available to the public for Metro-sponsored meetings. All requests for reasonable accommodations and translation must be made at least three working days (72 hours) in advance of the scheduled meeting date; please call the project information line at 213.922.1282 or California Relay Service at 711.



**323.466.3876**

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

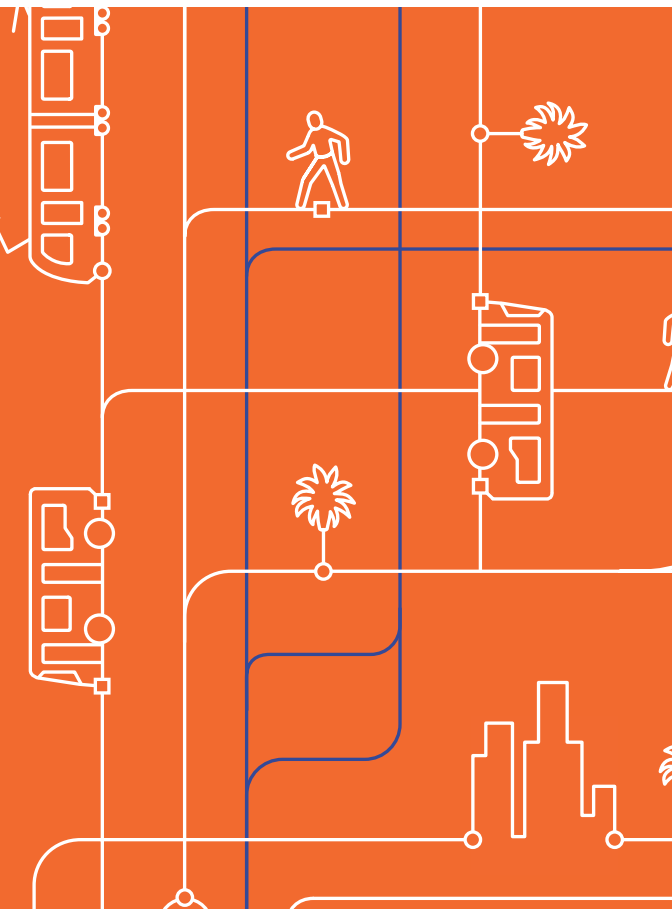


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# NEXTGEN

## Plan de Autobuses

### Cambios de servicio propuestos



**Metro**<sup>®</sup>



Metro llevará a cabo una serie de seis audiencias públicas virtuales a partir del miércoles 19 de agosto hasta el jueves 27 de agosto de 2020 para recibir comentarios de la comunidad sobre

modificaciones propuestas al servicio de autobuses de Metro. Los cambios aprobados entrarán en vigor en diciembre de 2020 o posteriormente.

## Como Participar

### Por teléfono:

Los miembros del público pueden llamar al

**877.422.8614**

e ingresar la extensión correspondiente para escuchar los procedimientos o presentar comentarios por teléfono en su idioma preferido (desde el momento en que comienza cada audiencia hasta que concluye). Las líneas de audio y comentarios con traducciones en vivo en mandarín, español y ruso estarán disponibles como se indica. Las personas que llamen a la línea de comentarios podrán escuchar los procedimientos mientras esperan su turno para presentar sus comentarios por teléfono. Las líneas de audio estarán disponibles para escuchar las audiencias sin necesidad de hacer comentarios públicos en vivo por teléfono.

### En línea:

Envíe sus comentarios en línea a través de las agendas de las audiencias públicas. Las agendas se publicarán en

**[metro.net/about/board/agenda](https://metro.net/about/board/agenda)**

al menos 72 horas antes de cada audiencia. Los comentarios públicos se leerán durante la audiencia y los enlaces de comentarios permanecerán abiertos durante la audiencia.

Las audiencias comenzarán en los horarios indicados y concluirán cuando todos los comentarios públicos recibidos a través de las agendas en línea se hayan leído en el registro público y todas las personas que llaman a las líneas de comentarios de acceso telefónico hayan tenido la oportunidad de hacer comentarios por teléfono.

### Otras formas de comentar:

Los comentarios enviados a través del Correo de los EE.UU. deben dirigirse a:

**Metro Service Planning & Development**  
**Atención: NextGen Bus Plan Proposed**  
**Service Changes**

**1 Gateway Plaza, 99-7-1**

**Los Angeles, CA 90012-2932**

Los comentarios deben estar matasellados antes de la medianoche del jueves 27 de agosto de 2020. Solo los comentarios recibidos a través de los enlaces de comentarios en las agendas se leerán durante cada audiencia.

Los Comentarios por correo electrónico deben dirigirse a:

**[servicechanges@metro.net](mailto:servicechanges@metro.net)**

**Atención: “NextGen Bus Plan**  
**Proposed Service Changes”**

Los facsímiles deben dirigirse como se indica arriba y enviarse al:

**213.922.6988**

### ¿No puede participar durante las audiencias?

Las grabaciones de la audiencia pública se publicarán en:

[metro.net/about/board/board-directors-meetings-audio-archive](https://metro.net/about/board/board-directors-meetings-audio-archive)

Para obtener más información sobre los cambios de servicio propuestos, fechas y horarios de las reuniones, y métodos para participar, visite [metro.net/nextgen](https://metro.net/nextgen) o llame al 213.922.1282.

# Reuniones públicas virtuales

 [metro.net/about/board/agenda](https://metro.net/about/board/agenda)

 877.422.8614

## Todas las regiones

### Sábado 22 de agosto 10am

Escuchar en inglés: 3462125#

Comentar en inglés: 3654496#

Escuchar en español: 4127050#

Comentar en español: 4127057#

Escuchar en ruso: 4127062#

Comentar en ruso: 4127071#

Escuchar en mandarín: 4127035#

Comentar en mandarín: 4127040#

## Gateway Cities

### Jueves 27 de agosto 6pm

Escuchar en inglés: 3461978#

Comentar en inglés: 3756316#

Escuchar en español: 4127050#

Comentar en español: 4127057#

## Valle de San Fernando

### Miércoles 19 de agosto 6:30pm

Escuchar en inglés: 3462125#

Comentar en inglés: 3654496#

Escuchar en español: 4127050#

Comentar en español: 4127057#

## Valle de San Gabriel

### Lunes 24 de agosto 6pm

Escuchar en inglés: 3462125#

Comentar en inglés: 3756376#

Escuchar en español: 4127050#

Comentar en español: 4127057#

Escuchar en mandarín: 4127035#

Comentar en mandarín: 4127040#

## South Bay Cities

### Jueves 20 de agosto 6pm

Escuchar en inglés: 3462108#

Comentar en inglés: 3756328#

Escuchar en español: 4127050#

Comentar en español: 4127057#

## Westside Central

### Miércoles 26 de agosto 6pm

Escuchar en inglés: 3462155#

Comentar en inglés: 3756379#

Escuchar en español: 4127050#

Comentar en español: 4127057#

Escuchar en ruso: 4127062#

Comentar en ruso: 4127071#

## Propuestas de cambio de servicio

**2, 200, 302\*** – La Línea 2 en Sunset Bl se unirá con las Líneas 200 (Alvarado/Hoover) y 302 en Sunset Bl, seguirá las rutas existentes de las Líneas 2 y 302 en Sunset Bl entre UCLA y Hollywood, se unirá con la Línea 200 en Sunset y Alvarado a Exposition Park/USC y proporcionará una nueva ruta directa de la Línea 2 entre USC/Exposition Park y Hollywood, servicio de alta frecuencia para todas las paradas de Sunset Bl y Alvarado St Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad. La Línea 4 aún servirá a Sunset Bl al este de Alvarado St a través del centro de Los Angeles.

**4, 704\*** – Las Líneas 4 y 704 en Santa Mónica Bl se unirán para crear una Línea 4 más frecuente, la línea seguirá las rutas existentes entre el centro de Santa Monica y el centro de Los Angeles a través de Santa Monica Bl y Sunset Bl Más frecuencia de servicio para todas las nuevas paradas de la Línea 4 entre Westwood y el centro de Los Angeles.

**10, 48\*** – Las Líneas 10 y 48 no tendrán cambios de ruta, y operarán con más frecuencia durante las de la noche entre semana. Los autobuses continuarán cambiando entre estas Líneas 10 y 48 en Temple/Figueroa en el centro de Los Angeles.

**14, 37\*** – La Línea 14 tendrá más frecuencia durante las horas del mediodía y por la noche entre semana a través de la alineación existente entre el centro de Los Angeles y Beverly/San Vicente a través de Beverly Bl Se discontinuará el segmento subutilizado al oeste de Beverly/San Vicente a Pico Bl a través de Beverly Dr La Línea 37 no tendrá cambios de ruta, y operará un servicio nocturno más frecuente.

**16, 17, 316, Nueva Línea 617\*** – Las Líneas 16, 17 y 316 se unirán para crear la nueva Línea 16 que operará con más frecuencia durante las horas del mediodía y por la noche entre semana a través de la alineación existente de la Línea 16/17/316 entre el centro de Los Angeles y 3rd St/San Vicente a través de 3rd St, luego hacia el norte en San Vicente a Santa Monica Bl La Línea 16 no continuará al oeste de 3rd St/San Vicente en Burton en Beverly Hills debido a un servicio subutilizado. La nueva Línea 617 operará desde la estación Culver City

de Metro E Line (Expo) hasta Cedars-Sinai Medical Center/Beverly Center a través de Robertson Bl, con más frecuencia durante las horas del mediodía y la noche entre semana, y nuevo servicio los sábados y domingos.

**18, 20, 720\*** – Las Líneas 18 y 720 se unirán para crear la nueva Línea 18 que operará entre la estación de Metrolink de Montebello-Commerce y el centro de Los Angeles, proporcionando más frecuencia a todas las paradas entre el este de Los Angeles y el centro de Los Angeles. La Línea 18 continuará entre el centro de Los Angeles y Wilshire/Western a través de las paradas 6th St.

**20, 720\*** – Las Líneas 20 y 720 se unirán para crear la Línea 20, una línea de mayor frecuencia que operará entre el centro de Santa Monica y el centro de Los Angeles a través de Wilshire Bl, seguirá la ruta existente de la Línea 20/720 y servirá solo a la Línea 720 existente para al oeste de Sepulveda Bl a Santa Monica. El servicio nocturno y temprano en la mañana servirá las paradas existentes de la Línea 720 y la Línea 20 al oeste de Sepulveda Bl a Santa Monica; más frecuencia para todas las nuevas paradas de la Línea 20 entre Westwood y el centro de Los Angeles. La Línea 720 operará los períodos pico entre semana solo entre el centro de Los Angeles y Westwood.

**28, 728, 684\*** – Las Líneas 28 y 728 se unirán para crear una nueva Línea 28 entre Century City y el centro de Los Angeles a través de Olympic Bl, proporcionando más frecuencia a todas las paradas servidas. La Línea 45 servirá a la sección de la Línea 28 en Broadway entre el centro de Los Angeles y Ave 26. La nueva Línea 684 conectará la estación Lincoln/Cypress Station de Metro L (Gold) y Eagle Rock a través de la alineación existente de la Línea 28 en Eagle Rock Bl.

\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.

**30, 330\*** – Las Líneas 30 y 330 se unirán para crear una Línea 30 de mayor frecuencia que operará a través de la ruta existente entre Pico Rimpau Transit Center y la estación Little Tokyo/Arts District Station de Metro L Line (Gold); se discontinuará el servicio existente entre Hollywood y Pico Rimpau Transit Center en San Vicente Bl y entre estaciones Little Tokyo e Indiana de Metro L Line (Gold) a lo largo de 1st St Servicio alternativo disponible en la Línea 106 y Metro L Line.

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**33, 733\*** – Las Líneas 33 y 733 se unirán en Venice Bl y seguirán la ruta existente entre el centro de Santa Monica y el centro de Los Angeles a través de Venice Bl con una modificación menor para servir a la estación Pico en el centro de Los Angeles. Mayor frecuencia de servicio para todas las paradas nuevas entre Santa Mónica y el centro de Los Angeles.

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**40, 740\*** – Las Líneas 40 y 740 se unirán para crear la Línea 40, una línea de mayor frecuencia que operará entre LA Union Station y Downtown Inglewood Station a través de Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. La nueva Línea 212 proporcionará servicio a La Brea Av, Hawthorne Bl al sur de la estación Downtown Inglewood, y terminará en South Bay Galleria. Servicio de la Línea 740 a la estación Expo/Crenshaw reemplazado por el nuevo tren ligero Crenshaw/LAX. Se discontinuará el servicio nocturno de la Línea 40 entre LAX y el centro de Los Angeles; servicio alternativo nocturno disponible en las Líneas 45, 105, 108, 111 y 210.

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**45, 745\*** – Las Líneas 45 y 745 se unirán para crear la Línea 45, una línea de mayor frecuencia que seguirá la ruta existente entre la estación Harbor Freeway Station de Metro C (Green), el centro de Los Angeles y Lincoln Heights a través de Broadway. Una extensión de la Línea 127 reemplazará el segmento de la Línea 45 al sur de la estación Harbor Freeway Station de J Line (Silver)/C Line (Green) en 117th St, Broadway, El Segundo Bl y Main St hasta San Pedro y Rosecrans.

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**51, 52, 351\*** – Las Líneas 51, 52, y 351 se unirán para crear la nueva Línea 51 que operará en San Pedro St y Avalon Bl y seguirá las rutas existentes entre el centro de Los Angeles, San Pedro St y Avalon Bl, extendiéndose a una nueva terminal sur en Cal State Dominguez Hills; frecuencia más alta proporcionada al norte de la estación de Avalon de Metro C Line (Green). Una extensión de la Línea 127 reemplazará

las Líneas 51/351 en Compton Bl y proporcionará una nueva conexión a la estación Harbor Freeway Station de Metro J Line (Silver)/Metro C Line (Green). El nuevo servicio LADOT DASH reemplazará las Líneas 51, 52, 351 en 7th St al oeste del centro de Los Angeles.

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**53\*** – La Línea 53 entre el centro de Los Angeles y Cal State Dominguez Hills (CSUDH) será redirigida para dar servicio a la estación Rosa Parks de Metro A Line (Blue)/C Line (Green) (en lugar de la estación Avalon de Metro C Line) para conectar con ambas Líneas. Los viajes seleccionados de la Línea 53 continuarán al sur de la estación Willowbrook/Rosa Parks de Metro A Line (Blue)/C Line (Green) hasta CSUDH. La línea 53 tendrá más frecuencia entre las horas del mediodía y de la tarde entre semana. En el centro de Los Angeles, la Línea 53 se redirigirá de Beaudry Av a Olive St para dar servicio a más destinos y proporcionará una nueva conexión a la Línea 4. La Línea 55 reemplazará a la Línea 53 en Beaudry Av.

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**55, 355\*** – Las Líneas 55 y 355 se unirán para crear la Línea 55 de mayor frecuencia y operará entre el centro de Los Angeles y la estación Willowbrook/Rosa Parks de Metro A Line (Blue)/C Line (Green) a través de Adams Bl y Compton Av. La Línea 55 seguirá la ruta existente y todos los viajes terminarán en la estación Willowbrook/Rosa Parks. La Línea 55 en el centro de Los Angeles se redirigirá en Beaudry Av, reemplazando el segmento de la Línea 53. El segmento de la Línea 55 a través de la estación Firestone de Metro A Line será eliminado para viajar directamente en Compton Av. Se discontinuará el servicio nocturno subutilizado; servicio alternativo nocturno disponible en Avalon Bl (Línea 51).

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**60, 760\*** – Las Líneas 60 y 760 se unirán para crear la Línea 60, una línea con más frecuencia que operará en Long Beach Bl entre el centro de Los Angeles y la estación Long Beach Bl de Metro C Line (Green) y la estación Artesia de Metro A Line (Blue), brindando servicio de alta frecuencia para todas las paradas con la frecuencia de servicio más alta al norte de la estación de Long Beach Bl de Metro C Line. La Línea 60 se redirigirá en el centro de Los Angeles desde Figueroa St hasta Olive St.

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**\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

**62, Nueva Línea 262\*** – Se discontinuará la Línea 62 y será reemplazada con la nueva Línea 262 entre East LA College, la estación Atlantic de Metro L Line (Gold) y Hawaiian Gardens a través de Atlantic, Telegraph Rd, Norwalk Bl y Pioneer Bl debido al servicio subutilizado y para eliminar la duplicación con la Línea 66 al oeste de Atlantic Bl/Telegraph Rd hasta el centro de Los Angeles. Se discontinuará el servicio existente en Imperial Hwy/Bloomfield Av en Norwalk, reduciendo la superposición del servicio de Norwalk Transit, proporcionando un mejor servicio en Pioneer Bl.

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**66, 605\*** – La Línea 66 entre la estación Wilshire/Western de Metro B Line (Red) y la estación Montebello de Metrolink a través de Western Av, 8th St y Olympic Bl viajará en Olympic Bl en lugar de 8th St en el este de Los Angeles, reemplazará el segmento de Línea 62 y ofrecerá un servicio más rápido y directo. La terminal este de la Línea 66 será Commerce Center. Se discontinuará el servicio entre Olympic y Gerhart y la estación Montebello/Commerce de Metrolink debido al servicio subutilizado y para reducir la superposición con la Línea 18. Línea 605 será extendida para servir 8th St entre Lorena St y Soto St.

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**68, 70, 770\*** – Las Líneas 68, 70 y 770 se unirán para crear la nueva Línea 70 que operará a través de la alineación actual de la Línea 770 entre el centro de Los Angeles y la estación El Monte, proporcionando más frecuencia a todas las paradas servidas por Garvey Av, Atlantic Bl y Cesar E. Chavez Av. El segmento de la Línea 68 al este de Atlantic Bl hasta The Shops at Montebello será atendido por una extensión de la Línea 106 siguiendo la alineación existente de la Línea 68. Nuevo servicio nocturno será proporcionado en Cesar E. Chavez Av.

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**71, 106** – Línea 71 discontinuada; La Línea 106 se extenderá a The Shops en Montebello, la estación Atlantic de Metro L Line (Gold) y Cal State LA mientras continuará sirviendo East LA College y LA County USC Medical Center con conexiones a la nueva Línea 70 en Cesar E. Chavez Av para acceso al centro de Los Angeles. La extensión a Cal State LA seguirá la misma alineación que la Línea 71 discontinuada al este de State St y Marengo St a través de Marengo St, Wabash Av, City Terrace Dr a Cal State LA. La extensión a The Shops at Montebello seguirá la misma alineación que la Línea 68 discontinuada al este de Riggan St y Atlantic Bl La Línea 106 viajará directamente

por 1st St en lugar de desviarse por Indiana St, 3rd St, 4th St, Soto St, Whittier Bl y Boyle Av para simplificar la ruta. La Línea 106 operará un servicio muy frecuente e implementará un nuevo servicio de fin de semana.

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**76\*** – La Línea 76 entre el centro de Los Angeles y la estación de autobuses de El Monte a través de Main St y Valley Bl continuará siguiendo la mayor parte de la alineación existente, con un servicio más frecuente de medio día y noche entre semana. La Línea 76 ya no viaja a la estación de Metrolink debido a un servicio subutilizado y, en cambio, opera en Santa Anita Av. En el centro de Los Angeles, la Línea 76 continuará operando en Alameda St hasta 1st St y luego en la ruta existente hacia 7th St/Maple St.

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**78, 79, Nueva Línea 179, 378\*** – Las Líneas 78, 79 y 378 se unirán para crear la nueva Línea 78 y operará entre el centro de Los Angeles y Arcadia. La nueva Línea 78 operará en Mission Rd, Huntington Dr, Main St/Las Tunas Dr y Live Oak Av hasta Santa Anita Av. La nueva Línea 179 reemplazará el servicio de la Línea 79 a lo largo de Huntington Dr entre Maycrest Av y la estación Arcadia de Metro L (Gold) Line, conectando con la Línea 78 en Huntington Dr/Maycrest Av. Se discontinuará el servicio subutilizado de la Línea 78 en Live Oak Av al este de Santa Anita Av; La Línea 492 de Foothill Transit Line estará disponible en este segmento.

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**81, 181\*** – La ruta de la Línea 81 seguirá siendo la misma al sur de Figueroa St y Yosemite Dr hasta la estación Harbor Freeway de Metro J Line (Silver)/C Line (Green) a través del centro de Los Angeles. La Línea 81 reemplazará la Línea 181 por desvío a través de Yosemite St para servir a Colorado Bl/Eagle Dale. La Línea 81 tendrá más frecuencia entre las horas del mediodía y de la tarde entre semana; viajes seleccionados continuarán hasta Figueroa/Colorado. El servicio nocturno de la Línea 81 reemplazará el servicio nocturno de la Línea 83 a Figueroa/Colorado y se conectará al servicio nocturno de la Línea 180.

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\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.

**83, 175, Nueva Línea 182\*** – Las Líneas 83 y 175 se reemplazarán con la nueva Línea 182, un servicio de 7 días a la semana, desde Broadway y Thomas (Lincoln High School) hasta East Hollywood (estación Vermont/Sunset de Metro B Line (Red)) a través de Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av y Franklin Av para proporcionar una conexión más directa de este a oeste entre el noreste de Los Angeles y Hollywood mientras se mantiene el servicio a John Marshall High School y se reemplazan las Líneas 83 y 175 discontinuadas. Servicio alternativo frecuente a/desde el centro de Los Angeles será disponible en Metro L Line (Gold) o la Línea 81 a través de Figueroa St para conectarse con la nueva Línea 182.

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**90, 91, Nuevas Líneas 290, 690\*** – Las Líneas 90 y 91 se unirán para crear una nueva Línea 290 entre LA County USC Medical Center, la estación Lincoln/Cypress Station de Metro L (Gold), y Sunland, luego se extenderá a través de Vineland Av hasta la estación North Hollywood de Metro B Line (Red). Se discontinuará el segmento al norte de Sunland Bl. Nueva Línea 690 operará en un segmento de Foothill Bl entre Lake View Terrace y Sylmar. Las Líneas 81 y 94 continuarán prestando servicio a Hill St en lugar de las Líneas 90 y 91.

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**92\*** – La Línea 92 se extenderá hacia el sur hasta Venice y Broadway en el centro de Los Angeles y operará con más frecuencia.

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**94, Nueva Línea 294, 794\*** – Las Líneas 94 y 794 se unirán para crear una Línea 94 más frecuente que operará en San Fernando Rd a través de la ruta existente de la Línea 94 entre el centro de Los Angeles y el centro de Burbank, con una nueva ruta a través del centro de Glendale y luego se extiéndase hacia el oeste en Magnolia Bl y terminará en la estación North Hollywood Station de Metro B Line (Red). La nueva Línea 294 operará en San Fernando Rd entre Sylmar y el centro de Burbank en lugar de las Líneas existentes 94 y 794.

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**96, Nueva Línea 296** – La Línea 96 operará como la nueva Línea 296 a través de la ruta actual entre el centro de Burbank, LA Zoo y Elysian Valley (Riverside Dr/Figueroa St) y luego viajará a la estación Lincoln/Cypress de Metro L Line (Gold) conectando el servicio al centro de Los Angeles, reemplazando el segmento discontinuado de la Línea 96 entre Riverside Dr/Figueroa St y el centro de Los Angeles.

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**102** – La Línea 102 operará entre Slauson/Atlantic y Manchester/Sepulveda. Al este de Central Av/41st St extenderá hasta Vernon y Maywood (Slauson/Atlantic), la Línea 102 se redirigirá a través de Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, reemplazando la Línea 611. Se discontinuará el segmento subutilizado hacia South Gate a través de Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; Servicio alternativo: Central Av (Línea 53), Compton Av (Línea 55), Pacific Bl (Líneas 60, 251), Slauson Av (Línea 108), Florence Av (Línea 111) y Gage Av (Línea 110).

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**105, 705\*** – Las Líneas 105 y 705 se unirán para crear la Línea 105 de mayor frecuencia que operará en Vernon Av, MLK Jr. Bl y La Cienega Bl entre Vernon y West Hollywood. Todos los viajes continuarán sirviendo a Santa Rosalia Dr entre Hillcrest Dr y Marilton Av. Se discontinuará el segmento subutilizado de la Línea 705 en MLK Jr. Bl entre Hillcrest Dr y Marilton Av.

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**108, 358** – Las Líneas 108 y 358 se unirán para crear la Línea 108 de mayor frecuencia que operará a través de Slauson Av entre Culver City Transit Center y Pico Rivera y se extenderá hacia el este hasta Slauson/Rosemead. Servicio nocturno será proporcionado; paradas subutilizadas en Slauson Av serán consolidadas para equilibrar velocidad, confiabilidad y accesibilidad. Se discontinuarán los segmentos subutilizados al oeste de Sepúlveda Bl hacia Marina Del Rey a través de Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av y habrán desviaciones hacia Fox Hills a través de Buckingham Pkwy y Green Valley Circle. Servicio alternativo: Línea 110, Big Línea 14 de Blue Bus Línea, Las Líneas 2, 4, y 7 de Culver City. La Línea 18 de Big Blue Bus también propuso que se extienda al sur para servir a la península de Marina Del Rey.

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**110\*** – La Línea 110 continuará sirviendo la ruta existente desde Playa Vista hasta Bell Gardens. En el fin este de Gage/Garfield, los autobuses permanecerán en Garfield Av y no servirán a Foster Bridge Bl, Scout Av y Florence Pl debido a un servicio subutilizado. Se proporcionará más frecuencia durante las horas del mediodía y la noche de lunes a viernes.

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**\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

**111\*** – Línea 111 ruta sin cambios; El nuevo servicio nocturno servirá la ruta completa entre la estación Norwalk de Metro C Line (Green) y LAX City Bus Center.

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**115\*** – La Línea 115 proporcionará servicio desde Westchester a la estación Norwalk de Metro C Line (Green) a través de Manchester Av y Firestone Bl Se discontinuará el servicio subutilizado a Playa del Rey al oeste de Manchester/Sepulveda, excepto los viajes escolares seleccionados. Big Blue Bus planea extender su Línea 16 a Playa del Rey y el nuevo servicio Metro MicroTransit también estará disponible en Playa del Rey.

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**117\*** – La Línea 117 desde LAX City Bus Center hasta la estación Lakewood Bl de Metro C Line (Green) continuará viajando a través de Century Bl, Tweedy Bl e Imperial Hwy. Cerca Jordan Downs Housing Complex, la Línea 117 se redirigirá más directamente desde 103rd St a Century Bl entre Alameda St y Grape St a través del nuevo desarrollo de viviendas Jordan Downs. La Línea 117 ofrecerá un nuevo servicio nocturno.

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**120, Nueva Línea 621\*** – La Línea 120 continuará brindando servicio desde la estación Aviation/LAX de Metro C Line (Green) hasta la estación Norwalk de Metro C Line a través de Imperial Hwy. La Línea 120 permanecerá en Imperial Hwy y no se desviará hacia el estacionamiento de Leeds St en Rancho Los Amigos National Rehabilitation Center; brindando un servicio más rápido y directo. Servicio de autobús alternativo al estacionamiento de Leeds St estará disponible a través de La Línea 117 de Metro, Willowbrook/Rosa Parks Shuttle y Access Services. La nueva Línea 621 reemplazará la Línea 120 hacia el este desde la estación Norwalk de Metro C Line hasta Whittwood Mall a través de la alineación existente de la Línea 120.

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**125\*** – La Línea 125 continuará operando entre la estación Norwalk de Metro C Line (Green) y El Segundo a través de Rosecrans Av con una mejor frecuencia de servicio entre semana y mediodía.

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**126** – Se discontinuará la Línea 126 debido a un servicio subutilizado; servicios alternativos más cercanos: Líneas 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl) y 232 (Sepulveda Bl), Línea 8 de Torrance Transit (Aviation Bl), Línea 109 de Beach

Cities Transit, Línea 438 de LADOT Commuter Express (Highland Av), y Línea 5 de G-Trans (El Segundo Bl).

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**127\*** – Línea 127 seguirá la ruta existente entre la estación Compton de Metro A Line (Blue) y Downey Depot, excepto por permanecer en Somerset Bl entre Clark Av y Bellflower Bl Se discontinuará el servicio subutilizado en Alondra Bl para hacer la ruta más directa. La Línea 127 se extenderá hacia el oeste de la estación Compton de Metro A Line hasta la estación Harbor Freeway de Metro J Line J (Silver)/C Line (Green) a través de Compton Bl, San Pedro St, El Segundo Bl y Broadway hasta Figueroa/117th St, reemplazando segmentos de Líneas 45 y 51. Se ofrecerá un nuevo servicio de fin de semana y un servicio más frecuente entre semana.

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**128** – La Línea 128 operará entre la estación de Compton de Metro A Line (Blue) y Alondra Bl y Carmenita Rd. Se discontinuará el segmento de la Línea 128 subutilizado al sur de Alondra Bl y Carmenita Rd; servicio alternativo a Cerritos Towne Center a través de Cerritos On Wheels (COW) Ruta 1-A. La Línea 128 incluirá un nuevo servicio de fin de semana.

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**130\*** – La Línea 130 continuará siendo operada inicialmente por Metro en Artesia Bl entre la estación Artesia de Metro A Line (Blue) y Cerritos y luego hará la transición a Long Beach Transit. La Línea 130 al oeste de la estación Artesia de Metro A Line está prevista para la transición a Torrance Transit como su nueva Línea 13, siguiendo la ruta existente a través de Artesia Bl hasta Redondo Beach.

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**534, Nueva Línea 134** – Nueva Línea 134: la Línea 534 se renumera a 134. No hay cambios de ruta para la nueva Línea 134 entre Malibú (Trancas Canyon Rd) y Santa Monica; desviación a Cliffside & Dume en viajes seleccionados se discontinuará debido a un servicio subutilizado.

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\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.

**150, 240, 245, 750\*** – Las Líneas 150, 240 y 750 se unirán para crear la Línea 150 más frecuente y operará desde Ventura/Reseda oeste hasta la estación Chatsworth a lo largo de Ventura Bl y Topanga Canyon Bl, proporcionando una conexión con la nueva Línea 240 más frecuente que operará a través de Reseda Bl y al este a lo largo de Ventura Bl entre Northridge y la estación Universal City/Studio City de Metro B Line (Red). Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad. La nueva Línea 150 más frecuente reemplazará la Línea 245 existente con servicio en Ventura Bl y Topanga Canyon Bl.

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**152, 353\*** – Las Líneas 152 y 353 se unirán para crear la nueva Línea 152 que servirá a Roscoe Bl con mejoras en la frecuencia de lunes a viernes al mediodía. En el extremo este, la Línea 152 viajará a través de Lankershim Bl para proporcionar una conexión más directa a la estación North Line de Metro B Line (Red). En el extremo oeste, la ruta terminará en Topanga Canyon Bl. El servicio en Vineland Av será proporcionado por la Línea 162 modificada y la nueva Línea 290. La Línea 162 modificada proporcionará servicio en Fallbrook Av.

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**Nueva Línea 153, Líneas 154, 155, 183** – La nueva Línea 153 operará entre la estación North Hollywood de Metro B Line (Red) y el centro de Burbank a través de Burbank Bl. La Línea 154 operará entre la estación North Hollywood de Metro B Line y Sepulveda Bl a través de Oxnard St y Burbank Bl como un circulador bidireccional más frecuente. Se discontinuará el segmento subutilizado al oeste de Sepulveda Bl. La Línea 155 se unirá con un segmento de la Línea 183 y operará un servicio más frecuente entre semana a través de Riverside Dr, Sepulveda Bl y Magnolia Bl entre las estaciones North Hollywood de Metro B Line (Red) y Universal City/Studio City. El segmento de la Línea 155 al este de la estación Universal City/Studio City a través de Olive Av continuará siendo atendido por la línea recientemente mejorada Pink Route de Burbank Bus. La Línea 94 con más frecuencia servirá el segmento de la Línea 183 existente al este de la estación North Hollywood a lo largo de Magnolia Bl. El nuevo servicio Metro MicroTransit y el existente Glendale Beeline 4 estarán disponibles en Glendale para reemplazar el segmento de la Línea 183 en Chevy Chase/Acacia/Verdugo.

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**158, 167** – Línea 158 seguirá la ruta existente por Woodman Av, luego viajará por Plummer St hasta Chatsworth Station. La Línea 167 servirá el segmento actual de la Línea 158 en Devonshire St y el segmento existente de Coldwater Canyon Av. Un intercambio de alineaciones este-oeste entre las Líneas 158 y 167 estará destinado a crear rutas más simples y fáciles de usar. El servicio a Sepulveda Ambulatory Care Center se proporcionará en la calle en Haskell Av y Gloria Av. Se agregará un nuevo servicio nocturno de fin de semana y un servicio más frecuente de lunes a viernes en Woodman Av.

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**161** – La Línea 161 operará principalmente en la ruta existente entre la estación de Canoga de Metro G Line (Orange) y la ciudad de Thousand Oaks. En Calabasas, operará en Calabasas Rd en lugar de Park Calabasas y Park Granada para mejorar el tiempo de viaje. Se agregará un nuevo servicio nocturno de fin de semana.

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**162, 163\*** – Las Líneas 162 y 163 se unirán para proporcionar más frecuencia a la Línea 162 durante los días laborables de medio día en Sherman Way. En el extremo este, la nueva Línea 162 se enrutará a través de Vineland Av para proporcionar más servicio a lo largo del corredor mientras se conecta a la estación North Hollywood de Metro B Line (Red), y se extenderá para servir a Fallbrook Av en el extremo oeste y continuará a servir directamente a West Hills Medical Center. La Línea 152 servirá a Lankershim Bl en lugar de la Línea 162.

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**164, 165\*** – Las Líneas 164 y 165 operarán en sociedad, con autobuses cambiando entre estas líneas en Platt Av/Victory Bl para eliminar un largo giro y proporcionar un servicio más frecuente durante las horas del mediodía de lunes a viernes.

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\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.



**166, 364\*** – Las Líneas 166 y 364 se unirán para proporcionar servicio de mediodía de lunes a viernes más frecuente. La línea 166 continuará a servir Nordhoff St y Osborne St, extendiéndose al este a través de Osborne St y Foothill Bl y Hansen Dam a Discovery Cube, conectándose con la nueva Línea 690 en Foothill Bl En el extremo oeste, la Línea 166 terminará en Nordhoff St/Canoga Av, proporcionando acceso a la estación de Chatsworth a través de Metro G Line (Orange). Un segmento de Glenoaks Bl será atendido por la Línea 92, y un segmento en Topanga Canyon Bl será atendido por la nueva Línea 150.

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**169, Nueva Línea 645** – Línea 169 operará entre Lankershim Bl y la estación Canoga de Metro G Line (Orange) a través de Saticoy St y Canoga Av con más frecuencia entre semana. La nueva Línea 645 operará un circuito de doble sentido entre West Hills Medical Center, Canoga Av y Warner Center, sirviendo la alineación existente de la Línea 169. Se mantendrán viajes adicionales al servicio de El Camino High School. Se proporcionará un nuevo servicio de fin de semana en la Línea 169.

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**176, Nueva Línea 287** – Se discontinuará la Línea 176 debido a un servicio subutilizado. Servicio desde la estación El Monte a The Shops at Montebello será proporcionado por la nueva Línea 287 a través de la misma alineación de la Línea 176 discontinuada. Servicio alternativo para otras secciones de la Línea 176: Líneas 78, 179, 258, 260, 266, 267, 287 y Líneas 20 y 30 de Montebello Bus Lines.

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**177** – Línea 177 continuará operando el servicio de horas de pico de lunes a viernes entre Pasadena y Jet Propulsion Laboratory, con el redireccionamiento de usar Mountain St en lugar de Walnut St para servir a más de Pasadena. Metro en sociedad con la Ciudad de Pasadena está explorando la oportunidad para que Pasadena Transit opere este servicio.

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**180, 181, 780\*** – Las Líneas 180, 181, 217, 780 se unirán para crear la nueva Línea 180 y operará la misma alineación de la Línea 780 discontinuada de Pasadena City College a Washington/Fairfax Transit Hub, extendiéndose más al sur a la estación La Cienega/Jefferson de Metro E Line (Expo) siguiendo la misma alineación de la Línea 217 discontinuada. La Línea 81 se desviaría a través de Yosemite Dr y Eagle Rock Bl para reemplazar el segmento discontinuado de la Línea 181.

La Línea 20 de Pasadena Transit y la nueva Línea 662 de Metro reemplazarán la Línea 180 en Lake Av. La Línea 187 de Foothill Transit reemplazará el servicio de la Línea 181 en Colorado Bl al este de Pasadena City College.

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**201** – Se discontinuará la Línea 201 debido a la baja cantidad de pasajeros. Servicios alternativos más cercanos: Líneas 2, 4, 92, 603 y la nueva Línea 182. El servicio Metro MicroTransit también estará disponible en el área de Chevy Chase en Glendale Adventist Hospital.

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**202** – La Línea 202 operará en los períodos de horas pico entre semana con nuevo servicio de horas no pico entre semana a través de la ruta existente entre la estación Artesia de Metro A Line (Blue) y la estación Willowbrook/Rosa Parks de Metro C Line (Green)/A Line (Blue). Se discontinuará el servicio subutilizado al sur de la estación Artesia de Metro A Line hacia Wilmington a través de Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl y Alameda St Servicio alternativo: Líneas 205 (Wilmington Av), 232 (Anaheim St) y 246 (Avalon Bl), Línea 52 de Long Beach Transit y las Líneas 191/192 al sur de la estación Del Amo de Metro A Line.

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**204, 754\*** – La Línea 204 seguirá la ruta existente entre Hollywood y la estación Vermont/Athens de Metro C Line (Green) a través de Vermont Av. Más frecuencia para todas las paradas en Vermont Av. La Línea 204 proporcionará un servicio más frecuente de mediodía y fin de semana. La Línea 754 operará solo en las horas pico entre semana; la nueva Línea 204 proporcionará un servicio más frecuente a las paradas existentes de la Línea 754.

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**\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

**205** – La Línea 205 proporcionará un servicio más rápido entre San Pedro y Willowbrook en una ruta más simple a través de Del Amo Bl entre Wilmington Bl y Main St, que presta servicio a nuevos desarrollos y se conecta con el servicio de Metro J Line (Silver) en Carson Transitway Station, eliminando el servicio fuera de dirección traslapando la Línea 246 en Avalon Bl a Harbor Gateway Transit Center y evitando la duplicación de la Línea 1 de Torrance Transit en Vermont Av al norte de Carson St En San Pedro, la ruta será más simple, sirviendo 7th Street en ambas direcciones entre Harbor Bl y Weymouth Av. La Línea DASH San Pedro brindará un servicio alternativo en 1st St y 13th St.

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**206\*** – La Línea 206 continuará servicio en Normandie Av entre la estación Vermont/Sunset de Metro B Line (Red) y la estación Vermont/Athens de Metro C Line (Green), sin cambios de rutas propuestas y más frecuencia durante las horas de mediodía y de la tarde entre semana.

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**207, 757\*** – Las Líneas 207 y 757 se unirán para crear la Línea 207 con frecuencia más alta que operará entre Hollywood y la estación Crenshaw de Metro C Line (Green) con más frecuencia para todas las paradas en la Western Av.

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**209** – La Línea 209 en Van Ness Av y Arlington Av se modificará para viajar entre Crenshaw/144th St, la estación Crenshaw de Metro C Line (Green) (en lugar de la estación Vermont/Athens) y la estación Expo/Crenshaw de Metro E Line (Expo). Conexiones al norte de allí para Wilshire Bl serán disponibles en la Línea 210.

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**210, 710, Nueva Línea 610\*** – Las Líneas 210 y 710 se unirán para crear la Línea 210, una línea de frecuencia más alta, que operará a través de Crenshaw Bl entre Crenshaw/Wilshire y Crenshaw/Redondo Beach, y a través de Redondo Beach Bl hacia South Bay Galleria. La Línea 210 proporcionará un nuevo servicio nocturno y más frecuencia para todas las paradas de Crenshaw Bl La Línea 2 de Torrance Transit r reemplazará el segmento existente de la Línea 210 en Crenshaw Bl y Artesia Bl al sur de El Camino College. Servicio de la Línea 210 al norte de Wilshire Bl a Hollywood será reemplazado por la nueva Línea 610 en Rossmore Av y Vine St.

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**211, 215** – Las líneas 211 y 215 operarán como rutas de bucle bidireccionales separadas y brindarán servicio norte de Línea de la estación Hawthorne/Lennox de Metro C Line (Green) (Línea 211) y al sur de la estación Hawthorne/Lennox de Metro C Line (Línea 215), proporcionando nuevo servicio de mediodía entre semana, y servicio nocturno y de fin de semana. La Línea 211 reemplazará la Línea 212/312 en Prairie Av (la nueva Línea 212 servirá a Hawthorne Bl) y reemplazará el servicio de la Línea 215 en Manchester Av e Inglewood Av al norte de Metro C Line. La Línea 215 reemplazará las Líneas existentes 211 y 215 al sur de Metro C Line en Prairie Av, Marine Av, e Inglewood Av. Se discontinuará el servicio a la estación Redondo Beach de Metro C Line para extender la ruta a South Bay Galleria a través de Inglewood Av y Grant Av.

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**212, 312** – Las Líneas 212 y 312 se unirán para crear la nueva Línea 212, una línea de mayor frecuencia que operará a través de La Brea Av entre Hollywood/Highland e Inglewood, luego se extenderá hacia el sur a través de La Brea Av y Hawthorne Bl hasta South Bay Galleria en lugar de las Líneas 40 y 740. La Línea 212 continuará siendo enrutado a través de Overhill Dr La nueva Línea 212 proporcionará más frecuencia en todas las paradas en La Brea Av y Hawthorne Bl Las paradas subutilizadas en La Brea Av y Hawthorne Bl se consolidarán para equilibrar la velocidad, la confiabilidad y la accesibilidad.

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**217** – Se discontinuará la Línea 217 al sur de la estación La Cienega/Jefferson hacia Westfield Culver City debido a un servicio subutilizado. La Línea 217 al norte de la estación La Cienega/Jefferson Station a Hollywood a través de La Cienega Bl, Fairfax Av y Hollywood Bl se convertirá parte de la Línea 180 (vea arriba).

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**218** – La Línea 218 será retenida entre Ventura Bl/Laurel Canyon y Fairfax Av/Santa Monica Bl con conexiones a las Líneas 180 (Fairfax Av) y 4 (Santa Monica Bl) de Metro, y el servicio gratuito FX de City of West Hollywood a Beverly Center y Cedars Sinai Medical Center.

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\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.

**222, 656** – La Línea 222 operará en Hollywood Way y Riverside Dr entre el aeropuerto Hollywood Burbank y la estación Universal City/Studio City de Metro B Line (Red), que servirá Cahuenga Bl hacia el sur hasta Universal Studios Bl, creando conexiones más directas. Se discontinuará el servicio subutilizado al sur de Cahuenga Bl/Universal Studios Bl a Hollywood; servicio alternativo frecuente de Metro B Line disponible entre las estaciones Universal City/Studio City y Hollywood. El servicio nocturno de la Línea 656 operará una ruta modificada desde Normandie Av/ Santa Monica Bl hasta la estación North Hollywood de Metro B Line a través de Hollywood, Cahuenga y Lankershim Bl Se discontinuarán los segmentos subutilizados al norte y al oeste de la estación North Hollywood. Servicios alternativos nocturnos más cercanos: Metro G Line (Orange, Ventura Bl (Línea 240), Van Nuys Bl (Línea 233) y Reseda Bl (Línea 234).

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**224\*** – La Línea 224 operará de manera similar al servicio existente a lo largo de Lankershim Bl y San Fernando Rd, terminando en la estación Sylmar/San Fernando, con más frecuencia durante las horas del mediodía entre semana en San Fernando Rd. La nueva Línea 690 servirá a la sección de la Línea 224 existente más allá de la estación Sylmar/San Fernando en Foothill Bl.

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**230\*** – La Línea 230 operará en la alineación existente entre la estación Sylmar/San Fernando y Studio City a través de Laurel Canyon Bl y Hubbard St LADOT DASH proporcionará servicio al norte de la estación Sylmar/San Fernando al operar un servicio más frecuente entre LA Mission College y la estación Sylmar/San Fernando en Hubbard St.

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**232\*** – La Línea 232 continuará sirviendo la ruta existente desde LAX City Bus Center hasta el centro de Long Beach a través de Sepulveda Bl, Pacific Coast Hwy, Anaheim St y Long Beach Bl con un servicio nocturno más frecuente.

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**233** – La Línea 233 operará con más frecuencia en Van Nuys Bl entre Foothill Bl en Pacoima y Ventura Bl en Sherman Oaks, similar al servicio existente de la Línea 233. Las paradas subutilizadas entre Pacoima y Sherman Oaks se consolidarán para equilibrar la velocidad, la confiabilidad y la accesibilidad. Servicio nocturno y por la mañana a través de Sepulveda Pass operará a lo largo de Sepulveda Bl en

lugar de la autopista I-405 para un mejor acceso al Getty Center, Skirball Center y los vecindarios adyacentes. Línea 233 proporcionará servicio nocturno.

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**234, 734** – Las Líneas 234 y 734 se unirán para crear la Línea 234, una línea de mayor frecuencia que operará en Sepulveda Bl y terminará en Sherman Oaks Galleria (Ventura/Sepulveda) siguiendo la alineación existente de las Líneas 234 y 734 al norte hacia Sylmar y LA Mission College. La Línea 234 subutilizada entre Sylmar y Sherman Oaks será consolidada para equilibrar la velocidad, la confiabilidad y la accesibilidad.

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**236** – La Línea 236 operará con más frecuencia durante las horas del mediodía de lunes a viernes y agregará un nuevo servicio nocturno similar a la ruta existente a través de Balboa Bl entre San Fernando Mission Bl y Ventura Bl; una ruta modificada a Sylmar/San Fernando Station operará a través de San Fernando Mission Bl y Truman St debido a un servicio subutilizado en el extremo norte. El servicio suplementario limitado de la escuela entre semana operará en Balboa Bl hacia/desde Granada Hills.

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**237, 239** – Se creará la nueva Línea 237 uniendo las Líneas 237 y 239. La Línea 237 seguirá la ruta existente desde la estación Woodley de Metro G Line (Orange) (Woodley/Victory) a través de Woodley Av, Rinaldi St, luego seguirá la ruta existente de la Línea 239 a través de Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av a Encino (Zelzah y Ventura). Servicio de Metro G Line y B Line (Red) reemplazará el servicio existente de la Línea 237 al este de la estación Woodley de Metro G Line a North Hollywood y Hollywood. La Línea 236 reemplazará el servicio a la estación Sylmar/San Fernando.

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**242, 243** – Las líneas 242 y 243 se unirán para crear la nueva Línea 243 que operará con servicio mas frecuente durante las horas del mediodía entre semana en Tampa Av y Winnetka Av entre Ventura Bl y Devonshire St Servicio subutilizado al norte de Devonshire St hasta Porter Ranch será reemplazado por el nuevo servicio de Metro MicroTransit.

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**\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

**244\*** – La Línea 244 operará como una línea separada en la ruta actual a través de la De Soto Av entre la estación Chatsworth y Ventura Bl/Paralta Av. Una nueva Línea 150 reemplazará las Líneas 244 y 245 existentes con servicio en Ventura Bl y Topanga Canyon Bl.

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**246** – La Línea 246 continuará operando la ruta existente desde Harbor Gateway Transit Center a Carson y Wilmington, a través de Avalon Bl, pero viajará a través de Anaheim St, Gaffey St, Channel St entre Wilmington y San Pedro (reemplazando la Línea 550), con servicio entre semana más frecuente. Se discontinuará el servicio nocturno subutilizado.

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**251, 751\*** – Las Líneas 251 y 751 se unirán para crear la nueva Línea 251, que operará un servicio más frecuente entre Cypress Park (Ave 28 e Idell) y la estación Long Beach Bl de Metro C Line (Green).

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**252** – Se discontinuará la Línea 252 debido a un servicio subutilizado. Servicios de autobuses alternativos: Figueroa St (Línea 81); Griffin Av (nueva Línea 182); Broadway (Línea 45); Huntington Dr (Línea 78), Valley Bl (Línea 76) y Soto St (Línea 251) y un nuevo servicio de Metro MicroTransit en Lincoln Heights Mercury Av ;El área de Griffin Av Montecito Heights será servido por la nueva Línea 182 y el servicio MicroTransit.

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**254** – Se discontinuará la Línea 254 debido a un servicio de baja utilización. Servicios alternativos: 103rd St (Línea 117), Compton Av (Línea 55); Firestone Bl (Línea 115); Florence Av (Línea 111); Pacific Bl (Líneas 60, 251); Gage Av (Línea 110); Soto St (Línea 51); Lorena Av (Línea 605); Indiana St (Línea 665) y el nuevo servicio Metro MicroTransit en el área de Watts/Willowbrook.

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**256** – La Línea 256 entre Commerce y Altadena a través de El Sereno, Highland Park y Pasadena será servida por tres Líneas de autobuses separadas con un servicio más frecuente. Metro operará el segmento existente entre Cal State LA Transit Center y la estación Highland Park de Metro L Line (Gold) con el servicio redirigido a través de Monterey Rd en lugar de Collis Av. Metro, en asociación con la Ciudad de Commerce, está explorando la oportunidad para que la Ciudad de Commerce opere el segmento existente de la Línea 256 entre Commerce y Cal State LA Transit Center, sin

cambios propuestos para la alineación; Metro, en colaboración con la Ciudad de Pasadena, está explorando la oportunidad para que Pasadena Transit opere una ruta más simple entre la estación Highland Park de Metro L Line y Pasadena, a través de Colorado Bl, la estación Memorial Park de Metro L Line, Lincoln Av, Washington Bl, Altadena Dr y Foothill Bl a la estación Sierra Madre Villa de Metro L Line.

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**258** – La Línea 258 se acortará de la alineación existente entre Paramount y Altadena a una nueva alineación de Fremont y Huntington Dr para proporcionar una conexión muy solicitada con la estación South Pasadena de Metro L Line (Gold) a través de Fremont Av y Fair Oaks Av hasta Mission Rd, para mejorar la confiabilidad y evitar la duplicación de servicios en el área de Pasadena. Se discontinuará el servicio subutilizado en Huntington Dr/Oak Knoll Av-Cir en San Marino. La Línea 20 de Pasadena Transit y la nueva Línea 662 de Metro reemplazarán la Línea 258 en Lake Av. La Línea 258 implementará un nuevo servicio de fin de semana.

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**260, Nuevas Líneas 261 y 660, 762\*** – Las Líneas 260 y 762 se unirán para crear la nueva Línea 260, una línea más frecuente y confiable que operará entre Pasadena y la estación Willowbrook/Rosa Parks de Metro A Line (Blue)/C Line (Green) a través de Fair Oaks Av, Atlantic Bl e Imperial Hwy. La nueva Línea 261 más frecuente conectará la estación Artesia de Metro A Line y la estación Long Beach de Metro C Line a través de Imperial Hwy, Martin Luther King Jr, Atlantic Bl y Artesia Bl en lugar de las Líneas existentes 260 y 762. La nueva Línea 660 más frecuente operará entre la estación Del Mar Station de Metro L Line (Gold) y Altadena a través de Fair Oaks Av en lugar de la alineación existente de la Línea 260.

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**\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

**264** – Se discontinuará la Línea 264 debido a un servicio subutilizado. La nueva Línea 256 servirá a Altadena Dr sur de Washington Bl y Foothill Bl, con la nueva Línea 662 sirviendo Altadena Dr en Lake Av. Servicio alternativo más cercano en Duarte y Monrovia: Metro L Line (Gold), Foothill Transit en Buena Vista St (Línea 272) y Myrtle Av (Line 170), y Duarte Transit. Servicio alternativo más cercano a Arcadia-Sierra Madre Villa en Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Líneas 266, 267, 268 de Metro y Línea 187 de Foothill Transit) y en Baldwin Av/Huntington Dr (Líneas 78 y 268 de Metro). Metro L Line también proporciona servicio a City of Hope Medical Center.

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**265** – La Línea 265 continuará operando en la alineación existente entre Pico Rivera y Lakewood Center Mall con un servicio más frecuente entre semana.

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**266\*** – La Línea 266 no tendrá cambios de alineación significativos entre Lakewood Center Mall y la estación Sierra Madre Villa de Metro L Line (Gold). La Línea 266 finalizará en Lakewood Bl hacia el norte adyacente a Lakewood Center Mall para mejorar las conexiones con el centro comercial y la Línea 265. La Línea 266 tendrá un servicio más frecuente durante la semana y los fines de semana.

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**267, Nueva Línea 662** – La Línea 267 operará a través de la alineación existente entre El Monte, Arcadia y Pasadena a través de Temple City Bl, Rosemead Bl y Del Mar Bl, pero terminará en la estación Del Mar de Metro L Line (Gold) para mejorar la confiabilidad y evitar la duplicación de otras Líneas de autobuses. La nueva Línea 256 operará en el extremo sur de Lincoln Av con la nueva Línea 662 que operará servicio bidireccional a través de Lake Av, Altadena Dr, Lincoln Av, Washington Bl y Los Robles Av entre Pasadena (las estaciones Del Mar y Lake de Metro L Line) y Altadena y proporcionará un servicio más frecuente de fin de semana. El nuevo servicio de Metro MicroTransit estará disponible en el área de Altadena/JPL incluyendo la conexión con Pasadena.

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**268, 256** – La Línea 268 operará a través de la alineación existente entre El Monte, Arcadia, Sierra Madre y Pasadena a través de Baldwin Av, Foothill Bl, pero terminará en la estación Sierra Madre Villa de Metro L Line (Gold) para mejorar la confiabilidad, evitar la duplicación de otras Líneas de autobuses, y

proporcionar servicio de fin de semana más frecuente. La nueva Línea 256 operará en el extremo sur de Lincoln Av, Washington Blvd, Altadena Dr, y Foothill Bl hasta la estación Sierra Madre Villa de Metro L Line. La nueva Línea 662 servirá el extremo norte de Lincoln y Washington Bl al oeste de Los Robles Av. La Línea 268 tiene una utilización muy baja para JPL los fines de semana. La Línea 177 de Pasadena Transit proporcionará un servicio alternativo entre Pasadena y JPL entre semana solo durante los períodos de horas pico y el nuevo servicio Metro MicroTransit estará disponible en las áreas de Sierra Madre y Altadena/JPL, uniendo esas áreas con Pasadena.

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**344** – Línea 344 operará la ruta existente y paradas entre Harbor Gateway Transit Center y Rancho Palos Verdes.

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**442** – Se discontinuará la Línea 442 debido a un servicio subutilizado y la duplicación con otras líneas de autobuses. Servicio alternativo: Metro J Line (Silver) a la estación Manchester (conexión con la Línea 115 en Manchester Bl) o estación Harbor Freeway (conexión con la Línea 120 en Imperial Hwy o Metro C Line (Green)/servicio de Metro J Line).

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**Nueva Línea 450, 950** – La nueva Línea 450 reemplazará la Línea 950, y operará entre San Pedro a través de Pacific St, la autopista I-110, y Figueroa St a Harbor Gateway Transit Center con servicio durante las horas pico entre semana extendiendo norte de Harbor Gateway Transit Center al centro de Los Angeles (Figueroa/Flower y 7th), sirviendo las estaciones de Harbor Transitway. Durante las horas no pico entre semana y todo el día los fines de semana, la Línea 450 se conectará con la Línea 910 en Harbor Gateway Transit Center. Esto mejorará la confiabilidad y permitirá la transición a los nuevos autobuses de cero emisiones en el servicio de la Línea 910 de Metro J (Silver).

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**460** – La Línea 460 continuará operando la alineación existente entre el centro de Los Angeles, la estación Norwalk de Metro C Line (Green) y Disneyland.

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**\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.**

**487, 489, Nueva Línea 287** – La Línea 487 comenzará servicio en la estación Sierra Madre Villa de Metro L Line (Gold) y operará a través de San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10-ExpressLanes a 7th St/Metro Center en el centro de Los Angeles durante las horas pico entre semana y LA Union Station en cualquier otro momento (con conexiones disponibles para Metro B Line (Red), D Line (Purple) y J Line (Silver)). La ruta de la Línea 489 discontinuará en 7th St/Metro Center. Servicio frecuente de Metro B Line/D Line conectará 7th St/Metro Center a Westlake/MacArthur Park en lugar de las Líneas 487 y 489. La nueva Línea 287 reemplazará la Línea 487 entre El Monte y Arcadia a través de Santa Anita Av, con servicio de lunes a viernes y fin de semana. Se discontinuará el segmento de la Línea 487 en Sierra Madre y será reemplazado por el nuevo servicio de Metro MicroTransit que servirá a las áreas de Sierra Madre, Pasadena y Altadena.

**534, Nueva Línea 134** – La Línea 534 se renumera a 134. No hay cambios de ruta para la nueva Línea 134 entre Malibú (Trancas Canyon Rd) y Santa Monica; desviación a Cliffside & Dume en viajes seleccionados se discontinuará debido a un servicio subutilizado.

**501** – La Línea 501 continuará a conectar a North Hollywood, Burbank, Glendale, y Pasadena y con una nueva ruta en Burbank para simplificar y expeditar el servicio a través de Media District mediante una operación en Alameda Av en lugar de Olive Av; una nueva ruta en el centro de Glendale a través de Brand Bl y Broadway servirá The Americana at Brand y Glendale Galleria. Se incluirá una parada de fin de semana en el zoológico de Los Angeles.

**550** – La Línea 550 se retendrá durante los períodos pico entre semana entre Harbor Gateway Transit Center y USC. Las Líneas 246 y 450 conectarán San Pedro con Harbor Gateway Transit Center. La Línea 246 reemplazará la Línea 550 en Gaffey St entre Channel St y Anaheim St en San Pedro.

**577** – La Línea 577 entre la estación El Monte y Cal State Long Beach a través de la I-605 se redirigirá hacia el norte entre la estación El Monte y Rio Hondo College a través de las autopistas I-605 y I-10 en lugar de Santa Anita Av y Peck Rd, proporcionando servicio más rápido y directo. Se discontinuará la desviación a Los Cerritos Center debido a la baja cantidad de pasajeros

en comparación con el número de pasajeros afectados, proporcionando un servicio más rápido y directo hacia/desde Cal State Long Beach y Long Beach VA Medical Center.

**601** – La frecuencia de Warner Center Shuttle se ajustará para que coincida mejor con la cantidad de pasajeros y ya no incluirá el servicio nocturno.

**602** – Línea 602 operará el servicio más frecuente en el mediodía y las tardes entre semana.

**603\*** – La Línea 603 continuará operando la ruta actual entre Glendale Galleria y el centro de Los Angeles, con un servicio más frecuente de mediodía entre semana y redirigido a través de la estación Glendale, y proporcionará conexiones directas con Metrolink y Amtrak.

**607** – Se discontinuará la Línea 607 debido a un servicio subutilizado. Servicio de autobús alternativo en Stocker St/La Tijera Bl (Línea 102), Slauson Av (Línea 108), Hyde Park Bl (Línea 110), Manchester Av (Línea 115), Crenshaw Bl (Línea 210) y Overhill Dr (Línea 212).

**611** – La Línea 611 será alterada para conectar la estación Florence de Metro A Line (Blue) con Atlantic Bl/Cecilia St a través de Florence Av, Sevilla Av, y Santa Ana St. La Línea 102 se redirigirá a través de Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, reemplazando parte de la Línea 611. El resto de la Línea 611 se discontinuará debido al servicio subutilizado y la duplicación con otras Líneas. Servicios de autobús alternativos: Florence Av (Línea 111), Compton Av (Línea 55), Vernon Av (Línea 105), Atlantic Bl (Línea 260), Seville Av y Pacific Bl (Líneas 60 y 251).

\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.

**612** – Se discontinuará la Línea 612 debido a un servicio subutilizado y la duplicación de otras líneas de autobuses. Servicios de autobús alternativos: 103rd St (Línea 117), Compton Av (Línea 55), Long Beach Bl y Pacific Bl (Línea 60), Florence Av (Línea 111), Atlantic Av (Línea 260), Martin Luther King Jr. Bl (Línea 261), Imperial Hwy (Línea 120) y Santa Ana St (Línea 611) y un nuevo servicio de Metro MicroTransit en el área de Watts/Willowbrook.

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**625** – Se discontinuará la Línea 625 debido a un servicio subutilizado. Servicio de autobús alternativo más cercano: Línea 232 en Sepulveda Bl, Línea 109 de Beach Cities Transit en Imperial Hwy, y nuevo servicio Metro MicroTransit en el área de LAX.

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**665** – La ruta de la Línea 665 se acortará y operará todos los viajes entre Indiana St y Olympic Bl y Cal State LA Transit Center. El servicio en Olympic Bl será proporcionado por la Línea 66.

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**685** – Se discontinuará la Línea 685 debido a un servicio subutilizado. El servicio de autobús alternativo más cercano a Glendale College es proporcionado por la Línea 290 (Glendale Av), así como también el nuevo servicio Metro MicroTransit.

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**686** – La Línea 686 operará entre Altadena (New York Dr/Allen Av) y la estación Del Mar de Metro L Line (Gold) únicamente, discontinuando el servicio a la estación Fillmore de Metro L Line para evitar la superposición con la nueva Línea 260 y proporcionar una mejor frecuencia entre semana.

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**687** – La Línea 687 será discontinuada debido a un servicio subutilizado y duplicación o proximidad a otras rutas de autobuses. Servicio de autobús alternativo: nuevas Líneas frecuentes de Metro 660 (Fair Oaks Av) y 662 (Washington Bl, Los Robles Av y Lake Av), las Líneas 20, 31, 32 de Pasadena Transit y nuevo servicio Metro MicroTransit en Altadena.

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**744** – La Línea 744 será reemplazada en Van Nuys Bl por la nueva línea rápida 761 y la nueva línea de alta frecuencia 233. La Línea 744 ya no continuaría a lo largo de Ventura Bl y Reseda Bl Ese segmento será servido por la nueva Línea 240.

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**Nueva Línea 761, 788** – La Línea 761 reemplazará las Líneas 744 y 788 existentes, y operará entre la estación Sylmar/San Fernando y la estación Sepulveda de Metro E Line (Expo) que servirá la alta demanda de viajes entre el valle de San Fernando y el Westside (lado oeste). La Línea 761 proporcionará servicio en Van Nuys Bl, Ventura Bl y Sepulveda Bl al Westside incluyendo servicio frecuente todo el día de lunes a viernes y servicio de fin de semana.

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**901** – Metro G Line (Orange) continuará sirviendo como un servicio arterial crítico que conecta destinos en todo el Valle de San Fernando, con más frecuencia por el mediodía y por la noche entre semana.

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**910** – El servicio de la Línea 910 de Metro J Line (Silver) continuará operando entre la estación El Monte, el centro de Los Angeles y Harbor Gateway Transit Center con viajes adicionales que reemplazarán la Línea 950 (vea también la Línea 450).

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\*Paradas subutilizadas serán consolidadas para equilibrar velocidad, fiabilidad y accesibilidad.

# Manténgase conectado

Para más información sobre el Plan de Autobuses de NextGen:



[nextgen@metro.net](mailto:nextgen@metro.net)



[metro.net/nextgen](http://metro.net/nextgen)

Todas las reuniones de Metro son accesibles por personas con discapacidades. Traducción en mandarín, español y ruso son proporcionadas como se indica.

Requisitos de la ADA y el Título VI:

Hay adaptaciones especiales disponibles para el público para las reuniones patrocinadas por Metro. Todas las solicitudes de adaptaciones razonables y traducciones se deben hacer por lo menos tres días hábiles (72 horas) antes de la fecha de la reunión programada; por favor llame al 323.466.3876 o al Servicio de Retransmisión de California al 711.



**323.466.3876**

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

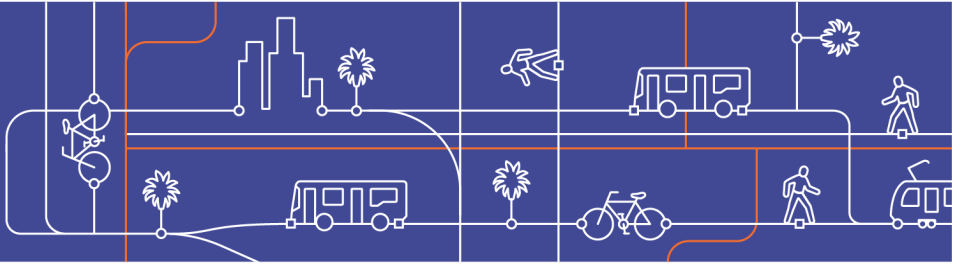
x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*



**Metro**<sup>®</sup>





## **Attachment IV:**

### **b. Stakeholder Toolkit**

Dear Community Partner,

Thank you in advance for helping us to invite your community to the public hearings that will be taking place virtually between August 19-27 to review the July 2020 Updated NextGen Bus Plan.

We received over 1,500 comments on the Plan earlier this year and those comments helped staff make adjustments to include some additional coverage and convenience while fine tuning some service frequencies.

We want to ensure that your community has the opportunity to see and learn about the updated Bus Plan and have them share their thoughts with Metro staff.

In this electronic toolkit you will find notification materials to:

1. **Distribute electronically via email:** share any of the included graphics and content with your email contacts.
2. **Post to your website:** you can use any of the images provided to post to your homepage as a banner or thumbnail. Link the image to <https://www.metro.net/projects/nextgen/events/>, the public hearings details.
3. **Feature the public hearings dates and details on your events calendar:** promote the upcoming public hearings dates in your region on your online events calendar (if applicable) and make announcements at your meetings or other special events.
4. **Social media posting/sharing:** use the provided image of your choice on your social media profiles (Facebook, Twitter, Instagram) and share the link on your post.
5. **Virtual events and other groups:** let us know if there are any upcoming events or other groups you recommend our team to share the public hearings dates with.

Metro staff will also be available for community partners to answer questions on the NextGen Bus Plan during virtual office hours, click [here](#) for details.

If you have any questions, please contact me directly at [213-922-5644](tel:213-922-5644) or [CalixR@metro.net](mailto:CalixR@metro.net).

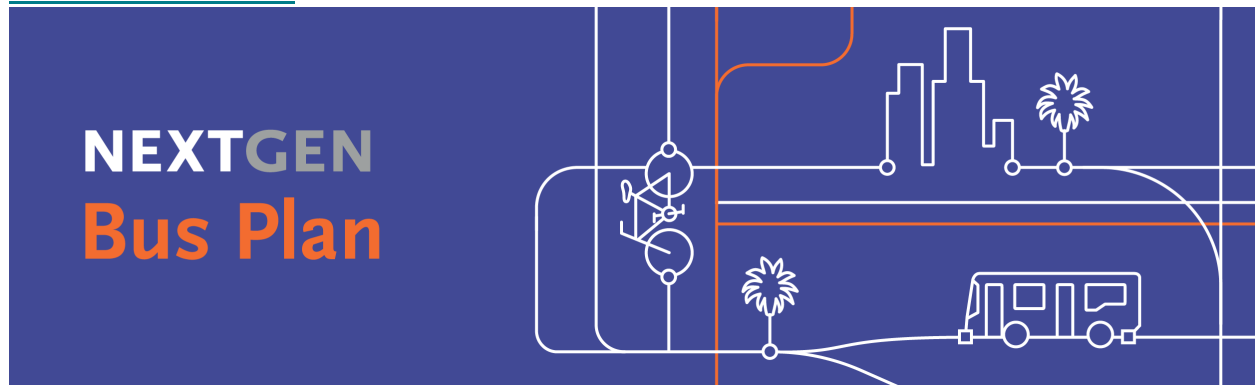
Sincerely,



Robert Cálix  
Senior Manager, Transportation Planning  
Los Angeles County Metropolitan Transportation Authority

## Eblast

[Eblast Header Art](#)



### Subject line:

We want to hear from you at a NextGen Public Hearing Aug 19-27

### Text:

Metro staff have continued to work to provide Angelenos a better bus system and have new information to share with you about how the new NextGen bus plan will improve the way you travel.

The updated Bus Plan will be presented at six [NextGen Bus Plan public hearings](#) that will take place between August 19-27. You can stream the hearings or call-in where you will have access to live translations in

Mandarin, Spanish, and Russian. Join Metro to learn more about the changes and provide your comments. Click [here](#) for instructions on how to participate and options for submitting comments now and through August 27.

The July 2020 Updated NextGen Bus Plan is now available to view, so [click here](#) for the proposed changes. Metro received over 1,500 comments on the Plan earlier this year and those comments helped staff make adjustments to include some additional coverage and convenience while fine tuning some service frequencies.

Also available are bus stop consolidation maps that highlight bus lines that have proposed bus stop changes. Consolidating bus stops will reduce overall travel times for most riders. To learn more and see the maps, [click here](#) and go to the **Stop Consolidation Maps tab**.

This information is for everyone so please share with family and friends.

Metro appreciates your participation in this effort and looks forward to delivering a new competitive bus system that is **fast, frequent, reliable and accessible**.

## **Website**

Public hearings  
on proposed  
service changes.



[metro.net/nextgen](http://metro.net/nextgen)

Beginning August 19, 2020

**NEXTGEN**  
**Bus Plan**

Rectangular Static Graphic

# Public hearings on proposed service changes.



Metro®



[Animated Square Graphic](#)

**Text:**

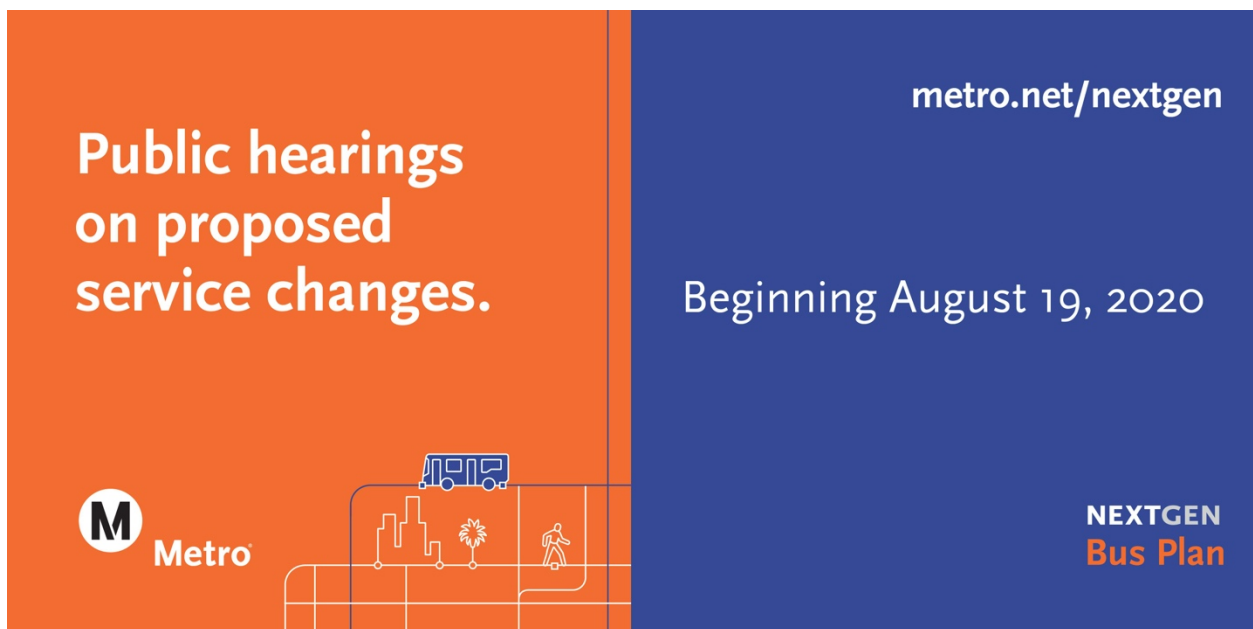
We encourage you to join LA Metro at any of six public hearings being held between August 19-27 to review the [July 2020 Updated NextGen Bus Plan](#). After reviewing over 1,500 comments on the Plan earlier this year, Metro staff made adjustments to include additional coverage and convenience while fine tuning some service frequencies.

You can stream the hearings or call-in where you will have access to live translations in Mandarin, Spanish, and Russian.

Public hearing details and the various options for submitting comments are available [here](#). Anyone can participate so please share this with family and friends.

Visit [metro.net/nextgen](https://metro.net/nextgen) to learn more.

### Facebook/Twitter/Instagram



[Rectangular Static Graphic](#)

# Public hearings on proposed service changes.



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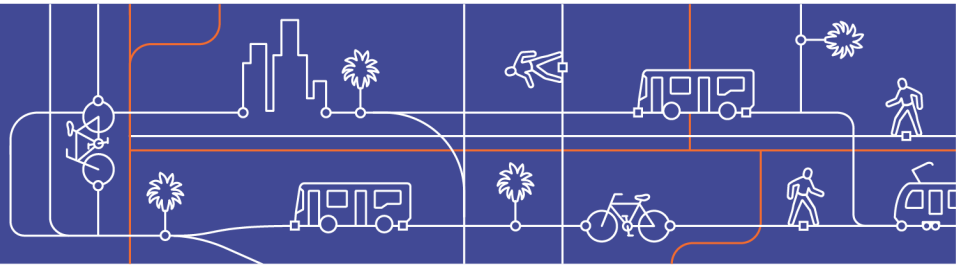
[Animated Square Graphic](#)

**Text:**

Join @losangelesmetro at any of six virtual public hearings being held between August 19-27 to review the July 2020 Updated NextGen Bus Plan. Visit <https://www.metro.net/projects/nextgen/events/> for details.

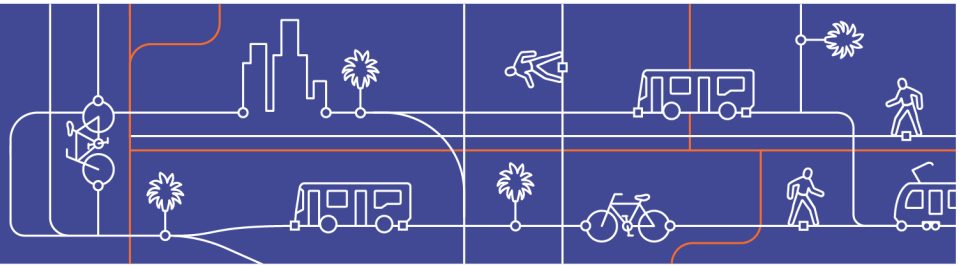


# NEXTGEN Bus Plan



## **Attachment IV: c. Earned Media**

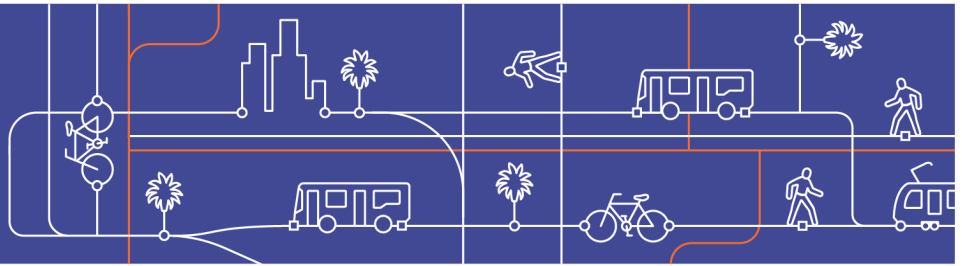
# NEXTGEN Bus Plan



## NextGen Bus Plan Workshops Earned Media - Twitter

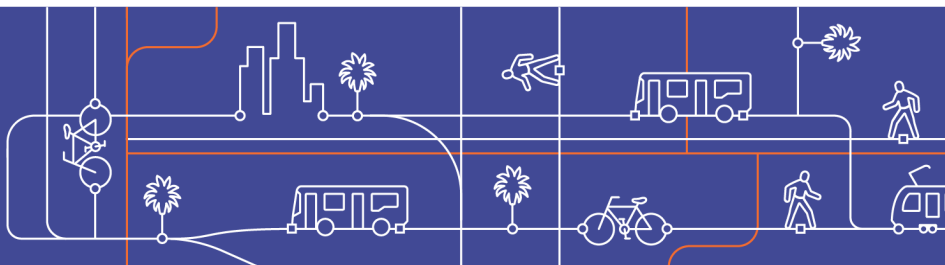
Individual/Organization	Link	Date of Post	Details
CityofMontereyPark	<a href="https://twitter.com/CityofMPK/status/1290709982690848775">https://twitter.com/CityofMPK/status/1290709982690848775</a>	8/4/2020	Provides virtual meeting information; links to NextGen events page
MyTransit LA	<a href="https://twitter.com/MyTransit_LA/status/1291150009614970880">https://twitter.com/MyTransit_LA/status/1291150009614970880</a>	8/5/2020	Links to My News LA's article (8/5)
WTS Los Angeles	<a href="https://twitter.com/WTSLosAngeles/status/1291057247531933696">https://twitter.com/WTSLosAngeles/status/1291057247531933696</a>	8/5/2020	Links to Investing in Place's article (8/1)
The Patriot	<a href="https://twitter.com/PatriotAM1150/status/1291197074562854919">https://twitter.com/PatriotAM1150/status/1291197074562854919</a>	8/5/2020	Links to its article (8/5)
KFI AM 640	<a href="https://twitter.com/KFIAM640/status/1291320884687446017">https://twitter.com/KFIAM640/status/1291320884687446017</a>	8/6/2020	Links to its article (8/5)
KFI AM 640	<a href="https://twitter.com/KFIAM640/status/1292165701747302401">https://twitter.com/KFIAM640/status/1292165701747302401</a>	8/8/2020	Links to its article (8/5)
Councilmember Mike Bonin	<a href="https://twitter.com/MikeBoninLA/status/1292858999407222784">https://twitter.com/MikeBoninLA/status/1292858999407222784</a>	8/10/2020	Gives information on the next 6 virtual meetings; links the Metro NextGen project page
Urbanize.LA	<a href="https://twitter.com/UrbanizeLA/status/1294680667683528704">https://twitter.com/UrbanizeLA/status/1294680667683528704</a>	8/15/2020	Links to it's article (8/15)
City of Burbank	<a href="https://twitter.com/BurbankCA/status/1295487964596715520">https://twitter.com/BurbankCA/status/1295487964596715520</a>	8/17/2020	Provides link for NextGen Hearing information
Los Angeles County Bike Coalition	<a href="https://twitter.com/lacbc/status/1295802965106651136">https://twitter.com/lacbc/status/1295802965106651136</a>	8/18/2020	Provides link for NextGen Hearing information
Supervisor Kathryn Barger	<a href="https://twitter.com/kathrynbarger/status/1295812919393837056">https://twitter.com/kathrynbarger/status/1295812919393837056</a>	8/18/2020	Provides link for NextGen Hearing information
Move LA Transit	<a href="https://twitter.com/MoveLATransit/status/1295822812083417088">https://twitter.com/MoveLATransit/status/1295822812083417088</a>	8/18/2020	Provides link for NextGen Hearing information
Pasadena Complete Streets Coalition	<a href="https://twitter.com/PasadenaCS/status/1296139372086009857">https://twitter.com/PasadenaCS/status/1296139372086009857</a>	8/19/2020	Provides SFV meeting information. Provides link for NextGen Hearing information
Go Glendale	<a href="https://twitter.com/GoGlendaleTMA/status/1296145631296143363">https://twitter.com/GoGlendaleTMA/status/1296145631296143363</a>	8/19/2020	Provides SFV meeting information.
Go Glendale	<a href="https://twitter.com/GoGlendaleTMA/status/1296145633284300800">https://twitter.com/GoGlendaleTMA/status/1296145633284300800</a>	8/19/2020	Provides link to NextGen StoryMaps.

# NEXTGEN Bus Plan



Paul Krekorian	<a href="https://twitter.com/PaulKrekorian/status/1296195008500862977">https://twitter.com/PaulKrekorian/status/1296195008500862977</a>	8/19/2020	Provides SFV meeting information. Encourage comment submission
Tiffany Lam (Climate Resolve)	<a href="https://twitter.com/tyffaliff/status/1296253807328813062">https://twitter.com/tyffaliff/status/1296253807328813062</a>	8/19/2020	Criticism on NextGen plan
CityofMontereyPark	<a href="https://twitter.com/CityofMPK/status/1296491472808742912">https://twitter.com/CityofMPK/status/1296491472808742912</a>	8/20/2020	Provides link for NextGen Hearing information
Pasadena DOT	<a href="https://twitter.com/PasadenaDOT/status/1296531937486487552">https://twitter.com/PasadenaDOT/status/1296531937486487552</a>	8/20/2020	Provides link for NextGen Hearing information
CityofMontereyPark	<a href="https://twitter.com/CityofMPK/status/1296599155511570432">https://twitter.com/CityofMPK/status/1296599155511570432</a>	8/20/2020	Information about the newsletter they sent out (includes NextGen information)
CityofMontereyPark	<a href="https://twitter.com/CityofMPK/status/1297202130756014080">https://twitter.com/CityofMPK/status/1297202130756014080</a>	8/22/2020	Provides link for NextGen Hearing information
Pasadena DOT	<a href="https://twitter.com/PasadenaDOT/status/1297912769933524992">https://twitter.com/PasadenaDOT/status/1297912769933524992</a>	8/24/2020	Provides link for NextGen Hearing information and information for SGV hearing
CityofMontereyPark	<a href="https://twitter.com/CityofMPK/status/1297925411591131138">https://twitter.com/CityofMPK/status/1297925411591131138</a>	8/24/2020	Provides link for NextGen Hearing information
LarchmontBuzz	<a href="https://twitter.com/LarchmontBuzz/status/1298029930039533568">https://twitter.com/LarchmontBuzz/status/1298029930039533568</a>	8/24/2020	Links to its article (8/24)
CityofMontereyPark	<a href="https://twitter.com/CityofMPK/status/1298055045091602435">https://twitter.com/CityofMPK/status/1298055045091602435</a>	8/24/2020	Provides link for NextGen Hearing information and information for SGV hearing
GoSaMo TMO	<a href="https://twitter.com/AskGoSaMo/status/1298300397447045120">https://twitter.com/AskGoSaMo/status/1298300397447045120</a>	8/25/2020	Provides information for Westside/Central hearing
GoSaMo TMO	<a href="https://twitter.com/AskGoSaMo/status/1298300398357188609">https://twitter.com/AskGoSaMo/status/1298300398357188609</a>	8/25/2020	Link to NextGen Storymap
Warner Connects	<a href="https://twitter.com/WarnerConnects/status/1298666900663279616">https://twitter.com/WarnerConnects/status/1298666900663279616</a>	8/26/2020	Link to NextGen Storymap
City of Malibu	<a href="https://twitter.com/CityMalibu/status/1298696792893206530">https://twitter.com/CityMalibu/status/1298696792893206530</a>	8/26/2020	Provides information for Westside/Central hearing
Move LA Transit	<a href="https://twitter.com/MoveLATransit/status/1299026387311816704">https://twitter.com/MoveLATransit/status/1299026387311816704</a>	8/27/2020	Posted image of Metro's "Bus Recovery Phasing Plan"
TransitCenter	<a href="https://twitter.com/TransitCenter/status/1299072583611056129">https://twitter.com/TransitCenter/status/1299072583611056129</a>	8/27/2020	Posted image of Metro's "Bus Recovery Phasing Plan"
SELA Collaborative	<a href="https://twitter.com/selacollab/status/1299084546583924737">https://twitter.com/selacollab/status/1299084546583924737</a>	8/27/2020	Provides information for Gateway Cities hearing and links to NextGen Storymap

# NEXTGEN Bus Plan

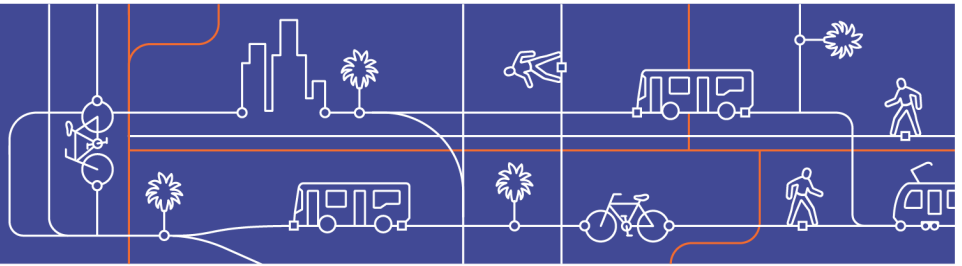


NLACRC	<a href="https://twitter.com/NLACRC/status/1299481897953898496">https://twitter.com/NLACRC/status/1299481897953898496</a>	8/28/2020	<a href="https://twitter.com/NLACRC/status/1299481897953898496">https://twitter.com/NLACRC/status/1299481897953898496</a>
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NextGen Bus Plan Workshops Earned Media - Facebook			
Individual/Organization	Link	Date of Post	Details
City of Monterey Park	<a href="https://www.facebook.com/334782029915381/photos/a.3159873827406173/3253109368082618">https://www.facebook.com/334782029915381/photos/a.3159873827406173/3253109368082618</a>	8/4/2020	Link to public hearings information
Councilmember Mike Bonin	<a href="https://www.facebook.com/MikeBoninCD11/photos/a.497300330288514/3514082161943634/">https://www.facebook.com/MikeBoninCD11/photos/a.497300330288514/3514082161943634/</a>	8/10/2020	Link to public hearings information
MoveLA	<a href="https://www.facebook.com/movelatransit/posts/10157761565898585">https://www.facebook.com/movelatransit/posts/10157761565898585</a>	8/18/2020	Links to virtual public hearing information page
Councilmember Paul Krekorian	<a href="https://www.facebook.com/krekorian/photos/a.931031073576131/3582328861779659/">https://www.facebook.com/krekorian/photos/a.931031073576131/3582328861779659/</a>	8/19/2020	Provides information for SFV hearing
MoveLA	<a href="https://www.facebook.com/movelatransit/posts/10157763808448585">https://www.facebook.com/movelatransit/posts/10157763808448585</a>	8/19/2020	Image of Metro's "Bus Recovery Phasing Plan"
City of Monterey Park	<a href="https://www.facebook.com/334782029915381/photos/a.3159873827406173/3305599582833596/">https://www.facebook.com/334782029915381/photos/a.3159873827406173/3305599582833596/</a>	8/22/2020	Link to public hearings information
City of Monterey Park	<a href="https://www.facebook.com/permalink.php?story_fbid=3311586415568246&amp;id=334782029915381">https://www.facebook.com/permalink.php?story_fbid=3311586415568246&amp;id=334782029915381</a>	8/24/2020	Provides information for SGV hearing
City of Pasadena	<a href="https://www.facebook.com/cityofpasadena/photos/a.838816729477822/4945938745432246/">https://www.facebook.com/cityofpasadena/photos/a.838816729477822/4945938745432246/</a>	8/24/2020	Provides information for SGV hearing
City of Malibu	<a href="https://www.facebook.com/CityofMalibu/photos/a.291103394252676/3695994933763488/">https://www.facebook.com/CityofMalibu/photos/a.291103394252676/3695994933763488/</a>	8/26/2020	Provides information for public hearings and links to NextGen page
Selacollab	<a href="https://www.facebook.com/Selacollab/posts/722935638436189">https://www.facebook.com/Selacollab/posts/722935638436189</a>	8/27/2020	Link to Gateway Cities Hearing event and NextGen Storymap
North Los Angeles County Regional Center	<a href="https://www.facebook.com/NLACRC/photos/a.1190066797709597/3372209499495305/">https://www.facebook.com/NLACRC/photos/a.1190066797709597/3372209499495305/</a>	8/28/2020	Includes NextGen Bus Plan Takeone

NextGen Bus Plan Workshops – Metro Social Media			
Source	Link	Date of Post	Details
The Source	<a href="https://thesource.metro.net/2020/08/10/new-dedicated-bus-lanes-and-protected-">https://thesource.metro.net/2020/08/10/new-dedicated-bus-lanes-and-protected-</a>	8/10/2020	Discusses the bus and bike lanes planned for 5th and 6th St

# NEXTGEN Bus Plan

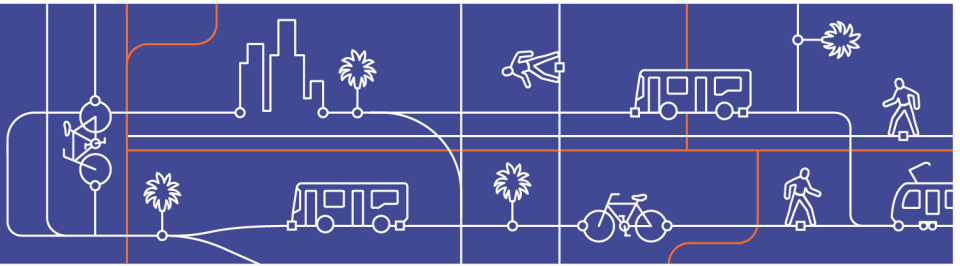


	bike-lanes-debut-on-5th-and-6th-streets-in-dtla/		
The Source	<a href="https://thesource.metro.net/2020/08/13/covid-19-update-thursday-aug-13/">https://thesource.metro.net/2020/08/13/covid-19-update-thursday-aug-13/</a>	8/13/2020	Providing general updates about the state of Metro in general, as well as the NextGen Bus Plan
Twitter	<a href="https://twitter.com/metrolosangeles/status/1294049866616836096">https://twitter.com/metrolosangeles/status/1294049866616836096</a>	8/13/2020	Provides link to The Source's article (8/13)
The Source	<a href="https://thesource.metro.net/2020/08/18/covid-19-update-tuesday-august-18/">https://thesource.metro.net/2020/08/18/covid-19-update-tuesday-august-18/</a>	8/18/2020	Providing general updates about the state of Metro in general, as well as the NextGen Bus Plan
Twitter	<a href="https://twitter.com/metrolosangeles/status/1296548835183988736">https://twitter.com/metrolosangeles/status/1296548835183988736</a>	8/19/2020	Provides information for SFV hearing
Twitter	<a href="https://twitter.com/metrolosangeles/status/1296548835183988736">https://twitter.com/metrolosangeles/status/1296548835183988736</a>	8/20/2020	Provides information for South Bay Cities hearing
Twitter	<a href="https://twitter.com/search?q=nextgen%20bus%20plan&amp;src=typed_query&amp;f=live">https://twitter.com/search?q=nextgen%20bus%20plan&amp;src=typed_query&amp;f=live</a>	8/22/2020	Provides information for All Regions hearing
Twitter	<a href="https://twitter.com/search?q=nextgen%20bus%20plan&amp;src=typed_query&amp;f=live">https://twitter.com/search?q=nextgen%20bus%20plan&amp;src=typed_query&amp;f=live</a>	8/24/2020	Provides information for SGV hearing
The Source	<a href="https://thesource.metro.net/2020/08/26/updates-on-metro-bus-and-rail-service-levels-and-nextgen-in-this-years-budget/">https://thesource.metro.net/2020/08/26/updates-on-metro-bus-and-rail-service-levels-and-nextgen-in-this-years-budget/</a>	8/26/2020	Focuses on the affects of Metro's new budget on the NextGen plan
Twitter	<a href="https://twitter.com/metrolosangeles/status/1298721899392843776">https://twitter.com/metrolosangeles/status/1298721899392843776</a>	8/26/2020	Provides link to The Source's article (8/26)
Twitter	<a href="https://twitter.com/metrolosangeles/status/129874252232143872">https://twitter.com/metrolosangeles/status/129874252232143872</a>	8/26/2020	Provides information for Westside Central hearing
Twitter	<a href="https://twitter.com/metrolosangeles/status/1298744852385943558">https://twitter.com/metrolosangeles/status/1298744852385943558</a>	8/26/2020	Gives brief update on budget
Twitter	<a href="https://twitter.com/metrolosangeles/status/1298744965812502529">https://twitter.com/metrolosangeles/status/1298744965812502529</a>	8/26/2020	Gives brief update on FY spending
Twitter	<a href="https://twitter.com/metrolosangeles/status/1299055384653713409">https://twitter.com/metrolosangeles/status/1299055384653713409</a>	8/27/2020	Provides information for Gateway Cities hearing

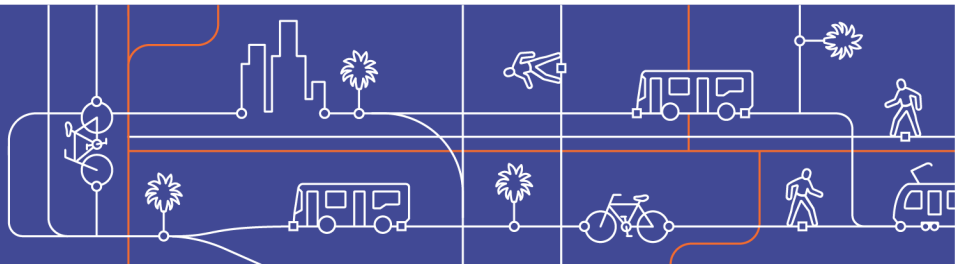
## NextGen Bus Plan Workshops Earned Media – Articles

Individual/Organization	Date of Post	Details
Investing In Place	8/1/2020	This article is primarily focused on the plausibility of the Metro NextGen project continuing, considering the current state of Metro (potentially cutting bus service, "faltering relationship with bus riders"; while it speaks highly of the project itself, it criticizes the execution of the project, saying that Metro needs to work out a way to go forward with this ambitious project, and more importantly, fund it
My News LA	8/5/2020	Gives general information about the virtual public hearings. Provides a link to the updated draft as well as information to submit comments.
The Patriot AM (iHeart)	8/5/2020	Gives general information about the virtual public hearings. Provides a link to the updated draft as well as information to submit comments.
KFI AM-640 (iHeart)	8/5/2020	Gives general information about the virtual public hearings. Provides a link to the updated draft as well as information to submit comments.

# NEXTGEN Bus Plan



Mass Transit	8/11/2020	Going over Metro's new dedicated bus lanes and protected biked lines (in DTLA). Gives details on lane locations, as well as future plans to extend these.
Investing In Place	8/13/2020	Goes over the impact that Covid had on public transit, and details concerns about Metro's recent budget briefing. Doesn't believe that it is feasible for Metro to hold its claims (scaling up service, and continuing with the NextGen plan). The article continues to describe the budget cuts and service cuts, and doesn't believe that Metro has and evidence on NextGen's budget, and how it is planning on following through with this.
Urbanize LA	8/15/2020	Highlights Investing in Place's article (8/13), speaking of budgeting concerns with NextGen
Streetsblog LA	8/17/2020	Highlights Investing in Place's article (8/13), speaking of budgeting concerns with NextGen
Streetsblog LA	8/17/2020	Provides dates and times for all 6 Virtual Meetings
Patch	8/18/2020	Providing information about the Virtual Meetings. Encouraging Malibu Stakeholder to attend the 8/26 meeting
Patch	8/18/2020	Patch: Providing information about the Virtual Meetings (speaking specifically about SFV)
Patch	8/21/2020	Provided link to NextGen virtual meetings
Canyon News	8/22/2020	Goes through proposed changes with Malibu's Metro lines; provides information for Westside Central hearing
Streetsblog LA	8/24/2020	Provides information for NextGen public hearings
Larchmont Buzz	8/24/2020	Goes through detailed information from the All Regions public hearing they attended; includes information for submitting a comment
Canyon News	8/25/2020	Goes through proposed changes with Metro lines around Laurel Canyon area; provides information for Westside Central hearing and Gateway Cities hearing
Streetsblog LA	8/26/2020	Discusses how Metro's funding will affect the NextGen plan and bus service



## **Attachment IV:**

### **d. Digital Communication**

i.

Facebook Ads

ii.

Facebook Post

iii.

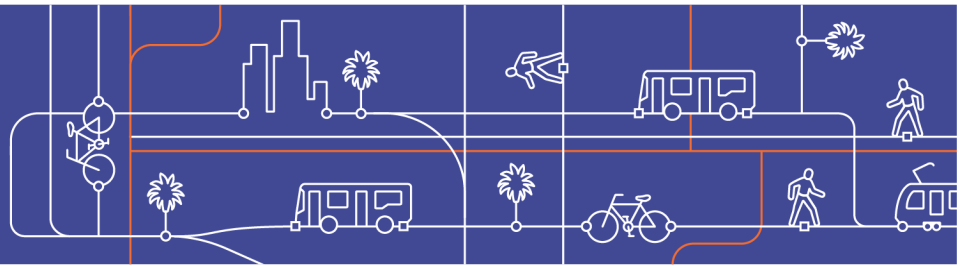
Twitter Posts

iv.

Nextdoor Posts

v.

SMS Text Messages



## **Attachment IV:**

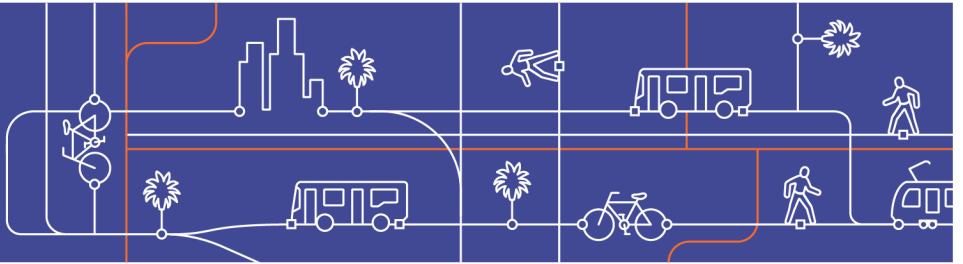
### **d. Digital Communication**

**i.**

Facebook Ads



# NEXTGEN Bus Plan



**M** Metro Los Angeles ✓  
Sponsored · 🌐

Join us virtually! We are proposing major changes to our bus service in the San Fernando Valley and we need the ...[See More](#)

Metro Service Council Meetings

WED, AUG 19  
**NextGen Public Hearing - San Fernando Valley...**

👍❤️👤 42      2 Comments

👍 Like    💬 Comment    ➦ Share

**M** Metro Los Angeles ✓  
Sponsored · 🌐

Join us virtually! We are proposing major changes to our bus service in the South Bay and we need the community's input.

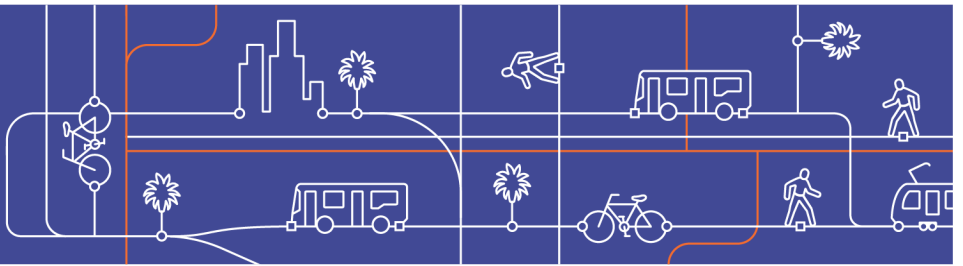
Metro Service Council Meetings

THU, AUG 20  
**NextGen Public Hearing - South Bay Cities Service...**

👍❤️ 24      1 Comment

👍 Like    💬 Comment    ➦ Share

# NEXTGEN Bus Plan



**Metro Los Angeles** Verified  
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Join us virtually! We are proposing major changes to our bus service throughout LA County and we need the community's input.

Metro Service Council Meetings

SAT, AUG 22  
**NextGen Virtual Public Hearing - All Regions**

38 1 Comment

Like Comment Share

**Metro Los Angeles** Verified  
Sponsored ·

Join us virtually! We are proposing major changes to our bus service in the San Gabriel Valley and we need the community's input.

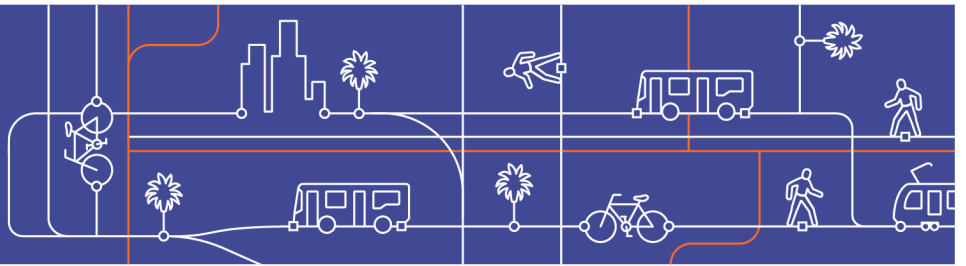
Metro Service Council Meetings

MON, AUG 24  
**NextGen Public Hearing - San Gabriel Valley Service...**

22 1 Comment

Like Comment Share

# NEXTGEN Bus Plan



**M Metro Los Angeles** Sponsored · 🌐 ...

Join us virtually! We are proposing major changes to our bus service in the Westside and we need the community's input.

Metro Service Council Meetings

WED, AUG 26

**NextGen Public Hearing - Westside/Central Service...** INTERESTED

👍👎 25

👍 Like    💬 Comment    ➦ Share

**M Metro Los Angeles** Sponsored · 🌐 ...

Join us virtually! We are proposing major changes to our bus service in the Gateway Cities and we need the community's input.

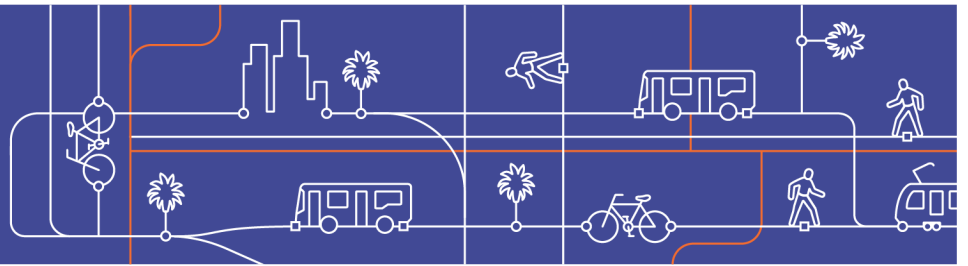
Metro Service Council Meetings

THU, AUG 27

**NextGen Public Hearing - Gateway Cities Service...** INTERESTED

👍❤️👎 45

👍 Like    💬 Comment    ➦ Share

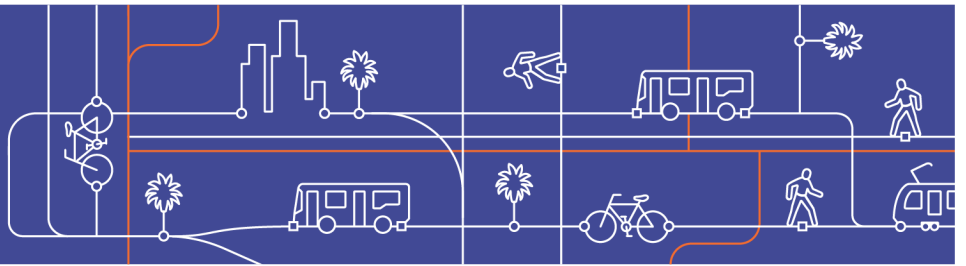


## **Attachment IV:**

### **d. Digital Communication**

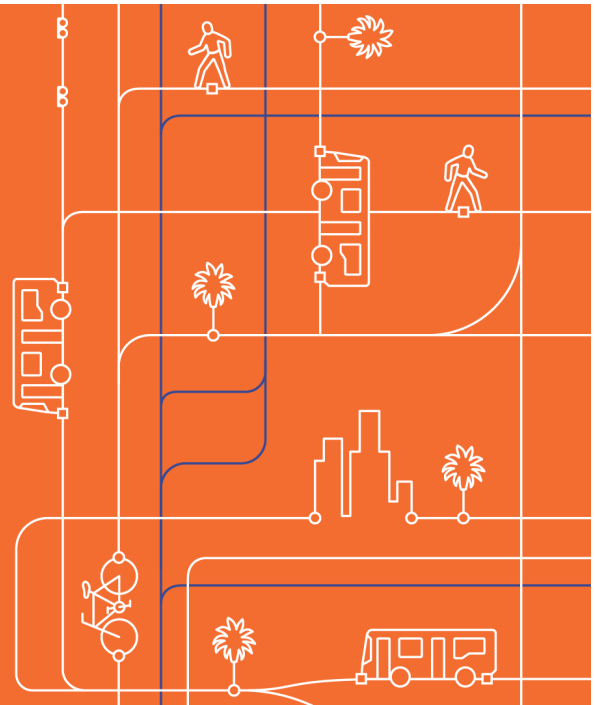
**ii.**  
Facebook Posts

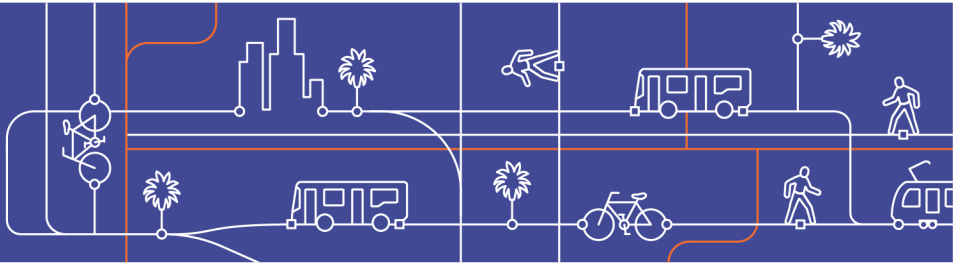
# NEXTGEN Bus Plan



## Metro Virtual Public Hearing

### NEXTGEN Bus Plan



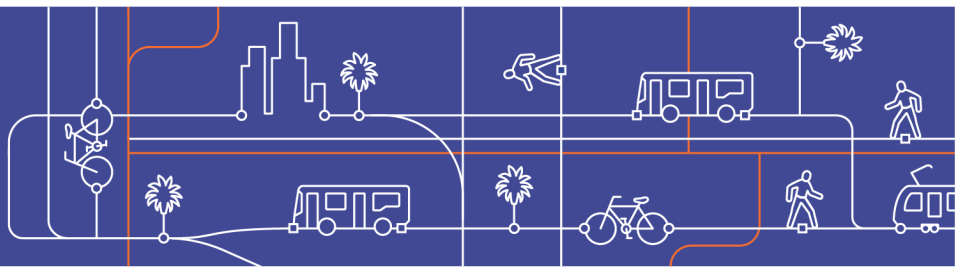


## Attachment IV: d. Digital Communication

### iii.

Twitter Posts

# NEXTGEN Bus Plan



Metro News Now: virtual public hearings for NextGen Bus Plan begin, NYT shows how air flows through the subway, Uber & Lyft might quit California, and more. [metro.la/Qvpg50AYZI8](https://metro.la/Qvpg50AYZI8)



4:15 PM · Aug 13, 2020 · Hootsuite Inc.

# NEXTGEN Bus Plan



LA Metro   
@metrolosangeles



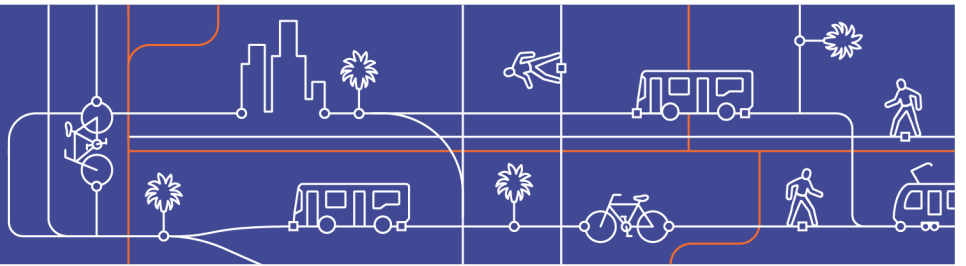
Tonight: South Bay Cities NextGen Bus Plan public hearing takes place at 6 p.m. Listen and provide comment online or by phone: [metro.la/ahsW50AKMa5](https://metro.la/ahsW50AKMa5)



1:45 PM · Aug 20, 2020 · Hootsuite Inc.



# NEXTGEN Bus Plan



LA Metro   
@metrolosangeles



Updates on Metro bus and rail service levels and NextGen in this year's budget. [metro.la/JNHZ50B9U0r](https://metro.la/JNHZ50B9U0r)



1:40 PM · Aug 26, 2020 · Hootsuite Inc.

# NEXTGEN Bus Plan



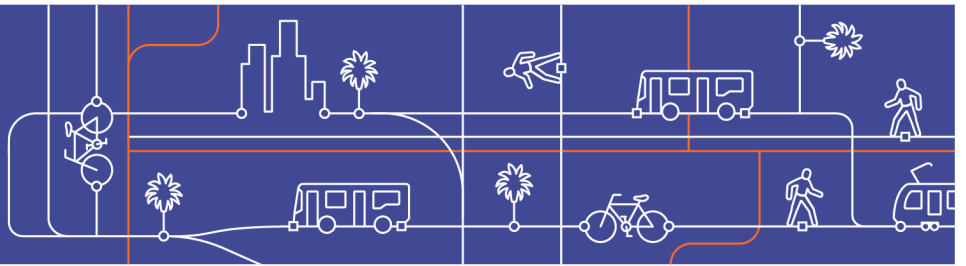
LA Metro   
@metrolosangeles



Reminder: tune in to the Westside Central service council meeting at 5:30 p.m. & the NextGen Bus Plan public hearing at 6 p.m. Listen and provide comment online or by phone: [metro.la/Mlub50AKM6x](https://metro.la/Mlub50AKM6x)



3:02 PM · Aug 26, 2020 · Hootsuite Inc.



## **Attachment IV:**

### **d. Digital Communication**

**iv.**

Nextdoor Posts

# NEXTGEN Bus Plan



✓ Los Angeles County Metropolitan Transportation Authority (Metro)

Community Relations Manager Ginny Brideau • 22 Sep

[Metro Gateway Cities Service Council](#). Metro's Gateway Cities Service Council public hearing for approval of NextGen Changes - A Link to the public meeting can be found here:

<https://www.metro.net/about/board/board-directors-meetings-audio-archive>

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 587 neighborhoods

♡ Like    💬 Comment

❤️ 2 · 11487 Impressions



✓ Los Angeles County Metropolitan Transportation Authority (Metro)

Community Relations Manager Ginny Brideau • 17 Sep

**Metro South Bay Cities Local Service Council Meeting.** South Bay Cities Local Service Council will take public comment on the region's revised NextGen Bus Plan proposal. Find the full agenda and live streaming link here: <https://www.metro.net/about/meetings/board/asb-2020-0918/agenda/>



**South Bay Service Council Meeting Agenda**

[metro.net](https://www.metro.net)

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)**

♡ Like    💬 Comment

❤️ 🗨️ 19 · 73575 Impressions

# NEXTGEN Bus Plan



✓ Los Angeles County Metropolitan Transportation Authority (Metro)

Community Relations Manager Ginny Brideau • 24 Aug

Metro Westside Central Service Council. Westside Central Service Council will host a virtual public hearing for the NextGen Bus Plan at 6 p.m., on Wednesday, Aug. 26, <https://www.metro.net/about/meetings/board/awes-2020-0826/agenda/>



Westside/Central Service Council Meeting Agenda

metro.net

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 550 neighborhoods

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❤️ 3 · 16232 Impress



✓ Los Angeles County Metropolitan Transportation Authority (Metro)

Community Relations Manager Ginny Brideau • 17 Aug

Metro South Bay Cities Local Service Council. South Bay Cities Local Service Council will take public comment on the region's revised NextGen Bus Plan proposal. Find the full agenda and live streaming link here: [https://media.metro.net/board/Agendas/2020/08\\_august/20200820asbap...](https://media.metro.net/board/Agendas/2020/08_august/20200820asbap...)

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 465 neighborhoods

♡ Like    💬 Comment

😊❤️ 8 · 21190 Impressions

# NEXTGEN Bus Plan



✓ Los Angeles County Metropolitan Transportation Authority (Metro)



Community Relations Manager Ginny Brideau • 17 Aug

**Metro San Fernando Valley Service Council.** This month's San Fernando Valley Service Council will be held Wednesday, August 19th, 2020 and can be viewed online here: ([http://metro.granicus.com/mediaplayer.php?event\\_id=37597F2E-E2CF-4368-8641-2AA5A6E13B92](http://metro.granicus.com/mediaplayer.php?event_id=37597F2E-E2CF-4368-8641-2AA5A6E13B92)). This meeting will be held from 6:00 to 6:30 pm, followed by the NextGen Bus Plan hearings to gather public feedback on the bus service change proposals. The San Fernando Valley Service Council will vote on the final proposals at their next meeting to be held on Wednesday, September 16 at 6:30pm. The link to watch the 6:30pm hearings will be posted on the Metro Board Meetings page at the following link: (<https://www.metro.net/about/board/board-directors-meetings-audio-archive/>).

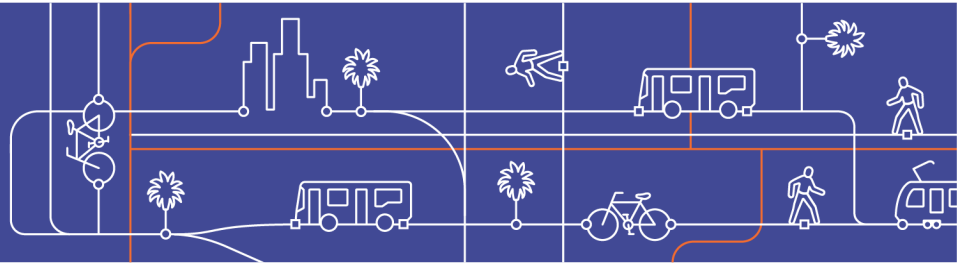
Technical note: should you experience audio problems during the live streams, please dial-in to 877.422.8614 and enter the meeting extension 3462070# for the 6pm Service Council and extension 3462125# for the 6:30 hearing and listen in via phone.

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 638 neighborhoods

♡ Like    💬 Comment

😊❤ 13 · 19211 Impressions

# NEXTGEN Bus Plan



✓ Los Angeles County Metropolitan Transportation Authority (Metro) ✓

Community Relations Manager Ginny Brideau • 7 Aug

**Metro Service Council: August Meeting.** This month's San Fernando Valley Service Council will be held on August 19th, 2020. This meeting will be held from 6:00 to 6:30 pm, followed by the NextGen Bus Plan hearings to gather public feedback on the bus service change proposals. The San Fernando Valley Service Council will vote on the final proposals at their next meeting to be held on Wednesday, September 16 at 6:30pm. To access the meeting, visit: <https://www.metro.net/about/local-service-councils/sfv/>



San Fernando Valley  
metro.net



Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 642 neighborhoods

♡ Like    💬 Comment

👍👎❤️ 10 · 19124 Impressions



✓ Los Angeles County Metropolitan Transportation Authority (Metro) ✓

Community Relations Manager Ginny Brideau • 8 Jul

**Gateway Cities Local Service Council.** Gateway Cities Local Service Council will see the region's revised NextGen Bus Plan proposal that will be taken to public hearings in August and voted on in September. The Council will also get an overview on the Comprehensive Pricing Study and hear from the Station Evaluation Program team. Find the full agenda and live streaming link here:

[http://media.metro.net/board/Agendas/2020/07\\_july/20200709agat.pdf](http://media.metro.net/board/Agendas/2020/07_july/20200709agat.pdf)



media.metro.net



Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 638 neighborhoods

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👍👎💬 6 · 17086 Impressions

# NEXTGEN Bus Plan



✓ Los Angeles County Metropolitan Transportation Authority (Metro)



Community Relations Manager Ginny Brideau • 8 Jul

**South Bay Local Service Council Meeting.** South Bay Local Service Council will see the region's revised NextGen Bus Plan proposal that will be taken to public hearings in August and voted on in September. The Council will also get an overview of the Comprehensive Pricing Study and hear from the Station Evaluation Program team. Find the full agenda and live streaming link here:

[http://media.metro.net/board/Agendas/2020/07\\_july/20200710asba.pdf](http://media.metro.net/board/Agendas/2020/07_july/20200710asba.pdf)

Posted to **Subscribers of Los Angeles County Metropolitan Transportation Authority (Metro)** in 499 neighborhoods



Like

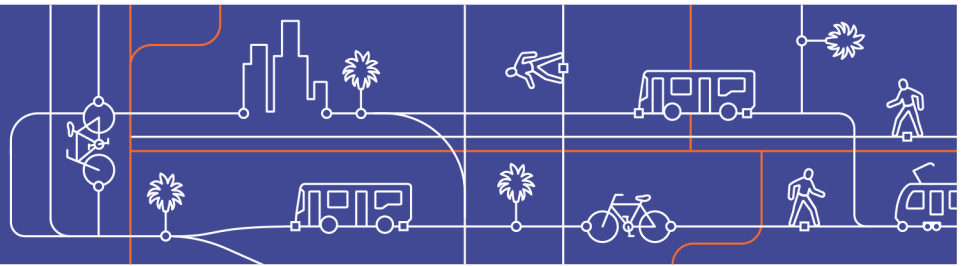


Comment



9 · 22704 Impressions





## **Attachment IV:**

### **d. Digital Communication**

**v.**

SMS Text Messages

# NEXTGEN Bus Plan

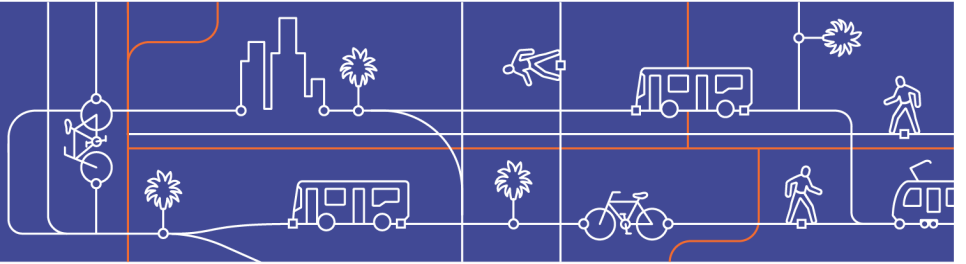


Thank you for signing up to receive the latest news on the NextGen Bus Plan! Metro will hold six virtual public hearings (August 19-27) to receive community input on proposed major service changes to bus service. Visit [metro.net/nextgen](https://metro.net/nextgen) for all the details on how to participate and submit a comment. STOP to end

Have you submitted your comment on the Metro NextGen Bus Plan? Comments are being accepted through 8/27. Visit [metro.net/nextgen](https://metro.net/nextgen) for details. STOP to end

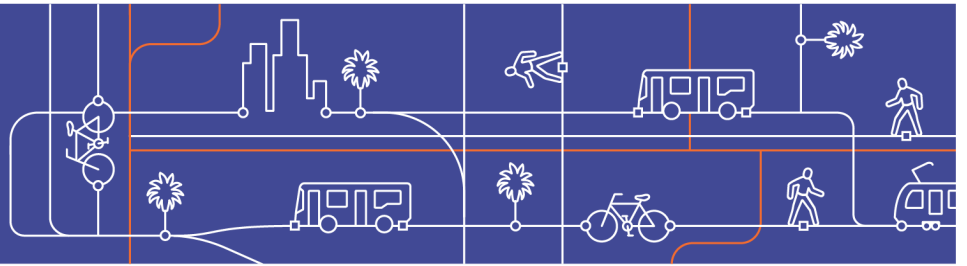
The first of six public hearings on the Metro NextGen Bus Plan start today. Tune in online or by phone at 6:30pm. STOP to end

# NEXTGEN Bus Plan



## **Attachment IV: e. Extended Outreach Call List**

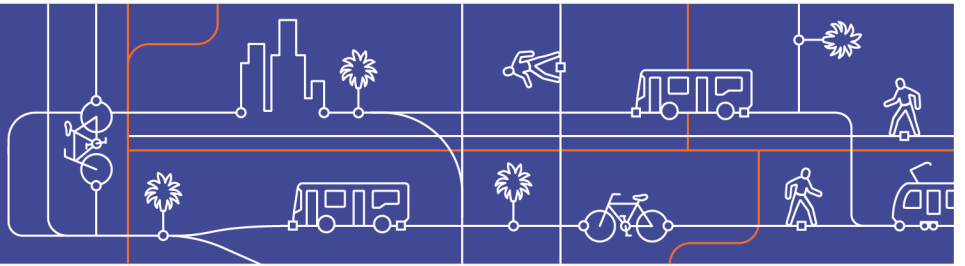
# NEXTGEN Bus Plan



## NextGen Stakeholder Working Group Call List

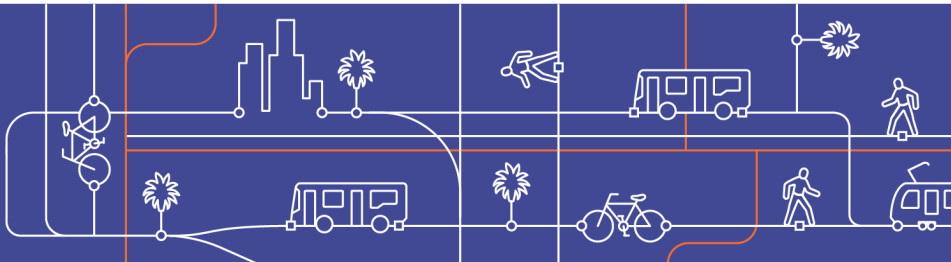
1	Access Services
2	Accessibility Advisory Committee
3	American Association of Retired Persons (AARP)
4	Association for Commuter Transportation
5	Best Start Metro Los Angeles - Universal Dream Team
6	Big Blue Bus
7	BizFed
8	Build Plus Community Marketplace
9	Busted Los Angeles
10	Cal State Northridge
11	Cal State University System
12	CicLAvia
13	Citizens' Advisory Council (CAC)
14	City of Los Angeles
15	Climate Reality Leadership Corps
16	Climate Resolve
17	Communities for a Better Environment
18	Community Build/Watts Rising Collaborative
19	Department of Military and Veterans Affairs
20	East Yard Communities for Environmental Justice (EYCEJ)
21	Encounter LA (LATTC Architecture)
22	Endless Touch Church
23	Enterprise Community Partners
24	Fastlink DTLA
25	Fixing Angelenos Stuck in Traffic (FAST)
26	Gateway Cities Council of Governments (GCCOG)
27	Gateway Cities Service Council
28	Global First Ladies Alliance (formerly Commission on the Status of Women)
29	Greater Zion Church Family
30	Housing Authority of the City of Los Angeles

# NEXTGEN Bus Plan



31	Independent Living Center of San Fernando
32	Investing in Place
33	LA Forward
34	LA Voice
35	LA Walks
36	Las Virgenes/Malibu Council of Governments
37	Los Angeles Area Chamber of Commerce
38	Los Angeles City Commission on the Status of Women
39	Los Angeles Community College District
40	Los Angeles County Bicycle Coalition (LACBC)
41	Los Angeles Department of Planning
42	Los Angeles Department of Transportation (LADOT)
43	Los Angeles Economic Development Corporation
44	Los Angeles Tourist Visitors & Convention Bureau
45	Los Angeles Trade Technical College
46	Los Angeles Unified School District
47	Move LA
48	Natural Resources Defense Council
49	Pacoima Beautiful
50	Para Los Niños
51	San Fernando Valley Council of Government (SFVCOG)
52	San Fernando Valley Service Council
53	San Gabriel Valley Council of Governments (SGVCOG)
54	SEIU Local 2015
55	SELA Collaborative
56	South Bay Cities Council of Governments
57	South Bay Cities Service Council
58	South Los Angeles Transit Empowerment Zone (Slate-Z)
59	Southeast Bicycle Alliance
60	Southern California Association of Governments
61	Southern California Regional Rail Authority (Metrolink)
62	Trust South LA
63	University of California, Los Angeles

# NEXTGEN Bus Plan



64	University of Southern California
65	USC Cecil Murray Center
66	Watts Labor Community Action Center
67	Westside Cities Council of Governments
68	Women Organizing Resources, Knowledge and Services

Attachment B

Los Angeles County Metropolitan Transportation Authority  
**NOTICE OF PUBLIC HEARING**

The Los Angeles County Metropolitan Transportation Authority will hold a series of six public hearings beginning Wednesday, August 19, 2020 through Thursday, August 27, 2020 to receive community input on proposed major service changes to Metro’s bus service. Approved changes will become effective December 2020 or later. Details of the hearing dates, times, and methods to participate are listed at the end of this notice.

The upcoming public hearings are being held in conformance with federal public hearing requirements outlined in Section 5307 (b) of Title 49 U.S.C., and public hearing guidelines outlined in Section 2-50-025 of Metro’s Administrative Code, as amended.

The service proposals to be considered are listed below; “1” means that the line’s most significant segment/change is within that Service Council region and “2” indicates a less significant change or no change to the line in that region. The \* indicates that stops in those proposals are to be consolidated to balance speed, reliability, and accessibility. The Service Councils will vote at their September meetings on the proposals as indicated in the table below. In general, the proposed modifications will improve the efficiency and effectiveness of the public transportation system through a better use of resources. The public can virtually attend any of these hearings to provide comments on any of the proposals.

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
2, 200, 302*	Line 2 on Sunset Bl merge with Lines 200 (Alvarado/Hoover) & 302 on Sunset Bl., follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merge with Line 200 at Sunset & Alvarado to Exposition Park/USC providing a new direct Line 2 route between USC/Exposition Park & Hollywood, high frequency service for all Sunset Bl & Alvarado St stops.* Line 4 will still serve Sunset Bl east of Alvarado St through downtown LA.					1
4, 704*	Lines 4 & 704 on Santa Monica Bl merge to create more frequent Line 4 to follow existing routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl. More service frequency for all new Line 4 stops between Westwood and downtown LA.					1
10, 48*	Lines 10 and 48 have no route changes, more frequency during weekday evening service. Buses to continue to change between these Lines 10 & 48 at Temple/Figueroa in downtown LA.					1
14, 37	Line 14 to have more frequency during weekday midday and evening hours via existing alignment between downtown LA and Beverly/San Vicente via Beverly Bl. Discontinue underutilized segment west of Beverly/San Vicente to Pico Bl via Beverly Dr. Line 37 has no route changes, will operate more frequent evening service.					1
16, 17, 316, new Line 617*	Lines 16, 17, & 316 merge to create new Line 16 to operate with more frequency during weekday midday and evening hours via existing Line 16/17/316 alignment between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl. Line 16 would not continue west of 3rd St/San Vicente on Burton at Beverly Hills due to underutilized service. New Line 617 to operate from E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, with more frequency during weekday midday and evening hours, and new Saturday and Sunday service.					1

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
18, 20, 720*	Lines 18 & 720 merge to create new Line 18 to operate between Montebello-Commerce Metrolink Station and downtown LA, providing more frequency to all stops served between East LA and downtown LA. Line 18 to continue between downtown LA and Wilshire/Western via 6th St.				2	1
20, 720	Lines 20 & 720 merge to create higher frequency Line 20 to operate between downtown Santa Monica and downtown LA via Wilshire Bl, following existing Line 20/720 route and serving only existing Line 720 stops west of Sepulveda Bl to Santa Monica. Late night and early morning service will serve existing Line 720 and Line 20 stops west of Sepulveda Bl to Santa Monica: More frequency for all new Line 20 stops between Westwood and downtown LA. Line 720 to operate weekday peak periods only between downtown LA and Westwood.				2	1
28, 728, 684*	Lines 28 & 728 merge to create new Line 28 between Century City and downtown LA via Olympic Bl, providing more frequency to all stops served. Line 45 to serve the section of Line 28 on Broadway between downtown LA and Ave 26. New Line 684 to link L (Gold) Line Lincoln/Cypress Station and Eagle Rock via existing Line 28 alignment on Eagle Rock Bl. Underutilized stops consolidated to balance speed, reliability, and accessibility.					1
30, 330*	Lines 30 & 330 merge to create higher frequency Line 30 to operate via existing route between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station: Discontinue existing service between Hollywood & Pico Rimpau Transit Center on San Vicente Bl and between L Line Little Tokyo and Indiana Stations along 1st St. Alternative service available on Line 106 and L Line.				2	1
33, 733*	Line 33 & Line 733 merge on Venice Bl and follow existing route between downtown Santa Monica and downtown LA via Venice Bl with a minor modification to serve Pico Station in downtown LA. Increased service frequency for all new stops between Santa Monica and downtown LA.					1
35, 38	Lines 35 and 38 have no route changes. Underutilized stops consolidated to balance speed, reliability, and accessibility.					1
37	Line 37 has no route changes; Line 37 to operate more frequent evening service. Underutilized stops consolidated to balance speed, reliability, and accessibility.					1
40, 740*	Lines 40 & 740 merge to create higher frequency Line 40 to operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. New Line 212 to serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria. Line 740 service to Expo/Crenshaw Station replaced by the new Crenshaw/LAX light rail. Discontinue Line 40 Owl service between LAX and downtown LA; alternative Owl service available on Lines 45, 105, 108, 111, & 210.		1			2
45, 745*	Lines 45 & 745 merge to create higher frequency Line 45 to follow existing route between C Line (Green) Harbor Freeway Station, downtown LA, and Lincoln Heights via Broadway. An extension of Line 127 will replace Line 45 segment south of J Line (Silver)/C Line (Green) Harbor Freeway Station on 117th St, Broadway, El Segundo Bl, and Main St to San Pedro & Rosecrans.		2			1
48	Line 48 has no route changes; Line 48 to operate more frequent weekday midday and evening service.		2			1
51, 52, 351*	Lines 51, 52, 351 merge to create new Line 51 to operate on San Pedro St and Avalon Bl. and follow existing routes between downtown LA, San Pedro St, and Avalon Bl, extending to a new southern terminus at Cal State Dominguez Hills; highest frequency provided north of C Line (Green) Avalon Station. A Line 127 extension would replace Lines 51/351 on Compton Bl and provide a new link to the J Line (Silver)/C Line Harbor Freeway Station. New LADOT DASH service will replace Lines 51, 52, 351 on 7th St west of downtown LA.		1			2



Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
53*	Line 53 between downtown LA and Cal State Dominguez Hills (CSUDH) rerouted to serve the A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station (instead of C Line Avalon Station) to connect with both lines. Select Line 53 trips continue south of the A Line/C Line Willowbrook/Rosa Parks Station to CSUDH. Line 53 to have more weekday midday and evening hours frequency. In downtown LA, Line 53 will be rerouted from Beaudry Av to Olive St to serve more destinations and provide a new connection to Line 4. Line 55 will replace Line 53 on Beaudry Ave.		1			2
55, 355*	Lines 55 & 355 merge to create higher frequency Line 55 to operate between downtown LA and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Adams Bl and Compton Av. Line 55 to follow existing route with all trips ending at Willowbrook/Rosa Parks Station. Line 55 in downtown LA to be rerouted on Beaudry Av, replacing the Line 53 segment. Line 55 segment via A Line Firestone Station to be eliminated to travel direct on Compton Av. Discontinue underutilized Owl service; alternative Owl service available on Avalon Bl (Line 51).	1				2
60, 760*	Lines 60 & 760 merge to create more frequent Line 60 to operate on Long Beach Bl between downtown LA, C (Green) Line Long Beach Bl and A Line (Blue) Artesia Stations, providing high frequency service for all stops with highest service frequency operating north of the C Line Long Beach Bl Station. Line 60 to be rerouted in downtown LA from Figueroa St to Olive St.	1				2
62, New Line 262*	Discontinue Line 62 and replaced by new Line 262 between East LA College, L Line (Gold) Atlantic Station, and Hawaiian Gardens via Atlantic, Telegraph Rd, Norwalk Bl, and Pioneer Bl due to underutilized service and to remove duplication with Line 66 west of Atlantic Bl/Telegraph Rd to downtown LA. Discontinue existing service on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.	1				2
66, 605*	Line 66 between the B Line (Red) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic Bl to travel on Olympic Bl rather than 8th St in East LA, replace Line 62 and provide faster, more direct service. Underutilized stops consolidated to balance speed, reliability, and accessibility. Line 66 eastern terminus to be Commerce Center. Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap with Line 18. Line 605 would be extended to serve 8 <sup>th</sup> St between Lorena and Soto Sts.				1	2
68, 70, 770*	Line 68, 70, & 770 merge to create new Line 70 to operate via current Line 770 alignment between downtown LA and El Monte Station, providing more frequency to all stops served via Garvey Av, Atlantic Bl, and Cesar E. Chavez Av. Line 68 segment east of Atlantic Bl to The Shops at Montebello to be served by an extension of Line 106 following the existing Line 68 alignment. New Owl service to be provided on Cesar E. Chavez Av.				1	2
71, 106	Line 71 discontinued; Line 106 to be extended to The Shops at Montebello, L Line (Gold) Atlantic Station, and Cal State LA while continuing to serve East LA College and LA County USC Medical Center with connections to Nueva Línea 70 on Cesar E. Chavez Av for access to downtown LA. Extension to Cal State LA will follow same alignment as discontinued Line 71 east of State St & Marengo St. via Marengo St, Wabash Av, City Terrace Dr to Cal State LA. Extension to The Shops at Montebello will follow the same alignment as discontinued Line 68 east of Rigglin St & Atlantic Bl. Line 106 to travel direct via 1 <sup>st</sup> St instead of deviating via Indiana St, 3 <sup>rd</sup> St, 4 <sup>th</sup> St, Soto St, Whittier Bl, and Boyle Av to simplify the route. Line 106 to operate very frequent service and implement new weekend service.				1	2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
76*	Line 76 between downtown LA and El Monte Bus Station via Main St and Valley Bl to continue to follow most of existing alignment, with more frequent midday and evening weekday service. Line 76 to no longer travel to the Metrolink Station due to underutilized service and instead operate on Santa Anita Av. In downtown LA, Line 76 to continue operating on Alameda St. to 1st St. then on existing route to 7th St./Maple St.				1	2
78, 79, New Line 179, 378*	Lines 78, 79, and 378 to merge creating new Line 78 operating between downtown LA and Arcadia. New Line 78 to operate on Mission Rd, Huntington Dr, Main St/Las Tunas Dr, and Live Oak Av to Santa Anita Av. New Line 179 to replace Line 79 service along Huntington Dr between Maycrest Av and L Line (Gold) Arcadia Station, connecting with Line 78 at Huntington Dr/Maycrest Av. Discontinue underutilized Line 78 service on Live Oak Av east of Santa Anita Av; Foothill Transit Line 492 available in this segment. Underutilized stops consolidated to balance speed, reliability, accessibility.				1	2
81, 181*	Line 81 route remains same south of Figueroa St and Yosemite Dr to J Line (Silver)/C Line (Green) Harbor Freeway Station via downtown LA. Line 81 to replace Line 181 by reroute via Yosemite St to serve Colorado Bl/Egledale. Line 81 to have more weekday midday and evening hours frequency; select trips to continue to end at Figueroa/Colorado. Line 81 Owl service will replace Line 83 Owl Service to Figueroa/Colorado and connect to Line 180 Owl service.		2			1
83, 175, New Line 182*	Lines 83 & 175 replaced with new Line 182, an all-day 7-day a week service, from Broadway & Thomas (Lincoln High School) to East Hollywood (B Line (Red) Vermont/Sunset Station) via Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av, and Franklin St to provide more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School and replacing discontinued Lines 83 and 175. Frequent alternative service to/from downtown LA available on L Line (Gold) or Line 81 via Figueroa St to connect with new Line 182.					1
90, 91, New Line 290, 690*	Lines 90 & 91 merge to create new Line 290 between LA County USC Medical Center, L Line (Gold) Lincoln/Cypress Station and Sunland then extend via Vineland Av to B Line (Red) North Hollywood Station. Discontinue segment north of Sunland Bl. New Line 690 to operate on a segment of Foothill Bl between Lake View Terrace and Sylmar. Lines 81 and 94 continue to service Hill St in place of Lines 90 & 91.			1		2
92*	Line 92 extended south to Venice & Broadway in downtown LA and operate more frequently.			1		2
94, New Line 294, 794*	Lines 94 & 794 merge to create more frequent Line 94 to operate on San Fernando Rd via existing Line 94 route between downtown LA and downtown Burbank, with a new route through downtown Glendale then extend west on Magnolia Bl to end at B Line (Red) North Hollywood Station. New Line 294 to operate on San Fernando Rd between Sylmar and downtown Burbank in place of existing Lines 94 & 794.			1		2
96, New Line 296	Line 96 to operate as new Line 296 via current route between Downtown Burbank, LA Zoo, and Elysian Valley (Riverside Dr/Figueroa St) then travel to L Line (Gold) Lincoln/Cypress Station for connecting service to Downtown Los Angeles, replacing discontinued Line 96 segment between Riverside Dr/Figueroa St and Downtown LA.			1		2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
102	Line 102 to operate between Slauson/Atlantic and Manchester/Sepulveda. East of Central Av/41st St would extend to Vernon and Maywood (Slauson/Atlantic), Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611. Discontinue underutilized segment to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; Alternative service: Central Ave (Line 53), Compton Av (Line 55), Pacific Bl (Lines 60, 251), Slauson Av (Line 108), Florence Av (Line 111), and Gage Av (Line 110).	1	2			
105, 705*	Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl, and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av.	2				1
106	Lines 108 & 358 merge to create higher frequency Line 108 to operate via Slauson Av between Culver City Transit Center and Pico Rivera and extend east to Slauson/Rosemead. Owl service to be provided; underutilized stops on Slauson Av consolidated to balance speed, reliability, and accessibility. Discontinue underutilized segments west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av, and deviation into Fox Hills via Buckingham Pkwy and Green Valley Circle. Alternative service: Line 110, Big Blue Bus Line 14, Culver City Lines 2, 4, 7. Big Blue Bus Line 18 also proposed to be extended south to serve the Marina Del Rey peninsula.				1	2
108, 358	Line 110 continues serving existing route from Playa Vista to Bell Gardens. At the eastern end at Gage/Garfield, buses stay on Garfield Av and do not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service. More frequency to be provided during weekday midday and evening hours.	2				1
110*	Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl, and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av.	1	2			
111*	Line 111 route unchanged; new Owl service will serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.	2	1			
115*	Line 115 to provide service from Westchester to C Line (Green) Norwalk Station via Manchester Av and Firestone Bl. Discontinue underutilized service to Playa del Rey west of Manchester/Sepulveda except selected school term trips. Big Blue Bus planning to extend their Line 16 to Playa del Rey and new Metro MicroTransit service will also be available in Playa del Rey.	2	1			
117*	Line 117 from LAX City Bus Center to C Line (Green) Lakewood Bl Station to continue to travel via Century Blvd, Tweedy Blvd, and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 to be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St. through the new Jordan Downs housing development. Line 117 to offer new Owl service.	1	2			
120, New Line 621*	Line 120 to continue to provide service from C Line (Green) Aviation/LAX Station to C Line Norwalk Station via Imperial Hwy. Line 120 to remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center; providing faster, more direct service. Alternative bus service to the Leeds St parking lot available via Metro Line 117, Willowbrook/Rosa Parks Shuttle and Access Services. New Line 621 to replace Line 120 east from C Line Norwalk Station to Whittwood Mall via existing Line 120 alignment.	1	2			

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
125*	Line 125 to continue to operate between C Line (Green) Norwalk Station and El Segundo via Rosecrans Av with improved weekday peak and midday service frequency.	2	1			
126	Discontinue Line 126 due to underutilized service; nearest alternative services: Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl), and 232 (Sepulveda Bl), Torrance Transit Line 8 (Aviation Bl), Beach Cities Transit Line 109, LADOT Commuter Express 438 (Highland Av), and G-Trans Line 5 (El Segundo Bl).		1			
127*	Line 127 to follow existing route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl. Discontinue underutilized service on Alondra Bl to make the route more direct. Line 127 to extend west of the A Line Compton Station to J Line (Silver)/C Line (Green) Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing segments of Lines 45 & 51. New weekend service and more frequent weekday service to be provided.	1	2			
128	Line 128 to operate between A Line (Blue) Compton Station and Alondra Bl & Carmenita Rd. Discontinue underutilized Line 128 segment south of Alondra Bl & Carmenita Rd; alternative service to Cerritos Towne Center via Cerritos On Wheels (COW) Route 1-A. Line 128 to include new weekend service.	1				
130*	Line 130 continues to be operated initially by Metro on Artesia Bl between A Line (Blue) Artesia Station and Cerritos and later transitioned to Long Beach Transit. Line 130 west of the Artesia A Line Station is planned to transition to Torrance Transit as their New Line 13, following existing route via Artesia Bl to Redondo Beach.	2	1			
150, 240, 245, 750	Lines 150, 240 & 750 merge to create more frequent Line 150 to operate from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl providing a connection with new frequent Line 240 operating via Reseda Bl and east along Ventura Bl between Northridge and B Line (Red) Universal City/Studio City Station. Underutilized stops consolidated to balance speed, reliability, and accessibility. New more frequent Line 150 to replace existing Line 245 with service on Ventura Bl and Topanga Canyon Bl.			1		
152, 353	Lines 152 & 353 merge to create new Line 152 serving Roscoe Bl with midday weekday frequency improvements. On the east end, Line 152 to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station. On the west end, route to terminate at Topanga Canyon Bl. Service on Vineland Ave to be provided by modified Line 162 and new Line 290. Modified Line 162 to provide service on Fallbrook Av. Underutilized stops consolidated to balance speed, reliability, and accessibility.			1		
New Line 153, 154	New Line 153 to operate between B Line (Red) North Hollywood Station and downtown Burbank via Burbank Bl, as well as a segment of Burbank Bl east of North Hollywood Station. Line 154 to operate between B Line (Red) North Hollywood Station & Sepulveda Bl, via Oxnard St & Burbank Bl as a two-way direction circulator with more frequency. Discontinue underutilized segment west of Sepulveda Bl.			1		
155, 183	Line 155 to merge with a segment of Line 183 and operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the B Line (Red) North Hollywood and Universal City/Studio City Stations with more frequent weekday service. Segment of Line 155 east of Universal City/Studio City Station via Olive Av to continue to be served by Burbank Bus newly improved Pink Route. Line 94 to provide more frequency on the segment of existing Line 183 east of North Hollywood Station along Magnolia Bl. New Metro MicroTransit service and existing Glendale Beeline 4 will be available in Glendale to replace the Line 183 segment on Chevy Chase/Acacia/Verdugo			1		

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
158, 167	Line 158 to follow existing route via Woodman Av, then travel via Plummer St to Chatsworth Station. Line 167 to serve current Line 158 segment on Devonshire St and existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use routes. Service to Sepulveda Ambulatory Care Center to be provided on-street at Haskell Av and Gloria Av. New weekend evening service and more frequent weekday service on Woodman Av to be added.			1		
161	Line 161 to operate primarily on existing route between the G Line (Orange) Canoga Station and City of Thousand Oaks. In Calabasas, it would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time. New weekend evening service to be added.			1		
162, 163*	Lines 162 & 163 merge to provide Line 162 with more frequency during mid-day weekdays on Sherman Way. On the east end, new Line 162 to be routed via Vineland Av to provide more service along the corridor while still connecting to the B Line (Red) North Hollywood Station, and extended to serve Fallbrook Av in the west end and continue to directly serve West Hills Medical Center. Line 152 to serve Lankershim Bl instead of Line 162.			1		
164, 165*	Lines 164 & 165 to operate in partnership, with buses changing between these lines at Platt Ave/Victory Bd to eliminate a long turn-around loop and provide more frequent service during the weekday midday hours.			1		
166, 364*	Lines 166 & 364 merge to provide Line 166 with more frequent midday weekday service. Line 166 to continue serving Nordhoff St and Osborne St, extending east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, connecting with new Line 690 on Foothill Bl. On the west end, Line 166 to end at Nordhoff St/Canoga Av, providing access to Chatsworth Station via Metro G Line (Orange). A segment of Glenoaks Bl to be served by Line 92, and a segment on Topanga Canyon Bl to be served by new Line 150.			1		
167	Line 167 to serve the current Line 158 segment on Devonshire St while also serving the existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use Lines 158 & 167.			1		
169 New Line 645	Line 169 to operate between Lankershim Bl and G Line (Orange) Canoga Station via Saticoy St and Canoga Av with more weekday frequency. New Line 645 will operate a two-way loop between West Hills Medical Center, Canoga Av, and Warner Center serving existing Line 169 alignment. Additional trips serving El Camino High School to be maintained. New weekend service to be provided on Line 169.			1		
175	Discontinue Line 175. Segment between John Marshall High School to Sunset & Vermont to be replaced by new Line 182, an all-day 7-day a week service to operate from L Line (Gold) Lincoln/Cypress Station via Pasadena Av, Figueroa St, York Bl, Fletcher Dr, Rowena Av, and Franklin St.					1
176	Discontinue Line 176 due to underutilized service. Service from El Monte Station to The Shops of Montebello will be provided by new Line 287 via the same alignment as discontinued Line 176. Alternative service: Lines 78, 179, 258, 260, 266, 267, and Montebello Bus Lines 20 & 30.				1	2
177	Line 177 will continue to operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory, with a minor reroute to use Mountain St instead of Walnut St to serve more of Pasadena. Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate this service.				1	

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
180, 181, 780*	Lines 180, 181, 217, 780 merge to create new Line 180 operating the same alignment as discontinued Line 780 from Pasadena City College to the Washington/Fairfax Transit Hub, extending further south to E Line (Expo) La Cienega/Jefferson Station following discontinued Line 217 alignment. Line 81 rerouted via Yosemite Dr and Eagle Rock Bl to replace discontinued Line 181 segment. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 180 on Lake Av. Foothill Transit Line 187 to replace Line 181 service on Colorado Bl east of Pasadena City College.				1	2
201	Discontinue Line 201 due to low ridership. Nearest alternative services: Lines 2, 4, 92, 603, and new Line 182. Metro MicroTransit service will also be available in the Chevy Chase area at Glendale Adventist Hospital			1		2
202	Line 202 to operate weekdays peak periods with new weekday off-peak service via existing route between A Line (Blue) Artesia Station and the C Line (Green)/A Line Willowbrook/Rosa Parks Station. Discontinue underutilized service south of A Line Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St. Alternative service: Lines 205 (Wilmington Av), 232 (Anaheim St) and 246 (Avalon Bl), Long Beach Transit Line 52 and Lines 191/192 south of A Line Del Amo Station.	1	2			
204, 754*	Line 204 to follow existing route between Hollywood and C Line (Green) Vermont/Athens Station via Vermont Av. More frequency for all stops on Vermont Av. Line 204 to provide more frequent midday and weekend service. Line 754 will operate weekday peak hours only; new Line 204 to provide more frequent service to existing Line 754 stops.		1			2
205	Line 205 to provide faster service between San Pedro and Willowbrook on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station, eliminating out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center and avoiding duplication of Torrance Transit Line 1 on Vermont Av north of Carson St. In San Pedro, the route to be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av. Alternative service on 1st St and 13th St to be provided by DASH San Pedro.	2	1			
206*	Line 206 continues serving Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no proposed route changes and more frequency during weekday midday and evening hours.		1			2
207, 757*	Lines 207 & 757 merge to create higher frequency Line 207 to operate between Hollywood and C Line (Green) Crenshaw Station with more frequency for all stops on Western Av.		1			2
209	Line 209 on Van Ness Av and Arlington Av to be altered to travel between Crenshaw/144th St., C Line (Green) Crenshaw Station (rather than Vermont/Athens Station) and the E Line (Expo) Expo/Crenshaw Station. Connections north from there to Wilshire Bl would be available on Line 210.		1			2
210, 710 New Line 610*	Lines 210 & 710 merge to create higher frequency Line 210 to operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach, and via Redondo Beach Bl to South Bay Galleria: Line 210 to provide new Owl service and more frequency for all Crenshaw Bl stops. Torrance Transit Line 2 to replace existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College. Line 210 service north of Wilshire Bl to Hollywood to be replaced by new Line 610 on Rossmore Av and Vine St		1			2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
211, 215	Lines 211 & 215 to operate as separate two-directional loop routes serving north of C Line (Green) Hawthorne/Lennox Station (Line 211) and south of C Line Hawthorne/Lennox Station (Line 215), providing new midday weekday, night and weekend service. Line 211 loop to replace Line 212/312 on Prairie Av (new Line 212 to instead serve Hawthorne BI) and replace Line 215 service on Manchester Av and Inglewood Av north of the C Line. Line 215 loop to replace existing Lines 211 & 215 south of the C Line on Prairie Av, Marine Av, and Inglewood Av. Discontinue service to C Line Redondo Beach Station to extend route to South Bay Galleria via Inglewood Av and Grant Av.		1			
212, 312	Lines 212 & 312 merge to create higher-frequency new Line 212 to operate via La Brea Av between Hollywood/Highland and Inglewood, then extend south via La Brea Av and Hawthorne BI to South Bay Galleria in place of Lines 40 & 740. Line 212 to continue to be routed via Overhill Dr. New Line 212 to provide more frequency at all stops on La Brea Av and Hawthorne BI. Underutilized stops on La Brea Av and Hawthorne BI to be consolidated to balance speed, reliability, and accessibility.		1			2
217	Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service. Line 217 north of La Cienega/Jefferson Station to Hollywood via La Cienega BI, Fairfax Av, and Hollywood BI to become part of Line 180 (see above).		2			1
218	Line 218 will be retained between Ventura BI/Laurel Canyon and Fairfax Av/Santa Monica BI. Connections will be available to Metro Lines 180 (Fairfax Av) and 4 (Santa Monica BI) as well as free City of West Hollywood FX service to Beverly Center and Cedars Sinai Medical Center.			2		1
222, 656	Line 222 to operate on Hollywood Way and Riverside Dr between Hollywood Burbank Airport and B Line (Red) Universal City/Studio City Station, serving Cahuenga BI south to Universal Studios BI, creating more direct connections. Discontinue underutilized service south of Cahuenga BI/Universal Studios BI to Hollywood; alternative frequent B Line service available between Universal City/Studio City Station and Hollywood. Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to B Line North Hollywood Station via Hollywood, Cahuenga and Lankershim BIs. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura BI (Line 240), Van Nuys BI (Line 233), and Reseda BI (Line 234).			1		2
224*	Line 224 to operate similar to existing service along Lankershim BI and San Fernando Rd, terminating at Sylmar/San Fernando Station, with more frequency during weekday midday hours on San Fernando Rd. New Line 690 to serve section of existing Line 224 beyond Sylmar/San Fernando Station on Foothill BI.			1		
230*	Line 230 to operate existing alignment between Sylmar/San Fernando Station and Studio City via Laurel Canyon BI and Hubbard St. LADOT DASH to provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.			1		
232*	Line 232 to continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda BI, Pacific Coast Hwy, Anaheim St and Long Beach BI with more frequent evening service.	2	1			
233	Line 233 to operate with higher frequency on Van Nuys BI between Foothill BI in Pacoima and Ventura BI in Sherman Oaks, similar to existing Line 233 service. Underutilized stops between Pacoima and Sherman Oaks consolidated to balance speed, reliability and accessibility. Late night and early morning service through Sepulveda Pass to operate along Sepulveda BI instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods. Line 233 to provide Owl service.			1		

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
234, 734	Lines 234 & 734 merge to create higher-frequency Line 234 to operate on Sepulveda BI and end at Sherman Oaks Galleria (Ventura/Sepulveda) following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College. Underutilized Line 234 stops between Sylmar and Sherman Oaks to be consolidated to balance speed, reliability, and accessibility.			1		2
236	Line 236 to operate similar to existing route via Balboa BI between San Fernando Mission BI and Ventura BI; modified route to Sylmar/San Fernando Station to operate via San Fernando Mission BI and Truman St due to underutilized service on the north end of existing Line 236. Line 236 to provide more frequency during weekday midday hours and new evening service.			1		
237, 239	New Line 237 to be created by merging Lines 237 & Line 239. Line 237 to follow existing route from the G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe BI, White Oak Av to Encino (Zelzah & Ventura). G Line and B Line (Red) service to replace existing Line 237 service east of G Line Woodley Station to North Hollywood and Hollywood. Line 236 to replace service to Sylmar/San Fernando Station.			1		
240	Line 240 to operate high frequency service on existing alignment between Northridge and B Line (Red) Universal City/Studio City Station via Reseda BI and Ventura BI. Underutilized stops consolidated to balance speed, reliability, and accessibility.			1		
242 /243	Lines 242 & 243 to operate more frequent service during weekday midday hours on Tampa Av and Winnetka Av between Ventura BI and Devonshire St. Underutilized service north of Devonshire St to Porter Ranch to be replaced by new Metro MicroTransit service.			1		
244, 245	Line 244 to operate as a separate line on current route via De Soto Av between Chatsworth Station and Ventura BI/Paralta Av. A new Line 150 to replace existing Lines 244 & 245 with service on Ventura BI and Topanga Canyon BI.			1		
246	Line 246 to continue operating existing route from Harbor Gateway Transit Center to Carson, Wilmington, and San Pedro via Avalon BI. But will travel via Anaheim St, Gaffey St, Channel St instead of Harry Bridges BI and John S. Gibson BI between Wilmington and San Pedro (replacing Line 550 there), with more frequent weekday and weekend service. Discontinue underutilized Owl service.		1			
251, 751*	Lines 251 & 751 to merge to create new Line 251, which will operate more frequent service between Cypress Park (Ave 28 & Idell) and C Line (Green) Long Beach BI Station.	2				1
252	Discontinue Line 252 due to underutilized service. Alternative bus services: Figueroa St (Line 81); Griffin Av (new Line 182); Broadway (Line 45); Huntington Dr (Line 78), Valley BI (Line 76), and Soto St (Line 251) and new Metro MicroTransit service in the Lincoln Heights Mercury Av; Griffin Av Montecito Heights area would be served by new Line 182 and MicroTransit service.	2				1
254	Discontinue Line 254 due to low utilized service. Alternative services: 103rd St (Line 117), Compton Av (Line 55); Firestone BI (Line 115); Florence Av (Line 111); Pacific BI (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51); Lorena Av (Line 605); Indiana St (Line 665) and new Metro MicroTransit service in the Watts/Willowbrook area.	1				2



Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
256	Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena to be served by three separate bus lines with more frequent service. Metro to operate existing segment between Cal State LA Transit Center and L Line (Gold) Highland Park Station with service rerouted via Monterey Rd instead of Collis Av. Metro in partnership with City of Commerce is exploring the opportunity for City of Commerce to operate existing Line 256 segment between Commerce and Cal State LA Transit Center, with no proposed changes to alignment; Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate a simpler route would between L Line Highland Park Station and Pasadena, via Colorado Bl, L Line Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to L Line Sierra Madre Villa Station.	2			1	2
258	Line 258 to be shortened from the existing alignment between Paramount and Altadena to a new alignment from Fremont and Huntington Dr to provide a much-requested connection with the L Line (Gold) South Pasadena Station via Fremont Av and Fair Oaks Av to Mission Rd, to improve reliability and avoid service duplication in Pasadena area. Discontinue underutilized service on Huntington Dr/Oak Knoll Av-Cir in San Marino. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 258 on Lake Av. Line 258 will implement new weekend service.	2			1	
260, New Lines 261 & 660, 762*	Lines 260 & 762 merge to create new more frequent and reliable Line 260 to operate between Pasadena and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Fair Oaks Av, Atlantic Bl, and Imperial Hwy. New frequent Line 261 to link the A Line Artesia Station & C Line Long Beach Station via Imperial Hwy, Martin Luther King Jr, Atlantic Bl, and Artesia Bl in place of existing Lines 260 and 762. A new frequent Line 660 to operate between L Line (Gold) Del Mar Station and Altadena via Fair Oaks Av in place of existing Line 260 alignment.	2			1	
264	Discontinue Line 264 due to underutilized service. New Line 256 to serve Altadena Dr south of Washington Bl and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av. Nearest alternative service in Duarte and Monrovia: L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit. Nearest alternative service to Arcadia-Sierra Madre Villa on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 & 268). L Line also provides service to the City of Hope Medical Center.				1	
265	Line 265 to continue to operate on existing alignment between Pico Rivera and Lakewood Center Mall with more frequent weekday service.	1				
266*	Line 266 has no significant alignment changes between Lakewood Center Mall and L Line (Gold) Sierra Madre Villa Station. Line 266 to end on northbound Lakewood Bl adjacent to Lakewood Center Mall to improve connections with the mall and Line 265. Line 266 to have more frequent service during weekdays and weekends.	2			1	
267, New Line 662	Line 267 to be shortened to operate via existing alignment between El Monte, Arcadia, and Pasadena via Temple City Bl, Rosemead Bl, and Del Mar Bl but end at L Line (Gold) Del Mar Station to improve reliability and avoid duplication of other bus lines. New Line 256 to operate on southern end of Lincoln Ave with new Line 662 operating two-directional service on a loop route via Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line Del Mar and Lake Stations) and Altadena and provide new weekend service. New Metro MicroTransit service will be available in the Altadena/JPL area including linking those areas with Pasadena.				1	

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
268, 256	Line 268 route to operate via existing alignment between El Monte, Arcadia, Sierra Madre, and Pasadena via Baldwin Av, Foothill Bl, but end at the L Line (Gold) Sierra Madre Villa Station to improve reliability, avoid duplication of other bus lines, and provide more frequent weekday service. New Line 256 to operate on southern end of Lincoln Ave, Washington Blvd, Altadena Dr, and Foothill Bl to L Line Sierra Madre Villa Station. New Line 662 to serve north end of Lincoln and Washington Bl west of Los Robles Av. Line 268 has very low utilization to JPL on weekends. Pasadena Transit Line 177 to provide alternative service between Pasadena and the JPL on weekdays during peak periods only and new Metro MicroTransit service will be available in Sierra Madre and Altadena/JPL areas, linking those areas with Pasadena.				1	
344	Line 344 to operate the existing route and stops between Harbor Gateway Transit Center and Rancho Palos Verdes		1			
442	Discontinue Line 442 due to underutilized service and duplication with other bus lines. Alternative service: J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green)/J Line service).		1			2
460	Line 460 continue to operate its usual alignment between downtown LA, C Line (Green) Norwalk Station, and Disneyland.	1				
487, 489, New Line 287	Line 487 to begin service at L Line (Gold) Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes to 7th St. Metro Center in downtown LA during weekday peak hours and LA Union Station at all other times (with connections available to B Line (Red), D Line (Purple) and J Line (Silver)). Line 489 route to terminate at Metro 7th St Metro Center. Frequent Metro B Line/D Line services link 7th St Metro Center to Westlake/MacArthur Park in place of Lines 487 and 489. New Line 287 to replace Line 487 between El Monte and Arcadia via Santa Anita Av, with weekday and weekend service. Discontinued Line 487 segment in Sierra Madre to be replaced with new Metro MicroTransit service serving Sierra Madre, Pasadena, and Altadena areas.				1	2
501	Line 501 to continue to link North Hollywood, Burbank, Glendale, and Pasadena with a new route in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av; a new route in downtown Glendale via Brand Bl and Broadway to have a stop serving the Americana at Brand and Glendale Galleria. A stop at LA Zoo will be included weekends.			1	2	
534 New Line 134,	New Line 134: Line 534 to be renumbered to 134. No route changes for New Line 134 between Malibu (Trancas Canyon Rd) and Santa Monica; deviation to Cliffside & Dume on selected trips to be discontinued due to underutilized service.					1
550	Express Line 550 to be retained peak periods weekdays between Harbor Gateway Transit Center and USC. Lines 246 and 450 will connect San Pedro with Harbor Gateway Transit Center. Line 246 will replace Line 550 on Gaffey St between 1 <sup>st</sup> and Anaheim Sts. in San Pedro.		1			2
577	Line 577 between El Monte Station and Cal State Long Beach via I-605 to be rerouted northbound between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. Discontinue deviation to Los Cerritos Center due to low ridership compared to number of riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.	1			2	
601	Warner Center Shuttle frequency will be adjusted to better match ridership and will no longer include overnight Owl service.			1		

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
602	More frequent service provided midday weekdays, evenings, and weekends for Line 602.					1
603*	Line 603 to continue operating current route between Glendale Galleria and downtown LA, with more frequent weekday midday service and rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.			1		2
607	Discontinue Line 607 due to underutilized service. Alternative bus service on Stocker St/La Tijera BI (Line 102), Slauson Av (Line 108), Hyde Park BI (Line 110), Manchester Av (Line 115), Crenshaw BI (Line 210), and Overhill Dr (Line 212).		1			
611	Line 611 to be altered to link A Line (Blue) Florence Station with Atlantic BI/Cecilia St via Florence Av, Seville Av, and Santa Ana St. Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis BI, District BI, Atlantic BI, replacing part of Line 611. The remainder of Line 611 to be discontinued due to underutilized service and duplication with other lines. Alternative bus services: Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic BI (Line 260), Seville Av and Pacific BI (Lines 60 and 251).	1				
612	Discontinue Line 612 South Gate Shuttle due to underutilized service and duplication of other bus lines. Line 202 will extend north of A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Florence A Line Station and Santa Ana St. Other alternative bus services: 103rd St (Line 117), Compton Av (Line 55), Long Beach BI and Pacific BI (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. BI (Line 261), and Imperial Hwy (Line 120) as well as new Metro MicroTransit service in the Watts/Willowbrook area.	1	2			
625	Discontinue Line 625 due to underutilized service. Nearest alternative bus service: Line 232 on Sepulveda BI and Beach Cities Transit Line 109 on Imperial Hwy as well as new Metro MicroTransit service for the LAX area.		1			
656	Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to North Hollywood B Line (Red) Station via Hollywood, Cahuenga and Lankershim Boulevards. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura BI (Line 240), Van Nuys BI (Line 233), and Reseda BI (Line 234).			1		
665	Line 665 route to be shortened operating all trips between Indiana St. & Olympic BI and Cal State LA Transit Center. Service on Olympic would be provided by Line 66.				1	
685	Discontinue Line 685 due to underutilized service. Nearest alternative bus service to Glendale College provided by Line 290 (Glendale Av), as well as new Metro MicroTransit service.					1
686	Line 686 to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station only discontinuing service to the L Line Fillmore Station to avoid overlap with new Line 260 and provide improved weekday frequency.				1	
687	Line 687 due to underutilized service and duplication or proximity to other bus routes. Alternative bus service: new frequent Metro Lines 660 (Fair Oaks Av) & 662 (Washington BI, Los Robles Av, and Lake Av), Pasadena Transit 20, 31, 32 services and new Metro MicroTransit service in Altadena.				1	
744	Line 744 to be replaced on Van Nuys BI by new Rapid Line 761 and high frequency new Line 233. Line 744 would no longer continue along Ventura BI and Reseda BI. That segment would be served by new Line 240.			1		
New Lines 761, 788	Line 761 to replace existing Lines 744 and 788, operating between Sylmar/San Fernando Station and the E Line (Expo) Expo/Sepulveda Station serving high travel demand between San Fernando Valley and the Westside. Line 761 to provide service on Van Nuys BI, Ventura BI, and Sepulveda BI to the Westside including frequent service all day on weekdays and weekend service.			1		2

Line	Service Change Proposal	GWC	SBC	SFV	SGV	WSC
901	The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.			1		
910	The J Line (Silver) Line 910 service will continue operating between El Monte Station, downtown LA and Harbor Gateway Transit Center with additional trips replacing Line 950 (see also Line 450).		2		1	
950, New Line 450	New Line 450 to replace Line 950, operating between San Pedro via Pacific St, the I-110 Freeway, and Figueroa St to Harbor Gateway Transit Center with peak period weekday service extending north of Harbor Gateway Transit Center to downtown LA (Figueroa/Flower & 7th), serving Harbor Transitway stations. Off-peak weekday and all-day weekends, Line 450 will connect with Line 910 at Harbor Gateway Transit Center. This will improve reliability and allow for the transition to new Zero Emission Buses on J Line (Silver) 910 service.		1			

## PUBLIC HEARING SCHEDULE

In accordance with California Executive Order N-25-20 and the Safer at Home restrictions in place at the time the hearings were scheduled, all of the hearings will take place virtually. Links to stream the hearing and view the presentations to be made at each hearing will be embedded within the public hearing agendas to be posted at [metro.net/about/about-metro/advisory-meetings/](https://metro.net/about/about-metro/advisory-meetings/) at least 72 hours in advance of each hearing date. Members of the public can call **(877) 422-8614** and **enter the corresponding extension to listen** during the proceedings (audio) **or to submit comments by phone** (comments) during the proceedings in their preferred language; the audio and comment lines listed for translations in Mandarin, Spanish, and Russian will be available from the start of each hearing until its conclusion.

**SAN FERNANDO VALLEY**  
**Wednesday, August 19**  
**6:30 p.m.**

**Listen in English: 3462125#**  
**Comment in English: 3654496#**  
**Listen in Spanish: 4127050#**  
**Comment in Spanish: 4127057#**

**SOUTH BAY CITIES**  
**Thursday, August 20**  
**6:00 p.m.**

**Listen in English: 3462108#**  
**Comment in English: 3756328#**  
**Listen in Spanish: 4127050#**  
**Comment in Spanish: 4127057**

**ALL REGIONS**  
**Saturday, August 22**  
**10:00 a.m.**

**Listen in English: 3462125#**  
**Comment in English: 3654496#**  
**Listen in Spanish: 4127050#**  
**Comment in Spanish: 4127057#**  
**Listen in Russian: 4127062#**  
**Comment in Russian: 4127071#**  
**Listen in Mandarin: 4127035#**  
**Comment in Mandarin: 4127040#**

**SAN GABRIEL VALLEY**  
**Monday, August 24**  
**6:00 p.m.**

**Listen in English: 3462125#**  
**Comment in English: 3756376#**  
**Listen in Spanish: 4127050#**  
**Comment in Spanish: 4127057#**

**WESTSIDE CENTRAL**  
**Wednesday, August 26**  
**5:30 p.m.**

**Listen in English: 3462155#**  
**Comment in English: 3756379#**  
**Listen in Spanish: 4127050#**  
**Comment in Spanish: 4127057#**

**GATEWAY CITIES**  
**Thursday, August 27**  
**5:00 p.m.**

**Listen in English: 3461978#**  
**Comment in English: 3756316#**  
**Listen in Spanish: 4127050#**  
**Comment in Spanish: 4127057#**

**Listen in Mandarin: 4127035#**  
**Comment in Mandarin: 4127040#**

**Listen in Russian Audio: 4127062#**  
**Comment in Russian: 4127071#**

The public hearings will begin at the listed times with a presentation of the proposed changes for that region; the Saturday, August 22, 2020 hearing will begin with a presentation of all proposed changes. All public hearings will close after all public comments have been received from those members of the public who call to submit feedback by phone or who submit them during the hearing via eComment links in the posted public hearing agendas, in accordance with hearing guidelines.

**Note: These proposals may be approved in whole or in part at a date following the public hearing. Approved changes may also include other alternatives derived from public comment.** The public is encouraged to view or listen to the upcoming hearings and provide testimony on the service proposals to be considered. All written public comment received will be shared with those Service Councils that will vote on the proposals discussed in the comments, and considered along with all comments submitted by phone and via the eComment feature during the public hearings, prior to any Council actions on the service proposals. The public may also submit written testimony postmarked through midnight **Thursday, August 27, 2020**, when the public record will close.

Comments sent via U.S Mail should be addressed to: **Metro Service Planning & Development**  
Attn: NextGen Bus Plan Proposed Service Changes  
1 Gateway Plaza, 99-7-1  
Los Angeles, CA 90012-2932

Comments via e-mail should be addressed to: [servicechanges@metro.net](mailto:servicechanges@metro.net), Attn: "NextGen Bus Plan Proposed Service Changes"

Facsimiles should be addressed as above and sent to: 213-922-6988.

For more information on proposed service changes, hearing dates, times, and methods to participate, visit [metro.net/nextgen](http://metro.net/nextgen) or call 213.922.1282.

**ADA REQUIREMENTS:** Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for Metro sponsored meetings and events.

**LIMITED ENGLISH PROFICIENCY:** Upon request, interpreters are available to the public for Metro sponsored meetings and events. Agendas and minutes will also be made available in other languages upon request.

All requests for reasonable accommodations, interpretation services and materials in other languages must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please submit requests by calling (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040. Individuals with hearing or speech impairment may use California Relay Service 711 + Metro phone number.

**NextGen Bus Plan**  
**Comments Received July 1, 2020 – August 27, 2020**

Name	Comment	Date	Event/ Source
A A	I oppose plans to service cuts. People are desperately in need for transit due to COVID such as loss of funds from under/unemployment, and they still need to get to work. Do not cut service. It is hurting folks who need to get to work, go to the doctor, do errands. Remove transit police. They do not help and it also scares riders away from using Metro service. Keep Metro free. Thank you for reading my comment.	8/26/2020	WSC PH
Abel Solorio	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ada Houg	Hi, bus rider here from San Gabriel using 487 line. The proposed service change to only taking 487 to 7th metro weekday peak time only defeat the point of rider desire/need going to the downtown core for a fast and time saving service. It's complicates for riders using freeway route to downtown yet not actually getting there. Union station is too far from downtown core on foot and very short distant on bus. A one bus service will do just fine, like it's been before. In addition, riders using 487, like myself, go to the downtown core for activity and using Culver City and Santa Monica line as well. Transferring on multiple ride just to get to the west side is very discouraging for meaning of public transportation. I think we can meet at the middle; I propose taking 487 to the 7th metro every day, include the weekend from peak hours to 12pm every day. Thank you	8/26/2020	email
Alan Nevins	With the bus coming through the canyon only once an hour, I do not see any reason why the bus can't stop at the signal at Kirkwood Drive to pick up or drop passengers. Buses down in the city stop all the time with traffic behind them so why not here where it will be a rare instance it would stop going south. Going north, there is plenty of room for the bus to pull off of Laurel Canyon in the large space just north of the country story parking lot where Rothdell Trail joins Laurel Canyon. The residents of Kirkwood Bowl are at a huge disadvantage of not having a bus stop for many reasons including service people who come the houses but also in regard to the rules surrounding adding an ADU.	8/27/2020	GWC PH
Alberto Sotelo	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Alejandra Jimenez	I am a transit and bike rider from the San Fernando Valley. it is no secret that in the valley we are treated as second class citizens. we have longer wait times, less bus shelters, horrible bike infrastructure. I was excited hear that metro is putting the light rail down Van Nuys Blvd. I want to voice again that I do not see plans to add a protected bike lane alongside the new rail like how the orange line has a bike path. Van Nuys blvd business are oriented to the parking lots in the back. we need more visibility on the front streets so I would like to hear how metro can influence the bike infrastructure on Van Nuys blvd as well as Nordhoff.	8/19/2020	SFV PH
Alek Friedman	I am appalled that Metro does not listen to the riders! Regarding Line 222: I STRONGLY OPPOSE THE TRUNCATION of the southern segment. Please realize: Line 222 is the ONLY bus that connects Hollywood with Burbank, including Burbank Airport, Warner Brothers Studios, and Universal Studios eastern gate. Line 222 southern segment is CRITICALLY IMPORTANT, should remain as it is, and service should be increased from hourly to every 30-40 minutes. The reason why this line has been "underutilized" is because of very poor and infrequent service. More frequent service will help to regain ridership. Please preserve the southern leg, which runs on Hollywood Blvd, Cahuenga Blvd, etc. Thank you.	8/14/2020	SFV PH
Alexander Moran	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Alexander Wikstrom	Do not let these budget cuts ruin the NextGen plan. Work with cities to get more bus lanes and save money through having faster service. Making bus service frequent will attract more riders. Fight for more funds from the county and state to keep Metro running!	8/25/2020	WSC PH

Name	Comment	Date	Event/ Source
Alison Habson	Both the 256 and the 83 in the Highland Park area along the Monte Vista section of the route have very low ridership. Moving these lines to Figueroa at this section of the route will have little impact on the route, which is two blocks to the South. In the Monte Vista corridor, which is a residential street, the neighbors have a strong desire to place speed humps along the street due to speeding cars. The bus lines would make it impossible to implement these humps, therefore making the streets dangerous to pedestrians. I am opposed to the lines being placed along the Monte Vista corridor, Figueroa is a better place for the bus routes.	8/22/2020	All-Region PH
Allon Percus	I very much hope you will reconsider one aspect of the NextGen plan. Eliminating all non-rush hour Wilshire rapid service, as well as all Wilshire rapid service to Santa Monica, is terribly ill-advised. NextGen is intended to attract new passenger trips on evenings and weekends. How can replacing efficient 720 service at those times with supremely inefficient (and excruciatingly slow!) local service possibly attract anyone who is not forced to take the bus? Your plan might make sense once the Wilshire subway is in operation, but we are years away from that. I cannot grasp the logic of destroying such a successful bus route and replacing it with service that is unappealing and substandard.	8/25/2020	WSC PH
Amy Goldenberg	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ana Isabel Alvarez	To whom it may concern, This is to express concerns over the proposed Metro bus line changes. I propose that the following bus line remains unaltered: 734 Southbound toward Expo Line Station. The period where both the 234 and 734 traveled northbound to Expo Line Station during the weekdays was incredibly helpful for those of us who depend on Metro's transportation to travel to and from work. It alleviated the worry of not being able to social distance during the commute. During peak hours, it was to have both bus lines operating at the same time in order to provide service to riders needing to get from the San Fernando Valley toward Westwood area. In a time where social distancing is essential, it was comforting to know the buses were not as packed as they used to be before the addition of the 234 also traveling toward Westwood Monday-Friday. It was safer for both the passengers and drivers to have both options available. A mass number of riders depend on the service of the 734. Pre-quarantine, the 734 found itself subject to maximum capacity during peak hours. Oftentimes, drivers would skip over bus stops because the bus was at maximum capacity and would tell stranded riders that "there is a bus behind [them]". As a result, many riders were left behind at the bus stop, only to have to repeat the same fate upon the arrival of the following bus. Understandably, the drivers were only following protocol. However, it left stranded ride subject to arrive to work late many times and finding that Metro was an unreliable method of transportation that did not have their riders' and drivers' best interests in mind. Now, during quarantine, it is essential to be able to practice social distancing during essential travel. The removal of the 788-Express Lane and the 734-line traveling southbound toward Expo Line Station would force many riders from Sepulveda Boulevard area to depend on the 761-bus line to get to Westwood. This would create an even more packed bus, considering the influx of riders from the Van Nuys Boulevard area and the Sepulveda Boulevard area. If it is already difficult to social distance in the 734 during times of quarantine, it would only get worse with the transition and when more individuals find themselves returning to work. For the safety of both the passengers and drivers, it is imperative to keep the 734 traveling toward Expo Line Station. The proposed 761 bus line change has already been done before and showed to be ineffective. It had the same route as the now proposed 761-line and was replaced with the current 734 bus route. Riders preferred the 734 traveling southbound toward Westwood in conjunction with the 788 Express Lane route. To summarize, the implementation of the 761 to replace the 734 to travel to Expo Line Station would be unsafe. Considering the second wave of Covid-19 is expected to surge in combination with flu season during the time these bus changes are expected to be implemented, it would not allow for social distancing and would result in unsafe environments for both passengers traveling to and from work and the Metro drivers. On behalf of many concerned riders (parents, students, and essential workers), I strongly urge the board to reconsider the proposed measures and strongly consider keeping the 734 traveling to Expo Line Station. Thank you. Ana Alvarez	8/13/2020	email

Name	Comment	Date	Event/ Source
Andrew Medina	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Andrew NA	Add more protected bus and bike lanes. Removes lanes of general traffic. Make changes to bus plan to incorporate need to get to the VA Station once that opens on the Purple Line.	8/24/2020	WSC PH
Andy	I'd just like to look into, you know, once the Crenshaw LAX Line is going to start operating, have you come up with any plans for a better connectivity to the Crenshaw LAX Line because that's going to be a very important transportation option for people going in and out of L.A., especially this Crenshaw LAX Line is not connected to the Metro Red Line or Metro Purple Line. Even the Metro Purple Line extension is not currently planning to connect to the Crenshaw LAX Line. I hope that you can come up with some rapid and convenient connections for passengers connecting from the Metro Red and Purple Line including future Purple Line Stations to a direct connection with convenience for people with luggage onto the Crenshaw LAX Line.	8/22/2020	All Regions PH
Andy Perrine	Hello: There is a lot of good ideas that have led to Metro doing the Next Gen survey. These are good and should go forwards. There is one bug flaw: reducing service hours makes no sense. All of your riders want more service hours. Reducing the service hours reduces ridership. You need to do more service hours, let's start at 20% more. Also, bus lanes and signal priority will help amplify more hours. They won't do as much if you don't increase the hours. Increase the hours. Also, if you're looking at ways to save, support the full run of the 222 since then you at least deduplicate service and allow rapid access to high-demand stops, including the new one at universal. Still, increase the hours. Best, Andy P.	8/27/2020	email
Anna Gross	Glad I will still be able to commute to work with NextGen (2 + 734)! Wish my commute time was less, though.	8/23/2020	Virtual Workshop
Araceli Hernandez	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Ashley Duenas	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email



Name	Comment	Date	Event/ Source
Austin Phung	<p>Hi, I appreciate Metro's effort to improve bus service in the San Gabriel Valley region and would like to share my input as a lifelong resident and transit rider. I made some maps to help visualize the deficiencies in the plan (Attachment 1 &amp; 2). I understand that the plan was to focus more on local trips (which is great!) but this plan is still too DTLA-centric in the San Gabriel Valley area. In the attached maps, black lines represent core frequent service. All of them are East-West, primarily to DTLA except for Atlantic Av. There is no frequent north-south service to facilitate transfers and local travel. Most North-South routes are infrequent and run between 30-60 minutes. This plan eliminates one seat rides (e.g. 176) without providing adequate transfer experiences. With the exception of just going down the street, many riders traveling inside SGV must transfer between frequent and infrequent lines which is quite challenging and disappointing, particularly when you miss a transfer by a couple minutes. (e.g. Downtown Temple City to West Field Santa Anita Mall, El Monte to Downtown Alhambra, etc....) More frequent North-South service between El Monte to Gold Line will tremendously improve this plan, linking frequent service on Valley, Las Tunas, &amp; Huntington for better transfers. Line 268 would be the best candidate for frequent service which serves the largest mall in the SGV, Westfield Santa Anita and can link all the frequent East-West lines including the Gold and El Monte Station. I attended the SGV hearing and heard several comments regarding the elimination of Line 70 to CSULA. I also share this concern. CSULA has very few transit options for local service in the SGV. Only SGV Line 258 serves the transit center at CSULA &amp; Line 76 stops half a mile from campus. Line 70 provides essential access to students in living in Monterey Park and Rosemead. There is no other reliable option to access CSULA. Students who once had a reliable, frequent line to campus will have to transfer 3 times, 70 to 260 to 76 before walking half a mile to reach campus or take a more circuitous route on 70 to the infrequent 258. My suggestion (Attachment 3) would be to extend Line 179 from Downtown Alhambra south on Garfield to Downtown Monterey Park &amp; follow the old 70 on Garvey to CSULA Transit Center. This will provide a critical link for residents and students in Arcadia, Alhambra, and Monterey Park to CSULA &amp; also Silver Line which will provide faster access to DTLA &amp; more). Extending the 179 will also provide better north-south connections and connect Downtown Alhambra &amp; Downtown Monterey Park to Westfield Santa Anita. Garfield Ave also has many clinics and medical offices. Please consider this option before making ending service to CSULA. Given the circumstances of limited service hours, Metro should explore cutting SGV service in DTLA which duplicates many rail &amp; bus lines and explore terminating some bus lines at Union Station. I like the idea of ending 487 and 489 at Union Station, (particularly when the new bus stop on on the Busway at Patsaouras Transit Center opens.) Riders can transfer to Metro Red, Purple, Silver, and in 2 years, the Gold and Expo lines at Union Station for faster service into DTLA &amp; Metro can provide more frequent service in SGV as suggested above, Current lines spend 20+/- 5 min from Union Station to DTLA terminus. This could save around 25% in service hours on many routes (and much more on heavy traffic delays &amp; road closures in DTLA). For example, 76 which has an approximate 80 min run time requires at least 14 buses to achieve 12 min frequency. Cutting the duplicated DTLA portion will result in 60 min run time and will require 11 buses to achieve 12 min frequency. This could be reinvested towards more buses in SGV. Metro should explore this option for Line 70, 76, and 78 to extend the 179 and provide a reliable North-South transfer. Thank you very much for your time and consideration. <b>*See Attached Maps</b></p>	8/27/2020	email
Aziz Fellague Ariouat	<p>Regarding NextGen: do not cut bus service by 20%. Once bus service is cut it is very difficult to return back to prior funding levels, as shown by previous cuts. I am concerned that the FY21 20% cut and the FY22 8% cut will be too steep of a cut for NextGen to effectively provide world-class bus service for riders who are predominantly working-class and BIPOC. Thank you.</p>	8/27/2020	GWC PH
Bill & Jane Whites	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/27/2020	email
Bill & Jane Whites	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/27/2020	email

Name	Comment	Date	Event/ Source
Bill Lam	I strongly opposed cutting almost all of the rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes.	8/22/2020	All-Region PH
Bill Lam	Please keep lines 68&70 as the existing route because the highlands residents in Monterey Park really need line 70 to get around and so I want lines 68&70 to be the same as is. My suggestion is to keep lines 68&70(day and 24 hour service) as the same route and run line 68 from downtown la to Montebello mall daytime and add a 24 hour service running between downtown la and ELAC. Line 258 should stay on Monterey pass instead of Eastern ave because of workers and serve the oak knoll to either connect with 662 or go to Altadena. Line 264 should shorten from SMV station to Duarte because people use it locally besides the gold line foothill extension.	8/24/2020	SGV PH
Bill Lam Chi	<p><b>(Note: Please send all of my comments to all members of every service council!!!!!!!)</b> Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for all regions shown below: <b>San Fernando Valley:</b> <a href="#">Line 94,155:</a> Line 94 should only run between Downtown La and Sylmar/San Fernando Station instead of going into North Hollywood station and add a 24-hour service as well as eliminating a transfer on line 294. Line 155 should extend on Magnolia east of north Hollywood station to Burbank in order to replace line 183 segment <a href="#">Line 150,240:</a> Lines 150 and 240 should stay the same as is and keep serving Universal City Station and for line 150 to replace line 245 to Chatsworth station. <a href="#">Line 153,154:</a> supporting the recommendations on both lines <a href="#">Line 222:</a> Line 222 should replace line 237 segment down to Hollywood because people rely on local service instead of rail on Highland and 101 freeway area <a href="#">Line 169,645:</a> line 169 should be shortened from Canoga station to Saticoy &amp; Lankershim on weekends and the weekday route would be from Canoga Station to the Burbank Airport line 645 should also add a weekend service as well with bi-directional loop <a href="#">Line 734,794,750:</a> I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. <a href="#">Line 761,788:</a> support the recommended changes <a href="#">Line 92:</a> Line 92 should keep serving the 24-hour service instead <a href="#">Line 290,690:</a> For line 690, I would prefer to extend south to Foothill and Sunland in order to connect with line 290 as well as making the Lake View Terrace as a short line layover from Sylmar. <a href="#">Line 96:</a> Line 96 should keep serving Downtown La because there are too many connections at Lincoln/Cypress station and no transit center station to build for bus terminus <b>South Bay Cities:</b> <a href="#">Line 40:</a> Line 40 should keep serving Crenshaw/MLK station for rail connections and restore back the 24-hour service as well <a href="#">Line 45:</a> Line 45 24-hr service would serve from Downtown LA to Rosecrans Av <a href="#">Line 51,52:</a> supports the recommendation on line 51 and for line 52 please keep the existing routing as is so that there is a connection with the silver line <a href="#">Line 102:</a> Line 102 should keep extending down to Atlantic/ Cecelia layover to replace line 611 <a href="#">Line 111,115:</a> either line 111 or 115 should extend down to Aviation/Imperial station to connect a rail line at the terminus <a href="#">Line 205:</a> Line 205 should keep serving the Harbor Gateway TC in order to connect with the silver line <a href="#">Line 210,610,710:</a> support the recommendation of line 610 lines 210 and 710 to keep the existing routes whereas line 210 end at Wilshire/La Cienega and line 710 follow existing route to Wilshire/Western Station plus 24-hour service on line 210. line 210 should serve the Artesia Bl portion to connect with line 130. <a href="#">Line 246:</a> Line 246 should remain with the 24-hour service as is. <a href="#">Line 550:</a> Line 550 should only run between USC and San Pedro on weekdays only <a href="#">Line 740,757:</a> I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. <a href="#">Line 754:</a> Line 754 should keep the same as is with weekend service as well because there are many people on Vermont and need to get a faster time as well than the slow local time <b>San Gabriel Valley:</b> <a href="#">Lines 18,20,720:</a> For lines 18 and 20, I strongly support the existing routes with no changes which is very good. For line 720, I would prefer keeping the weekend and holiday service because there are many people rely on line 720 on Wilshire Bl to get around. Also, keep the existing route from East LA to Santa Monica because it is the most populous line and people like it fast to get there and so keep the existing route from East LA to Santa Monica. <a href="#">Line 30:</a> Line 30 should serve the San Vicente Portion on weekdays only and the 24-hour service would run from Rimpau TC through Downtown LA and Indiana Station if line 106 doesn't do a 24-hour service. <a href="#">Line 66:</a> Line 66 should keep serving the Metrolink station because there are Metrolink riders who would</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>use line 66 to get to work. Cancelling line 66 east of commerce center would require multiple transfers from line 18 at Commerce center and waste people's time. I would strongly recommend that line 66 be kept as the existing route as is plus direct service on Olympic bl and the 24hour service as well. <a href="#">Line 76:</a> Line 76 should end at Venice instead of going into maple lot <a href="#">Line 78,179</a> Line 78 has no layover at Santa Anita because there are problems making turns in narrow residential streets. I would prefer to keep the existing route and add a potential 24-hour service as well. Do not renumber into 179 because there's no layover at Huntington &amp; Marycrest. I Would strongly suggest to keep line 79 as is and potentially add a 24-hour service as well. <a href="#">Lines 68,70,106:</a> I strongly opposed these kinds of proposals because the Highlands residents in Monterey Park need line 70 to go shopping, eat, work, other leisure time to get around. I just don't understand why line 70 would turn left from Garvey to Atlantic and replace line 68 portion to downtown LA on Cesar Chavez Av. There is a spirit bus route 4 that serves the Highlands area but it only operates <a href="#">Monday through Saturday</a>. If this kind of proposal gets approved then how would the Highlands residents in Monterey Park get around if line 70 doesn't serve the Highlands neighborhood in Monterey Park and the spirit bus doesn't operate on Sundays? On Sunday's, the Highlands residents in Monterey Park would lose access to ride line 70 and would need to walk very far down to Garvey &amp; Atlantic for a long time in order to access line 70. In order to fix the problem here are my suggestions: Option 1: keep the existing lines 68, 70(with daytime and 24-hour service), and 106 as is and implement a 24-hour service on line 68 running from East LA College to downtown LA via Cesar Chavez. Option 2: extend line 106 from CSULA to Atlantic/Garvey to connect with line 70. My opinion is that I strongly support option 1 because the existing routes should stay the same as is and the Highlands residents in Monterey Park always rely on line 70 to get around to travel for essential things instead of turning left on Atlantic Blvd replacing lines 68&amp;770 route to Downtown LA. And so, I strongly want lines 68, 70(daytime and 24-hour service), and 106 to stay the same as is and add a 24-hour service on line 68 running between ELAC and downtown LA via Cesar Chavez Av. Also, for line 106, the route should go straight on 1st St instead of turning on Mednik to connect with the rail line because there already is a connection with the gold line from Indiana to Mariachi Plaza stations. <a href="#">Line 180,181,217:</a> Why can't you add a service from La Cienega/Jefferson Station to Culver City transit Hub on weekday peak hour service to cover for line 217? Also why can't you have a potential extension to stop inside Sierra Madre Villa station because foothill transit 187 does not stop inside there due to wasting time? <a href="#">Line 256:</a> I would strongly suggest that line 256 should shorten and only run from Commerce to Del Mar Station instead of Multiple agencies taking over and keep the Collis Av segment as well <a href="#">Line 258:</a> I opposed the eastern Ave portion because workers on Monterey Pass Road needs that bus line to get home from work and there is no spirit bus service on Sunday. How would people working on Monterey Pass Road get around if there is no Sunday service on the Spirit Bus (remember spirit bus runs only <a href="#">from Monday to Saturday</a>)? I would suggest keeping the existing routes including Huntington Dr/Oak Knoll Av segment and either go up to Altadena or connect with line 662(at Lake &amp; Del Mar). <a href="#">Line 260:</a> I strongly support keeping line 260 that runs from Artesia station to Pasadena because people should not transfer buses more than one time and it would delay other people's journey time from point a to point b. I also voice my strong support for a 24-hour service on line 260 because people need to go home from work overnight. <a href="#">Line 264,267:</a> For line 267, I am okay with the recommended changes made. For line 264, please keep the line even when the Foothill extension had opened, people like to always rely on line 264 for local service on Duarte Rd and Michillinda Av to get around. I would suggest that we should keep line 264 running from Sierra Madre Villa to Duarte by following the existing route 264 on Michillinda Av and Duarte Rd including serving the mall as well. <a href="#">Line 266:</a> Add a 24 hr service on line 266 <a href="#">Line 287,487,489,176</a> For line 287, I support the recommended changes. For line 176, why can't the line shorten from Highland park to either Alhambra, San Gabriel, or El Monte and reduce frequency as well. For line 487&amp;489, I support the recommended changes and extend to Arcadia station for line 487 to add bus service in sierra Madre city. <a href="#">Line 501:</a> I support the recommended changes on line 501 <a href="#">Line 577:</a> I strongly support the recommended changes on line 577 and also keep the los Cerritos center area for shopping and connect with line 130 there. <a href="#">Lines 762,770,780:</a> I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid</p>		

Name	Comment	Date	Event/ Source
	<p>line can save peoples time faster and better than the local routes. <a href="#">Line 910,950</a>: I would suggest that why can't we keep the San Pedro to El Monte segment and add another charging station in San Pedro instead of changing buses at Harbor Gateway TC. <b>Westside Central</b>: <a href="#">Line 2,4</a>: support the recommended changes <a href="#">Line 10, 14, 16, 28, 37, 81</a>: Add (Line 16, 81 only) and keep the 24-hour services (online 10, 14, 28, 37) <a href="#">Line 252</a>: Line 252 should be shortened down to Huntington dr <a href="#">Line 684</a>: Line 684 should implement a 24-hour service as well <a href="#">Line 704, 705, 728, 733, 745, 751, 760</a>: I strongly opposed cutting these rapid routes because it is the faster route that runs along with the metro local lines and the rapid line can save peoples time faster and better than the local routes. <b>Gateway Cities</b> <a href="#">Line 55</a>: Line 55 should keep the 24-hr service on Willowbrook ave area <a href="#">Line 254</a>: Line 254 should replace the eastern portion of line 612 to Willowbrook station <a href="#">Line 612</a>: Line 612 should be shortened from Willowbrook station up towards Palm &amp; Seville 7 days a week <a href="#">Line 125</a>: Line 125 should add a 24-hr service for riders riding overnight <a href="#">Line 128</a>: Line 128 should keep serving Cerritos city hall because city workers from Cerritos city hall always rely on that line going to/from work and there's no reason why it was proposed to be cut south of Alondra &amp; Carmenita. cutting that segment would be unfair to riders and they would have nowhere to get around. Besides, Cerritos on Wheels bus runs only Monday to Saturday and that they do not accept TAP cards when paying fare. I would suggest that line 128 should be kept the same as is and add a weekend service for riders who need to go to the library and other things to get around as well. Those are all of my comments regarding the proposed service changes. Thank you very much for your time</p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 100-199 that had operated east and west outside of downtown La that were shown below: <a href="#">Line 102</a> Line 102 should extend down on Alamo and Wilcox and end it at Atlantic/Cecelia replacing line 611 so that Atlantic/Cecelia has a layover instead of Slauson/Atlantic <a href="#">Line 105, 110</a> support the same existing route on these two lines with current schedule as well as the line changes on line 110. and also, for line 105 do not merge with 705 because a lot of people use line 705 to get to their destination faster and saves time than line 105. <a href="#">Line 108, 111, 115, 117</a> support the recommended route change and also adding the 24-hour service as well. Also, lines 108&amp;358 should not merge because people use line 358 as an alternative way to travel faster than line 108 and suggested line 358 operate weekday rush hour with both directions during morning and afternoon rush hour. <a href="#">Line 120, 621</a> support splitting one route into two in which west of Norwalk station would be line 120 and east of Norwalk station would be line 621 <a href="#">Line 125</a> support the recommendations on the existing line and frequency and please add a 24-hour service on line 125. on the January version it says that it would operate a 24-hour service and now in July it won't and so I would strongly suggest adding a 24-hour service on line 125 so that people would use line 125 to get home overnight <a href="#">Line 126</a> El Camino College students use line 126 to get from Matthan beach to the college and so I would highly suggest running line 126 from Manhattan Beach to El Camino college via Manhattan beach Blvd. <a href="#">Line 127</a> support the recommendations made as well with the addition of the weekend service <a href="#">Line 128</a> greatly support adding the weekend service which is good. However, line 128 should still keep serving the Cerritos city hall every day because people go to city hall for city services as well to the library because the library opens every day for people to read and also go shopping at the Towne Center as well. The Cerritos on wheels bus in Cerritos does not accept any form of tap card as payment fare and they have to fumble some money to pay one-way fare if TAP cards are not accepted as a form for payment. I would strongly add weekend service on line 128 and also keep the existing route running from Compton station to Cerritos Towne Center every day including weekends. <a href="#">Line 130</a> strongly oppose transferring these two lines to two different agencies because it would cost a lot of money using the one-way fare and waste people's time as well. <a href="#">Line 150, 240, 245</a> support merging line 150 and 245 to become new line 150 but please just keep extending all the way down to Universal City station in which it eliminates transfers with line 240 at Reseda. And also, do not make line 150&amp;240 merge with line 750 because many people use line 750 to get there faster so that it is easy to save their journey time than lines 150&amp;240 on Ventura Blvd. <a href="#">Line 152, 162, 163</a> support the recommended changes on lines 152, 162, 163. However, line 152 should extend west on Roscoe and Fallbrook down towards Fallbrook/Sherman in order to connect with line 162. Also, lines 152&amp;353 should not merge</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>because people use line 353 as an alternative way to travel faster than line 152 and suggested line 353 operate weekday rush hour with both directions during morning and afternoon rush hour. <b>Line 153,154</b> support the recommended route changes on lines 153&amp;154. for line 154, I would prefer extending west from Sepulveda to Reseda on weekdays only with one line running on both directions on Oxnard St and another line running in both directions on Burbank Blvd. on Weekends, line 154 should run on the two-way direction loop on Burbank Blvd and Oxnard St. <b>Line 155,183</b> support lines 155&amp;183 merging together to become new line 155 which runs from universal city station to Burbank via Riverside Dr and Magnolia Blvd. <b>Line 158,167</b> strongly support the recommended changes on lines 158&amp;167 with line 158 running on Woodman Plummer and line 167 running on Coldwater Canyon &amp;Devonshire <b>Lines 161,164,165</b> supporting the recommended changes on these proposed lines regarding the frequency and the route change <b>Line 166</b> supporting adding a 24-hour service on line 166 and the recommended route changes from Nordhoff station to Nordhoff/foothill. Also, lines 166&amp;364 should not merge because people use line 364 as an alternative way to travel faster than line 166 and suggested line 364 operate weekday rush hour with both directions during morning and afternoon rush hour. <b>Line 169,645</b> add weekend service on lines 169&amp;645. line 169 should operate between Canoga station and Burbank airport on weekdays in order to make connections at the airport and between Canoga station and Saticoy/Lankershim on weekends <b>Line 176</b> Line 176 should run from Highland Park to El monte on weekdays but run with the frequency every hour instead <b>Line 177</b> support the recommended route change, but do not transfer this line to another agency <b>Line 180,181,217</b> if lines 180,181,217 merge all together to form a new line 180, then run new line 180 from Pasadena to la Cienega/Jefferson station every day and extend down to culver city transit center on weekday peak hours only. If not, then keep the existing lines 180,181,217 same existing route as is and keep line 780 with the same existing route as well and extend line 780 down to la Cienega/Jefferson station as a new westbound terminal. Do not merge lines 180,181,217 with 780 because people like to use 780 which is faster than lines 180,181,217 so that people can get there faster than the local lines 180,181,217 <b>Those are all my comments on the lines 100-199 that run east and west outside of downtown LA Thank you for your time</b></p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 300-399 which are the limited ones and the lines 400-599 for the express lines that were shown below: <b>Lines 302,312,316,330,351,353,355,358,364,378</b> strongly opposed cutting these limited lines mentioned above because many people use limited lines to get there faster in rush hour than the local lines. For the limited lines shown above, I would strongly prefer operating all limited lines in both directions during weekday rush hour as well <b>Line 344</b> Support keeping the existing route 7 days per week between harbor gateway TC and Rancho Palos Verdes <b>Line 442</b> This line should run only one or two buses during rush hour in each direction in order to shore up the riders during rush hour <b>Line 460</b> Support keeping the existing routes from downtown LA to Disneyland and remove the freeway express charge as well <b>Line 487,489,287</b> Support adding a new line 287 running from Arcadia to Montebello. Line 489 will remain with existing route during rush hour. For line 487 please extend that line to Arcadia station so that city of Sierra Madre would have at least one bus route going through the city and remove the express fare charge on lines 487&amp;489 as well <b>Line 501</b> Support going through downtown Glendale and stopping at LA Zoo as well as removing the express fare charge as well <b>Line 534,134</b> Support renumbering line 534 into line 134 <b>Line 550</b> Line 550 should run between USC down to San Pedro on weekdays with limited stops on that line <b>Line 577</b> Support line 577 going on I-10&amp;I-605 freeways to CSULB via Rio Hondo College on weekdays and also keep the Los Cerritos center stop as well so that people can go shop there and connect with line 130 as well <b>Those are all my comments on the lines 300-399 limited routes and the 400-599 routes as well Thank you for your time</b></p>	8/26/2020	email
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 1-99 that had operated to/from downtown La that were shown below: <b>Line 2,4,200:</b> Lines 2,4,200 should be kept the same existing route as is. Lines 2&amp;302 should not merge because people use line 302 as an alternative way to travel faster than line 2 and suggested line 302 operate weekday rush hour with both directions during</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>morning and afternoon rush hour. lines 4&amp;704 should also not merge because many people use line 704 to travel faster than line 4 and line 704 saves time than line 4. line 704 should run from union station to Santa Monica 7 days per week. add an owl service on line 200 as well. <b>Line 10,48:</b> support the existing routes for both lines but please retain the owl service on line 10 so people can get home safely overnight <b>Line 14,37:</b> support the route change on line 14 but please retain the owl service on line 14 so people can get home safely overnight. also, I am supporting the existing route on line 37 and please retain the owl service on line 37 so people can also get home safely overnight <b>Line 16,17,617:</b> I support the recommended changes on line 16 and line 17 renumbering into line 617. I also voice my support on line 16 owl service so that people can get home safely overnight. plus, lines 16&amp;316 should not merge because people use line 316 as an alternative way to travel faster than line 16 and suggested line 316 operate weekday rush hour with both directions during morning and afternoon rush hour. <b>Line 18,20:</b> I strongly want to keep the existing routes on lines 18&amp;20 with owl service. Lines 18&amp;20 should not merge with 720 because many people use line 720 7 days per week to get around from East La to Santa Monica very faster than lines 18&amp;20 and line 720 saves peoples time quickly than lines18&amp;20 <b>Line 28,684:</b> supporting adding line 684 in Eagle rock plus adding a owl service on eagle rock Blvd. to give riders a change to get home overnight. line28&amp;728 should not merge because many people use line 728 from union station to century city because line 728 is faster than line 28 and line 728 can save people's time better than line 28. line 28 should also add an owl service from Downtown La to century city to give riders a chance to get home overnight. <b>Line 30:</b> line 30 should be extended east on 1 t St. to Mariachi Plaza station in order to connect with line 106 and people rely on line 30 locally instead of using the gold line. line 30 should run between Mariachi plaza station to west Hollywood via 1 t St., Pico Blvd., and San Vincente Blvd only on weekdays and line 30 would run between mariachi plaza station and Rimpau TC on weekends. line 30 should keep the owl service between Rimpau Tc and Indiana stations because people would need to get home safely overnight and there's no rail service between 1-4am in place of line 106 if line 106 does not operate owl service. Also, lines 30&amp;330 should not merge because people use line 330 as an alternative way to travel faster than line 30 and suggested line 330 operate weekday rush hour with both directions during morning and afternoon rush hour. <b>Line 33:</b> do not merge lines 33&amp;733 because many people love to use line 733 between union station and Santa Monica to get there faster than line 33 and line 733 can save people's time than line 33. lines 33&amp;733 should serve Pico station in Downtown LA. <b>Line 35,38:</b> Since the route has no changes, possibly support that recommendations that was made in July. <b>Line 40:</b> do not merge lines40&amp;740 because people like to use line 740 to get there faster than line 40 and line 740 can save people's time than line 40. line 40 should keep serving the Crenshaw/MLK station because of the new rail line that is happening next year in which passengers would connect at Crenshaw/MLK station and would need to go north for the expo line and people use line 40 locally. line 40 should retain the owl service because people would need to get home safely overnight and there's no rail service between 1-4am. My suggestion is that line 40 would have more enhancements on weekends because line 740 should cancel Saturday service first and line 740 should operate the existing route on weekdays only until the opening of the Crenshaw line next year. <b>Line 45:</b> do not merge lines45&amp;745 because people like to use line 745 to get there faster than line 45 and line 745 can save people's time than line 45. line 45 owl service should extend south to Rosecrans if line 127 does not do owl service so that people can get home safely overnight. <b>Line 51,52:</b> support the route change on line 51 and do not merge with line 351 because people use line 351 as an alternative way to travel faster than line 51 and suggested line 351 operate weekday rush hour with both directions during morning and afternoon rush hour. line 52 should keep the existing route serving the Harbor gateway TC because many line 52 riders would need to connect to the silver line there. <b>Line 53:</b> support the route change on this line and also add an owl service on this line as well <b>Line 55:</b> support the route change on this line and also add an owl service on line 55 to the Willowbrook area covering over line 202 as well. also, lines 55&amp;355 should not merge because people use line 355 as an alternative way to travel faster than line 55 and suggested line 355 operate weekday rush hour with both directions during morning and afternoon rush hour. <b>Line 60:</b> support the route changes but do not merge it with line 760. line 60&amp;760 should not be merged because many people love to use line 760 to get there faster than line 60 and line 760 can save people's</p>		

Name	Comment	Date	Event/ Source
	<p>time than line 60. also, line 760 should extend back to Artesia station on weekday service only and weekend service would remain ending at long beach Blvd. station as well. <b>Line 62,262</b> support renumbering line 62 into new line 262 <b>Line 66</b> strongly opposed the cancellation of this line east of Olympic/Gerhart because there are Metrolink riders who would always use line 66 to get to work on weekdays. Cancelling line 66 east of Olympic/Gerhart is unacceptable and people would have to transfer from line 18 is definitely not okay. I would recommend that line 66 should always keep serving Montebello Metrolink Station every day to serve the Metrolink riders transferring to/from Metrolink trains as well as also keeping the owl service for this line for riders to get home safely overnight. <b>Line 68,70,71,106</b> strongly support merging lines 71&amp;106 to become a new line 106 running from CSULA to ELAC. Line 106 adds a weekend service and this line should keep going on 1 t St. to Atlantic Blvd instead of turning on Mednik because line 106 already has a rail connection from Indiana to Mariachi Plaza stations. I strongly opposed the cancellation of line 68 and line 70 west of Garvey/Atlantic because the highlands residents in Monterey Park always use line 70 for essential travel and other activities. Cancelling line 70 west of Atlantic/Garvey is wrong and unacceptable because Highlands residents in Monterey Park would lose access to line 70 and will have to walk far down on Garvey for many minutes in order to access line 70 at Garvey/Atlantic. There's a spirit bus line 4 operating in the Highlands area but only runs Monday to Saturday with no Sunday service. On Sundays, what would happen to the Highlands residents in Monterey Park if line 70 gets cancelled west of Garvey/Atlantic and the Spirit bus line 4 doesn't operate on Sundays. This is really unfair, wrong, and unacceptable to those Highlands residents in Monterey Park who need to ride buses to get around. I would strongly urge you to reconsider and please keep lines 68 &amp; 70 with the same existing route as is with the current schedule. My strong recommendation is that line 70 would run with the existing route operating current daytime and owl service schedule between Downtown LA and El Monte via Garvey Ave. and line 68 would operate daytime and evening service as an existing route from Downtown LA to Montebello with some short line terminal at ELAC via Cesar Chavez Av. and add a 24-hour owl service on line 68 going from Downtown LA to ELAC via Cesar Chavez Av. so that people would use line 68 to get home safely overnight Also, lines 68&amp;70 should not merge with line 770 because many people including ELAC students use line 770 to get there faster than lines 68&amp;70 and line 770 can save people's time better than lines 68&amp;70. <b>Line 76</b> This line should end at Broadway/Venice not going into maple lot as well as serving Chinatown and union station eastern entrance on Vignes. <b>Line 78,79,179</b> line 78 should keep the existing route to peck road because people do not want to connect with foothill transit line 492 with expensive fares. Line 78 should not merge with line 378 because people use line 378 as an alternative way to travel faster than line 78 and suggested line 378 operate weekday rush hour with both directions during morning and afternoon rush hour. Line 79 should also be kept the same because many people do not like to transfer with line 78 at Huntington/Maycrest because there's no layover there and it wastes time on transferring to line 78. My strong recommendation is that lines 78&amp;79 should be keeping as the same existing route and also add a potential 24-hour owl service on lines 78&amp;79 so that people would use these lines to get home safely overnight. <b>Line 81</b> support adding owl service on this line as well as the route segment where the Colorado Blvd segment be run day and evening and on Yosemite Dr. during the owl <b>line 83,182,175</b> strongly support merging lines 83&amp;175 into new line 182 <b>Line 90,91,290,690</b> strongly support merging lines 90/91 into a new line 290 and 690. However, line 690 should not go into lake view terrace and should always extend south to Sunland Blvd. to connect with new line 290 for people going on Foothill Blvd. north of Sunland Blvd. <b>Line 92</b> always keep the owl service on this line because people use this line to get home from work safely overnight <b>Line 94,294</b> line 94.&amp;794 should not merge because many people use line 794 to get there faster than lines 94 and line 794 can save people's time better than line 94. line 94 should run on San Fernando Rd. only and not turn into downtown Glendale and splitting with line 294 because people do not want to transfer and it's a waste of time to complete their trip because many people want to have a one seat ride from Downtown La to Sylmar station every day. I also support adding a 24-hour service on line 94 because many people use this line to get home from work safely overnight <b>Line 96,296</b> lines 96 should not be line 296 because we need to secure one bus line running on the freeway and my suggestion is to run</p>		

Name	Comment	Date	Event/ Source
	<p>between Burbank and Downtown La on weekdays and on weekends just run between Burbank and Lincoln/Cypress station. Those are all my comments on the lines 1-99 that run to/from downtown LA and I have more comments on other routes in a separate email Thank you for your timeHello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 901,910,950 that were shown below: <b>Line 901:</b> For line 901, I support the recommended changes regarding the frequency and the existing route from North Hollywood to Canoga and Chatsworth <b>Line 910,950,450:</b> Line 910 should be kept the same existing route between El Monte and the Harbor Gateway Transit center everyday including 24-hour service as well. Line 950 should also be kept the same existing route between El Monte and San Pedro because San Pedro residents always want to take Line 950 to get around. If zero emissions buses happen why can't you add a charging station in San Pedro instead? What about charging for some time at the Harbor gateway transit center before departing? If line 950 goes in and out of the Harbor Gateway Transit Center, then the charging station would have charging the bus at the transit center first and then wait for a bit to be charged full before departing just like Foothill Transit line 291 in which it stops at Downtown Pomona Transit Center (where it has a charging station)for some time to charge and then depart for the next stop if the battery is full. If not, then potentially make line 950 become 450 and potentially extend the line into Union Station Bus plaza for some trips on weekdays replacing the former line 445's route to union station. <i>Those are all my comments on the lines 901,910,950,and 450. Thank you for your time</i></p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 600-699 regarding the shuttle &amp; circular routes and lines 700-799 for the rapid routes that were shown below: <b>Line 601</b>Line 601 is a replacement of the line 901 segment in Warner Center. Since the orange line operates the 24-hour service, why can't we keep the 24-hour service on line 601? Line 601 needs to continue operating the 24-hour service because workers who work at mall and other business ends overnight and they need that route to connect with line 901 to get home. So please keep the 24-hour service on line 601 so that workers can get home safely overnight from work. <b>Line 602,603,605,665:</b> I support the recommended changes on these lines regarding the frequency and the routes as well <b>Line 607,685:</b> Support the recommendations on the cancellation of the route <b>Line 611:</b> I strongly support the recommendations that was made on the 611 but the Alamo and Wilcox segment would be better to be replaced by line 102 so that line 102 would extend down to Atlantic/Cecelia terminal for a layover <b>Line 612:</b> Line 612 should operate with one bus in each direction with the hourly frequency <b>Line 625:</b> Line 625 should be kept because the airport lax workers need the bus line to access the World Way West to work there <b>Line 656:</b> support the recommended route changes regarding the 24-hour service line <b>Line 686,687,662:</b> supported the recommended changes by keeping 686 and replacing 687 with 662. for line 662, I would suggest running on orange grove bl instead of Washington bl because Washington bl area is served by lines 268 and proposed 256A and Pasadena transit lines 31/32 <b>Lines 704,705,710,728,733,745,750,751,757,760,762,770,780,794:</b> I strongly opposed cutting these rapid routes that were mentioned on this list above because the rapid and the local lines should run together in which that the metro rapid lines are the fastest route than the metro local lines and the rapid routes can save peoples time trip faster and better than the local routes. <b>Line 720:</b> please keep line 720 the same existing route as is with the current schedule because people like to use this route to travel faster between Santa Monica and East LA in which can save people's time and running on the bus lane on Wilshire as well. and also, there's a purple line extension happening and so when it opens, we need to decide what happens next and so just please keep the existing line and the current schedule for now so that we need to determine about the purple line extension later. <b>Lines 734,744,788,761:</b> line 734 should run from Sylmar to Sherman oaks so that people can keep using line 734 to get to their destination faster than line 234. I support the lines 744 and 788 merging to create line 761 from san Fernando valley to the westside. And also, line 744 should run on Reseda because people use Reseda rapidly to go to CSUN on weekdays for a faster trip. <b>Line 740:</b> line 740 should also be kept as the same existing route as well and maybe run on weekdays because the Crenshaw/LAX line would start service maybe next year and so I think that line 740 should keep operating with the existing route until the Crenshaw/Lax line opens for</p>	8/26/2020	email



Name	Comment	Date	Event/ Source
	<p>service <b>Line 754</b>: please keep line 754 the same existing route as is with 7-day service because many people use this route on Vermont Ave to get around faster than line 204 <b><i>Those are all my comments on the lines 600-699 for shuttles and circulators and the 700-799 lines for the rapid routes. Thank you for your time</i></b></p>		
Bill Lam Chi	<p>Hello everybody my name is Bill Lam and I was born and raised in the city of Monterey Park. Today, I am commenting the proposed bus changes for lines 200-299 that had operated north and south outside of downtown La that were shown below: <b>Line 201</b> support the cancellation of the route. <b>Line 202</b> line 202 should extend down to Del Amo station locally for riders who get home from work. <b>Line 204</b> support the existing route but along with line 754, 754 should operate 7 days per week because of high ridership on Vermont Ave for faster rapid time than local ones. <b>Line 205</b> line 205 should keep serving the Harbor gateway Transit Center in order to keep connecting with the silver line. <b>Line 206,232</b> support the existing route and the frequencies. <b>Line 207</b> do not merge with 757 because 757 is a rapid route and people use the rapid line faster and saving time than line 207 and also keep serving the franklin ave. including 101 freeway as well. <b>Line 209</b> Support shortening line 209 from expo/Crenshaw to the Crenshaw green line on weekdays. <b>Line 210,610</b> support adding the new line 610 to Hollywood. for line 210, I support running from Wilshire/La Cienega to south bay galleria with adding a 24-hour service and also keep serving the Artesia Blvd. segment. do not merge with line 710 because people always use this route because it saves their trip time and faster than line 210 and line 710 should keep running from Wilshire/Western station to south bay galleria via Crenshaw Blvd. and Redondo beach Blvd. <b>Line 211,215</b> support operating the loop on the north side of Hawthorne station on line 211 and the south side of Hawthorne station on line 215. <b>Line 212</b> Support extending down to the south to south bay galleria via Hawthorne Blvd. Also, lines 212&amp;312 should not merge because people use line 312 as an alternative way to travel faster than line 212 and suggested line 312 operate weekday rush hour with both directions during morning and afternoon rush hour. <b>Line 218</b> support keeping the line running from san Fernando area to Fairfax/Santa Monica everyday <b>Line 222</b> this line should keep serving Hollywood/highland station extending down on Cahuenga Blvd. replacing current line 237 because people use the Cahuenga Blvd. segment as a local route instead of red line. <b>Line 224</b> supporting the recommended changes on this line as well with the addition of the 24-hour service <b>Line 230</b> support the recommended changes on this line with DASH service taking over routes north of Sylmar station <b>Line 233</b> strongly support the recommended changes on this line but keep operating from Sherman oaks to lake view terrace daytime and evenings and 24-hour service extending to Westwood. <b>Line 234</b> support shortening the route from Sylmar to Sherman oaks and adding a 24-hour service on this line as well and don't merge with line 734 <b>Line 236</b> support the recommended changes on this line and frequencies as well but operate some trips north of san Fernando mission Blvd. as well <b>Line 237,239</b> support the recommended changes on these two lines with the addition of weekend service as well <b>Line 242, 243</b> support the recommended changes on these two lines with the addition of weekend service as well <b>Line 244</b> support the recommended changes on this line with the addition of weekend service as well <b>Line 246</b> please keep the 24-hour service on this line because the san Pedro residents need this line to get home overnight and there is no owl service on silver line running south of Harbor Gateway TC to san Pedro and so I urge you to please keep the owl service on line 246 so that people can get home on time overnight <b>Line 251,252</b> support the recommended changes on the frequency but do not merge with line 751 because it is the faster rapid route and people use line 751 to get there faster than line 251. line 252 should run together with line 251 from LB Blvd. station to Huntington Dr. via soto St. <b>Line 254</b> this line should operate only on weekdays and the new southern terminal would be potentially Willowbrook station if this line is planned to replace parts of discontinued line 612 <b>Line 256</b> line 256 should not transfer this route to city of Commerce transit and should operate with the existing route from Commerce all the way up to ending the line at Highland park station in LA or at Del Mar station at Pasadena <b>Line 258/ strongly opposed the eastern Ave portion because workers on Monterey Pass Road needs that bus line to get home from work and there is no spirit bus service on Sunday and so how would people working on Monterey Pass Road get around if there is no Sunday service on the Spirit Bus (remember spirit bus runs only from Monday to Saturday)? I would strongly suggest keeping the existing route including Monterey Pass Road and</b></p>	8/27/2020	email

Name	Comment	Date	Event/ Source
	<p><b>also keep serving the Oak Knoll Av-Cir in San Marino in order to go to Pasadena to either end at Altadena or connect with line 662 at Del Mar Blvd. as well as adding a new weekend service on line 258 <a href="#">Line 260,261,660</a></b>  strongly support doing line 660 from Pasadena to Altadena as well as adding an owl service on line 260. line 260 should not be split into two lines because the majority of people want local line 260 running from Artesia Station to Pasadena without transferring buses. line 260 should also not merge with line 762 because a lot of people use line 762 to get to their destination faster and saves travel time than line 260. <a href="#">Line 264,267</a> support line 267 running from Del Mar station to El monte with the existing route in place. for line 264, please keep this existing line running from Sierra Madre Villa station to Duarte every day because a lot of people use line 264 locally on Michillinda Av and Duarte Rd. besides the gold line service. <a href="#">Line 265,266</a> support the recommended changes and frequency on lines 265&amp;266 as well as potentially adding an owl service on line 266 <a href="#">Line 268</a> supporting line 268 running from El monte to Sierra Madre villa station via Santa Anita, Lower Azusa, Baldwin, and Foothill. <b>Those are all my comments on the lines 200-299 that run north and south outside of downtown LA Thank you for your time</b></p>		
Brian Matsumoto	<p>I'm speaking on behalf of the Nature for All Coalition. I'd like to bring up transit to parks, transit to the San Gabriel Mountains and ask where the transit to parks routes are in the NextGen plan because this is a critical equity focused community issue. The San Gabriel Mountains make up 70 percent of L.A. County's open space, but not a single public transit route exists to connect residents with their own public land, the forest and mountains which practically every single resident can see from where they live, but without a car there's literally no way to set foot in these public mountains. For this reason, Metro issued a transit to the park strategic plan last year in May of 2019 to address this with -- I'm getting feedback. But specifically the Metro board required key action items, and with the NextGen plan, the transit to parks strategic plans was supposed to be used as a guiding Noah Hernandez. I have a question. I've been through several workshops before the pandemic hit, and I notice that there's been people who are requesting to bring back at least the three lines from the San Gabriel Valley 190, 194 and the 270, but at the very least 270, and I notice that it wasn't included to bring it back as part of the NextGen. Is it because it's a done deal back in 2016 with making a deal with Foothill Transit and Norwalk Transit respectively? Thank you very much for taking my call.</p>	8/24/2020	SGV PH
Brian Reid	<p>Elimination of the portions of Metro Lines 487 and 268 will cause extreme hardship to the seniors, students, and disabled residents of Sierra Madre who require, expect, and have a reasonable right to not have service completely cut off. Ride-sharing is too expensive and not even possible to those like myself (a 63 year old) who doesn't own a smartphone.</p>	8/24/2020	SGV PH
Brian Steckler	<p>ATTN: "Next Gen Bus Plan - Proposed Service Changes": According to the Next Gen Bus Plan, Line 217 may be discontinued South of La Cienega Boulevard/Jefferson Station to Westfield Culver City - due to underutilized service. May the MTA consider the number of passengers that consistently use Line 217 relevant to their needs, and implement a limited timetable during am hours and pm hours? This modified schedule in the proposed areas of discontinuance will reduce the costs for service, while accommodating passengers that benefit with public transportation. Thank you for your consideration. Brian Steckler</p>	8/24/2020	email
Bryan Medina	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/27/2020	email
Byron E	<p>All the proposed changes are great. I am concerned that the map in the presentation doesn't show the new segment of line 94 into Downtown Glendale. I hope that wasn't cut from the final proposal as it would provide a useful direct link between downtown Glendale and NoHo station. I am hopefully the route changes at least take effect in 12/2020 as I understand frequency changes would depend on the recovery Of ridership</p>	8/17/2020	SFV PH
Byron E	<p>Supports Safety &amp; Security Features, Traffic Congestion Solutions</p>	7/29/2020	Virtual Workshop
Carol Montgomery	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
Caroline Toren	The NextGen Plan is a result of extensive analysis, community outreach, and discussions on how to advance equity. The impact of adequately funding NextGen and the work led by Metro's Equity Officer should not be understated. This is how we 1) create access to education, employment, healthcare, childcare, and other key services, 2) ensure Metro's services and capital improvements are designed, implemented, and evaluated with an intersectional racial and gender lens, and 3) build thriving communities. Budget, staffing, and design decisions reflect an agency's priorities, and now is an opportunity to create systems-change by ensuring the most ambitious version of NextGen is implemented.	8/26/2020	WSC PH
Carrie Scoville	Please do not cancel the Silver Line to San Pedro. We have no Metro Rail service to our City Hall, this is our lifeline to our downtown jobs. San Pedro does not have jobs unless you work on the docks. Professionals and others need direct public transit access all the way to Downtown LA. A transit change at the Green Line won't cut it. Thank you, Carrie Scoville San Pedro	8/19/2020	SFV PH
Central San Pedro Neighborhood Council	The Central San Pedro Neighborhood Council appreciates the two bus shelters on W. 13th and Gaffey Streets. Many people use these bus stops and these shelters encourage more ridership since the particular location is a lay-over for the 205 Metro Bus. Should other shelters become available, we have suggestions on where they may be placed in our community. Sincerely, Carrie Scoville, President	7/2/2020	email
Charles Adelman	In response to a comment made by a governance council member at the Saturday 8/22/20 public hearing, let me say that, yes, those of us who spoke against the elimination of the Rapid Bus network do understand, perhaps better than some council members, just what is being proposed. The Rapid bus lines will be eliminated and the service hours reallocated to the local service which will be reconfigured to > stop every 1/4 mile instead of the current 2/10 mile. This will result in significantly longer trip times for riders traveling long distances, i.e. 1/2 hour longer on the line4 verses the line 704 from Hollywood to Santa Monica > or on the line 180 verses line780 from Pasadena to Hollywood. This could result in many riders such as my self-driving our own cars or using Uber or Lyft rather than the bus. Furthermore, as I pointed out in my oral > comments at the 8/22/20 hearing, the reduction in the number of scheduled stops on the local service will not result in fewer actual stops, as he bus only stops if passenger signals to get off or someone is waiting at the stop; fewer scheduled stops will mean fewer skipped stops. The proposed breaking up of some long lines into shorter lines requiring riders to transfer to another bus to complete what is now a one seat ride will result in a loss of ridership, especially if the transfer is to another operator's bus, requiring additional fare. The general rule of thumb is a loss of 50% of potential ridership for each required transfer: the more transfers, the more hassle and uncertainty, and therefore, the less competitive the transit option is with driving. In the case of line 210, which is proposed to be terminated at Wilshire Blvd., I have noticed that the majority of southbound passengers who board in Hollywood get off between Olympic and Adams, but few get off at Wilshire. Thus, the Wilshire termination is a great inconvenience to passengers riding to or from Hollywood, but provides no real benefit to anyone else. The line 210 should therefore be left as it is. There are, never the less, many operational improvements that can be made to the system. For one thing, there are many time slots on many busy lines, where two buses operate in tandem, leapfrogging stops. Moving in one of these buses up half ascot would result in more frequent service with the same resources. Finally, why are we even operating tier 4 service ? If there is not enough ridership to run a bus more often than once every 40 to 60 minutes, why not just eliminate the line and use the bus to improve service on a busier line.	8/27/2020	email

Name	Comment	Date	Event/ Source
Charles Adelman:	<p>My comments are L.A. is a very large area, and it's a lot of long distances to travel for people. There's not a one size fits all approach for transit. That does not work. That's why we created the Rapid buses in the first place. The problem with the Rapid buses is they don't offer it enough to do any good. People spend more time waiting for the bus. They save on the bus a lot of the time. So I propose the removal of the Rapid buses. You need to run them frequent enough to be useful for people and maybe make some of those half mile stops. I also am very concerned about the consolidation of many stops on the Local Lines too. Those will not save you the amount of time that you think they will save you because the Rapid or the Local Lines stop only at those scheduled stops where somebody is planning on getting on or off the bus. So eliminating some of those scheduled stops simply reduces the number of stops that they skip when somebody is looking to get on or off the bus there .So they will probably spend just (unintelligible) hundred percent of the stops like the Rapids now do rather than only say 90 percent of their stops or 80 percent of their stops and -- as they do currently. And also consolidation that will make it much harder for people who are mobility challenged to get to the bus stop a lot longer distances to go to get to their stop, and by the way, your information that you have as to mobility challenged does not recognize those people who are mobility challenged only for short time because of injuries are not going to have a disabled pass because by the time they get the disabled pass, their injuries will be healed. And, finally, I would suggest that you leave the Wilshire Boulevard corridor Lines 27 and 20 alone. Both lines currently operate at very close frequencies and are very crowded, and off-peak, both lines are very crowded. So it makes no sense to fix it if it ain't broken. So we should leave those lines alone until the purple extensions is up and running, at which point we can eliminate the 720 because it will be a totally superfluous line at that point, and finally I would suggest that we stop making any changes until we get COVID under control and we see..." –</p>	8/22/2020	All Regions PH

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Name	Comment	Date	Event/ Source
Charles M. Deemer	<p>General suggestions/commentary on the nec Metro bus change proposals &amp; connections both within &amp; outside Los Angeles County. My proposals are focused on providing new connections with the current Metro system as it's looking to be configured &amp; neighboring systems in adjacent Counties. First off, the Disneyland bus Line 460 should be extended to ARTIC (Anaheim Regional Transportation Inter-modal Center) with 3 additional stops at (1) Harbor Blvd./Katella Ave. (2) main Katella Avenue entrance to Angel Stadium (3) main General suggestions/commentary on the Metro bus change proposals &amp; connections both within &amp; outside Los Angeles County. My proposals are focused on providing new connections with the current Metro system as it's looking to be configured &amp; neighboring systems in adjacent Counties. First off, the Disneyland bus line 460 should be extended to ARTIC (Anaheim Regional Transportation Inter-modal Center) with 3 additional stops at 1) Harbor Blvd/Katella Ave. 2) main Katella Ave. entrance to Angel Stadium. 3) main Katella Ave. entrance to Honda Center. This would provide connecting service to Metrolink &amp; Amtrak for Metro from Line 460's service area. Second, it seems like that no work will be done to extend the current Gold Line East of the 3rd Street/Atlantic station until at best well into 2030's, a Rapido (Bus Rapid Transit) line be set-up to connect with the Pomona Transit Center adjacent to the Riverside Line Metro-link station on Garey Ave. in Pomona. It would principally travel on the Pomona Freeway with stops possibly at the Montebello Shopping Center, Puente Hills Mall &amp; any other transit center/park &amp; ride lot that's along that route. Third, would be connecting Torrance &amp; the South Bay area with Anaheim's ARTIC. There are 6 major East/West rail/Rapido lines in Los Angeles County &amp; yet none currently runs South of the Airport Freeway (I-105). Starting at the North-side bus hub that's now adjacent to the Del Amo Fashion Square Center on Carson St. the bus would loop around the Mall on Hawthorne Blvd., Torrance Blvd. &amp; then turn North on Crenshaw Blvd. Its next stop would be the yet-to-be-built (T3) Torrance Transit Terminal on Crenshaw Blvd. When it opens. Continuing North on Crenshaw Blvd. to 182nd Street then turn East to the next stop on Western Ave. to connect with the Gardena #2 Line. Then continue on to Harbor Gateway Transit Center. Continuing East on 182nd Street to Avalon Blvd. The 5th stop would be adjacent to CSU Dominguez Hills on Avalon Blvd. After that continue South to the San Diego Freeway going on it Southeast/East to Lakewood Bld. Exiting &amp; going North to Long Beach Airport for the 6th stop &amp; then possibly a 7th stop between Long Beach City College and Veteran's Stadium. Traveling South on Lakewood Blvd. back to the San Diego Freeway, the bus would continue going East/Southeast to the Garden Grove Freeway &amp; then to the Orange Freeway interchange go North to the Katella Avenue off-ramp &amp; then either conclude at ARTIC for the final stop, or continue on to Disneyland as the final stop using the same 3 proposed stops for Line 460 that I mentioned previously. Since Proposals 2 &amp; 3 are new lines you would charge \$3.00 each way with automatic transfers to any bus line along their routes with reduce faire at ½. The reason for Number 2 is that Omnitrans is transforming Milliken Ave. into a Bus Rapid Transit Route from Pomona Metrolink Station that will eventually connect to the Metrolink San Bernardino line. Along the route stops are planned for Ontario Airport, Ontario Arena/Ontario Mills Shopping Center &amp; the Fontana Raceway among others. Since one of the objectives of this study is to bring locations attracting large number of people into the service network, these 3 seemed to fit quite well with that objective. Another item, not to a new/modified bus route that would seem useful for all riders would be printing a mini-map similar to the one already being distributed showing the Metro Rail &amp; Busway. This map could show all 37 OWL service lines with different colors being used for frequency of service during the over-night hours. It would make it easier for someone to know which areas have 24 hour bus service. Submitted for your consideration, Charles Michel Deemer</p>	8/27/2020	email & USPS
Chris Barrow	<p>I oppose the elimination of Rapid buses on Ventura Blvd. I have used Rapid buses for the past 10 years and need them to get to the Universal subway station and to transfer to Calabasas. The Rapid bus stops are the best stops on Ventura providing shade, benches, and bus arrival information. It would be a waste to redesign the Rapid bus stops. Ventura Blvd. is 18 miles long and the Rapid buses are important to essential workers and seniors across the Valley. Also, Ventura Blvd. is the world's longest avenue of contiguous businesses according to Wikipedia, and good public transit helps businesses. Please save the Rapid buses on Ventura.</p>	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Christopher PATE	please eliminate 256 and 83 from Monte Vista St and move to Figueroa. We are trying to put in speed humps to slow cars down and keep them from running stop signs and the bus route is preventing this from happening. Authorities have told us that this is the case.	8/22/2020	All-Region PH
Clark Bernstein	I would like to propose moving a portion of the 83/256 bus route through Highland Park. The route currently moves off the commercial corridor on Figueroa and on to the residential heavy Monte Vista St. between Ave 50 and Ave 61. Years ago this street was a commercial/ residential mixed use street, but this street is now very residential and has been proposed for future speed bumps to slow traffic. This street stretch also is home to two schools. The bus noise and pollution are a disruption to the residents on this stretch, yet would blend in seamlessly two blocks South on Figueroa, the main commercial corridor. This move would still keep the bus same one block from the metro gold line.	8/22/2020	All-Region PH
Clayton Marshall	Hi Scott, We initially corresponded several years ago, and I reintroduced myself at a NextGen workshop in Wilmington back in March. Hope you're surviving the endtimes a-ok. I just saw the revised plan for the new Line 450 and wanted to reach out to say thank you for listening. While I hope San Pedro will eventually merit increased direct service from other parts of town -- I still wish we had something akin to the Blue Line that ran the length of the 110 -- I'm grateful to see that we'll still have a connection-free line to/from downtown during peak hours on weekdays. Pre-pandemic, the evening commutes from downtown to Harbor Gateway on 910/950 were routinely jam-packed, so I also think it will help to have another option heading south besides the Silver Line. Whenever you're comfortable sharing a draft schedule for the new line, I'd love to see it. Thanks again, Clay Marshall	8/4/2020	email
Clyde Williams	Unclear as to Transfer required between Buses 78 and 179 or will 179 continue to DTLA, including Chavez and Spring.	8/20/2020	All-Region PH
Cody Briggs	Thanks to Measure M, Metro currently has the most money available of any public agency in the County of Los Angeles, however I am not aware of any efforts to help solve our regional houseless crisis. Why have we not seen Metro utilize any funds to help mediate the houseless crisis and what if any are Metro's plans to contribute towards a solution?	8/25/2020 & 8/27	WSC PH & GWC PH
Corinne Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Courir Laufen	<p>Dear Metro, Thank you for your NextGen bus effort. I support the general philosophy of providing more frequent service. Specifically, I think the consolidation of the Rapid and local buses makes sense and should be a better experience for most riders. I am also appreciative that Metro has restored many routes that were proposed for removal (179, 218, 287, 296, 344, 645) That said, I think there are ways for the NextGen bus proposal to be improved. I understand that Metro has a limited budget, so I suggest changes to save buses while not compromising access to the transit system, in order to fund improvements to underserved areas. *How to save buses to fund improvements without hurting the network* . 4 – Does the 4 have to travel all the way to Broadway &amp; Venice? If it stopped at Broadway &amp; 7th instead it could save 15 minutes round-trip (2 buses). . 260/261 – Please keep the 260 as is on Atlantic Blvd. Diverting the 260 to the Willowbrook/Rosa Parks Station wastes maybe 4 or 5 buses that could be used to keep other routes and duplicates the 120. It also disrupts travel on Atlantic Blvd. . 460 – Thanks for keeping service to Downtown LA. Why doesn't it travel more directly on the Santa Ana Freeway instead of on the 110 and 105? Maybe you could save a bus with the faster travel time. . 754 – Why does the 754 have to continue north of Wilshire? The Red Line is already there. This would save maybe 4 buses to preserve other routes proposed to be cut. *Improvements* The San Gabriel Valley/East LA network could be simplified and made more effective as follows: . 68/70/106 – The 68 should travel along César Chávez from Downtown LA to Montebello. The 70 should travel along Garvey, City Terrace and Wabash from El Monte to Downtown LA. This is faster than diverting to César Chávez, avoids duplication on Atlantic, and preserve buses on Ramona Blvd. The 106 should just travel from USC Medical Center to Atlantic and César Chávez. These routes would be more direct, simpler and more comprehensible route pattern than the current proposal (particularly the “C”-shaped 106-which does not reflect any natural travel pattern) . 45/179 – You should consider linking up the 45 and 179 so that people on Huntington Drive can continue to reach Downtown LA directly (maybe break up the 45 in Downtown LA so it's a shorter and more reliable route). [image: San Gabriel Valley.jpg] The San Fernando Valley network could be simplified and made more effective as follows: . 224 – Please keep the 224 connection to Olive View Medical Center, rather than having the 690. The proposed 690 routing would force a transfer to get anywhere south of the Sylmar/San Fernando station. A Red Line rider trying to reach Olive View, for example, would have to make *two* transfers. That's a huge turnoff to ridership. . 236 – Please keep the Granada Hills segment of the 236 and link it up to the Olive View Medical Center. That will make medical services accessible to more of the Valley and make sure people aren't walking miles in the hot sun to get to the bus. Offering only school service (it's unclear what this means from your proposal) is insufficient. . 690 – Operate the bus from Olive View Medical Center to Sunland, so that people can continue to travel further along Foothill Blvd to La Cañada. [image: San Fernando Valley .jpg] Other suggestions: . 211/215 – The loops are confusing. Why not have one bus on Inglewood Ave, and one bus on Prairie Ave? They can both divert to the Hawthorne Green Line Station. . 243/244 – The bus should continue to Porter Ranch, only about a mile further. As was stated in the San Fernando Valley hearing, 20% of the Valley population lives north of Devonshire. . 256 – The 256 should not be broken up into three pieces. At minimum, there should be one route between Downtown Pasadena and Commerce – this is more of a regional route. The portion between Sierra Madre Villa Station and Downtown Pasadena could be transferred to Pasadena Transit, as that is more of a local route. . 625 – There are no credible alternatives to discontinuing this route. As an alternative, please work with LADOT to provide shuttle service to the Crenshaw and Green Lines. This is what they are good at – providing frequent shuttles. Thank you for the opportunity to comment on the NextGen Bus proposal. Please let me know if you have any questions about my suggestions.</p>	8/27/2020	email
Cynthia Cortez	<p>The Southeast Los Angeles (SELA) Collaborative launched its Policy and Advocacy Agenda in 2019. It includes policy recommendations on transportation rooted in community voice. One request is to improve the 612, 611, and 102 bus lines that run through Maywood, Bell, Bell Gardens, Cudahy, Cudahy, Huntington Park, and South Gate to ensure residents can move effectively and efficiently in and beyond the southeast LA region.</p>	8/26/2020	GWC PH

Name	Comment	Date	Event/ Source
D L	I oppose the discontinuation of Routes 750,744,788,733,757 and reduced 720 because in the Valley 750 is the Oldest route and I want the 750 to be every 10 minutes while 15 for 150 and extend 750 to Chatsworth Metrolink Station around Topanga Canyon while I support 761s return I oppose 744s discontinuation Because of Reseda and I would like 744 rerouted from Reseda to Sylmar on Sepulveda while 761 takes over the Van Nuys portion and have the route every 10 minutes while 240 should be 15 and I would like to Fix the 720 with every 5 minutes with 20 every 10 for both Rush and keep weekend service	8/20/2020	All-Region PH
Dale Case	I like changes on lines 90 and 91 to make one service to line 290 Also 501 line will bring more people on board to go to downtown Glendale to stop at Glendale mall I like about 158 and 167 lines because it make it easier to read these lines instead confusing 158 and 167 lines to intersect between the two lines	8/19/2020	SFV PH
Dale Pederson	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Dale Pederson	8/25/2020	email
Dan Ramos	Hello: I wish to add to my previous comment regarding the NextGen bus changes. I viewed the changes for line 62 which currently runs from downtown LA to Hawaiian Gardens. The new reroute (new 262 line) will be from the Gold Line Atlantic station along Garfield Ave. to Telegraph Road and then onward on the existing route. I support this change as people who do not want to go to East LA or Boyle Heights can go direct to the Gold Line then onward to Downtown LA. Thank you for your attention. Dan Ramos	8/22/2020	email
Dan Ramos	Hello: Thank you for the opportunity to comment on the NextGen Bus proposals. I have viewed the many changes proposed for the new route realignments and I wish to say all the changes will not come easily because of the fact all routes run on the same streets as automobile traffic. There does not seem to be any effort to separate street auto traffic from buses. Until there is a move to have many more bus-only lanes, the goals of this program will not succeed. I realize Metro will have to work with local cities to achieve this at some political cost, but if Metro is serious about speeding up bus service, this needs to be looked at.The El Monte Busway and the bus-only expressway on the I-110 freeway are good high-speed examples of bus-only operation. I notice some Rapid lines (the red buses) will be eliminated. I think this will be a mistake as many people will not care about service frequency instead wanting faster service. I use the 704 route when I can and prefer the speed of the line. I predict there will be some calls to bring back those lines, but until the changes actually occur, we all will have to see how the public responds	8/22/2020	email
Dan Wentzel	I support the NextGen Bus Plan but believe it will take a network of bus lanes for it to work operationally. Bus infrastructure on busy corridors is essential. I am grateful the 218 was saved. Line 180 will be a powerhouse line, but will need bus lanes on Hollywood and Fairfax to keep a schedule. Bus lanes for Line 4 and 33 on Santa Monica, Sunset, and Venice Blvds. would be great as well. Thank you,	8/26/2020	WSC PH



Name	Comment	Date	Event/ Source
Daniel Lopez:	I currently go to High Tech L.A. I live in the Reseda area of Northridge. So the issue with the Valley is that, you know, I didn't like the new proposal for 150 and new 240 to take over Line 744 and 750 because 744 and 750 were good lines for the Valley while 750 is one of the oldest Rapid lines to ever happen, and I felt concerned that we would probably have an overcrowding on those new generation 150 and one other because, you know, there would be a bunch of students, and while I do support the 761 to take over the Van Nuys portion, we should probably keep 744 and 750 together while for 744 you should keep it in the Reseda area while you should take -- 744 should take over the Sepulveda area while 761 takes over Van Nuys. For 750, just make it -- every NextGen proposal that those lines would happen while NextGen proposal 750 should probably have a new extension to the Metrolink region along with the new 150, and for 240 and 150, it should be every 15 minutes while Rapid 744 and 750 should be every ten minutes, which I think really wanted that to happen during weekdays and possibly have a weekend extension to those lines and have more connections like the Orange Line, G Orange Line. So for the Orange Line, we should probably have an express version that stops at certain stops from Chatsworth to Canoga to Reseda and Pierce College, Van Nuys, Balboa and" --	8/22/2020	All Regions PH
David King	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
David Ramirez	Increase the service of Route 106 between East LA College and The Shops at Montebello to every 15 minutes on Weekdays, and every 20 minutes on Weekends.	8/24/2020	SGV PH
David Wells	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
David Ysais	I have been fortunate to have attended nearly all of the Next Gen planning meetings as an advocate and as a host. I am the public relations manager at Los Angeles Trade-Technical College, and thousands of our students use the bus system every day in support of their educational journey. The thoughtfulness that has gone into this planning will help students access classes and will make them feel safer if they have evening classes. There was a need for connections from the San Gabriel Valley through the hubs of downtown LA and this plan addresses that. We congratulate everyone who worked on coming up with a responsive strategy and we encourage the Metro board to approve it.	8/24/2020	SGV PH
Deborah McGill	Just a few comments about Nextgen. I have lived in Altadena for over 30 years. I took the 485 to downtown from Lake and Fontenet, arrived in 45 minutes. I used the 401 on the Pasadena Freeway and would take the 180 up the hill if I was not in the 485. Service was not ideal between Colorado and Altadena Drive but I never needed to use a car. Fast forward to the Gold Line. Currently, one really can't get downtown without a car. The express bus disappeared as with the frequency of service...every option whether that be the 260, 264, 267, 180, 687 took 30 minutes just to get to the gold line. My car always ended up in Filmore. The proposed plan calls for even further decimation. The only bright spot is increased frequency of service up Fair Oaks with minibuses but even that it is not much a bright spot since there used to be buses that left every 15 minutes from the top of Lake. The disappearance of all service on the east side of Altadena is also concerning. Ditto for JPL service. Right now, I realize hardly anyone is on public transit. Recognizing this plan is for a future when hopefully we are back on public transit, I think there has to be more consideration as to why people in Altadena gave up on public transit to the gold line, at least I did given the huge intervals between buses (which for some reason ran clustered together) and the lack of express service down the hill to the metro. I think people in Altadena would use the service if these problems did not exist. I know I was on the metro more recently as the network expanded but I really resented that I could not get off the mountain without a car and with increased frequency to the metro from other points in Altadena, others in the community will probably get on public transit once we return to normal.	7/31/2020	email

Name	Comment	Date	Event/ Source
Dennis Mogergerman	<p>Dear MTA, We of the West Mar Vista Residence Association have review the NextGen Bus Plan. Due to the implications for our neighborhood we have serious concerns about the 33 and 733 bus lines you propose for Venice Blvd. We have reviewed the SCAG sponsored 2017 UCLA ITS Study and we are concerned that the frequency of the buses on the new 33 bus route are being artificially increase when the ridership does not warrant such an increase. We feel this only being done to create a High Quality Transit Hub or TOC (Transit Oriented Community) that will enable LA City to give developers permits for larger apartment buildings with fewer parking spaces and thus contribute the congestion and scarce parking in Mar Vista and further erode the quality of life and character of our small neighborhood. Even the apprentice of a future increased frequency of bus service will have the same effect and created a TOC. So we ask that you please remove the plans to increase the frequency of the 33 (or 733) from your NexGen plans. We at WMRVA do understand that Venice High School students frequently use the bus to get to and from school. Since the 733 will be eliminate in your NextGen plan we could understand a slight increase in service at the start and ending of school hours during the school year. We do know however, that most of these students do not have driver licenses nor a car to drive. They are not commuters who are leaving their cars to ride the bus and thus these students do not contribute to the congestion and parking problems. We also understand that the 33 does go to Venice Beach and this is an attraction. However, with Santa Monica having the Expo line, cleaner beaches and a wonderful pier many people are choosing to go there now. The increased frequency of the 33 could have devastating consequences with major developments being permitted in our now low-height neighborhood. Large apartment buildings with half the parking spaces needed to realistically accommodate the occupants and guests. We've even heard of the possibility of the dedicated bus lane on Venice Blvd. through Mar Vista. With the already protected bike lane using up one vehicle lane and a future dedicated bus lane on the drawing board, this would only leave one lane for cars. This would be a death sentence for the few small businesses that survive the pandemic and create a bottle neck of traffic. Because of the implications for Mar Vista stated in the first paragraph, we'd like to understand your rationale for the across the board increase in frequency and adding an owl service late at night. We also like to see the pre-Covid ridership figures to help us understand your rationale.</p> <p>Sincerely, WMVRA Board</p>	8/26/2020	email
Dennis Mogergerman	<p>I've ridden LA Now numerous times. Each time I was the only rider. LA Now was poorly organized and stops poorly posted---even at the Expo Palms station where the address on the web site is 10021 National Bl but the van actually stops across the street at 10020 National Bl. We be better off, like many cities, to subsidize Uber and Metro. This would be more cost effective.</p>	8/26/2020	WSC PH
Dennis Mogergerman:	<p>I heard that you're going to be doing some other smaller buses and vans. I've been a frequent rider of the L.A. Now, and I must say that I don't know if it was just the fact that it was not well-organized, but the times I rode it, there was really just myself on the van. There's several of times I would have loved to have seen more people taking advantage of it, but some cities now are using Uber and Lyft and subsidizing that rather than going through the expense of having the van and hiring drivers, and it just seems more cost effective to subsidize those ride services either for seniors or disabled, and it is very much a door to door whereas the L.A. Now was not always door to door, and bus stops were not well-labeled where you can actually pick it up, and so that's my comments on that.</p>	8/26/2020	WSC PH
Diane Gamble	<p>Hi this is Diane Gamble. I suggest that a bus stop number should be attached to each bus Stop sign to make bus riding user friendly. Thanks Diane Gamble</p>	8/23/2020	email

Name	Comment	Date	Event/ Source
Dominick Falzone	" I recommend that you retain the southern portion of Line #222 between Hollywood and Burbank. Many people who live in Hollywood commute to Warner Brothers movie studios in Burbank, or to Universal Studios' back gate (which is a mile from the Universal Red Line subway station). The current line #222 route is a direct route from Hollywood to Burbank. Your proposal would force passengers to take the Red Line subway from Hollywood to Universal Studios. The #222 route would go from the Universal Studio Red Line subway station to Burbank. This deviates out of the way from being a direct route between Hollywood and Burbank. Your proposal would operate Line #222 infrequently. If a passenger misses the connection from the Red Line to the bus, the passenger would have to wait 40 minutes to an hour. I also recommend that you operate Line #222 more frequently than ever 40 to 69 minutes. Dominick Falzone"	7/20/2020	Virtual Workshop
Dominick Falzone	I would like to submit a comment regarding the NextGen process. I propose that the NextGen process be halted. I proposed that it be re-started after the current COVID-19 disease pandemic is over. Travel patterns are likely to change for a variety of reasons, once the disease pandemic is over. Some passengers cannot participate to summit input over the telephone, or over the internet. Some passengers also cannot obtain background information, prior to submitting public comments. Metro's budget may be different than it was anticipated to be when NextGen studies were commenced. The Southern California Transit Advocates ("SOCATA") organization will be submitting comments regarding NextGen. Henry Fung will be submitting official comments on behalf of that organization. I share SOCATA's desire to postpone the NextGen process. However I suggest a later date for resuming NextGen than SOCATA recommends. SOCATA wants to resume the NextGen process as soon as members of the public can safely attend public meetings in person. I would like to halt the NextGen process until the disease pandemic is completely over. That means that I would like to delay the NextGen process until there are NO restrictions on activities, concerts and spectator sports have resumed, and people have stopped using face masks and stopped social distancing. I would like to delay the NextGen process until either a vaccine for COVID-19 is universally available, until a cure for COVID-19 is universally available, or until the disease has died out. Thank you for your help.	8/26/2020	email
Donna Gooley	I am submitting my additional comments on the proposed service changes. First of all I want to mention that the maps provided were very poor and made studying the proposed changes difficult. The problems include bad descriptions of the original routes, no directional arrows on the new routes. no mention of layover corners, and no mention of span of service. These are all important to the bus rider. Please do not change line 237. Because of the above problems it is difficult to study the 154/153. The 155 proposed changes are even more difficult to study as the new Burbank bus was not shown. The western portion of the proposed line is very poorly planned for riders wishing to go to Universal City. There should be a loop similar to the 154/153. Cutting the 244 into two lines is unnecessary. The 218 needs to run more than once an hour. Every proposed change I see is worse than the one before it. Every proposed change I see is worse than the previous one.	8/21/2020	email
Donna Gooley	The proposed changes to the 167 bus line as it relates to the Sepulveda VA campus need to be cancelled. Many years ago I used this line every day for work in Chatsworth and I saw the passengers who board and alight at the three stops on the VA campus. A majority of these passengers are infirm, elderly, and many are in wheelchairs. The VA campus sits on a hill overlooking the Valley. When Metro was running old school buses on this line that did not run, I took the Nordhoff bus and walked the rest of the way (This line is /was a contract line). The hill, even for me, is very steep. There is no way the wheelchair and infirm passengers will be able to make it up the hill. Also, especially in the last few years, the Valley gets very hot, windy and cold. This would be difficult and unsafe for these passengers, This is another detriment to these changes. I will be submitting more comments later.	7/29/2020	email

Name	Comment	Date	Event/ Source
Eddie Latimer	Looks Like MTA stands for Messing up Transit Again I just had a look at your NextGen Bus Plan and I have to say, as always, every six months (or longer due to situations like the Pandemic) , either you're making transit available or messing up transit again. In this case, you're about to make the biggest mistakes ever since Metro was reborn in the 1990's. First off, let's start with the Rapid Lines. All the infrastructure the city did with the loops and traffic signals to make the buses have the green light longer will all be a waste of our taxpayer dollars if the rapids get discontinued. And making the 720 and 754 rush hour only will notre, with only four or five timepoints instead of eight or nine. As for the 740, because of the Crenshaw/LAX light rail, let's aim for starting the trips at Centinela park, following the route to the South Bay Galleria. Continuing the route south up to P.V. Drive South and Hawthorne will compliment 344 service and give those who work in the hills an opportunity to get a guaranteed ride home past 9:00 PM. Next, STOP SELLING OUT THE SOUTH BAY LINES! Lines 128 and 130 should remain as they are. People don't want to walk unnecessarily and/or transfer to a different bus line, when they are trying to save money and they have their tap cards. Adding Owl Service on the 111 (currently short run), 117 (full run) and 233 (full run), would be great for those in the basin and the valley to get to where they need to go without having to go the LOOOOOONG way to do it. In closing, the old saying goes if it's not broke, don't fix it. With what you're about to do, you're about to make a serious mistake to the point of us having to call the office like crazy and have the services restored to their previous levels. Keep everything the way it is. Otherwise, MTA's going to hear two words they're not going to like...Yes Cerritos! (You though I was going to say Uber or Lyft didn't you. :) ) Thanks for letting me voice my opinion.	8/27/2020	email
Edwin Lopez Reyes	I received the pamphlet about the planned changes that will occur in December and was wondering since line 71 is being discontinued, will line 106 have the same route? As this was my way of transportation to School (Cal State LA), therefore I am concerned that the planned changes will not only affect myself, but many students in the sense of loss of transportation. Thank You.	8/13/2020	email
Elliott Blanchard	I stand in opposition to this version of the draft plan because there are more cuts to the SGV area than benefits. I voted in favor of Measure R & M yrs ago to support improving bus service, yet Metro has only cut bus service hours since 2008 when we had 7.8 mil hours of bus service. Metro cut service almost 1% annually until that number dropped to 7.1 mil service hours in FY 2020. Under this plan, many routes will be shortened only to have the same frequency and minimal improvements. For example, many of the north/south lines (267, 268, 287) have significant cuts to their routes but only minimal improvements during midday and still once an hour on weekends. We need better bus service.	8/24/2020	SGV PH
Erin Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Esmeralda Leal	Attn: NextGen bus plan proposed service changes Hello I am a 4th year university student at California State University of Los Angeles who lives in the Bell Gardens area and only has public transportation as a medium of transportation from home to school; specifically metro line 258. I find this proposition to be of great harm to me and many people I have come to meet in my daily commute. I really need this service, as do all of the other students and people who live before Fremont. After years of riding the bus to and from school the bus is full of people getting on in stops before reaching Fremont meaning that so many people besides me use this line daily. I plead you reconsider and continue providing us with this service. Attn: Esmeralda	8/4/2020	email
Estrella Barcenas	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Eugene Salinsky	Keep Rapid service on Wilshire, Vermont, Venice, Western, and Santa Monica at least current service (Jan 2020) If the 704 is disconnected, route 4 to serve the 704/2 stop at Broadway/Cesar Chavez westbound. On most lines there is little or no added service when the line is being discontinued and added to the new lines some lines like 30 Pico, Beverly/Adams 14/37 will have less. I like some of the changes to owl service like Line 16. Keep line 16 service to Beverly Hills to cannon and Santa Monica bl. This also serves a court on Barrington. On Line 218 I agree with the route change, but keep at least 30 min frequency M-F. at 60 minutes, this line will be useless. With the new bus connections with the gold line with the 90-96 290/296, and other lines, move to the one station north to where the Lost and found office is. This will be better connections as it is not by the 5 fwy and better layover space for buses. Where other bus lines are being used to replace Metro like Foothill or Pasadena transit, they must accept Metro passes and transversers at no added cost so that there's no fare increase for Metro riders. I hope the rollover goes smoothly, because I believe a lot of riders will be stranded because they won't know that their bus goes to other places and they might get lost and there may be a lot of complaints and politicians don't like that. It's like moving deck chairs on the Titanic. Keep service on Highland and Cahuenga between Hollywood and Red Line Universal Station.	8/26/2020	Service Council Admin
Eva Ballo	Hello, Metro Staffers, I was happy to note the July 20, 2020 change in NextGen's earlier plan to Abandon Busline 218 in December 2020. I would have much preferred the former run to the 3rd/Cedar Sinai Hospital Terminal to the now severely truncated run to the Fairfax/Santa Monica bus stop, as a group of patients, disabled persons, low-echelon workers, domestic and day workers and seniors - all with low incomes, and many being People of Color - will be negatively affected by the change. Similarly, a more generous daily schedule is highly desirable over the already now Daily operative former Sunday schedule, running only once an hour, and planned to continue and presumably to extend at least beyond the current daily run-closing time of around 6:30 pm. Of course, keeping my Life-line Bus 218 leading to all my Valley/City life-support resources even as now planned is Better than Nothing. ... I am deeply gratitude to you and NextGen's planning staff, especially as Busline 218's continued existence will forestall my total isolation in my Laurel Canyon area hill residence, AND an involuntary move to another residence - hopefully for as long as I am able to use unassisted your still largely inadequate public transportation system at my highly advanced age of 95 years by the end of August. ...Best wishes for your and all Metro staffs' continued Safety and Wellbeing, and the same for all your families	8/4/2020	email
Eva Ballo	THANKS for retaining the City/Valley Bus 218 Lifeline. To keep As Is the former Sunday, now daily schedule, likely makes it impractical for multi-day and regular job holders, life supply shopping, & medical/dental appointments, To cut the Cedar Sinai connection adds Hardship for some Disabled, largely still Underserved. LATER morning run starts and Much EARLIER PM run stoppages will largely make City and Valley public transit connections problematic or inaccessible. Please review the hourly schedule for better transit to/from our regular public transportation system, for whose betterment you pledged to strive. ...In deep Appreciation, Eva M. Ballo, Laurel Canyon Hillside Resident.	8/24/2020	WSC PH
Ezekiel Golvin	Instead of making cuts to essential bus services, LA Metro should stop spending significant budget on Metro police.	8/26/2020	WSC PH
Faramarz Nabavi	Interline Rapid 720 and Rapid 754 at Wilshire/Vermont to eliminate segments paralleling the Red Line subway so the revenue service hours can be reallocated to other lines.	8/26/2020	WSC PH
Faramarz Nabavi	Reallocate some of the existing 788 trips to the new 761. Currently 788 has 3 peak trips/hour & 734 has 4 trips/hour. NextGen proposes that the new 761 would have only 4 trips/hour. This corridor will suffer a reduction from 7 to 4 peak trips/hour. Given the frequent disruptions to schedules due to traffic congestion, this will create big service gaps at peak. Metro should have 10 minute headways of 6 peak trips/hour to ensure that riders won't have gaps of greater than 20 minute wait times. With 761 frequency increased from 4 to 6 trips/hours, the proposed frequency of 233 could be decreased from 8 to 6 trips/hours to retain the same number of trips/hour on Van Nuys overall.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Faramarz Nabavi:	As identified by Metro Gateway Cities Councilmember Wally Shidler, shifting Line 130 to Torrance Transit will impose an equity problem because the largest portion of Line 130 riders transferring from other lines between the Harbor Gateway Transit Center and the West Terminus comes from Metro Transit not Torrance Transit. This will impose an additional Metro commuter transfer on populations protected by Title VI. In addition, if Metro does transfer the eastern segment of Line 130 to Long Beach Transit, then there could be two Metro to muni transfers. One would be a transfer, and then the second one would be a second full fare on top of the original base fare. So those are additional burdens that would be borne by riders. Also, Although Line 222 is outside the Gateway Cities, I support the revised NextGen proposal to operate Line 222 from Burham and Cahuenga Boulevard West to Burbank via Universal Station. This allows Metro to reallocate many revenue service hours currently duplicative segments in the gridlock of Hollywood Boulevard and Highland Avenue while providing a faster and more frequent connection between Hollywood and Burbank by using the new connection at Willowbrook Station. This is more important than one peak service. It open Lines 222 to far more riders, lines servicing Universal Studios and connecting to all the bus lines serving Universal Station. It's rare to achieve a win-win outcome like this that embodies NextGen goals. Please implement it. Thank you very much.	8/27/2020	GWC PH
Faramarz Nabavi:	Delay the NextGen process until the Pandemic is over for several reasons: One, travel times will change due to elimination of jobs from working from home; Two, not all riders can participate online being deprived of seeing staff presentations; Three, riders can't ask staff questions individually at virtual hearings to clarify their understanding before speaking for public comment; Four, riders can't interact with each other at a virtual hearing. In the interim Metro may modify the existing system as needed but not eliminate segments and lines with regional connectivity. (Unintelligible). One, more signal priority lines to (unintelligible); Two, retain more of the Rapid network for long distance trips with stops only every mile; Three, a line feeder bus headways with Metro rail service; Four, wider half mile local stops facing suburban valley areas and eliminating more stops with no mobility impaired riders. This would be similar to the federal transit policy of no stops out of crosswalks. In the San Fernando Valley: One, restore the initial Line 153 proposed rider 30-minute headway rather than the revised 60 minute headway; Two, save Rapid 750 on peak from Reseda Station to Universal; Three, NextGen proposes to consolidate Line 237 and 239 from Louise/Chatsworth on the west to Louise/Rinaldi to Woodman and Rinaldi and this area mainly consists of low density single family housing with almost no riders. By contrast, continuing from Louise/Chatsworth, on Chatsworth to Hayvenhurst in Chatsworth to Hayvenhurst to the denser corridor with multi -- sorry -- multi-family housing and connect to the public library and public recreation center with Kennedy High School. Plus Metro should route the new Line 237 from Louise/Chatsworth and Chatsworth to Hayvenhurst and Chatsworth and either on San Fernando Mission or Rinaldi to serve Kennedy High School and then continue south on Woodley; Four, (unintelligible) reallocate some of the existing Line 788 trips to the new Line 261. Currently, 788 has three trips per hour and 734 has four trips per hour. NextGen proposes that the new line would only have four trips per hour."	8/22/2020	All Regions PH

Name	Comment	Date	Event/ Source
Faramarz Nabavi:	<p>My comments are going to incorporate support for the public comment being submitted by Southern California Transit Advocates. I call on Metro to delay the NextGen process until the pandemic is over for several reasons: One, travel patterns will change due to elimination of jobs and working from home; Two, not all riders can participate online; Three, riders can't staff -- ask staff questions individually at virtual hearings; and Four, riders cannot interact with each other at the virtual hearing. I also would like to add specific comments for the Westside Central Service Council. First, I would like to bring to their attention the Sepulveda Pass to reallocate some of the 8 existing 788 trips to the new 761. Currently, 788 has 9 three key trips for per hour, and 734 has four trips per 10 hour. NextGen proposes that the new 761 have only four trips per hour. This quarter would suffer a reduction from seven to four peak trips per hour. Given the frequent disruptions to schedules due to traffic congestion, this 15 will create big service gaps at peak. Metro should have 16 ten minute headways of six peak trips per hour to ensure that riders won't have gaps of greater than 20-minute wait times. With 761 frequency increased we can address that issue. Second, I'd also like to offer some potential internal service cuts that Metro could explore during the COVID period as a possible experiment to see what could be done long term. Number one, for Line 550, Metro could ask U.S.C. to have its shuttle wait at 37th Street Station to pick up Silver Line passengers instead of running dedicated Line 550 service at peak.</p>	8/26/2020	WSC PH
Felicia Ann Tacto	<p>To Whom It May Concern, Thank you for addressing the concerns of frequent riders of the 550 and the 950 by adjusting the NextGen Bus Plan to not eliminate the 550 and to modify the 450 so that it reaches Downtown during peak hours. I am grateful you have decided not to eliminate the 550 because it is the line that I rely the most on as a USC student who commutes from Carson regularly. However, since the newly updated plan proposes that the 550 only operate from the USC area to Harbor Gateway Transit Center, it will no longer provide the convenience that it has provided commuters who regularly are travelling to and from Los Angeles to areas south of Harbor Gateway Transit Center in the past. In addition, since the proposed 450 will only operate between San Pedro and Los Angeles during peak times during the weekdays, it will negatively impact riders who live between San Pedro and Harbor Gateway Transit Center as they go to work, visit family, etc. in Los Angeles during the weekends. I do not understand how shortening the distance of bus routes positively impacts the riders who rely on the buses every day. I do not mind having to sit in the bus as it stops to allow commuters to enter and exit, if anything, I believe the part of taking public transportation that is the most frustrating is waiting for the bus to come, sometimes in areas where I do not feel comfortable waiting alone, especially when it gets dark. Having lines that get people from one place to another without needing to take additional lines is the best part about the 950 and the 550. The convenience of being able to rely on just one bus to two buses (taking the 950 or 550 to Carson and sometimes riding on Torrance Transit to get to my neighborhood) was extremely convenient to me. However, the changes that the NextGen bus plan proposes will force me, and frequent riders that rely on the two lines to go from cities like Carson, Torrance, and San Pedro to Los Angeles, to endure unnecessary inconveniences that were nonexistent in the past, such as waiting needing to wait at several bus stops. As a young woman who takes public transportation regularly and travels alone, safety is a high priority. To me, the part of public transportation in which I feel safest is sitting in the bus, the part where I often feel unsafe is usually when I am waiting alone or with strangers at a bus stop since I have experienced and witnessed interactions that have made me feel frightened and vulnerable. Many people rely on the distance that the 950 and the 550 to travel. My cousin for example, has relied on taking both buses for the past three years to get to high school and now to get to college. If the changes that the NextGen Bus plan are implemented as they are currently written, she would need to take four different lines to get home. My sister who lives in Los Angeles also relies on the 950 and 550 to visit my family in Carson. I have also seen other frequent riders traveling from the LA area get off several stops after Harbor Gateway Transit Center. The 950 and the 550 were great the way that they were. So many people have relied on the distance that they travel to go to school, work, visit family, go to the hospital, etc., please continue to have them operate between San Pedro and Los Angeles at the times that they were originally scheduled. The many people who rely on them on a daily basis will be extremely grateful if you did. Thank you for your time and consideration. Sincerely, A Concerned Frequent Rider</p>	8/5/2020	email

Name	Comment	Date	Event/ Source
Felicia Tacto	Thank you for taking the letters from frequent riders of the 550 and 950 into consideration and deciding not to eliminate the line 550 and adjusting the 450 so that it will operate between Downtown and San Pedro during peak hours. I am extremely grateful. However, can you please continue to have the 550 go to San Pedro, or at least through Carson? I felt so lucky to be able to take the bus to and from work, school, and my house every day. I am a USC student who commutes because of the services that the 950 and the 550 provided. It has been a HUGE help to me by making it possible for me to get a college education, pay part of the tuition by holding a job, and allowing me to afford education at USC by allowing me to commute every day. Please edit the NextGen Bus Plan to have the 550 operate from the USC area to San Pedro, or at least through Carson. It has been a great service for me, my sister, my aunt, and my cousins for the last couple of years, and I hope it will still be in the future	8/4/2020	Virtual Workshop
Fran Benuska	Metro Service Planning and Development I am writing to support the NextGen Bus plan proposed service charges for lines operating in the San Marino area. The elimination of lines 78, 79, and 378 on Huntington Drive, replacing with new line 179. And the elimination of the Oak Knoll Avenue portion of line 258. Thank you and I am looking forward to the NextGen improvements.	8/26/2020	email
Fred Leung	cutting/ eliminating 704, 720, 733, 745, 754, 757 are huge mistakes. do you know these routes used to have sufficient performance prior to the pandemic, even today? did you take a look at ridership performance on these routes? I doubt you guys are non-regular MTA riders because you are proposing to combine and cut dozen of rapid on major corridors. Not only you ignore the needs of commuters but you are also jeopardizing their health and safety by creating more crowded bus especially AM/PM peaks. I am warning you that MTA will lose even more ridership if you approve these changes, those 70% who already fled the system would never come back. Another way to cut back service we now have.	8/25/2020	WSC PH
Frederick Leung	Dear Metro planner, I would like to share my thoughts regarding your bus change proposal. The Coronavirus pandemic has disrupted the economy and the people's living by practicing social distance and staying home. However, none of these plans are practical to help riders feel safe to ride Metro again which should be your highest priority right now other than making some stupid changes. In fact, I see this NextGen proposal as another way to massively cut back service to the most vulnerable population and essential workers who rely on Metro. It is great from a company perspective because you can fill up the bus as much as possible to achieve the best efficiency. But those who travel longer distances, it will be a worse nightmare. We already know that it is very slow and inefficient if the bus makes frequent stops on every single block of the street. Do you know that riding a rapid bus can save up to 25% travel time than the locals?? I really don't mind walking a few more minutes to get on the bus that has fewer stops and travels much faster and quicker than the slow one. While the proposals suggest more frequency on some of the routes, I feel like you are forcing your riders to commute much longer and pack on a crowded bus like sardine. Instead of killing rapid routes, you should adjust them to provide the best efficiency of the Rapid system. For example, routes 705, 728, 740, 750, 751, 760, 762, 794 serve weekdays AM/PM rush (5-9am, 230-7pm) only. For routes 704, 733, 744, 745, maintain regular M-S service while eliminating evening service after 9pm and possibly cutting Sunday/ holiday service for now. 710 and 770 should maintain regular M-F service while eliminating Sat service. Service on 720, 734, 754, 757 & 780 will remain unchanged at this point. (740 can be eliminated once the Crenshaw line opens.) It will distribute riders into different buses traveling to/ from work and ensure buses are not too full. Remember the most important task force now is SAFETY. Under the current pandemic, all buses and trains should only maintain about 50% of max capacity to allow social distancing inside the vehicles. How to convince riders it is safe to ride the metro again? Are these changes gonna make riding safer or dangerous? Are there any safety protocols being implemented at this point to keep drivers and riders safe? Ask these questions to yourself before you make any changes in the service. I am warning you do not attempt to massively cut or merge bus services or else you could lose even more ridership. Once the ridership is lost, they could never make it back. I hope you will consider my voice and save the rapid.	8/23/2020	email



Name	Comment	Date	Event/ Source
Frederick Leung	The whole proposal is just another way of massively eliminating bus service, increasing traveling time, and creating more crowded bus. For example, students and patient from CSULA and USC medical center will require transfers going to/from Garvey Ave, so keep the route 70 the same it has. Route 71 should run on school day service only. Route 770 should maintain the same to serve East LA, ELAC and Garvey Ave to resident of East LA, Monterey Park, Rosemead, and students of ELAC. You can't just cut a bus route just because it has poor performance on ridership. Silver Line 950 should remain unchanged EI Monte to San Pedro.	8/24/2020	SGV PH
Frederick.	I'm strongly opposed to the proposal of the NextGen regarding 70, 770 and the 68 alignment. So students from Monterey Park and Rosemead, they rely on 70 to go to Cal State L.A. and also senior populations rely on 70 going to U.S.C. Medical Center. So, now, when you're trying to redirect Route 70 to Cesar Chavez, that means they will require at least one transfer or even more to get to Cal State L.A. to get to school and to get to doctor appointments at U.S.C. Medical Center. So I will prefer to keep it the way it is right now so that people have a choice if they need to go to Cal State, if they need to go to U.S.C., if they have to take the 70, if they need to go to ELAC. If they go to the East L.A. area, they can take the 770. So, yeah, I really hope you will reconsider it. So by giving us a choice to take it instead of like merging them and combining them in one route and that creates like a slower commute and even more crowded buses. That's my comment. Thank you.	8/24/2020	SGV PH
gary kuepper	need restrooms at the rapid train stations. Homeless use the elevators, bad health problem.	8/20/2020	SBC PH
Geo Lark (phonetically) in San Pedro.	Thank you for listening to my comments. First thing I'd just say, I'd like to comment is that this new plan should not be implemented 25 this year due to the COVID pandemic in this area. As Mr. Conan commented, 55 percent of all riders are not using the service at this time. So a lot of them do not know that this is going on. So this program should be postponed until after the pandemic is over. That is my recommendation. I also have a couple other comments. If this is implemented, the 550 is an essential part of the San Pedro -- what they call the Vista del Oro area. There's only two lines that service the top of the hill 10 that the 205 -- which is not run by Metro. It's run by a different subcontractor. By taking away the 550 it relieves -- it takes more time for me as an essential employee to get to work on a day-to-day basis. I mean, it adds an additional half hour or longer to my commute if you remove the 550. If that -- it's not an alternative for me to walk over a mile down to San -- down to Pacific Avenue 19 to take the new 450. I think that's the 9, which I need 20 to explain that Scott made an incorrect comment, that the 21 450 does not go to Harbor Gateway Transit Center. The 22 new plan says it's going to go to Harbor Freeway Station, 23 which is an inconvenience for a lot of people going in and out of San Pedro. If it needs to be implemented, which I don't necessarily recommend, it needs to go to -- into Harbor Gateway Transit Center. There is an additional comment that I need to know about the Valley. There's a line called 162, 163, which used to service from Orange Line or the Harbor -- North Hollywood station to the	8/20/2020	SBC PH
Ghasery Roamani	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. - The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. - The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Best regards. Ghassan Roumani, MD	8/25/2020	email
Ghassan Roumani	Impressive efforts to achieve more efficient and improved services. Thank you Wayne. Ghassan Roumani	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Glenda Silva	<p>Good evening, On behalf of the Los Angeles World Airports (LAWA), we submit these comments for consideration for the Los Angeles County Metropolitan Transportation Authority's (Metro) NextGen Bus Plan proposed service changes. LAWA thanks Metro for providing the opportunity to comment on the proposed service changes. As Metro moves into the final stages of the Bus Plan Development, LAWA would like to ensure that Metro understands that any changes made to bus lines that service LAX, affects not only the over 56,300 LAWA and LAX badged employees, but also affects over 900 employers and millions of visitors who come to LAX and endure delays due to heavy traffic surrounding the airport. LAWA, in 2019 created a new Mobility, Strategy, and Planning unit charged with implementing LAWA's vision for short- and long-term goals and strategies to address and improve mobility at LAX. This group will lead LAWA's development of transportation policies, projects, programs, and partnerships to create a high-quality mobility experience for our employees, tenants, and passengers. LAWA is also implementing a Transportation Management Organization to offer alternative commute options to LAWA and LAX employees to reduce the dependency on single-occupancy vehicle use. These transportation programs rely on transit services provided by Metro and other local transit operators that serve LAX. The Draft Bus Plan indicates changes to two bus lines that directly service LAX. LAWA is requesting that Metro provide additional detail on the exact impacts of the changes to these two lines and provide guidance on modifications to these service changes if these, in turn, hinder the accessibility of transit to our employees, tenants, customers, and LAX-area employers: 1. Existing Metro Line 102 – Discontinue service to the LAX City Bus Center, riders to and from the LAX City Bus Center will have to transfer to the Big Blue Bus 3 or Culver City Bus 6 at the intersection of Manchester Avenue and Sepulveda Boulevard. Existing Metro Line 102 provides services from South Gate, Huntington Park, portions of South and West Los Angeles that include Leimert Park, View Park, Windsor Hills, Baldwin Hills, and Westchester to the LAX City Bus Center. Although we agree with Metro's determination that eventually riders coming to the airport via this line will have the option of a direct connection to LAX once the Automated People Mover and the Crenshaw/LAX Metro connector come online, if this change is implemented at the end of 2020, there is still a 2-year gap before this connection comes to fruition. Metro has indicated that boarding's at the terminus, which is the LAX City Bus Center, range between 60-100 boarding's per day, which we see as a substantial amount of boarding's that does not warrant discontinuation of services for the 1-mile section to LAX. We do not recommend discontinuing service in 2020 and rather delay the service termination to a mutually agreed termination date. 2. Existing Metro Line 625 – Discontinue service west of Imperial Highway/ Aviation Boulevard to be serviced by MicroTransit. Existing Metro Line 625 provides services starting at the Green Line Aviation Station, continuing along Imperial Highway and terminating at World Way West. LAWA appreciates Metro's consideration of using MicroTransit services for the replacement of Line 625. However, full consideration should be given to the fact that MicroTransit services are only part of a pilot program and is not a permanent service. Line 625 is a direct amenity for LAX-area employers along Imperial Highway and our own LAWA employees. In the event that the MicroTransit Pilot program ends and a permanent MicroTransit service is not implemented, Line 625 to World Way West should be restored. We are also concerned about the potential gap in services between the discontinuation of Line 625 and when the MicroTransit Pilot commences. A gap in service will disrupt an employee's public transit use patterns and may force them back into driving a vehicle. We appreciate your consideration of these issues in the final Bus Plan Development. We hope that Metro will work with LAWA to address the needs of those traveling to and from LAX.</p>	8/27/2020	email
Gracia Sandoval	<p>Support your bus drivers. They are human and they are what keeps your buses running. Treat them nice. Give them time to spend with their family. Provide them safety and career training. Don't put them in dangerous situations. Your workforce deserves to be invested on, and it will bring results. They also know more about these bus services than any of us. Don't forget them.</p>	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Hank Fung SCTA	<p>Dear Metro staff, The Next Gen subcommittee of the Southern California Transit Advocates has met over the past few months to review the recent Next Gen Metro changes and provide the following comments: DELAY CONSIDERATION OF NEXT GEN PROPOSALS UNTIL THE CURRENT DISEASE PANDEMIC HAS BEEN MITIGATED We all agreed that Metro's NextGen process should be halted temporarily until the disease pandemic is MITIGATED, and we can see what the long range effects are. It may be appropriate for Metro to make an isolated change here or there, but the general entire system revamp should wait until we see what long range conditions are. HOW MUCH SHOULD FARES BE ON THE FREEWAY ROUTES?: The Silver Line starts in El Monte, travels through downtown Los Angeles, and continues to San Pedro, near the Los Angeles harbor. Most of the route from downtown Los Angeles to the harbor is on a dedicated bus lane (or a bus lane which also accommodates toll road vehicles). The Silver Line has a higher fare than most other routes. In addition to providing express service between the suburbs and downtown, the Silver Line is also a no transfer, limited stop circulator between USC and Union Station, providing a one seat ride to the Coliseum, USC, Staples Center, and Convention Center from Union Station and the Civic Center. The group agreed that the Silver Lane fare should be reduced to the same level as the fares on the other routes. Similarly, for Line 501 and 577, these buses make multiple stops and do local traffic, and should not have a zone fare. Commuter express type operations such as the 489 would be better suited to be operated by a municipal operator such as LADOT. MORE BUS LANES: The group agreed that Metro should have more bus lanes. TRAFFIC SIGNAL PRIORITY The consensus of the group supported traffic signal priority for transit. The predominant opinion was that roadways should be prioritized at intersections where at least 10 buses per hour pass in each direction. However, priority for transit could be implemented on any bus or rail route. The Expo rail line and the Orange bus line should have signal preemption, where trains or buses can override traffic signals. LOS ANGELES ZOO and EAST SIDE OF GRIFFITH PARK: The NextGen proposal would eliminate the #96 route which takes an indirect route from downtown Los Angeles to the Los Angeles Zoo which is in Griffith Park. The group agreed that part of the #96 route should be kept. The #96 route should start at the Gold Line Cypress train station. The #96 route should go in a straight line from the Gold Line to the zoo. The #96 continues from the zoo on to the city of Burbank. The group agreed that portion of the route could be eliminated. The NexGen proposal would run the #501 route from the North Hollywood combined Red Line subway station/Orange Line busway station to the zoo. The group supported that idea. IMPROVE SERVICE BETWEEN NORTH HOLLYWOOD AND BURBANK: The group supports improving frequent service between the North Hollywood Red Line train/Orange Line busway station and downtown Burbank. The group suggests running frequent service on Burbank Boulevard and on Magnolia Boulevard. IMPROVE ROUTE #232 FROM LOS ANGELES INTERNATIONAL AIRPORT AREA TO DOWNTOWN LONG BEACH: Route #232 starts at Los Angeles International Airport. It travels south, down Sepulveda Boulevard and down Pacific Coast Highway. It goes through the cities of El Segundo, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, and Lomita. It travels through the Los Angeles city neighborhoods of Harbor City and Wilmington. It intersects with the Silver Line at the Harbor Freeway's Pacific Coast Highway stop. It ends at the transit mall in downtown Long Beach. The group agreed that the #232 should run more frequently. The group agreed that Metro should study the possibility of putting rapid service on that route, and continuing local service to feed the Rapid Service. The group agreed that service should be run until midnight. The #232 connects with the Green Line. It makes a one block detour off of Sepulveda Boulevard to connect with a Green Line train station which is in the city of El Segundo. The group agreed to suggest that Metro study the possibility of cutting the portion of the #232 route which goes between the airport and the Green Line. DISAGREEMENT ABOUT TEMPORARILY STOPPING RAPID LINES TO BALANCE THE BUDGET The group agreed that Metro should have the option to TEMPORARILY eliminate the rapid lines if necessary, to temporarily fight the budget crisis that the disease pandemic is causing. The group agreed that Metro should not eliminate all rapid routes as a long range proposal. They said that Metro should keep those rapid lines which make a significant difference---those routes which transport many passengers for a long distance, and save them a lot of time. Currently, only three Rapid lines are being kept - the 720, 754, and (revived) 761. The group feels that Metro should evaluate those Rapid lines with longer than average trips - as was done in a</p>	7/2/2020	email

Name	Comment	Date	Event/ Source
	<p>recent Comprehensive Operational Analysis - and continue Rapid service on these routes. NextGen's own data shows that more Metro riders make longer trips/greater travel time savings, and have a greater propensity to abandon bus ridership. Keep rapids that have 25% longer trips than the corridor average and a 20% savings from local trips. One possibility is special schedules like the LADOT 534 between Downtown and Century City. Also, perhaps stop spacing could be widened like the old 920-Wilshire bus. The frequent local service should be a minimum with rapid bus service overlaid on top of it to serve longer distance, scheduled trips. For example, instead of a local bus running every 10 minutes, corridors with a high percentage of people riding at least 5 miles and at least 20% time savings over the local service should continue to have rapid buses, provided local frequency never drops below 15 minutes. This would provide good local service while having a few trips an hour for longer distance customers to plan appointments and work shifts around - similar to how many people plan to take commuter rail and express buses which may run much less frequently than light rail and local bus service, due to travel time savings. Certainly, the current Metro paradigm of 20-30 minute headway local service and 20-30 minute headway rapid service, uncoordinated with each other, needs to change.</p> <p>Specific corridors to continue rapids that the group believes should be examined include connecting the Wilshire and Vermont rapids to run from Westwood/Santa Monica to Athens, avoiding duplication with rail; and CSUN-Universal City via the current route of the 240. KEEPING LINE #218 ON LAUREL CANYON BOULEVARD. NextGen proposes to cut Line #218. Line #218 goes on Laurel Canyon Boulevard between Hollywood and Studio City, in the south San Fernando Valley. It provides an alternate when the Red Line experiences issues and saves multiple transfers. The majority of the group felt that Line #218 should remain. Members felt the portion of Line #218 which runs down Fairfax Avenue could be cut, since duplicate service runs down Fairfax. They advocated keeping Line #218 from the intersection of Santa Monica Boulevard and Fairfax Avenue to Studio City. OWL SERVICE The group felt that the owl service network should be studied extensively to provide good coverage of the Metro system while serving overnight hotspots. A separate report should be prepared analyzing the reasons why routes were selected, similar to the Owl Service appendix in the 2016 Comprehensive Operational Analysis. San Pedro and Compton lose owl service under NextGen. The Beverly Boulevard and Melrose Avenue owls are dropped to service Third Street, a relatively short distance to Wilshire Boulevard. On the other hand, a denser network of owls may be less necessary with the ability of Uber and Lyft to go door to door. While reducing owls, the group believes that existing owl routes should not be reduced unless it does not meet the 11 pph ridership criteria which is currently in place. Then look at expanding the network in a systematic manner. Is there a need for owls in south LA and north SFV which do not exist right now? Finally, look into gaps in the owl network, such as Sepulveda Pass and the South Bay (232 corridor), and owl service should serve major trip generators, like Cedars Sinai and LAX. ALIGN FEEDER BUS HEADWAYS AS MULTIPLES OF METRO RAIL HEADWAYS (especially when a bus line ends/begins at a Metro Rail station) The group feels this is a change that could significantly improve connectivity, and is important for frequent service routes and in the evening. Rather than a 12 minute headway rail line connecting to a 15 minute bus, spending additional resources to make it every 12 minutes would enhance connectivity. Similarly, during the evening hours, feeder buses to rail could operate every 40 minutes instead of every 30. EVALUATE OTHER GAPS CREATED IN SERVICE WHICH REQUIRE MULTIPLE TRANSFERS FOR CONNECTIVITY In addition to Line 218 over Laurel Canyon, which would require three or four vehicles to make a trip that currently takes one, NextGen has created gaps in service throughout the region which should be addressed. One example is Line 78 being "merged" with Line 79 to serve the Arcadia Gold Line station and Santa Anita Park. However, the connection with Foothill Transit Line 492 would be lost, and a transfer to a Santa Anita Avenue bus would be required. A continuous ride down Las Tunas/Live Oak is thus no longer possible. Either Foothill Transit Line 492 would need to be diverted to the Arcadia Gold Line, or Line 78 could still serve Santa Anita Park and the mall by operating east on Las Tunas, north on Santa Anita to serve the Arcadia Gold Line station, and then west to end at the mall. Other gaps in service to review: - Beverly Hills – no service west of Robertson (except on Wilshire and Santa Monica), no north south bus from Robertson to Overland - Using Chatsworth Street instead of Rinaldi for the 239COORDINATE FARES AND SERVICE CHANGES WITH MUNICIPAL OPERATORS</p>		

Name	Comment	Date	Event/ Source
	The experience Metro riders have with transferred service is often poor. Most non-Metro providers do not accept Metro passes. Technological advances, such as NextBus, are not implemented on many municipal operators. Schedules rarely connect, and service changes are done on individual operators timetables which result in once good connections being ruined. When transferring service, the group suggests that Metro passes be honored by the assuming agency, and that schedule changes be coordinated not just at point of transfer, but throughout the lifespan of the route. Sincerely, Hank Fung, Chair, Next Gen Subcommittee, Southern California Transit Advocates Members: John Andoh, Phil Capo, JK Drummond, Dominick Falzone, Charles Hobbs, Alek Friedman, Eugene Salinsky		
Hannah Flynn	This comment is intended for the Westside Central meeting, but the link to comment for that meeting is broken so I am submitting it here. Thank you in advance for making sure that this is filed correctly. The proposed reduction of service is shameful. It's an absolute step backwards for this city to act on climate, and to provide for our more vulnerable residents who are already in such precarious positions. We need more reliable bus service, not less. Thank you.	8/27/2020	GWC PH
Harriet Aronow	I live in Silverlake - a public transportation desert. Our only line in Atwater and Silverlake is the 201 (the 175 is very limited in schedule). The plan to abandon the 201 is WRONG. METRO should develop ridership in our neighborhood. Perhaps coordinate with LADOT to bring buses into our area and down to Vermont and Hollywood Blvd - before discontinuing the 201 - could be a solution. Youth and elderly bus users - WILL BE STUCK without the 201. Those of us who use the 201 to get to work - WILL BE STUCK without the 201. This is a lost opportunity to develop public transportation in an area where people WOULD CHOOSE public transportation if it were more available and more frequent.	8/25/2020	WSC PH
Helen Murphy	In favor of more bus shelters and real-time information	8/6/2020	Virtual Workshop
Helen Murphy	Want more buses on line 244 167 158	8/19/2020	SFV PH
Henry	Good job Metro staff! You actually looked at the comments and made adjustments to address the concerns. I'm also impressed by the amount of data available. It really helps, but riders' experience are still important. Now, more comments. Reducing 4-5 stops will hardly result in time savings, but can add hardship (a small percentage of riders, but still well over 100 on some lines). That's why a separate Rapid helps. It's fine to eliminate Rapids now, but try to find ADDITIONAL funding to reinstate some later based on data from NextGen. Regarding the stops: a) Consider places to cross the street. b) Be open to relocating stops to new locations. c) Be mindful of transfer points. Ex1) Ln70: Rural and Florence are near other stops, and have no crosswalks. Orange (1 block away) does. Consider replacing them with Orange. Ex2) Ln76: Garfield is a transfer point (MBL30). Don't make transfers hard; don't eliminate it. These are just examples. Please keep them in mind for the rest of the system.	8/4/2020	Virtual Workshop
Henry Cheung	Thank you for considering comments for NextGen. I have 3 comments. 1. Garvey currently has 70/770 service, a combined 13 trips per hour in the peak (~4.6 minutes). NextGen's frequency of ~7.5 minutes is a reduction in service, but comes with evening service every 10-15 minutes. The guide defines "evenings" as 7pm-12am. Can we expect 10-15 minutes until midnight? Line 70 is much slower than line 770 between Atlantic and Rosemead (contrary to published schedules). Will NextGen address this? 2. Northbound 266 currently stops at Rosemead/Whitmore. Most riders using this stop walk to Telstar. Can the Northbound stop be moved to Whitmore? 3. Line 78 should extend to Arcadia Mall for transfers.	8/6/2020	SGV PH
Henry Fung	Here are two minor changes to the NextGen routing that will provide better anchors for new routes. I would suggest to extend new Line 179 to Alhambra Hospital, ending at Main and Palm with a loop via Commonwealth and Fremont instead of ending at the desolate intersection of Huntington Maycrest. I would extend Line 258 to Highland Park at Figueroa and York to extend the route just one mile to provide better connections instead of laying over at a desolate golf course in South Pasadena. Ultimately NextGen should be postponed until after the pandemic as an 8% service cut does not meet NextGen principles, but these are changes should Metro continue on this course.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Henry Fung	Metro needs to look at the elimination of direct service to the beach from the Black and Latino communities in South LA, Compton, and Long Beach. Especially in this era of recognizing racial injustice, equity is not served when inner city residents can't access recreation and jobs in predominantly White areas. Line 108, and 115 will end several miles short in Culver City and Westchester. Line 130 is transferred to Torrance Transit (at separate fare). Metro continues to frequently run to Venice, Santa Monica, San Pedro, and Long Beach, but either these are very crowded during the summer or are of low quality due to the presence of the port and breakwater. The equity officer must be involved.	8/26/2020	GWC PH
Henry G	I am a Metro subway/bus rider and there are not many bus lines available at Lincoln-Cypress train station and one has to encounter trash, overgrown shrubs, homeless encampments, a dark freeway onramp, grime-covered sidewalks, and graffitied walls when walking on Ave 26 to get to buses on Figueroa. Very dangerous with cars honking and driving too fast, nearly hitting us to go on the freeway. Very unsafe in the day and even more so at night. Metro doesn't take care of this transfer corridor for riders and the city neglects taking care of it too. There are also no bus shelters as well from busy cars. For this reason I choose uber to reach my final location with dignity after riding the train.	8/26/2020	WSC PH
Henry G	I am going to be inconvenienced going to the westside. 704 used to provide me a one seat ride from there to Union Station transportation center where I could make a short walk to many different connections. With the 4, I would have to get off at Vermont station or a Broadway stop to get to a Red Line Station, then connect at Union Station, and walk and wait even more than I used to getting to connections. I support the current 704 route for new Line 4. Please consider the connections people have to make to reach their final destination. Thank you.	8/22/2020	All-Region PH
Henry Lo	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Hilary Norton	We at FASTLinkDTLA wholeheartedly support the NextGen bus plan and its goals to increase and improve bus service countywide. Los Angeles is a world class county, and to continue to build a strong economy we need a bus network that connects Angelenos and increases their quality of life and access to jobs. FASTLinkDTLA supports not only an increase in high-frequency and efficient service but also capital improvements like the new Bus Only Lanes on 5th, 6th, Grand, Olive and Flower, as well as the BRT on Colorado Boulevard through Eagle Rock. We also support improvements to bus stops â€” lighting, transit stop quality, and safety.	8/27/2020	GWC PH
Hugo Castellanos	Bus line 489 should be discontinued due to the duplication of J line (silver) US-101, 76 (Valley BLVD), and 266 (Rosemead BLVD).	8/20/2020	All-Region PH
Hugo Castellanos	Bus line 489 should be discontinued due to the duplication service of J line (silver) US-101, 76 (Valley Blvd), 266 (Rosemead Blvd), 487	8/11/2020	email
Hugo Castellanos	Metro bus line 18 should be discontinued from Wilshire/Vermont- Wilshire/Western. Riders could take D line (purple), 20, or 720.	8/11/2020	email
Irene Cayton	Dear Sir or Madam: *Line 78/79/New Line 179, 378* I hereby request that Metro does not cut service of Line 79 from Huntington and Maycrest. It would be difficult to take another bus from this location going to Rosemead Blvd. and Huntington Drive. Huntington Drive and Maycrest is not a busy area and dark at night. It seems dangerous to wait for a bus at this location. If I miss the 489 from Downtown LA, my option is to take Line 79 going to Arcadia. The gold line is not an option for me as I still have to take Line 266 to Rosemead Blvd. and Huntington Drive. If Line 79 would end in Huntington and Maycrest, that would mean I have to take four buses (instead of three) to get home coming from work in West LA. Thank you for your consideration. Best regards, *Irene Cayton*	8/12/2020	email
Isabel Bronzina	I'm a senior citizen and regularly use these lines to get to the Sierra Madre Villa Station. I depend on it. Please consider the terrible impact on the older population. I have other neighbors who are elderly and depend on these lines just as much as I do. Thank you!	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Isabel Ramos	Why doesn't Line 260 continue its current route all the way down Atlantic to Artesia? Diverting Line 260 and Line 261 to the Rosa Parks/Willowbrook station wastes time and buses that could be used to preserve service elsewhere. Thank you for keeping Line 460 to Downtown LA. But wouldn't it be faster/more direct and save buses if you travel on I-5, instead of I-110 and I-105? I support the consolidation of Rapid and Local buses.	8/27/2020	GWC PH
Isabelle (Belle) Fluhart	Dear Sir and Madame, I tried to call on the phone, but had no success. I am 99 years old, born July 26, 1921. I live near Lakewood and Florence. My main buses are 266 and 111. I am able to travel with my walker and use the buses (Metro) to do my food shopping etc. I have an Access Pass. The 266 bus is ok. But the 111 bus that turns around at Garfield and goes back west, leaves me waiting at a bus stop 1 hour, to get to my grocery store and continue on my various errands. Please don't allow all those buses to turn around at Garfield. At 99 years old, to have to wait for an hour is a hardship and I shouldn't be required to endure.	8/23/2020	mailed
Isis Cortes	I live in Sierra Madre and count on both the 487 and the 268 to get me to wherever I need to go. I do not have a car and have to walk at least 7 blocks from my house in the Canyon to catch the 487 every day to take me grocery shopping, wash clothes, to the train station, etc. It is a necessity for me, not a luxury. Please do not cut this bus service. ISIS Cortes	8/19/2020	email
Isis Cortes	I live in Sierra Madre and I count on both the 268 and the 487 as my mode of transportation. I do not own a car and have to walk at least 7 blocks to get to my bus every day. It takes me grocery shopping, to the train station, to the laundromat, library and everywhere I need to go. I cannot do without it and I just can't believe you would completely bypass our city and leave us without mass transit. I cannot afford to take Lyft whenever I need to go somewhere. Please do not take our 2 buses away.	8/19/2020	SGV PH
Isis Cortez, Sierra Madre:	I just wanted to find out more about the micro-transit program and the difficulties in Sierra Madre and other areas. Thank you.	8/24/2020	SGV PH
J.K. Drummond	I too resent the loss of service on North Gaffey. There's no service to the D.M.V., no service to Target, which is our department store for San Pedro. No service to Home Depot, which is our major hardware store for San Pedro, no service to Kaiser South 14 Bay, which is on -- I think it's North Gaffey, or I guess 15 beyond Anaheim they have a different name like Vermont or Normandie. We definitely are sacrificing our service between Los Angeles and San Pedro due to the misplacement of the electric buses on the Silver Line. Those buses lack the short range. They should be on surface streets, and we need through service between San Pedro and Downtown L.A. The maps are inadequate, and they don't show the rail lines. They don't show the Amtrak throughway bus stations, which are actually not even on the current bus schedule. The Amtrak throughway buses serves San Pedro at the library, at the Cruise Center, and they also 3 serve the Alpine Village Center area. There's an Amtrak 4 throughway bus service there, and these intercity buses 5 are very important to those of us in the South Bay. 6 There are other Amtrak throughway buses, some of which are shown on your schedule and some of which are not. So San Pedro is being sacrificed. It's not at all clear why the Point Fermin bus can't go to Point 10 Fermin, why it has to stop at 22nd Street. That's the 11 246 Line, and this -- it's really a mess to most of us in the South Bay. Some of this is good. Some straight-lining is good, but in general, the South Bay 14 has gotten the shaft.	8/20/2020	SBC PH
Jacob Wasserman	Despite what was posted on The Source, this does represent a service cut. Given the need to social distance on buses, it is not acceptable to run only 80% of pre-pandemic service, even if ridership is down, not to mention that pre-pandemic service itself was inadequate. To get funds to sustain service on buses are ridden mostly by low-income travelers and travelers of color, money should be redirected from costly rail expansions that are slated to serve higher-income populations. Otherwise, Metro is failing to uphold its stated equity goals and reverting to the days when it was forced to settle its 1994 lawsuit over civil rights violations.	8/26/2020	WSC PH

Name	Comment	Date	Event/ Source
Jaime Hernandez	I take bus 108 East But the LAST STOP is in City of Pico Rivera and it takes me 2 1/2 hours to get to Whittier CA instead of 35 minutes. I would like this bus to go to Whittier CA and La Habra CA since they part of LA County AND do the same with other Buses I used my situation as an example for other Buses. Please let me know what you think, it's important to me. Please Email me at Jaimehouses@yahoo.com Thank you	8/20/2020	All-Region PH
James Stankunas	Hello there, I ride the 66 bus to and from work almost every day. Please keep it on 8th street. It's very convenient for me and the riders. The bus is always packed, so I know others will feel confused if the route is changed. Since the bus is always crowded too, it would be nice to have it run more often during peak times. Thank you. James Stankunas	8/8/2020	email
Jeanine Wiggins	We in West Hills, Winnetka and Woodland Hills, need more buses, more frequently than the current changes provide. They should run a minimum of every twenty minutes. Also, we need another bus stop closer to where I live, in West Hills. I have to walk a half a mile to get to the bus stop at Vanowen and Platt, from my home. There should be a bus stop at Highlander and Platt, as well.	8/19/2020	SFV PH
Jeff Chan	Eliminating Rapid system is a big mistakes, it will increase the travel time for riders, and more crowded buses. Also why there is not safety protocols being implemented to help keep riders healthy and safe while riding it? It should be the first priority right now other than some stupid changes that would make more crowding buses.	8/24/2020	SGV PH
Jennifer Wong	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Jerry Martin	I am very much opposed to seeing Line 154 being cancelled west of Sepulveda Blvd. I been relying on the 154 since 1981. To commute to and from Burbank and other places. The 154 connect me too. I do not like being forced to make transfers and to have a longer commute to other places. And I do not like having to be forced to be to take other service. To connect to my destinations. And much of the changes in the San Fernando Valley. Will hurt your ridership. Instead of getting you new riders. any of the lines in the SF Valley. Have been around and unchanged for nearly 35 to 40 years. You will have a major effect on everyone who uses these Lines. People do not like being forced to change buses.	8/19/2020	SBC PH
Jessica Barclay	I SUPPORT expanding bus service and oppose removing essential lines. The city should NOT pay rideshare services to subsidize the work that we can get done with good consistent bus service. No one should have to wait more than 10 minutes for a bus. Metro should re-consider its LAPD contracts and defund transit police in order to free up funding for increased service. Public transit should not have to operate at a profit. We must prioritize dedicated bus lanes to give buses an advantage over cars in traffic.	8/26/2020	WSC PH
Jessica Castellanos	I think that Metro NextGen has done an excellent job at improving the bus system. I've personally seen the changes impact the disability community. I look forward to continued improvements through the years. Thanks Metro!	8/24/2020	SGV PH
Joanne D'Antonio	In your new plan 761 bus has to turn right on Ventura from Van Nuys Blvd and left at Sepulveda. The old 234 and 734 just drove straight through on Sepulveda, a much quicker task. You have created a time delay problem at rush hour in this plan. I sent this in before, but I don't think anyone heard me. The new plan is not taking traffic issues in consideration. People avoid buses because "it takes too long", and this is not helping. I think the Reseda Blvd bus 240 needs to keep going to go out to Porter Ranch. There is a senior residential facility on Reseda, Aegis Living, that residents would be able to ride if the bus came out far enough. Glad for the half hour peak service on the 158 Woodman bus. Once an hour was difficult for connecting to Orange Line/G Line. Hopefully it will be even more frequent sometime in the future. Joanne D'Antonio	8/26/2020	email
joanne licher	Because the cost of money has gone up	8/24/2020	SGV PH
John Perry	I am writing to express my support for the NextGen plan. More frequent bus service is necessary and implementing the NextGen plan in full should be a chief priority of Metro moving forward. I do wish to see some sort of assurance that where Metro service is proposed to be replaced by other service providers, such as Foothill Transit or Pasadena Transit, that pre-pandemic service levels will be maintained by the new service providers.	8/24/2020	SGV PH



Name	Comment	Date	Event/ Source
John Slage	<p>In reading the entire booklet for the NextGen Bus Plan, I noticed that the Rapid Lines are being consolidated with the Regular Service Lines. For each of the line changes- it is often mentioned the consolidated bus lines will be running more frequently. For example: Lines 4, 704. More frequent line 4 to follow existing routes between downtown Santa Monica and Downtown LA. Then the next sentence states, More service frequency for all new line 4 stops (?) between Westwood and downtown LA. So, will the increased frequency be from downtown Santa Monica or from Westwood to Downtown LA.? Also, on all these changes, the travel time will increase dramatically. Especially, along Wilshire Blvd. The travel time from Downtown Santa Monica to Downtown LA will increase 30 to 60 minutes during rush hour in each direction. Line 14- Metro is proposing to eliminate Line 14 service West of Beverly Blvd and San Vicente that will eliminate any bus serve for those passengers to get from Pico Blvd up to Beverly Blvd, or back years ago, Metro eliminated Lines 3 service from Beverly Drive &amp; Pico up to Sunset Blvd. This elimination has created a headache to get to Sunset Blvd. Now, to eliminate Line 14 service to Beverly Blvd will create another headache. New Line 617- will this be a regular bus or a vehicle similar to a van? Will this vehicle be accessed easily for seniors, people with wheelchairs and walkers? Metro will a new Line 617 with "more frequency during weekday midday and evening hours and new Saturday and Sunday Service" (?) But, this now line will only go as east as Cedar Sinai Medical Center! How will I connect to Line 16 service along West Third Street? Line 720- will only operate weekday peak periods only between downtown LA and Westwood! Then is too much passenger traffic on Wilshire for this line to operate at the new proposed hours. No change should be made to this line until the Purple Line is complete between Downtown LA and Westwood Blvd. Line 28- Will the increased frequency occur west of Fairfax Avenue? Also, the travel time will increase dramatically with the elimination of Line 728. And, will Line 28 travel to Union Station. Who wants to get off a bus at 7th Street and Main Street board another bus to Union Station? Please, do not eliminate Line 28 to Century City. Line 733, 33- With the elimination of Line 733 will increase the travel time between Venice Blvd (Downtown Venice) and downtown LA. Please, please do not eliminate Line 733. Line 105, 705- Please do not eliminate Line 75 service. This would increase the travel time. Line 150- This line 150 service on Sunday and holidays west of Reseda is pathetic. Currently, the buses only run every 45-60 minutes. RECAP: 1. Do not eliminate Line 720 service- and do not reduce the service. This Line is overuse. Heavy traffic on this Line to get to downtown to get to the beach, to get to businesses and entertainment in Downtown LA. Staple Center, Union Station, etc. Please wait until the Purple Line is running to Westwood Blvd. 2. There needs to be bus and/or train service from LAX to Downtown Los Angeles and from LAX to San Fernando Valley (Van Nuys Airport area or Burbank Airport) 3. There needs to be shuttle service between Union Station to the Greyhound Station. 4. Please do not eliminate the Rapid Lines. There needs to be more public discussion on all of these changes. When the Light Rail Service has adequately replaced these/or any Rapid Lines, then there should a discussion about eliminated the Rapid Lines. There needs to be service from Santa Monica to San Pedro area. Please keep me informed and updated on all of the proposed changes to Metro.</p>	8/27/2020	mailed
Jonathan Rieck	<p>I oppose the proposal to interline and terminate Lines 164 and 165 at Platt Av. To avoid a turnaround loop, the proposal would eliminate service that has been provided further west to Valley Circle Bl for over 50 years. Lines 164 and 165 were already interlined between 1975 and 2007, terminating at Valley Circle rather than Platt. The interlining was eliminated because ridership on the 165 was higher than on the 164, particularly after the Orange Line opened in 2005. Because of demand differences, interlining them again and having consistent headways may result in either too much service on Line 164 or too little service on Line 165. Interlining costs may end up outweighing the benefits.</p>	8/18/2020	SFV PH

Name	Comment	Date	Event/ Source
Jonathan Rieck	<p>Please see below for comments for the record on the NextGen bus plan: 1. For the benefit of domestic workers, students, seniors, and the general public, I support maintaining service on Topanga Canyon Bl/Mulholland Dr/Valley Circle Bl to Canoga Station as part of either the existing Line 169 or the proposed Line 645. This is a critical last mile link for the West San Fernando Valley area. I believe that Line 645 will become an even more important resource in the event that artificially low ride sharing fares (Uber/Lyft) evaporate in the future and the cost of those services becomes prohibitive for many. 2. I oppose the proposal to interline and terminate Lines 164 and 165 at Platt Av/Victory Bl. To avoid a one way turnaround loop, the proposal would require that another new bus layover zone be established on the opposite side of Platt Av as the present layover zone (to accommodate buses traveling West on Line 165 that would then travel East on Line 164) and would eliminate service that has been provided further west along Vanowen St and Victory Bl to Valley Circle Bl for over 50 years. This area may also suffer further cutbacks in service depending on the outcome of the Line 169/645 proposal. Lines 164 and 165 were already interlined between 1975 and 2007, terminating at Valley Circle Bl rather than Platt Av. The interlining was eliminated because ridership demand on Line 165 was higher than on Line 164, particularly after the G/Orange Line opened in 2005 and paralleled Line 164 for much of its route. Because of demand differences between Line 164 and Line 165, interlining them again and having consistent headways may result in either too much service on Line 164 or too little service on Line 165. The costs of interlining may end up outweighing the benefits of savings from eliminating the loop. Further, because the lines are parallel, there is little to no transfer activity between them, so the interlining proposal doesn't seem to achieve any other objective, other than merely eliminating bus service coverage. If Lines 164 and 165 must be interlined to eliminate the turnaround loop, I would suggest restoring the line change point to a homeowner-acceptable area near the prior layover zone on Valley Circle Bl to provide better service in West Hills (I believe there may have been complaints about the prior layover area, leading to the move to Platt). Alternatively, I would suggest maintaining the present one way loop in the area with the justification that service can be more cost effectively matched to demand now or in the future by keeping the lines separate. 3. I oppose the proposal to replace Line 152 with Line 162 on Fallbrook Av. I believe that there is some transfer activity between service on Sherman Way and Fallbrook Av, but the proposal would leave no alternative service on or near Roscoe Bl between Roscoe Station and Fallbrook Av and Fallbrook Av between Roscoe Bl and Sherman Way. Perhaps the 152 layover for two thirds or half of the trips can be Roscoe Station and the rest of the trips can go to Fallbrook Av/Ventura Bl. Or maybe the new 169 can operate to Roscoe Station instead of Canoga Station and then west along Roscoe Bl to Fallbrook Bl, terminating at West Hills Medical Center (if the 162 proposal is adopted) or Fallbrook Av/Ventura Bl (as an alternative to the 162 proposal). Using the 162 off of Sherman Way to service Fallbrook Av would erode the already minimal North-South travel options in the area. 4. I support the proposal to combine Line 150 with Line 245 along Topanga Canyon Bl, providing fewer inconvenient transfers for North-South travel in the West San Fernando Valley area. 5. I support the routing of the proposed Line 761 and the replacement of Line 744, which I thought was very duplicative with other service. I think that the proposed routing of Line 761 in Westwood, which appears to be similar to CE 573/SC 797/AV 786, is faster and superior to the current routing of Lines 734 and 788 in the area. However, the headways on new Line 761 seem to be insufficient to meet demand, even with articulated vehicles, during peak travel times when it is considered that the route will be replacing both Line 734 and Line 788 south of Ventura Bl. I would also suggest running some service via the I-405 freeway, bypassing Getty and Skirball, during weekday peak periods and nights when the centers would either be closed or there would be little travel to those destinations (other than perhaps workers specifically going there). The time savings for members of the public traveling between the Westside and San Fernando Valley could be significant; this was the impetus of creating Line 788 to begin with (the prior Line 761 was very slow, despite having few stops).</p>	8/18/2020	email

Name	Comment	Date	Event/ Source
Jose P	I'm writing to you because I am very concerned about bus service in my area and this plan which fails to serve my community. I frequently ride the silver line and am worried about the decrease in capacity due to electrification that this plan fails to address. With the electrification, the buses will be replace with smaller buses, 40 ft instead of 45 feet. The lower capacity will result in more capacity issues but there's no proposal to increase frequency but there is a plan to cut the San Pedro segment. Before Covid, the 45ft buses couldn't even handle the passenger loads. Why switch to smaller buses? Metro should consider keeping the 950 as is and only electrifying the 910 Silver Line.	8/24/2020	SGV PH
Jose Rodriguez	Don't need discontinue line 550 we need this route from USC/Exposition Park to San Pedro this is an express and limited service. Riders will not want to be transferring from local service to a local service. If Metro don't want to keep line 550 from USC/Exposition Park to San Pedro than transfer line 550 to LADOT Commuter Express.	8/20/2020	SBC PH
Jose Rodriguez	I just want to comment on the support line of Line 2. That's an excellent idea what you're trying to do with the Line 2, merge 200, but it will be more beneficial if we can also keep Line 200 the way it is because Alvarado and Hoover is a really, really busy area, and the 200 need service up north (unintelligible) and, yeah, (unintelligible) and Alvarado. It also will be better if you guys can merge 602 with Line 2 as well. So that will be from all 16 the way from Exposition U.S.C. to Pacific Palisades. It 17 will be a great idea better, and regarding the Rapid 18 service 704, 728, 757, to not be discontinued and 733 to not be discontinued either, and I hope I have time to read this, the following statement. I don't understand why NextGen Bus Plan is saying improving service while all this racism on Venice 23 Boulevard is going. Venice Boulevard has dropped a lot 24 of service. Before we used to have three lines. Before 25 we used to have Line 33, 34 and 333. Back in the day, there was a time where we used to have Line 33, 333 and 434. I will inquire to Metro to do some research, and you will see what I'm saying. It's not a lie, and it's totally true. That happened back in the day when we were having a better service. Three lines on Venice Boulevard and now you're trying to just have Venice Boulevard depend on Line 33? It's completely unacceptable, Metro.	8/26/2020	WSC PH
Jose Rodriguez	I oppose to the changes on lines 90, 91, 94, 96. We don't need those lines 290, 294, 296 they will not run the whole route to Downtown LA is UNACCEPTABLE. Please keep routes 90, 91, 94, 96. If routes 90 and 91 will no longer run from Downtown LA to Sylmar. Please talk to LADOT to run Commuter Express 409 in the morning rush hours from Downtown LA to Sylmar and in the afternoon rush hours from Sylmar to Downtown LA. I support the changes to lines 501 and 603.	8/19/2020	SFV PH
Jose Rodriguez	I support whatever you're trying to do on Line 2, 633, 501 and 603, and I oppose 79, 90, 91, 94, 96, 200, 264, 442, 487, 489, 550, 625, 950 and the Rapid elimination especially 704, 728, 733. We do need the Rapid service, and it looks like you guys are trying to eliminate Line 200. We need 21 Line 200. I understand what you're trying to do with 2.179 will not go all the way to Downtown L.A. So that's not really helpful, and regarding the 130, they should give it to one transit agency. Give the whole route either to Torrance Transit or to Long Beach Transit but only one transit agent. The 635, LAX employees needs that line to get their badges, and 264 you guys don't want it? Give it to Foothill Transit. 442, give it to LADOT if you guys don't want it, and as well 550. Thank you very much for all your time, and you guys have a great day, and thank you for the opportunity once again. Bye bye.	8/22/2020	All Regions PH
Jose Rodriguez	I want to comment this time on Line 130. I know you guys trying to transfer it to another agency, and that's good, but the only thing I would like to suggest is that you guys need to talk to Long Beach Transit and Torrance Transit and give it to the one that's going to take the whole route. Don't take half and half because for riders 130 doesn't run that often and Cerritos, and then waiting again in Artesia for the other bus. So just ask Long Beach Transit, and if they want to take the whole thing because the whole thing in Redondo Beach to (unintelligible). I don't agree with the part half to Torrance and half to Long Beach Transit.	8/27/2020	GWC PH

Name	Comment	Date	Event/ Source
Jose Rodriguez	I would like just to comment on the 79 and 179, 179 doesn't come to Downtown L.A. so it's not going to be helpful. Now, 284, if you guys cancel (unintelligible) 284, Duarte Road will have no service, and what about City of Hope? I don't know if you guys know that City of Hope is a really important hospital that cures cancer, and patients need that service. By the way, the only Metro bus that runs to City of Hope at this time is 264 to not be discontinued, and if you guys want to discontinue, transfer Line 264 to Foothill Transit please. Now, regarding 487 and 489 with 287 in Sierra Madre, the 487 to terminate wherever the 287 is going to start, don't leave that portion in (unintelligible). So whatever 487 going to end, there's part of 287 there, and 487 and 489 to be terminated in Westlake MacArthur Park Station because when I use those buses I take the 200. The 200 doesn't go to 7th and Metro Center. The 200 doesn't go to Union Station. Please do the right thing. And, now, the 450 is not really good. The 950 is the only one that take you all the way from El Monte to San Pedro. Please do the right thing, but canceling 264 is completely unacceptable, and what you're trying to do of taking the route on Wilshire Boulevard from Westlake MacArthur Park to 7th and Metro Center and the 47 and 49 is also unacceptable.	8/24/2020	SGV PH
Jose Rodriguez	I'm an LAX employee. I work at LAX for an airline, and this is completely, extremely unacceptable. You guys are seeking of discontinue Line 625. Where are employees are going to get those badges? We need the service to go to World Way West to renew our badges. The badge office is all the way behind the airport, and there's no other service. Just by saying that 232 and the 109, the beach bus, those don't go to the badge office. There's no other transportation. We need the Line 625, and if you guys don't 1 want to deal with it, give it to DASH for exact service 2 or maybe Commuter Express, but LAX employees need this 3 service. I'm not talking about what airlines only. I'm talking about TSA and other employees. Also, to not discontinue the Line 950. It's the only one that goes the whole route from El Monte to 7 San Pedro 450 and 910 will not run from El Monte to San Pedro, and Line 442, do not discontinue that great express service. If Metro don't want it, give it to LADOT to transfer that to a Commuter Express. People don't want to transfer from a local to a local. Thank you very much, and all of you have a great afternoon.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Jose Rodriguez	<p><b>NEXTGEN BUS PLAN PROPOSED SERVICE CHANGES</b> Green - Support the Proposed service change. Please continue with Proposed. Thank You great work from Metro. Blue - Neutral important information I provide to Metro to look into. Red - Oppose to Proposed of service change. Please disregard Proposed it will hurt riders, and will not help anyone at all. Proposed in Red are UNACCEPTABLE. Line 2 - Excellent Proposed this will be a great line from UCLA to Exposition Park/USC. I support this proposed 100%. It will be much better if line 2 will run from Pacific Palisades from Sunset and PCH to Exposition Park/USC and discontinue line 602. Merge lines 2 and 602. Line 33 - Excellent Proposed of the minor modification to serve Pico Station. Line 79 &amp; 179 - This line should stay inline 79. Line 179 will not provide service from Downtown LA will not cover the whole route. Lines 90/91, 290, &amp; 690 - Line 290 will not cover the whole route from Downtown LA to Sylmar. Lines 90 and 91 should run as today and forget about line 290 will do nothing for riders. Line 690 even worst is not doing anything for riders silly line that covers like 10% of what lines 90 and 91 do today. If Metro wants to do this change, talk to LADOT and encourage to add service on Commuter Express 409 in the morning rush hours from Downtown LA to Sylmar and the afternoon rush hours from Sylmar to Downtown LA. Lines 94, 294, and 794 - Line 294 is nothing don't help riders at all. Lines 94 and 794 should run the whole San Fernando Rd as today. Don't discontinue line 794, forget about line 294 is Trash. Lines 96 &amp; 296 - Line 96 should stay running as today. Line 296 will not cover the whole route to Downtown LA. I live near Grand and Venice in Downtown LA so line 296 will not help me in anything. This route will lose ridership if turns to line 296 and doesn't provide service to Downtown LA. Line 126 - If Metro discontinue line 126, should have in mind very important that LADOT Commuter Express 438 and Highland Ave. will not be an option. Commuter Express 438 doesn't provide local service between Redondo Beach and El Segundo. Commuter Express 438 is on Express service to and from Downtown LA. Line 130 - If Metro wants to transfer line 130 to another agency please transfer the whole route to the same agency talk to Torrance Transit and Long Beach Transit who will take to whole line or nothing. Please don't do the same stupidity again, when Metro transfer line 270 give half to Foothill Transit and a half to Norwalk Transit that was Unacceptable. Line 175 &amp; 182 - If line 175 will be discontinued, then line 182 should cover the whole route and end at St. Andrews and Santa Monica and not at Sunset and Vermont. Line 200 - Don't discontinue line 200. Alvarado St and Hoover St. have high ridership and will be better if Alvarado and Hoover get lines 2 and 200 to cover the rider's needs. Also have in mind line 2 will not provide service North Alvarado St and Sunset Blvd. Only line 200 will cover the portion of the route as today. Line 232 - I support the more frequent service. Line 264 - Don't discontinue line 264. Duarte Rd only has line 264 no other route runs on Duarte Rd. A portion of Altadena will have no service according to the information Metro provides on the Nextgen Plan Map and the worst thing Arcadia, Monrovia, and Duarte will not have service on Duarte Rd. City of Hope is one important hospital that tries to cure Cancer and riders need to be able to get to the hospital. Line 264 is the only Metro bus that provides service to City of Hope one of the best Cancer Hospital in the United States, so Metro needs to have more humanity. Metro has no right to cut the service for riders that had Cancer and need to get to the hospital for treatment. The best thing Metro can do is keep line 264 or transfer to Foothill Transit. Line 442 - Sending riders to transfer on a danger area should not be considered duplication. Riders ride Express service for a faster service not to be out there making transfers from one bus to another is Unacceptable. Keep line 442 in service or transfer to LADOT Commuter Express. Lines 487 &amp; 489 - This is Unacceptable, first the East terminal of line 487 should be Arcadia Station. Line 287 will begin from Arcadia Station, otherwise, the portion from Sierra Madre Villa Station to Arcadia Station will not be cover and it will be Unacceptable. The West terminal should be Westlake/MacArthur Park for lines 487 and 489. If lines 487 and 489 end at 7th St./Metro Center will lose many other transfers and if end at Union Station will be worst more transfer will be lost and eventually, these lines will get discontinue like line 485 that was lost when started at Union Station less ridership. Line 501 - Proposed change to line 501 is excellent please continue with the change, but I think it should stop at LA Zoo every day of the</p>	8/26/2020	email

Name	Comment	Date	Event/ Source
	<p>week. Line 550 - Metro is almost discontinuing the service on this line. This is how Metro wants to improve service? Metro is not improving anything here discontinue the line on Weekends and also cutting the line almost in half. We need line 550 from USC/Exposition Park to San Pedro. If Metro cannot keep this line the way it's today, please transfer line 550 to LADOT Commuter Express. Line 603 - Excellent Propose to re-route line 603 to provide service to the Glendale Metrolink/Amtrak Station. Also in favor of more frequent weekday midday service. Line 625 - This is Unacceptable that Metro wants and thinks about discontinue the only service that runs on World Way West where the LAX Security Badge Office and LAX Administration West Building are located at. Do Metro has even think how LAX employees will get their Badges? If line 625 gets discontinue will have a big impact on LAX and not only one or few airline employees will be affected. Airlines, TSA, Security Guards, LAX Police, Maintenance, and many other employees that require a badge will face a big problem trying to get their badge. It's a big Stupidity that Metro suggests "Nearest alternative bus service Line 232 and Beach City Transit Line 109. Line 232 runs on Sepulveda Blvd super far from World Way West is not on option, and BCT line 109 runs on Imperial Hwy and then turn south to the Beaches will not help. I strongly suggest to Metro to go check Pershing Dr. and will see not sidewalk available, can be dangerous it almost deserted. Metro is trying to put LAX employees in Danger it's Unacceptable. Please don't discontinue line 625 if Metro doesn't want this line transfer to another agency. LADOT for a Dash or Commuter Express maybe the best option. If not any agency that provides service into Aviation/LAX Station. Line 704 - Don't discontinue line 704, Santa Monica Blvd needs a Rapid Service. Line 4 has too many stops. Line 728 - Don't discontinue line 728, Olympic Blvd needs a Rapid Service. Line 28 has too many stops. Line 733 - Don't discontinue line 733, Venice Blvd needs a Rapid Service. Line 33 has too many stops. I don't understand why Metro says Nextgen Bus Plan is to improve service, that we will have more service. The truth is Venice Blvd has lost so much service throughout the years. Metro lets make some memory, please. For a while, Venice Blvd had running lines 33, 34, and 333. There was another time Venice Blvd had running lines 33, 333, and 434. Today Venice Blvd only has 2 lines, and now Metro wants to run only one line on Venice Blvd. I don't think this is improving the service. If Metro discontinue line 733, then bring back line 333. Line 757 - Don't discontinue line 757, Western Ave. needs a Rapid Service. Line 207 has too many stops. Line 950 - Discontinued line 950 is Unacceptable. Line 450 doesn't provide service to El Monte or Cal State LA, and line 910 will not go to San Pedro. Line 950 is much more important than either lines 450 or 910. Metro needs to think about riders that travel from El Monte to San Pedro. Thank You for looking into</p>		
Joseph Sterbinsky	I hope you can deliver on these frequency improvements. I don't see any planned, dedicated bus lanes in this plan, but if there are, I am against them. My experience is they make the streets so jammed, they increase the greenhouse gases emitted, in total by busses and cars, ultimately increasing global warming. I hope you have looked ahead at the traffic effects of the plan because the commercial-housing-transit centers in Culver City have created counter-productive messes. Thank-you.	8/26/2020	WSC PH
Josh Fruhlinger	I STRONGLY support implementing Nextgen as originally designed! We need MORE buses and LOWER headways on major bus corridors now more than ever. Cutting the absolutely essential services that working-class people use to get to crucial jobs in the midst of this disruption would be criminal. I love that we are expanding Metro Rail but I would much prefer seeing expansion delayed if necessary to keep current bus (and rail) service levels maintained.	8/26/2020	WSC PH
Joshua Kleinberg	We desperately need to expand and strengthen our transit system. We need financial and sustainable alternatives to cars. I am a taxpayer and I proudly use Metro.	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Joyous Barva	<p>Good afternoon, I have some concerns over the changes in the NextGen Bus Plan, in the LA Harbor Area. I live near Vermont/Sepulveda in unincorporated Torrance, and I rely on the current 205 or 550 local bus lines to connect to the 910 Silver Line at Harbor Gateway Transit Center for frequent busway service to and from Downtown LA and for the rest of the Metro Rail network at 7th St/Metro Center and Union Station. I also live close to the Gardena line 2, however it stops running much earlier than the 205 and 550 so I rarely take that. In the new plan, the 205 does not serve Harbor Gateway Transit Center anymore, so I would need to connect to the new line 450 at Carson Station on the 110 Freeway via the 205. This would be fine, but the frequencies of the new line 450 are much less than the existing or NextGen 910. All the communities along the Carson, Pacific Coast Highway, and San Pedro Silver Line stops currently lack frequent access to Downtown and the rest of the Metro busway and rail network, since the existing 950 to/from those stations is not as convenient as the 910 from Harbor Gateway. This problem could be solved if current local bus lines such as the 205 continue serving Harbor Gateway, or the frequency of the new 450 is increased so riders from Carson, Wilmington, and San Pedro don't have to wait up to 30 mins in Downtown to come back home. I understand it is tough, I wonder whether the bus frequencies are low because ridership is low, or is ridership low because the frequencies make it inconvenient for those who have other options? I don't know, but I hope this explanation helps and I look forward to hearing how Metro can solve these problems in the coming months and years. Thank you, Joyous Barva</p>	8/27/2020	email
Juan Munoz	<p>I'm here for a few of the changes of the NextGen plan. For example, for the 256, cutting the line is not good into two different municipal operators and that Metro having (unintelligible). Before Covid me and my parents used to take the route between Pasadena to East L.A., but now with Pasadena Transit taking over the northern portion and continuing the southern portion to L.A., opposed to the Pasadena Transit portion to not be taken over. I want to keep the 256 between Altadena and Cal State University of Los Angeles. And also a minor change for B Line 30 should be extended to Union Station to have a better connection with the Metrolink and Amtrak, and that's all my comment</p>	8/24/2020	SGV PH
Juan Munoz	<p>My name is Juan Munoz and I'm sending an email about the change that I with minor modifications. Keep the full route 96 between downtown L.A and Burbank with a minor reroute in the loz feliz area via Rowena Ave, Hyperion Ave, Griffith Park Blvd, Loz Feliz Blvd, and then regular route Line 62,66, and 605 : keep these lines as they are and work with Montebello bus lines to see if they add service between Indiana and Soto streets since the route that duplicates 62 on Olympic has low ridership between Grande vista and Atlantic on Washington blvd to keep the current 605 cause traffic is bad at Soto/Olympic and line 66 to keep service on 8th street, but also in the East l.a area work with el sol to keep service on Olympic between Gerhart and Garfield Line 450: this line should operate like the old 445 with 7 day service between union station and san Pedro Line 256: Keep this line between CSULA and Altadena only do not give to Pasadena transit, only give it to commerce and line 256 should had replaced the 686 on Allen ave and the city of commerce should operate a minor reroute via 3rd, Arizona av, 6th street, Atlantic Blvd., Whitter Blvd to commerce center Lines 704,728,733,745: keep these rapids since they provide bus service on a one seat ride between union station and destinations outside of downtown Line 761: 15 minute service doesn't warrant stops between Ventura and sunset Line 130: keep this line do not give to Torrance or long beach transit should extend to Cerritos town center and keep that line 128 connection Line 202: give line to Compton transit and give line 205 a minor reroute to serve the shopping center via Greenleaf ave, Alameda st ,Artesia bl Line 134 and 602: operate outside service area should be given to big blue bus Line 258: should extend to highland park to better connect to lines 81, 182, and 256 Line 611: should serve Azalea regional shopping center Line 665: should be discontinued because of el sol duplicating the service Line 218: should be fully given to ladot Line 577: this line has always had low ridership even before covid and I believe local service could help along Durfee av, Studebaker rd, with service kept in Cerritos with a minor reroute near Cerritos college.</p>	8/22/2020	email

Name	Comment	Date	Event/ Source
Julia Morrow	Dear Sir or Madam: I am frustrated when I try to use the TAP card on a bus or rail. For example, if I take my car in for repairs, the shop will have someone drive me home, but I am not able to use my TAP card to take the bus back to pick up my car. This is for two reasons. First, your organization removes whatever monies are left on my card if I haven't used the card in a while. Why? It is my money and should be there until I want to use it. Who is taking the money? Where is it going? Secondly, if I try to add money to the empty card using my computer and my credit card, I get this notice on your website: "The time for devices to recognize fare products added to your TAP card from our website varies: - Bus fareboxes: 2-3 business days - Bus Mobile validator: Up to 30 minutes. - Rail Station gates and validators: Up to 1 hour." Why can't I add monies to my card and immediately use the bus? I can't take the bus to pick up my car at the shop, because your system can't recognize that I've added monies for 2-3 business days. I have to use Uber, Lyft, or have a friend or neighbor drive me to pick up my car. Also, what is a "Bus Mobile validator"? And how on earth would I know if the bus I was wanting to board has one of these and therefore could actually see that I just added monies to the card? I wouldn't. This is why I drive whenever possible, and don't use metro.	8/20/2020	email
Julie Frank	Please keep the 218 bus line running every half hour, not every hour. It is the only way many low-wage employees can get to our neighborhood to work, and it places an unfair burden on them if the bus only runs hourly. These honest, working people's lives are already difficult enough. Please don't make it worse by limiting their access to their jobs.	8/24/2020	WSC PH
Keir Milan	I would like the NextGen plan to consider adding increased service along the Topanga Corridor that will connect with the Nordhoff BRT and Orange Line.	8/19/2020	SFV PH
Kenda Il Kaufmann	To whom is may concern, For the NextGen proposal, I would like to recommend the following three points. 1. Increase service hours 20% next year from 7 million to 9.4 million, instead of cutting post-pandemic service by 8%. Transit, like the post office is a public service, not a business. The goal should be to have a comprehensive bus network rather than taking away essential services from our most vulnerable communities in Los Angeles. 2. More bus lanes and signal priority. More people would take the bus if they didn't have to sit in the same traffic as car drivers. 3. Support the revised NextGen proposal to operate Line 222 from Barham and Cahuenga Blvd West to Burbank via Universal Station. This allows Metro to reallocate many revenue service hours currently wasted on duplicative segments in the gridlock of Hollywood Blvd and Highland Ave, while providing a faster and more frequent connection between Hollywood and Burbank by using the new connection at Universal Station. This also opens Line 222 to far more riders by serving Universal Studios and connecting to all the bus lines serving Universal Station. Thank you for your consideration on this.	8/27/2020	email
Kenneth Scalir	I wanted to urge whomever is making these decisions that Metro 150 needs to remain 24 hours and continue to offer owl service. Historically, all of Ventura Blvd. has had 24 hour bus service via Metro. Now it has been proposed the 240 will offer 24 hour service east of Reseda Blvd., but not the 150 west of Reseda Blvd. This is unacceptable. Please keep the 150 with 24 hour/owl service. Maybe the 240 can wait for the 150 when it goes east to Ventura and Reseda, and the 240 can continue the rest of the trip east on Ventura Blvd to Universal City. Likewise, when the 240 goes west on Ventura Blvd. late at night, the 150 can wait at Ventura and Reseda and take the remaining passengers west on Ventura Blvd. for late night trips. I work late nights in Woodland Hills, and live in Sherman Oaks. Losing 24 hour/owl service on the Metro 150 would be devastating to me and cause unbelievable hardship. All of Ventura Blvd, whether on the 150 or 240 must be served 24 hours a day and have owl service. Thanks for your time.	8/24/2020	email



Name	Comment	Date	Event/ Source
Kenny Uong	<p>Hello. My name is Kenny Uong and I am a Metro rider from Glendale, CA. Here are my comments for the revised NextGen Bus Plan proposals: *San Fernando Valley* **Line 153* - consider keeping Line 153 service along Edison Boulevard in Burbank and Oxnard Street in North Hollywood to serve the Burbank Adult School, Valley Park, Vallarta Supermarket, and other places along that corridor. BurbankBus Orange Route already serves Burbank Boulevard between North Hollywood Station and Hollywood Way. *Line 158 - *consider directly serve the VA Hospital in North Hills. I've noticed veterans and hospital employees taking the current Line 167 and getting off at stops on the hospital campus. *Line 169* - consider moving the eastern terminus from Saticoy St. &amp; Lankershim Bl. to Vineland Avenue &amp; Cantara Street in Sun Valley (the Sun Valley Recreation Center). *Line 183* - consider adding East Burbank (the area north of Glenoaks Boulevard) to the future MicroTransit program since there won't be transit service in East Burbank under the NextGen Bus Plan. *Line 222 - *consider keeping the southern leg of Line 222 along Barham Boulevard and the Cahuenga Pass to Hollywood/Highland B Line (Red) Station. This would keep service to Warner Brothers Studios and the hiking trails near Forest Lawn Drive. **Line 236 -* consider re-routing line to serve Providence Holy Cross Medical Center in Mission Hills. Route deviation via San Fernando Mission Boulevard, Sepulveda Boulevard., Rinaldi Street (where the hospital is located on), Laurel Canyon Boulevard, and then back onto San Fernando Mission Boulevard. *Line 237* - consider moving southern terminus from Woodley G Line (Orange) Station to Burbank Boulevard and Ventura Boulevard in Tarzana to maintain service on Burbank Boulevard. *Line 684* - consider moving northern terminus of the line from Eagle Rock Plaza to Glendale Adventist Medical Center via Verdugo Road &amp; Chevy Chase Drive. *San Gabriel Valley* ** Line 179* - Consider moving western terminus of this line from Huntington Dr. &amp; Maycrest Ave. to Huntington Drive &amp; Monterey Road in El Sereno for a connection to Line 256. ** Line 686 - *Consider moving eastern terminus of this line from New York Dr. &amp; Allen Ave. to Altadena Drive &amp; Lake Street via Allen Avenue &amp; Altadena Drive. *South Bay* ** Line 205* - Maintain service to Harbor Gateway Transit Center to provide connections to J Line (Silver) and more bus connections. *Westside/Central* ** Line 210 - *Consider moving the northern terminus to Wilshire/Western D Line (Purple) Station ** Line 610 - *Consider moving the southern terminus to Wilshire/Western D Line (Purple) Station *Line 665 -* Consider moving southern terminus of this line to Firestone A Line (Blue) Station via current Line 254 routing Thank you.</p>	8/23/2020	email
Krystal Yu	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Kurt Baldwin	<p>The Independent Living Center of Southern California urges Metro to maintain current service in the San Fernando Valley, including the 218 along Laurel Canyon, We are concerned that proposed service reductions in areas not served by other transit agencies along the perimeter of the Metro public transit system, including Laurel Canyon will negatively impact people with disabilities living in those areas, further limiting opportunities. Specifically, before Metro reduces service in an area, Metro should closely examine the communities that are going to be affected. Along with the statistical analysis of ridership propensity and inequity based on racial, economic, and other characteristics, Metro should examine other dynamics, especially being so close to the next decennial census data being available. Metro should examine the other dynamics, especially being so close to the next decennial census data being available. Metro should examine the communities affected for other groups that will be impacted, small business owners and their employees, community service providers, public housing developments, and important destinations like medical centers and Los Angeles County facilities. Additionally, is there is a predominance of other groups such as older adults, people with disabilities, domestic, health workers that live outside those areas but work within them that may be impacted and to look at why public transit ridership might be lower in that area, if it is. In example, issues like not having sidewalks, accessibility and other safety concerns that create barriers for people getting to the bus stop, including the bus stops usability and the usability of the bus schedule. Metro should also prioritize the residential and business area of a census tract when measuring demographics on a per acre basis (disability per acre for example.) In at least one census tract, in the north San Fernando Valley where Metro is considering to reduce service, there is a densely populated area, in a small portion of the acreage of the census tract, with undeveloped land making up the majority of the acreage. That residential area may be impacted by public transit to the same degree as a census tract that is completely residential, but it will have less people impacted per acre. In closing, as cost of living and other dynamics are pushing some residents out of densely populated areas, Metro should be looking closely at how to serve an expanding service area instead of contracting it. Thank you, Kurt Baldwin Independent Living Center of Southern California</p>	8/27/2020	email
Kurt Wong	<p>Hello San Gabriel Valley Service Council, My name is Kurt and I am a current student at Arcadia High School. I personally feel that the new Metro Nextgen plan leaves very little Metro Bus Service running though Arcadia. In terms of the removal of the 264 bus line, I notice that Metro states that there are many substitutes to use in lieu of the bus line in most of the cities, with the exception of Arcadia. Students that attend Arcadia High School use this bus line to commute from home to school along with the Arcadia Library, and I feel that removing this bus line will be doing a disservice to the AHS students along with those who take the bus to visit the Arcadia Public Library. Additionally, for the new 287 line, will the bus schedule during the weekdays better line up with Arcadia High School's start and end times because I notice that the current schedules have it so that students who commute to and from school usually have to wait long periods of time for the bus to arrive. Please try to make the bus schedules match up better with the surrounding schools start and end times. Thank You!</p>	8/26/2020	email
KYLE FINGER	<p>The all-day faster connection to Sylmar Metrolink on the 761 will be helpful. However, there are still duplicate sections on the next gen plan that should be examined. Metro duplicates Big Blue Bus along Wilshire and Santa Monica Blvd. The 460 duplicates the Green and Blue/Silver Line, so eliminate that segment and reinvest that service in other areas. Work with municipal agencies to offer simple, legible routes with good connections free from duplication. Eliminating this service would also reduce cost and VMT.</p>	8/26/2020	WSC PH
Laura Navar	<p>Dear Metro: LA County needs Transit to Parks. Sincerely, Laura Navar, LA resident &amp; lover of nature</p>	8/27/2020	email
Laura Santos	<p>Dear Metro: LA County needs Transit to Parks.</p>	8/26/2020	email
Lautel Rodriguez	<p>I support more and better public transportation in California.</p>	8/19/2020	SFV PH

Name	Comment	Date	Event/ Source
Lawrence Tacto	To Whom it May Concern, Please do not shorten the route of the 550. Many people rely on the 550 to travel from the LA area to cities farther south than Harbor Gateway Transit Center. For example, two of my sisters and my cousin have relied on the 550 to get them to school, work, and home, for the past four years. In addition, my Aunt also relies on the 550 to get to her work every day. She is currently the only source of income for her family of five since her husband was furloughed due to the pandemic. The 550 has been critical for her family and my family by allowing us to get a college and high school education, allowing us to go to work to feed our families, pay rent, afford college educations, etc., and providing us with a safe and convenient means of transportation home from school and work every day. Please do not shorten the route for the 550, many people have come to rely on it. The route is great the way it is. Thank you for your consideration.	8/15/2020	email
Lena Tumasyan	Hello, I reviewed your changes and I have to disagree with some routes. First of all, you cut off the 222 and the 237 lines, so now there is NO BUS SERVICE along Cahuenga Blvd and Universal Studios. I strongly disagree with this! If anything, I think you need a more frequent shuttle that runs between Hollywood and Vine, Hollywood and Highland, and Universal along Cahuenga. There are a LOT of businesses in the area that have almost no parking, and bus is the best way to go. Please provide public bus service to help connect Hollywood to the Valley. Right now the only option is the Red Line, but it misses all the business on Cahuenga. Thank you. - Lena, Hollywood CA	8/19/2020	SFV PH
Lena Tumasyan	I STRONGLY DISAGREE with removing the "off peak" bus for the Western Ave 757 bus line. I know you're adding more 207 busses, but Western Ave is soooo very long. And I have indeed taken it from Hollywood Blvd to the Green Line Station, and that bus ride on the express bus only took 1 hr whereas on the local bus would have taken almost 3 hours. I have ridden myself the Western Ave bus 757 and 207 from Hollywood Blvd all the way to Green line station during peak and off peak, so I am speaking from EXPERIENCE, beginning to end of line, we need full day express service. Western Ave is one of the main NORTH-SOUTH thoroughfares for bus riders in Los Angeles (along with LaBrea, and Vermont).	8/19/2020	GWC PH
Leslie Yick	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Leticia Martinez:	I'm calling regarding actually two concerns I have with the NextGen. I actually -- I'm a user and Metro driver. I used to -- Metro rider. I used it to and from work almost every day when I was actually going to work. I did go to a NextGen one before all this COVID stuff happened, and one of the things that they were saying is they would cancel 414. I didn't hear anything about that today, which concerns me very much because in order for me to be able to go back to work when we're not being able to telecommute anymore, I really need that bus. So I would go from one bus to like I would have to be taking three or four. So that concerns me very much. I'm hoping that you guys would consider not canceling that bus and put it back. I know it's not running right now, but I'm hoping that you guys would have regular meetings and discuss it and that you do do it in the correct way not like this. So I'm hoping that you guys don't cancel that. My other concern was the 40. This would -- you're saying, from what I understand, that you would not -- it would not be going to the South Bay Galleria anymore. That would truly affect my mother who's in a walker. She was able to take that because she doesn't have to transfer a lot, and to be able to go there or other, you know, things down Hawthorne Boulevard, whatever, to do things that she has to do so she would be able to get out. Unfortunately, she would not be able to do that anymore because she would not be able to transfer, 1 you know, at any train area or to another bus. That would not be -- she would not be able to do that. So I'm hoping that -- and that bus is very crowded. So that would be something that I would ask you to please reconsider, and getting back to the 442, I would ask that you consider thinking about not canceling that bus.	8/22/2020	All Regions PH
Lili Ye	I oppose the plan to cut service, especially on the 268. There very few means for people to access those areas of SGV. Furthermore, the weekend frequency is once an hour, which is pathetic since it doesn't even come on time. It should come at least once every half hour to make up for the lack of punctuality. Metro has a BILLION dollars to fund cops to harass their customers at subway stations to try to recuperate \$1.75. Please put your budget to actual good use by restoring proper service back to the 268 (and while we're on the topic, the 344) and increasing the weekend frequency. Nobody can get a transfer when the buses come once an hour. This plan sucks, propose something better.	8/24/2020	SGV PH

Name	Comment	Date	Event/ Source
Liliana Griego	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Linda Caban	In the interest of the NextGen program, I recommend that lines 256 and 83 be rerouted to continue on Figueroa and CEASE TO OPERATE ON MONTE VISTA STREET. What begins on Figueroa should stay on Figueroa. Monte Vista is a residential street that is adversely affected by the substantial noise of the buses stopping and accelerating every two blocks. Both the 256 and 83 have very low ridership through the Monte Vista section of their routes. Moving these lines to Figueroa should have minimal impact on the local community, as Figueroa is a short two blocks away, with the Gold Line in between. We want speed humps to make Monte Vista safe and the buses are preventing this,	8/22/2020	All-Region PH
Linda Caban	Public Comments for ALL REGIONS public hearing for Saturday, August 22, 2020. In the interest of the NextGen program, I recommend that lines 256 and 83 be rerouted to continue on Figueroa and CEASE TO OPERATE ON MONTE VISTA STREET. What begins on Figueroa should stay on Figueroa. Monte Vista is a residential street that is adversely affected by the substantial noise of the buses stopping and accelerating every two blocks on this stretch. In addition, due to a problem with speeding cars on Monte Vista, there is a strong desire within the community to install speed humps, but these will not be allowed on a bus route. The buses stand in the way of making this a safer street for pedestrians. Both the 256 and 83 have very low ridership through the Monte Vista section of their routes. Moving these lines to Figueroa should have minimal impact on the local community, as Figueroa is a short two blocks away, with the Gold Line in between. Access to public transportation will still be alive and well after this change is made. Thank you.	8/15/2020	email
Lisa Cain	Please do not eliminate this line. Eliminating lines that connect the metro with residential areas will reduce use of mass transit, as well as hurt inner community access for so many. Those most impacted will be seniors, individuals with disabilities, students, etc.	8/24/2020	SGV PH
Lisa M. Snyder	The next gen calculations don't work ... they continue to show line 734 in a trip from the valley to Westwood, instead of the new/old 761	8/20/2020	Virtual Workshop
Liz Strong	I would like to see the many buses relocated from residential street Monte Vista to Figueroa in 90042. There are very few, if any riders on these buses, which is a Warsaw of our tax money. T Homes are very close to the street.	8/22/2020	All-Region PH
Lorenzo Mutia	"761-- ridership south of the G/Orange drops, consider having every other trip use the fwy (use 101 on/off ramp at Van Nuys Blvd, interchange at 405, enter/exit at Getty Ctr Dr). Or keep peak 788 with or without modified route above. -N 158- good to hear Woodman has 30 min service, but consider providing peak service to Sepulveda Middle School (Plummer / Sepulveda) -N 167--limited to 60 min service throughout, is there a way to increase service for eastern part? Layover at Arleta / Van Nuys? Layover/Stop at Sepulveda / Devonshire via Tuba & Langdon (would mean removing street parking) - 169-- Can service be retained on Chase? Places will lose direct service: -northern end of Panorama Plaza, Plaza Del Valle, Post Office, Chase Elementary / Park, 99 Cents Only Store -Even if this means peak-only service (6-9am, 3-7pm) for Chase. Are cost savings using Roscoe enough to lose service on Chase? -218-- consider extending line to service Laurel Canyon G/Orange Line Station	7/17/2020	Virtual Workshop
Lorenzo Mutia	Do not cut bus service if you want Nextgen to really work. A 20 percent cut would be disastrous for the bus riders of the region. Where is the equity in such cuts, when riders are predominantly Black and people of color, working-poor, without alternatives? Also, please widely publicize Nextgen. Posters in neighborhoods with high transit use, phone lines in more languages than English and Spanish, TV as campaigns-- we cannot afford to have the most vulnerable left uninformed and without a ride. There should be pop-up meetings in areas that need this information.	8/22/2020	All-Region PH

Name	Comment	Date	Event/ Source
Lorenzo Mutia	Just wanted to voice my concern about removing the bus stop at Roscoe and Wakefield in Panorama City. The nearest stops are Roscoe / Van Nuys and Roscoe / Hazeltine, which are lengthy walks. If the issue is access to a crosswalk, as is with many of the stops slated to be removed for the 152, I would hope LA City could be pushed to put a crosswalk at Wakefield (if they could access any money left from improving this stretch of Roscoe Boulevard for safety). The rest of the stops on Roscoe that need to be removed have under 10 ons/offers, and I'm inclined to support removal. However, I hope you consider access to shade in the stops' walksheds. The Valley can be oppressively hot and shade hard to find. I know Roscoe / Canterbury and Roscoe / Sparton have little shade. The latter stop isn't too far from Roscoe / Nagle, while the former is a somewhat long, shadeless walk with fast-moving traffic around.	7/20/2020	Virtual Workshop
Lorenzo Mutia	Just wanted to voice my concern about removing the bus stop at Roscoe and Wakefield in Panorama City. The nearest stops are Roscoe / Van Nuys and Roscoe / Hazeltine, which are lengthy walks. If the issue is access to a crosswalk, as is with many of the stops slated to be removed for the 152, I would hope LA City could be pushed to put a crosswalk at Wakefield (if they could access any money left from improving this stretch of Roscoe Boulevard for safety). The rest of the stops on Roscoe that need to be removed have under 10 ons/offers, and I'm inclined to support removal. However, I hope you consider access to shade in the stops' walksheds. The Valley can be oppressively hot and shade hard to find. I know Roscoe / Canterbury and Roscoe / Sparton have little shade. The latter stop isn't too far from Roscoe / Nagle, while the former is a somewhat long, shadeless walk with fast-moving traffic around.	7/29/2020	Virtual Workshop
Lorenzo Mutia	Nextgen must be truly prioritized by Metro in the budget if it is to be successful. Tentative plans to cut bus service by 20 percent go against what Nextgen is supposed to do. Treat bus riders the same way you do rail riders, treat Nextgen as a high-priority capital project and fast-track this instead of being myopic and focusing on the handful of rail projects relevant to the 2028 Olympics.	8/19/2020	SFV PH
Lorna Paisley	Dear Metro: LA County needs Transit to Parks. Sounds like a wonderful Idea to me. The people could really use something like this right now. Lorna Paisley 6952 Balboa Blvd Lake Balboa 91406	8/27/2020	email
Luis Aquino	Extend Line 10/48 from Avalon Station to Future Wilshire/La Cienega Purple Line Station for the Metro NextGen Service Change in Early 2021. You guys all need talk about it during the service council board meeting this month coming up. You guys all need to work on extending Line 10/48 to Future Wilshire/La Cienega Purple Line Station.	8/4/2020	email
Luis Aquino	Extend Line 14/37 from Washington/Fairfax Transit Hub to Future Wilshire/La Cienega Purple Line Station for the Metro NextGen Service Change in Early 2021. You guys need to work on that for the service council board meeting coming up this month and talk about extending Line 14/37 to Future Wilshire/La Cienega Purple Line Station that would be a great idea.	8/4/2020	email
Luis Aquino	Extend the brand-new Line 111 from Norwalk Green Line Station to Aviation/LAX Station for the Metro NextGen Service Change in December You guys all need to talk about it and make a lot of plans to extend the brand-new Line 111 to Aviation/LAX Station I hope you will work on that and to talk about it during the Service Council Board Meeting this Thursday August 20th	8/17/2020	email
Luis Aquino	Extend the brand-new Line 180 from Pasadena City College to La Cienega/Jefferson Expo Line Station. The brand-new Line 180 needs to more high frequency service due to high ridership. Extend the brand-new Line 251 from Long Beach Blvd Green Line Station to Glendale College. Extend the brand-new Line 258 from Paramount to Glendale Galleria. The brand-new Line 258 will add a weekend service. Renumbered Line 685 to Line 251.	8/14/2020	SGV PH
Luis Aquino	Extend the brand-new Line 211 from South Bay Galleria to Westwood/UCLA. The brand-new Line 211 needs to add an all-day service and to add a weekend service for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans to extend the brand-new Line 211 to Westwood/UCLA and to add an all-day service 7 days a week I hope you will work on that and talk about it during the Service Council Board Meeting tomorrow Thursday August 20th.	8/19/2020	email

Name	Comment	Date	Event/ Source
Luis Aquino	Extend the brand-new Line 215 from South Bay Galleria to Future Wilshire/Rodeo Purple Line Station. Line 215 will need to add an all-day service 7 days week that includes adding a weekend service. Line 215 will serve Culver City Howard Hughes Center and Westfield Culver City Mall (Culver City Transit Center) to replace discontinued Line 217 via Inglewood Ave, Sepulveda Blvd, La Cienega Blvd and Beverly Dr. The brand-new Line 232 will extend from Downtown Long Beach to Aviation/LAX Station. Line 344 to be renumbered to Line 217 which it will continue route service from Harbor Gateway Transit Center to Rancho Palos Verdes.	8/14/2020	SBC PH
Luis Aquino	Extend the brand-new Line 232 from Downtown Long Beach to Aviation/LAX Station for the Metro NextGen Service Change in December 2020 You guys all need to talk about it and make a lot of plans to extend Line 232 to Aviation/LAX Station	8/17/2020	email
Luis Aquino	Extend the brand-new Line 258 from Paramount to Glendale Galleria. Line 258 will be coming from route service on Fremont Ave then to Mission St then to Pasadena Ave then continued on York Blvd then to Figueroa St then to Cypress Ave then continue on Eagle Rock Blvd then to Colorado Blvd then continue on Colorado St (Replace discontinued Line 183) in Glendale then to Columbus St then to the end of the line at Glendale Galleria via Colorado St, Fremont Ave, Eastern Ave and Garfield Ave. Line 258 needs to add a weekend service for the Metro NextGen Service Change in December 2020. You guys all need to work on extending Line 258 to Glendale Galleria to serve Colorado St (replace discontinued Line 183) I hope you have a lot of plans and talk about it during service council board meeting this month coming up.	8/4/2020	email
Luis Aquino	Hi Good Afternoon, Extend Line 117 from Lakewood Blvd Green Line Station to Aviation/LAX Station for the Metro NextGen Service Change in December 2020. Line 117 will keep going straight on Century Blvd between Central Ave to Alameda St then continue straight on Tweedy Blvd to regular route to Lakewood Blvd Green Line Station. Discontinued route service on Central Ave, 103rd St, Alameda St and Martin Luther King Jr. Blvd. You guys all need to talk about it and make a lot of plans to extend Line 117 to Aviation/LAX Station I hope you guys will talk about it during the Service Council Board Meeting this Thursday August 20th	8/17/2020	email
Luis Aquino	Hi Good Afternoon, Extend Line 92 to Downtown LA Broadway and Venice. Line 92 needs to add a frequency service every 20 minutes Monday through Friday and every 30 minutes on the weekends due to a passenger demand for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans about extending Line 92 to Downtown LA Broadway and Venice and to add more frequency every 20 minutes Monday through Friday and every 30 minutes on the weekends I hope you guys all will talk about it during the service council board meeting for tomorrow Wednesday August 19th.	8/18/2020	email
Luis Aquino	Hi Good Afternoon, Extend the brand-new Line 102 from Maywood (Slauson and Atlantic) to Aviation/LAX Station for the Metro NextGen Service Change in December 2020 You guys need to work on that and make a lot of plans to extend the brand-new Line 102 to Maywood (Slauson/Atlantic) and to extend the brand-new Line 102 to Aviation/LAX Station and talk about it during the Service Council Board Meeting this Thursday August 20th.	8/17/2020	email
Luis Aquino	Hi Good Afternoon, Extend the brand-new Line 154 from Downtown Burbank Metrolink Station to Porter Ranch via Oxnard St. Line 154 needs to add value weekend service for the Metro NextGen Service Change in December 2020. You guys all need to work on that and make a lot of plans to extend Line 154 to Porter Ranch and to add a weekend service for Line 154 I hope you all are going to talk about it during the Metro NextGen Service Council Board Meeting on Wednesday August 19th that's my requests.	8/17/2020	email

Name	Comment	Date	Event/ Source
Luis Aquino	Hi Good Evening, Extend the brand-new Line 215 from South Bay Galleria to Future Wilshire/Rodeo Purple Line Station. Line 215 will be coming from route service on Inglewood Ave then to Imperial Hwy then to Aviation Blvd then to serve Future 96th/Aviation Station (opening in 2023) then to Manchester Ave then to Sepulveda Blvd then to serve Culver City Howard Hughes Center (Replacing discontinued Line 217) then back to Sepulveda Blvd then to serve Westfield Culver City Mall (Culver City Transit Center) then to Slauson Ave then back to Sepulveda Blvd, then to Green Valley Circle then to Centinela Ave then to La Tijera Blvd then to La Cienega Blvd (Replacing discontinued Line 217) then continue on Fairfax Ave then to Venice Blvd then to National Blvd then to Castle Heights Ave then continue on Beverwil Dr then to Pico Blvd then to Beverly Dr (Replacing Line 14/37) then to Wilshire Blvd then to the end of the line at Future Wilshire/Rodeo Purple Line Station via Inglewood Ave, Sepulveda Bl, La Cienega Blvd, Beverwil Dr and Beverly Dr. Line 215 needs to add an all-day service and to add a weekend service for the NextGen Service Change in December 2020.	8/18/2020	email
Luis Aquino	Hi Good Evening, Extend the brand-new Line 258 from Paramount to Glendale Adventist Medical Center (to replace discontinued Line 201). Line 258 will become Chevy Chase Dr route (to replace discontinued Line 183 and 201). Line 258 needs to add a weekend service due to passenger demand.	8/15/2020	email
Luis Aquino	Hi Good Evening, Extend the brand-new Line 258 from Paramount to Glendale Adventist Medical Center (to replace discontinued Line 201). Line 258 will become Chevy Chase Dr route (to replace discontinued Line 183 and 201).	8/30/2020	email
Luis Aquino	Hi Good Evening, Introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana via Burbank Blvd. The brand-new Line 153 needs to add a weekend service for the NextGen Service Change in December 2020 You guys need to work on introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana (to replace Line 154) and to add a weekend service	8/18/2020	email
Luis Aquino	Hi Good Evening, Introducing to the brand-new Line 177 route service from Burbank to City of Hope. Line 177 will become the Colorado St route in Glendale (to replace discontinued Line 183) and Walnut St/Foothill Blvd (to replace discontinued Line 264) route in Pasadena. Line 177 will serve Sierra Madre Villa Station and it will still remain as a bus contractor (Transdev). The other reason I'm writing my requests it's because Colorado St in Glendale needs to run a bus 7 days a week, Walnut St and Foothill Blvd in Pasadena they need to run a bus in one of these areas in Pasadena that's my requests and my input.	8/23/2020	email
Luis Aquino	Hi Good Evening, Lines 28 and 728 to merge with Line 28 to extend the brand-new Line 28 from Century City to Downtown LA Union Station. The brand-new Line 28 needs to add more higher frequency due to high ridership for the Metro NextGen Service Change in December 2020. You guys all need to talk about it and make a lot of plans to extend the brand-new Line 28 to Downtown LA Union Station I hope guys all need to talk about it during the Service Council Board Meeting next Wednesday August 26th	8/17/2020	email
Luis Aquino	Hi Good Evening, Renumbered Line 685 to Line 251. Extend the brand-new Line 251 from Long Beach Blvd Green Line Station to Glendale College via Soto St and Verdugo Rd 7 days a week The reason I'm writing my input it's because Verdugo Rd needs to run a bus and that street needs to run a bus on the weekends and holidays that's my requests. You guys need to talk about it and make a lot of plans to extend the brand-new Line 251 to Glendale College during the service council board meeting next week.	8/15/2020	email
Luis Aquino	Introducing to the brand-new Line 153 route service from Downtown Burbank Metrolink Station to Tarzana via Burbank Blvd. Line 153 will need to add a weekend service. The brand-new Line 154 will extend from Downtown Burbank Metrolink Station to Porter Ranch Line 154 needs to add a weekend service. Line 155 will replace Line 183 on Magnolia Blvd Line 169 will remain the same from Canoga Station to Hollywood Burbank Airport. Line 169 will add a weekend service. Discontinued Line 183 due to low ridership Introducing to the brand-new Line 645 route service from Canoga Station to West Hills Medical Center. I hope you guys will work on that during the service council meeting	8/14/2020	SFV PH

Name	Comment	Date	Event/ Source
Luis Aquino	Line 251 needs to from Lynwood Long Beach Green Line Station to Glendale because Verdugo Rd needs to run a bus especially on the weekends, Verdugo Rd residents doesn't feel like walking especially when it gets very hot in the summer and when it's raining in the fall and winter. Verdugo Rd needs to run a bus on the weekends and holidays. Line 251 will be running from regular route on Avenue 26 then to Figueroa St then to Cypress St then continue on Eagle Rock Blvd then to Verdugo Rd to Glendale. Line 251 will be extending to Glendale Community College on the weekdays. Line 251 will be extending to USC Verdugo Hills Hospital in Glendale on the weekends and owl service. I hope you all have a lot of plans to extend Line 251 from Lynwood Long Beach Green Line Station to Glendale for the NextGen. Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	Line 28 needs to extend from Century City to Glendale Galleria for the NextGen. Line 28 route service to Eagle Rock Plaza will be replaced by the brand new Line 684 route service to Cypress Park Gold Line Station. Line 28 will continue to serve Eagle Rock Plaza while Line 28 extends to Glendale Galleria. Colorado St in Glendale needs to run a bus especially on Sundays and holidays. My e-mail address is luisaquino2230@gmail.com I will be alert with your e-mail tomorrow morning Keep me posted Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	Renumbered Line 217 as Line 180 Line 180 needs to extend from Pasadena to La Cienega/Jefferson Expo Line Station for the NextGen. Line 180 has a high ridership. Service South of La Cienega/Jefferson Expo Line Station to Culver City Howard Hughes Center will be replaced by the brand new Line 215 via La Cienega Blvd and Inglewood Ave. Kind Regards God bless you Metro Staff Your Metro Customer, Luis	7/8/2020	email
Luis Aquino	The brand-new Line 211 will extend from South Bay Galleria to Future Century City Purple Line Station. The brand-new Line 211 needs to add an all-day service and to add a weekend service for the Metro NextGen Service Charge at least Early 2021. You guys need to work on that during the service council board meeting this month and to talk about it and have plans to extend the brand-new Line 211 to Future Century City Purple Line Station.	8/4/2020	email
Luis Aquino	The brand-new Line 215 will extend from South Bay Galleria to Future Wilshire/La Cienega Purple Line Station. Line 215 will run into regular route on Inglewood Ave then to Imperial Hwy then to Sepulveda Blvd then to 96th Street to serve LAX City Bus Center then back on 96th Street then back on Sepulveda Blvd then to Center Drive then to serve Culver City Howard Hughes Center (to replace discontinued Line 217) then to Howard Hughes Parkway then back on Sepulveda Blvd then to serve Culver City Transit Center then to Slauson Ave then back on Sepulveda Blvd then to Green Valley Circle then to Centinela Ave then to La Tijera Blvd then to La Cienega Blvd (to replace discontinued Line 217) then continue on Fairfax Ave then to Venice Blvd then to Motor Ave then to Pico Blvd then to Beverly Dr then to Wilshire Blvd then to the end of the line at Future Wilshire/La Cienega Purple Line Station via Inglewood Ave, Sepulveda Blvd, Green Valley Circle, La Cienega Blvd, Motor Ave and Pico Blvd. Line 215 needs to add an all-day service and to add a weekend service.	8/4/2020	email
Luis Sancez	"The bus line 18 should discontinue from Wilshire/Vermont to Wilshire/Western. Passengers could just take bus 20, 66, 720 or D line (purple). "	7/21/2020	Virtual Workshop
Lupe Pulido	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Lynn W	The LAX APM travels eastward and ends at ConRAC. It unfortunately does not go onwards to the SoFi Stadium/Entertainment District. SoFi is a major destination and it is less than 3 miles away from ConRAC; but it will not be easy to reach as you need to cross the 405 overpass and walk several minutes. The future 96th St Station provides a quick connection to LAX and connections to Metro, BBB, Culver City Bus, and many municipals. This major multimodal station only lacks service to SoFi. 111 traveling eastbound on Arbor Vitae can easily provide this service. The headways and the short 5-minute ride can make this service attractive for riders needing to reach SoFi.	8/20/2020	SBC PH



Name	Comment	Date	Event/ Source
Machiko Yasuda	<p>Dear Metro: I am a new homeowner in Altadena. I live three doors down from one of the most popular trails in the county. It's not too far from the Lake Station -- and yet, there is no bus that takes transit users from the station to the trailhead at the top of Lake Ave. Several years ago, I organized a Transit to Trails hiking trip when the City of Duarte's Duarte Station to Fish Canyon Trail bus program opened up. People joined *all the way* from Marina Del Rey. They took the bus, to the Expo Line, to the Red/Purple Line, to the Gold Line, so we could take a bus together to get to a beautiful waterfall. It was a beautiful day, and I want to see more programs like this in action to get more people to the parks *without* more parking. Access points like Chantry Flats, Millard Canyon, Echo Mountain are so close to being accessible -- so close to Gold Line Stations -- they lack reliable bus lines to get to the trails. It's an issue that is not just about access either. If too many cars choke up the roads to Chantry Flats, firefighters are at risk of not being able to get to rescues. Children, families, teens -- residents, tourists, athletes alike -- want to take buses and trains to get to the San Gabriel Mountain trails -- the largest urban wilderness of its kind. Thanks to the Expo Line, the beaches are more accessible to families of all kinds. I've seen families taking the Gold Line from beyond Pasadena, with their goggles and floaties, excited to take a reliable train ride to the beaches in Santa Monica. Why can't people do the same to get to our world class hiking trails? Opening up transit access to Chantry Flats, Millard Canyon, Echo Mountain - means someone will be able to take a train from Union Station and get to a trailhead that would then connect them to the Pacific Crest Trail - one of the premiere through-hikes in the world. There are posters and advertisements for the Angeles National Forest at terminals at LAX. How are tourists supposed to get there? I have talked to tourists from South Korea that walked several miles from Sunset Blvd. to get to Franklin Canyon Park. You can't hail an Uber from Chantry Flats.</p>	8/26/2020	email
Manuel Hernandez	<p>I am here to write a comment that I am opposed w/ the cancellation of the 254. If anything, I think I can help make it better by changing the route: - Replacing the majority of the 665 between Cal State LA &amp; Olympic/Lorena. - Keeping the same route thru Gage; then, continue to stay on State Street to/from MLK, Jr. Blvd in Lynwood. - Have a segment on Century   MLK, Jr. Blvd between Alameda &amp; State Streets. - Have the 254 run on 103rd St btwn Alameda St &amp; the A Line Station. - [OPTIONAL] Have the route to end/begin @ Willowbrook/Rosa Parks Station. That would mean that the 251 would have to be moved to California Ave between Florence Ave &amp; Imperial Highway. Hope that you consider it. Thanks.</p>	8/20/2020	GWC PH
Manuel Hernandez	<p>I would like to make a comment on the 254. I (unintelligible) on the South Bay. I do have an idea on 9 making the 254 more viable and that is to replace it with 10 an extended 665 and have your route south of Gage Avenue 11 to be extended further south so that it can eventually 12 reach 103rd Street in which I left a comment late last night. I also want the 452 -- I'm also -- sorry. I believe that the proposal for the 450, which includes the Harbor Freeway, is a good idea because it gives a people in the South Bay another access -- an access to 18 get to where they need to go via Harbor Freeway, which is 19 Harbor Gateway Transit Center.</p>	8/20/2020	SBC PH
Marge Hays	<p>Honored City Council Members, Bus 218 should not be cancelled. It is literally a City-Valley lifeline for a large and diverse group of daily commuters, unable to afford their own transportation. These people NEED the Line's Laurel Canyon shortcut route across the Hollywood Hills. Please consider, at the very least, a very reduced schedule for these people who need inclusion and have no other transportation.</p>	8/5/2020	email
Maria Jesus	<p>Dear Metro: LA County needs Transit to Parks. Thank you for taking the time to read this email. I was fortunate to grow up in Seattle, WA where my family had the resources to access nature regularly. These experiences profoundly shaped who I am as a person and inspired me to pursue a career in natural resource management. I deeply understand the value of connecting to natural spaces and hope this important aspect of life will be made to all residents of LA County where I live today.</p>	8/27/2020	email

Name	Comment	Date	Event/ Source
Marie Cox	Hello, My name is Maria Cox and I am a resident of LA in the Miracle Mile neighborhood. I do not own a vehicle, and take Line 720 Westbound to Brentwood, where I work as a preschool teacher at a school that will be reopening this month. I realize I have missed the Westside Central Public Hearing, but I believe my comment to be worthwhile to whoever reads it. To get to work each day, I embark on Line 720 to Santa Monica bus around 6:30am and ride to the Veteran's Hospital, where I transfer to a Santa Monica Big Blue Bus. It would be a serious mistake to have Line 720 operate only from Downtown to Westwood during peak periods. The 720 Westbound to Santa Monica is very crowded at that time of day: pre-Covid the bus was standing-room only, and now people must sit right next to each other: 6 inches away from each other than the socially-distanced requisite of 6 feet. While taking the 720 Westwood bus to the end of the line and transferring to the 720 Santa Monica bus is an option, it's often very crowded. Half of the Westwood bus makes that transfer, meaning the 720 Santa Monica bus is overflowing. Replacing Line 720 west of Westwood with a more frequent Line 20 will not fix this overcrowded situation. Instead, I advocate for Line 720 to run all the way to Santa Monica during weekday peak periods, as it would better serve the existing customer base. Thank you for your consideration, Maria Cox	8/13/2020	email
Marisol Velazquez	I live in Angelino Heights and I work in West Hollywood and as many people I ride the bus to work and I like the idea of the new schedule with more frequent buses since is always crowded at pick hours and specially at times like now and sometimes I have to wait a long time for the bus to arrive and when it arrives is already full and the question I have is when this service will start?	8/22/2020	All-Region PH
Mark Meyer	I do not support the change in the route to the R256 for reasons of noise pollution. Monterey Rd from Deb Parks Rd to Via Marisol is surrounded by houses, parkland, apartments and condos. Sound travels up in elevation and the hillside dwellings and parkland are going to be exposed to your busses accelerating from stop lights up the road grade, braking down the grade, as the busses fight the steep grades of Monterey Rd. You are responsible for communicating to the community that this will be an invasively noisy operation. Maintaining bus operation on much flatter roads of Collis Ave and Ave 60 is much preferable as it won't generate the noise of traversing the steep grades of Monterey Rd.	8/20/2020	SGV PH
Mark Meyer	I do not support the change in the route to the R256 for reasons of noise pollution. Monterey Rd from Deb Parks Rd to Via Marisol is surrounded by houses, parkland, apartments and condos. Sound travels up in elevation and the hillside dwellings and parkland are going to be exposed to your busses accelerating from stop lights up the road grade, braking down the grade, as the busses fight the steep grades of Monterey Rd. You are responsible for communicating to the community that this will be an invasively noisy operation. Maintaining bus operation on much flatter roads of Collis Ave and Ave 60 is much preferable as it won't generate the noise of traversing the steep grades of Monterey Rd.	8/20/2020	All-Region PH
martin browne	City of Whittier is not affected by this change other than a change in route number to 621. The frequency of the Whittier route is not changed but we were hoping to see an increase in frequency and additional route options to the eastern section of LA County, which is a historically underserved part of LA County for bus routes. Whittier residents will have to disembark at the Greenline station and wait for a connecting bus, which is actually a downgrade to the current service. Hopefully the 120/621 connections will match without too much wait time with additional bus shelters/seating added to the Greenline station for our residents who now have to wait. We hope to see more buses in Whittier.	8/27/2020	GWC PH
Martin Gombert	Dear Metro Staff, The Palos Verdes Peninsula Transit Authority (PVPTA) would like to offer its support for the NextGen recommendation that no changes be made to Metro Route 344-Hawthorne Boulevard. Early in the NextGen process, this line was recommendation for elimination and later recommendations had the line cut back. The July 2020 update is recommending no changes to this route. Route 344 provides critical transit connections for South Bay residents in the Palos Verdes Peninsula, Torrance, Gardena and surrounding cities. Students, senior and disabled residents, and commuters will benefit by the continued operation of this transit service. Regards, Martin Gombert, Administrator Palos Verdes Peninsula Transit Authority	8/26/2020	email

Name	Comment	Date	Event/ Source
Martin Z	The SGV has long been neglected by Metro and this plan continues to neglect riders in the SGV area. There are really no substantial improvements to the SGV area. The bus network in this area is mostly a grid form, forcing many riders to transfer but the proposed bus frequency is not great enough to make these transfers seamless. it is very difficult to transfer when lines are running 30-60 minutes. Metro really needs to coordinate with MUNI buses. Why is there a proposal to eliminate the stop at a major intersection, Valley/Garfield, a transfer point to Montebello bus & the next stops are 3 blocks away in either direction? If Metro can afford \$1 billion for cops, we can pay for bus service.	8/24/2020	SGV PH
Mary Robinson	All the current DAILY (former Sunday) runs of Bus 218, ending at about 6:30 pm, NEED to be changed, to conform to the daily schedules of the other Metro Bus lines, to facilitate connections for the working commuters from the City and Valley, who mostly are minimum wage earners and People of Color, and for the residents and senior members of the hillside communities, who use bus 218 as a life line. Your sincere and focused attention to the importance of this lifeline 218 bus schedule is vital to the workers and residents of our communities.	8/12/2020	email
Matthew Pearson	* Consolidating is the correct choice; don't run more than one service pattern unless you can run all of them at least every 10 minutes. When it launched, Rapid meant "frequent", but it's been watered down to nothing since then. * Without the legislature allowing camera enforcement for bus lanes and other operational changes like all-door boarding, changing routes is just rearranging deck chairs on the Titanic * On-time performance is a bad metric for frequent service; use headway standard deviation instead to better capture the rider experience * The 2 and 180 seem too long to keep running on time and should probably be split. * Swap 10/14 at Vermont to connect both to Vermont/Beverly	8/22/2020	All-Region PH
Melissa Taylor	A driver on the 236 line told me today that the bus I catch every day on Glen oaks and Tyler won't be running with the new NexGen plan. Is this true	8/15/2020	SFV PH
Michael Bednar	Hi there, I am writing to support the below measures. 1. Increase service hours 20% next year from 7 million to 9.4 million, instead of cutting post-pandemic service by 8%. 2. More bus lanes and signal priority. 3. I support the revised NextGen proposal to operate Line 222 from Barham and Cahuenga Blvd West to Burbank via Universal Station.	8/27/2020	email
Michelle Rivas	I rely on Metro Line 218 to get to/from Cedars Sinai. The proposed changes to this line would impact me, Cedars employees, and Cedars patients who rely on this Metro bus line.	8/26/2020	WSC PH
Montserrat Plascencia	Dear Metro: LA County needs Transit to Parks. THE PEOPLE MORE THAN EVER NEED ACCESS TO GREEN SPACES FOR MENTAL HEALTH AND WELLNESS. METRO, you are part of those people, your metro employees and their families are those people, and the people Metro serves will benefit greatly, and the beautiful outdoors serve us every day without taking anything from the people. Please honor this service to the parks. 4 years have passed. Honor Metro's equity focus and rededicate Transit to Parks as a priority in the FY21 Budget, NextGen (SGV Service Council), Office of Extraordinary Innovation, & regionwide service planning. With love, Montserrat	8/26/2020	email
Nancy Hom	Please reconsider the decision to remove overnight service from Line 125 that connects the El Segundo area to Norwalk. Including service that runs all night was an important addition for communities south of Downtown Los Angeles. It is especially helpful to be able to travel west and east in this corridor, and sometimes the rail line will not be running so our options will be limited. It is important to have southern buses that run after midnight and provide a safe, dependable travel experience. Thank you for looking at ways to increase the number of buses on Line 125, especially after midnight.	8/22/2020	All-Region PH
Neetzin Rodriguez	Dear Metro: LA County needs Transit to Parks. My name is Neetzin Rodriguez. I'm a resident in the City of Alhambra and employed at a Public Health nonprofit called Day One in Pasadena. I've lived most of my life near the San Gabriel Mountains in Rancho Cucamonga and Alhambra.	8/27/2020	email

Name	Comment	Date	Event/ Source
Olga Lexell	NO LINES SHOULD BE CUT. BUSES ARE SO FULL. We need more bus service, more express lines, more dedicated bus lanes. We should not have to wait 40 minutes for any bus. Even 15-20 minutes is too much. Buses should come every 5-10 minutes. That's how you get utilization up. Public transit should not need to profit to be considered successful. Additional there is inadequate service on the Westside heading North/South. It is virtually impossible to get from, for example, Beverly Hills to Culver City efficiently even though they're right next to each other.	8/26/2020	WSC PH
Olga:	I live on the westside, and I just want to say I really oppose any effort to try to do door-to-door service. That doesn't make transit any more efficient, and it doesn't help with our overall plans to get cars off the road and reduce traffic. We need to be focusing on making all transit more accessible by increasing lines. No one should have to wait more than ten minutes for a bus, and even online where wait times of ten minutes or less are advertised. That's rarely the case. For example, I wait up to 40 minutes for my bus when it's supposed to come much more often than that. Especially now due to COVID, we need to focus on increasing bus service, dedicated bus lanes rather than prioritizing funding for rail projects that might not happen for another 20, 25 years, and we need to support essential workers, especially in South L.A. whose bus ridership has not gone down because they rely on the bus and don't have cars that they can choose to take. I think that's important especially in addressing equity. We need to make the entire bus system that serves our south and east regions just as important as it is on the west side, and there really is no excuse for any cuts to service. Public transit should not have to operate at a profit. It is an essential city service, and all of us rely on it every day.	8/26/2020	WSC PH
Padric Gleason Gonzales	The NextGen Bus proposals appear to consolidate stops to increase route speeds and prioritize high-demand routes. My neighborhood, Long Beach, is not particularly well-served by the new plan, but I think that's a good thing. We don't want to dilute ridership across inefficient options. Long Beach operates its own muni service and we benefit from the A Line. I support this bus reform proposal.	8/8/2020	GWC PH
Patricia Clark	return and keep bus line 442 once Covid 19 is under control	8/20/2020	SBC PH
Peter Horton	from <a href="https://investinginplace.org/2020/08/13/a-new-metro-budget-briefing-raises-worrying-signs-for-nextgen/">https://investinginplace.org/2020/08/13/a-new-metro-budget-briefing-raises-worrying-signs-for-nextgen/</a> "As we know that working class communities and particularly Black and brown communities in central and south Los Angeles have been more likely to experience crowding onboard transit, we must also be aware that service cuts in these communities are more dangerous." Metro must commit to expanding bus service, not reducing it, or bus ridership will remain trapped in a death spiral and riding the bus will be dangerous or impossible for the people who have no alternative.	8/25/2020	WSC PH
Peter Serdienen	Is Metro going to reimburse the cities & LA County for their expenditures on bus related infrastructure such as in street, concrete bus pads, parkway improvements & security lighting on totally abandoned routes?	8/19/2020	All-Region PH
Peter Wei	I oppose the plan to eliminate bus service on Garvey Ave, west of Atlantic Blvd, between Monterey Park and Downtown Los Angeles. Line 70 is a lifeline for Cal State LA students living in Monterey Park and areas east of it. This plan will impact on education and the future of our students. I was a Cal State LA student living in Monterey Park. I was from a poor immigrant family where my parents couldn't afford to a car for me to go to school, so I took Line 70 from Garvey & Atlantic to Cal State LA (South of the 10 Freeway bridge) for the 5 years. Now, I am working as an engineer for the City of Los Angeles. My life has changed, and I truly thank Line 70 for providing service to Cal State LA.	8/14/2020	SGV PH
Peter Wei	I suggest the Board to consider eliminating the Express Bus zone fares. This extra cost on the express buses scares riders away from using the express buses and defeats the purpose of running these express bus lines, especially the silver line buses. The express bus zone fares are established when LA areas had no metro rail and no orange line. Now, with freeways being more congested, it simply makes no more sense to charge extra for buses running on the freeways. Thank you.	8/19/2020	All-Region PH

Name	Comment	Date	Event/ Source
Peter Wei	I would like to make a suggestion to eliminate the express bus zone fares. For many year, the zone fares are keeping riders away from the express buses, especially the Silver Line 910. The express bus zone fares defeats its purpose for providing a faster, convenient and efficient transit system in the County of Los Angeles. Now with more metro rails and orange bus line being built, it simply doesn't make sense anymore to keep Metro Silver way more expensive than other colored lines. I really don't see the reason to carry the half-century old express bus zone fares into modern-day transit system. It is the time to re-evaluate.	8/14/2020	GWC PH
Phu Do	The MicroTransit sounds too good to be true for la. I don't think it will be able to work. You need good service and this is not cheap. Also some people don't have internet. How much does it cost even? Also it failed already in other places, how safe is this?	8/26/2020	WSC PH
Rafael Fabian	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Ray Dang	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Rick Becker	Who are the projected South Bay riders? How will Metro buses efficiently & dependably transport South Bay riders to the Green & Crenshaw Lines, to job centers, educational institutions, gathering spots like SoFi Stadium? I grew up using the RTD/ MTA for both work & educational access; South Bay service has deteriorated. Business professionals took express or freeway flyer buses to work in Downtown with less time-wasting transferring. The 51, 442, 443, 444 were run poorly until gone by neglect. Metro promised light-rail service to the South Bay Galleria, Del Amo Mall; which alignment will be constructed, how & when will the South Bay receive a fair share of tax revenues & funding grants?	8/19/2020	SBC PH
Robert A	With NextGen, Line 577 El Monte - Long Beach via I-605 fwy, I am happy that the Cerritos routing is eliminated and proposed frequencies will be improved. However, is it possible to get the 577 to run weekends/holidays on a once an hour schedule possible? I ask because myself and quite few other customers travel from the San Gabriel area to Long Beach for essential businesses and family. Using the J Line (Silver) to the A Line (Blue) is one long journey. Line 266 offers some relief as well but why not run the 577 every hour on weekends.	8/4/2020	Virtual Workshop
ruth bernstein	I am a part of a strong pedestrian home owning community on Monte Vista which currently has buses 256 and 83 passing through to avoid Figueroa Street. Public transportation is vital in a large city and I like to ride the Metro and the 83 bus to my job in Lincoln Heights. However, the amount of noise and pollution that the residents of Monte Vista experience due to the busses stopping and accelerating every two blocks at the residential stop signs on our street seems like an odd choice. We are working towards getting speed bumps put in to increase safety from speeding cars and this won't be possible with the current bus route. Please help us all make for a better transportation system.	8/22/2020	All-Region PH
Salty	eliminating all bus Service in San Marino is terrible. A better idea would be create feeders to the Gold Line in South Pasadena. By using smaller than Bus vehicles that run frequently to the Gold Line Station both those who now use cars (like myself) to get to the Gold Line station, and those who do not have them can be connected to the regional network. As I get older, driving to and parking at the Gold Line Station is becoming more difficult. Shuttle service to the Gold Line would also be good to the Huntington Library and Gardens as well as Nearby Cal Tech.	8/22/2020	Board Secretary email

Name	Comment	Date	Event/ Source
Sandy Hubbard	NextGen Community Relations, One of our community members has brought to our attention some difficulties that would be incurred with the proposed changes to the NextGen bus lines. We'd like to know if someone could address them for us. The Valley Village bus lines are: 154/153 183/155 237 In reviewing the NextGen Metro draft changes, our member has pointed out that the following changes will have quite an impact on our public transportation-dependent population: 1. There will be no way to get from Valley Village to Universal without transferring buses if the 237 line is cancelled. 2. Converting the schedule for the 218 to an hourly schedule (which runs along Laurel Canyon) adds a level of inconvenience to those commuting north/south along our main boulevard. This particular line carries people from the VVL/SC community over the hill to the Cedars Sinai hospital area. 3. There appears to be an effort to reduce the number of our west/east lines: The 155 along Riverside will combine with the 183 along Magnolia; the 154 on Oxnard will combine with a new line on Burbank; Chandler would be removed altogether. Effectively, these combined changes reduce the east/west bus line access in VVL by more than 50%. In this time of the pandemic, where people have other pressing matters to attend to, it's possible that our community has not responded and it may be perceived as an issue of low impact to the community. It is not. We'd like to know what can be done to preserve more of our east/west lines, to reinstate the original schedule to the 218, and to reinstate the 237 running between VVL and Universal. Respectfully, Sandy Hubbard Valley Village Homeowners Association *Boardmember*	7/27/2020	email
Sandy Hubbard	The Valley Village Homeowners Association has already gone on record opposing the proposed changes to lines 154/153, 183/155, 237. We'd like to know what can be done to preserve more of our east/west lines, to reinstate the original schedule to the 218, and to reinstate the 237 running between VVL and Universal. We're also very much opposed to the current suggestion of changing the 167 bus line without a corresponding solution for the Veterans where they don't have to navigate their wheelchairs up a steep incline in order to take the bus.	8/18/2020	SFV PH
Sarah Solis	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
saul roe	It appears that San Marino will have no bus service. While the City Council likes the idea, there are people who work and live here who rely on the bus. I use it myself. The best service for San Marino would be for feeders to the Gold Line instead of the current bus routes. smaller vehicles connected San Marino to the Gold line would give regional access.	8/22/2020	SGV PH
Selena Inouye	Dear Metro Service Planning & Development: As a Board member of the Mar Vista Community Council (MVCC) who has been active with the MVCC Transportation and Infrastructure Committee as well as the Venice Neighborhood Council (VNC) Parking and Transportation Committee, I am aware of the concerns of Mar Vista and Venice stakeholders who use Metro buses on the Westside. I first want to say that the opinions expressed below are my own and do not reflect the official positions of either the MVCC or the VNC. However, I do want to take the opportunity to direct you to a motion recently passed by the MVCC on August 11, 2020 regarding certain aspects of the NextGen Bus Plan which you can access on the MVCC website here: (save attachment) Another more recent safety concern is in regard to the COVID-19 pandemic. I feel strongly that your NextGen plan must address this concern, even if this results in a delay in approving this plan. This pandemic has already been shown to disproportionately affect vulnerable populations: people of color, people of lower socio-economic status, people with disabilities and preexisting health risks and conditions. Taking public transit cannot be a risk factor for contracting COVID-19, because if it is, people will do whatever they can to find other modes of transportation that will safeguard their health. As a person with disabilities, I have to say that taking several busses from my home in Mar Vista to my doctors' appointments isn't a feasible option for me. Bus stops don't offer a comfortable place to sit or shelter from the elements. As a person with invisible illnesses, I never want to be in a position where I have to fight for a seat because standing for more than a few minutes is not an option for me. And when I need to use assistive devices - a cane, rolling walker, or mobility scooter - I don't want the hassle of having to make sure they can be accommodated. I am fortunate that I can pay to use services like Uber and Lyft, but I also acknowledge that other people with disabilities are not able to do so. In the past, I have qualified for Access Services. But like many other people	8/27/2020	email

Name	Comment	Date	Event/ Source
	<p>with disabilities, I found this service to be extremely lacking in terms of service and time delays. Even the qualification process, which I engaged in during the month of July in an extremely hot warehouse east of downtown Los Angeles, resulted in me being transported to a local ER for treatment of a heat-related illness. All that said, I would be interested to see if the proposed Metro MicroTransit service could meet my needs as a person with disabilities. I hope Metro keeps in mind the regional nature of transportation when it comes to the proposed MicroTransit services and the need for people to traverse several different neighborhoods/areas to get to their final destination. I also need to comment on the Metro Bike program, which is touted as a first-mile, last-mile solution for public transit. I have stated in many public meetings that I feel without tricycles or other more disabled-friendly options, these micro-mobility options are ableist. This needs to be rectified immediately. I also think Metro should keep in mind the 2018 UCLA ITS report that showed having access to a car and a low-cost or free place to park it near transit was the highest predictor for certain segments of the population to actually use transit as a part of their commute to work. As an example, my mother used the Park and Ride in the Sepulveda Pass to get from her home in the San Fernando Valley to her employment at UCLA for many years. (see site) I believe that Metro will have more success in attracting new ridership if you accept the fact that cars continue to be a major part of the Southern California transportation landscape and work with this mode of transport, not against it. Lastly, I am+E297 concerned that actions by the City of Los Angeles, in particular LADOT, are having a negative impact on Metro busses on Venice Blvd on the Westside (current routes 33 and 733). The road diet on Venice Blvd between Beethoven St and Inglewood Blvd has had the effect of slowing down busses through this corridor during peak commuting hours. I have heard a lot of feedback from stakeholders and Metro bus drivers about this very concern. The people being most impacted by these delays are workers who travel to Mar Vista or through Mar Vista to reach their place of employment. I know that LA City's Mobility Plan 2035 calls for some kind of bus rapid transit lane (BRT) on Venice Blvd. The City to date has not been forthcoming about the details. These changes are slated for the entirety of Venice Blvd, from the Pacific Ocean to the 10 Freeway overpass at La Cienega Ave. My concern is that if an additional lane of traffic or parking is taken away to accommodate the BRT lane on this stretch of Venice Blvd, motorists will disregard this lane as I have seen them do on a corresponding stretch of Wilshire Blvd in West Los Angeles. Motorists use the BRT lane during peak hours because of the traffic backups. I am also very concerned about the businesses along Venice Blvd. In Mar Vista, businesses have either lost customers due to the road diet or have gone out of business altogether. Parking is their number one concern when it comes to attracting customers to their businesses and increased local traffic is the number one reason customers have stop coming to their businesses during peak commuting hours. And to date, I have not seen any data that shows that BRT lanes increase transit ridership or benefit local commercial corridors. I would very much like to see a thoughtful and balanced approach to implementing a BRT along Venice Blvd., with robust public outreach and engagement, as well as the incorporation of the community's feedback into all phases of such a project, including the evaluation of the project's success. Thank you for the opportunity to submit my comments on the Metro NextGen Bus Plan. I hope my comments are useful and will be incorporated into the final plan. Kind regards, <b>*Motion attached</b></p>		

Name	Comment	Date	Event/ Source
Selene Inouye	I am a member of the Mar Vista Community Council. I'm here to provide comments -- we are representing just myself, however, I would like the board to know that the Mar Vista Community Council recently discussed the issue of Metro and passed a motion asking that Metro lower its COVID-19 max load limits for 60-foot buses from 30 to 20 in order to enable safer social distancing and also asked to increase frequency of the affected routes to make up 19 for the resumption in seating capacities. We've all -- the Mar Vista Community Council also discussed wanting to postpone the adoption of NextGen and the long range transportation plans for at least a year so that the experience of COVID-19 could be reflected in the data. They felt it would make more sense to have a better understanding of how the pandemic is going to reshape work and commuting behavior before adopting a plan for the next ten-plus years of transit policy. The Mar Vista Community Council also supported keeping Line 218, connecting the San Fernando Valley and the west side and requested that Line 234, 734 should connect to Westwood and the Expo Sepulveda Station from the San Fernando Valley. Finally, my last comment has to do with Venice Boulevard. The City of Los Angeles has made changes in Venice Boulevard in Mar Vista, reducing travel lanes to add a protected bike lane. The Palms neighborhood council has recently started discussing making changes along Venice Boulevard in Palms as well. The concern with these changes is how it will affect the 33/733 bus lines going down the street. We already know from our experience" –	8/26/2020	WSC PH
Silvie breber	Sierra Madre needs bus 487 to continue. It is vital for students and the elderly. It's our only public transportation. How else can we get to the Gold line.	8/9/2020	SGV PH
Spanish line caller, no name	I'm against 19 the Line 90, 91, 92 and 296. They don't run in all the 20 routes on L.A., and if you're going to eliminate 90, 91, 21 and then you should talk about -- so that -- they can be 22 in the 400 because they run on peak hours, and from 23 Downtown to L.A. on peak hours, I am -- and I guess 24 that -- that proposal, the 90, 91, 96, and I am in favor 25 of Line 501, and the excellent change in Line 501 I'm in 1 favor of that. Thank you very much for that.	8/29/2020	SFV PH
Stephanie Johnson	Metro Service Planning & Development: I have reviewed the NextGen Bus Plan proposed service changes for lines operating in the San Marino area and support the July 2020 plans. * The elimination of lines 78, 79 and 378 on Huntington Drive, replacing it with new Line 179. * The elimination of the Oak Knoll Avenue portion of line 258. We look forward to the implementation of the NextGen improvements. Thank you for the opportunity to comment. Best regards. Stephanie Johnson	8/25/2020	email
Stephanie Rivera	Dear Metro: LA County needs Transit to Parks.	8/26/2020	email
Stephen Pink	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email
Steve Mayer	I wish to comment upon three lines -- 16, 14 and 16 -- all of which are being changed for underutilization. Specifically, on Line 16, it was decided that the segment from Cedars Sinai to Century City is underutilized will be removed. During afternoons, I'm going to work Downtown. The buses are so full that I need to disembark at La Cienega and take a later bus due to social distancing. It should be noted that in 2017 and '18 during the study times, there was construction of both Century City for both the subway and the express construction, that Line 14 during 2018 there was substantial construction for not only the North Santa Monica Boulevard reconstruction but also Metro Rodeo Station. Sometimes there were three different routes during the day, and it took more than a year before a stop was created in the triangle. So that was the reason for the underutilization, and it continues today. It should be noted that the Beverly Doheny stops in West Hollywood have over a hundred daily passengers. They will be adding 15 to 30 minutes to their commutes each way. Lastly, the premise that NextGen must proceed now to properly be positioned after the pandemic makes no sense. NextGen does not address the most important issues of masking and social distancing until those two issues can be properly addressed along with restoring the full schedule. This plan does not -- should not be going forward. If you wish to try a pilot program on Venice Boulevard with Lines 33 and 73, that would make much more sense.	8/26/2020	WSC PH
Steven Silva	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email



Name	Comment	Date	Event/ Source
Susan Gray	Many people use 487 to get to downtown LA, particularly during weekdays.	8/24/2020	SGV PH
The Horn Family	To whom it may concern, I opposed the elimination of bus stops from the route of the 577 bus. There are too few alternatives connecting options provided by LACMTA to reach OCTA, the Norwalk C Green Line Station, and the Long Beach bus system. Do not remove these stops.	8/27/2020	mailed
Thomas Rees	Please do not eliminate these lines my family and I use these lines constantly and it would really affect our transportation for both work and school	8/24/2020	SGV PH
Tom	Why is the Valley/Garfield stop on Route 76 proposed to be removed? Valley and Garfield is a major intersection and this stop provides connections to a north-south bus route (Montebello Route 30). If this stop is removed, transferring passengers will have to walk 3 blocks (1000 ft. or 5 minutes) to the next bus stop. Major intersections like Valley and Garfield is very important as the bus system is in a grid form in the SGV. This proposal will make this already difficult transfer even more challenging.	7/24/2020	Virtual Workshop
Tony Braswell	<b>*See attached letter from NCVV</b>	8/27/2020	email
Velena Tumussn	Hello, I reviewed your changes and I have to disagree with some routes. First of all, you cut off the 222 and the 237 lines, so now there is NO BUS SERVICE along Cahuenga Blvd and Universal Studios. I strongly disagree with this! If anything, I think you need a more frequent shuttle that runs between Hollywood and Vine, Hollywood and Highland, and Universal along Cahuenga. There are a LOT of businesses in the area that have almost no parking, and bus is the best way to go. Please provide public bus service to help connect Hollywood to the Valley. SECOND, I STRONGLY DISAGREE with removing the "off peak" bus for the Western Ave 757 bus line. I know you're adding more 207 busses, but Western Ave is soooo very long. And I have indeed taken it from Hollywood Blvd to the Green Line Station, and that bus ride on the express bus only took 1 hr whereas on the local bus would have taken almost 3 hours. So I still think you need ALL DAY express bus service. It's one of the main NORTH-SOUTH thoroughfares for bus riders in Los Angeles (along with LaBrea, and Vermont). So Please have all day express bus service for Western Ave. Thank you. - Lena, Hollywood CA	8/3/2020	email
Wally Shidler	I'd like to comment on Line 130. Maintain Line 130 under Metro. If Line 130 is transferred to Torrance and Long Beach Transit, the customer that rides 130 through the Artesia station will incur an increase in fare from transferring from a Metro line. On an average weekday, 56 percent of Line 130 eastbound customers and 45 percent of westbound customers rides through the Artesia station. As an example, a customer starting their trip on Metro using a Tap card now pays the Metro base fare of \$1.75 that includes a free transfer to Line 130. Total fare, 1.75. If Line 130 is transferred to Long Beach or 13 Torrance Transit, a customer using a Tap card on Metro transferring to Long Beach and Torrance Transit riding through the Artesia station would pay the Metro base fare of \$1.75 plus 50 cents for interagency transfer to Long 17 Beach Transit. The customer would then pay the Torrance Transit base fare of \$1.00 at the Artesia station transfer point. Total fare, \$3.25. This is an 86 percent fare increase, and there would be no guarantee of a time transfer at the transfer point. Approximately 50 percent of patrons ride through the Artesia station. Did Metro perform a Title VI equity analysis of the possible increase in fares when Metro lines are transferred to municipal operators. Keep in mind that Line 130 transfers through a number of disadvantaged communities where the median household income is 80 percent below the state average. Thank you very much. Have a nice evening, everybody	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Wally Shidler	<p>Thank you for delivering the July 2010 updated NextGen Bu Plan and the Bus Consolidation Maps. I have reviewed all the lines in the Gateway Cities Service Sector and adjoining Service Sectors that partially operate in our sector and am furnishing my remarks on each line. Generally, the program is right on track. I would support the majority of the changes if my colleagues agree. However, five members of the Gateway Cities Service Sector are Elected Officials and do not use public transportation on a regular basis, if at all. I do not believe they have done or will do an in-depth study of each proposal. At our September meeting, when it comes time to vote, I hope we may have a short discussing of the proposal for each line. As indicated in my review, I am particularly interested in my proposals for Lines 102-105-611, 130 and 460. I would like your input on these three proposals. After reviewing the July 2010 updated NextGen Bus Plan, and the interactive maps and other ridership date, I am submitting my comments and questions regarding the bus lines in the GATEWAY CITIES SEVICE SECTOR. I have compared the exiting service with the proposed changes: I am submitting a Line by Line summary of the proposals for each line. I would like to receive your comments on my proposal prior to the Public Hearings. I am particularly interested in my proposals for Lines 130, 102-105-611 and Line 460. LINES: 55-355 GWC/WC D2-13: Discontinuing service to the Compton Civic Center and LA County Courthouse at Compton and Willowbrook. 60 GWC/WC D-2: NO CHANGE 66-262- GWC/WC D-1: Need TIMED TRANSER at Olympic and Garfield between Line 66 and 262 for customer traveling to the Citadel Shopping Center and Commerce Casino. 108-358 WSC/GWC D-5: NO CHANGE. How many Short Line trips to Slauson &amp; Garfield? 110 GWC/SBC D-5: NO CHANGE. 111 SBC/GWC D-18: NO CHANGE. How many Short Line trips to Florence and Garfield? Eliminate Bus Stops at Florence and Rugby, east &amp; Malabar west. Stops are one short block from Florence &amp; Pacific stops. 115SBC/GWC D-18: NO CHANGE. 117 GWC/SBC D-18: NO CHANGE 120-621 GWC/SBC D-18: Need TIMED TRANSFER at Norwalk Station between Lines 120 &amp; 621. 125 SBC/GWC CONTRACT D-97: NO CHANGE 127 GWC/SBC D-18: NO CHANGE 128 GWC CONTACT D-97: NO CHANGE. Except COW is unreliable. 202 GWC/SBC D-18: NO CHANGE 205 SBC/GWC D-97: NO CHANGE. 232 SBC/GWC CONTRACT D-97: NO CHANGE. 251-751 WC/GWC D-3: NO CHANGE. How many short line trips to Palm &amp; Seville Loop? 252 WC/GWC D-3: NO CHANGE. 254 GWC CONTRACT D-95 : NO CHANGE. Note that this line services Walnut Park Middle School on Santa Fe Ave. between Nadeau and Florence Ave. (Was the Principal notified?) 256 SGV/GWC/WC CONTRACT D-95: NO CAHNGE. I hope this does not cause too many transfers for our customers. 258 SGC/GWC D-3: NO CHANGE. 260-762-261 SGV/GWC D-9: NO CHANGE. Need TIMED TRANSFER between 260 &amp; 261 at Imperial Highway. 265 GWC D-9: NO CHANGE. 266 SGV/GWC CONTRACT D-95: NO CHANGE. 460 GWC D-1: Discontinue segment between Los Angeles and Norwalk Green Line station. Liner 460 is duplicated by GREEN, BLUE and SILVER Lines. As an alternative, operate PEAK hours only. METRO has constructed two rail lines and the Silver Line that duplicates 460 service. Metro's own comprehensive operations analysis of Line 460 stated that rail travel times are actually faster during peak periods. Metro Center Station to Norwalk Station takes 52 minutes by bus, 40 minutes by rail including wait time for the transfer between lines. (Substantial savings in RSH) 577 GWC/SGV CONTRACT D-95: NO CHANGE 612 GWC/SBC D-2: NO CHANGE. May have multiple transfers for some customers 102 GWC/SBC D-5 / 105 WSC/GWC D-2 / 611 GWC D-2: 102- Extend Line 102 from 41st &amp; Central Ave., via 41st St., Hooper Ave., Florence Ave., Seville Ave., Santa Ana St., to Atlantic Blvd. or Wilcox Ave. (This would eliminate Line 611 and continue a one-seat ride to the Florence Blue Line Station and U.S.C). 105- Extend Line 105 from Vernon/Santa Fe/Pacific, (Vernon Yard) along Pacific Blvd., Leonis Blvd., District Blvd., Atlantic Blvd., to Slauson Ave. (This would eliminate Line 102 between Vernon Yard and Atlantic) On account of the uneven headways between the 3 lines:: 102: 40 min. Short Line select trips at the Blue Line (A) Florence station to maintain a 60 min. headway between the Blue Line (A) and Santa Ana and Atlantic. 105: 10-15 min. Short Line select trips at Vernon Yard to maintain a 40 min. headway to Atlantic and Slauson. 611: 60 min. Discontinue service. 130 SBC/GWC CONTRACT D-97: Consider continuing contract line 130 under Metro. The transfer of this line to Long Beach Transit and Torrance Transit would not be in the best interest to our customers. Every time we transfer a line in the Gateway Sector, our customer are inconvenienced. EXAMPLE: Suppose a customer living in the City of Bell (a disadvantage community) boards Line 260</p>	8/16/2020	mailed

Name	Comment	Date	Event/ Source
	<p>on Atlantic Blvd. traveling to their employment in Gardena, transferring to Line 130 westbound at Atlantic and Artesia. The customer using a TAP Card now pays the Metro Base Fare of \$1.75 that includes a FREE transfer to Line 130. Total Fare \$1.75. If the Line 130 is transferred to Long Beach Transit and Torrance Transit, the customer using a TAP Card would pay the Metro Base Fare of \$1.75 plus .50 for an interagency transfer to Long Beach Transit. The customer would then pay the Base Fare of \$1.00 to Torrance Transit at the Artesia Station transfer point. TOTAL FARE \$3.25. THIS IS AN 86% FARE INCREASE. There is no guarantee of a Timed Transfer at the two transfer points. DID METRO PERFORM A TITLE VI EQUITY ANALYSIS ON FARES WHEN OUR LINES ARE TURNED OVER TO MUNICIPAL OPERATORS?</p>		
Wayne Wright	<p>This is my comments for the proposed NextGen service changes lines 2/200 will accept changes, but ask that if Owl service is offered that Owl run between Vermont/sunset, via Vermont, Hollywood Bl, (to connect w/180 Owl at Vermont/prospect) &amp; loop Figueroa, King Bl., Broadway to Vernon, to connect with proposed 81 Owl &amp; 105 Owl, since 40 Owl would be eliminated. Line 10 since Owl service is being eliminated, request that Line 10 late night run until 1am between west Hollywood &amp; downtown LA Line 16 establish Owl service on 16 line after being cut 36 years ago, night ridership on 16 is a joke! Busses are overloaded, mainly e/b, run 24 hour service on Line 16. As for proposed 617 shuttle, would welcome it &amp; weekend/holiday service between Culver City Station &amp; Beverly Center, weekend service is needed on Roberson since B.B.B. #5 pulled out on Roberson in 2016. Line 28 establish agreement with B.B.B. to run certain trips on Olympic Bl to Sepulveda Expo w/of Century City since its #5 bus no longer runs on weekends/holidays, run 28 trips after 8pm &amp; all day weekends &amp; holidays, west of Century City. Line 30 the proposal for Line 30 is a joke, would leave no service w/of Pico/Rimpau station, no service e/of Little Tokyo Station &amp; Owl service would be eliminated. Would ask the following... Work with LADOT to run DASH line w/of Pico/Rimpau station. Continue to extend Line 30 on e. 1st St.to connect with Line 106 at 1st &amp; state in Boyle Heights &amp; continue to County USC Hospital to continue a direct connection from downtown LA to hospital, also passengers would have to transfer twice between the 30 &amp; 106, via the Gold Line, it would be excessive transferring &amp; Line 78 would not go directly to hospital. Line 33 run 2 way Owl service to every 30 minutes on line, like lines 4, 20 &amp; 204. Welcome rerouting to Pico A &amp; E Line Station, Venice Bl between Figueroa &amp; Main is too narrow, w/b 33 route had to be changed around 15 years ago to run via 17th st, to Hill or Broadway back to Venice with Lines 33 &amp; 733 rapid. Line 40 Owl service would be lost on King Bl, also request that certain 40 trips that will operate s/o Stocker St. Run on West bl. To serve Fairview Heights Station since Line 110 will not serve station &amp; Line 607 is going away, there were complaints that Fairview Heights Station would not be directly served, passengers would have to walk up from Florence to catch, or walk from train. Also... Continue 40 service to serve La Brea, via Kaiser Hospital &amp; Inglewood Civic Center &amp; layover where 212 shortline lays over at Manchester/Hillcrest. Line 45 run 45 Owl service to Lincoln heights &amp; continue to San Pedro/Rosecrans layover after 11pm, consider certain 45 trips to Rose Hills area as proposed a few years ago 7 days a week. &amp; again... That 45 Owl run on n. Broadway in Lincoln Heights to replace 83 Owl that's going away. Line 48 the following changes &amp; request... Run all service to Avalon C Line Station after 8pm. Eliminate busses on Gage Ave due to turning issues on Gage between San Pedro &amp; Main, continue on Main to Florence 7 then to San Pedro, possibly work a deal with LADOT DASH to do a possible route swap in the targeted area with its Vermont/main DASH route. Improve headways 7 days a week. Lines 51/52/351 support line change &amp; extension of 51 to C.S.U.D.H. would ask that 24 hour Owl service operate on Avalon between downtown LA &amp; Avalon/Del Amo since Line 246 Owl is going away. Line 53 would ask that Line 53 be broken up &amp; service s/o imperial or 120th St. be spun off to Line 253 to operate to CSUDH &amp; operate further to serve proposed outlet mall in city of Carson &amp; also possibly serve Harbor Gateway Transit Center in the middle if possible. If 53 rerouting is accepted it have 53 passengers go all the way to Rosa parks Station for nothing &amp; would put a hurt on riders s/o 120th St.in Willowbrook/Compton &amp; Carson area, request that southern portion of 53 be spun off to new line. Line 55 request the following... That certain Line 55 busses replace Line 202 to Artesia A Line station. Since 202 is proposed to be shorten &amp; operate between Rosa parks Station &amp; Artesia A Line station, it makes more sense to continue to have the 55 to replace the 202 s/o Rosa Parks station. Mixed</p>	8/25/2020	email

Name	Comment	Date	Event/ Source
	<p>on Owl service going away on the 55. Line 60 would request that Owl service be broken up &amp; focus 60 Owl between Artesia A Line to downtown LA to make hourly line up, in which current 60 Owl doesn't this is the request for the southern portion for 60 Owl between downtown LB to Artesia station. Continue 60 from downtown LB via LB BI to Artesia BI (via Artesia a line) &amp; west on 91 freeway to Vermont to 182nd, to Harbor Gateway Transit Center, to connect with Silver Line Owl. Current situation with 60 Owl is a joke &amp; operator miss major line up in downtown LA also due to detouring to Compton A Line station. Line 62 have no issues with 262 proposal, but ask that service s/o Cerritos mall to Hawaiian Gardens be kicked over to LBT later this decade, or if &amp; when southeast rail line is built &amp; opened in future? Line 66 two issues... Continue all service after 6:30 pm to Wilshire/western d Line station, currently 66 busses at night continue to layover at 8th &amp; western. Run 20/30 minute night service on line 7 days a week, current 60 minute service at night is poor. Lines 78/79/378 support 79 replacement, the 179, request that all night service e/b go to Arcadia Gold Line Station &amp; its night service still connects with 78 busses on Alhambra/LA city line &amp; that the 78 have better night service &amp; either go to Gold Line Station or Westfield Santa Anita mall. Line 81 branch into 81/82 81 would still run on proposed Yosemite, replacing the 181, proposed 82 would shortline at Figueroa/Colorado &amp; would make it easier for passenger to transfer between lines 81 &amp; 180 &amp; half of 81 busses would be empty by the time the 81 would arrive to Figueroa/Yosemite going to Eagle Rock Plaza. Also run Owl service all the way to Harbor C Line Station if possible. Lines 90/91 cannot accept proposed routing, its flawed &amp; leaves a gap on foothill BI between Sunland &amp; Lakeview Terrace. Not acceptable! Line 92 since Owl service is going away, have last bus from downtown LA leave at midnight. Line 94 support line change &amp; proposed Owl service, it's a must on the proposed revamping of the 94. Line 96 I was hoping the Riverside dr portion of the 96 would go to LADOT DASH since they are proposing to run service on Riverside Dr. Line 102 would accept truncating 102 to Manchester &amp; Sepulveda, transfers to airport would be made by existing BBB 3 &amp; culver city busses 6 &amp; rapid 6. Would suggest that if micro transit bus does not come to Westchester/Playa Del Rey area, continue Line 102 to replace 115 service to Playa Del Rey. Also retain late night service on 102 till midnight. Line 105 expand Owl service to either w.LA transit center or to Cadillac/LA Cienega, where Kaiser hospital is located, to connect with proposed Line 180. Line 108 request following changes... Run Owl service between Atlantic &amp; La Brea on Slauson, run last e/b bus till 11pm, or midnight, w/b till midnight, to connect with late night Line 212 &amp; c.c # 6 improve night service on Slauson to 20 to 30 minutes, instead of 60 minutes, service gets poor &amp; overcrowded, mainly e/b after 7pm &amp; is a problem. Line 110 run 7 day a week service to Playa vista, reroute hook shape route, via Playa Vista, Bluff Creek, to Jefferson, to regular 110 layover so 110 busses can directly connect to BBB #3 &amp; proposed extension of BBB #16. Line 115 improve late night service if Owl service won't be offered, run late night service till 1am. Run night service headways 20 to 30 minutes. If service west of Sepulveda to Playa Del Rey is being eliminated, reroute Line 102 to replace service w/of Sepulveda. Line 117 define where Owl service will run from what point, to what point? Line 120 would ask that Line 120 truncate at Rosa parks Station &amp; replace it with 121, instead of 621 shuttle, 621 shuttle would be a problem for Metro &amp; the cost of running line to &amp; from division 18 to Whittier, or Norwalk Station would be costly, its recommended that proposed 121 replace the proposed 621 shuttle/ Line 125 would ask that service headways on 125 be greatly improved, 7 days a week &amp; night service until midnight, current headways are a joke! Line 127 cannot not accept staff proposal to have 127 run 30/60 headways, would ask the following... Run mon-fri headways 20-30 &amp; night service till 11pm weekends: run 30-60 headways &amp; night service after 7pm to 40 to 60 minutes &amp; night service till 11pm. Have weekend 127 busses truncate at Firestone/Lakewood, instead of going to Downey depot. Line 128 can't support line if it would no longer travel to Cerritos town center, also consider to transfer line to LBT in near future, since it runs in their northern territory. Line 152 cannot support any changes on line, cause it would leave gaps &amp; would leave a gap on Fallbrook between Sherman way &amp; on roscoe w/of Topanga canyon &amp; no service e/o Lankershim. Cannot support this proposal. Lines 162/163 cannot support line proposal Line 166 would support proposal if 166 was expanded to replace a left out portion on foothill BI to Sunland if certain trips were to continue to Chatsworth transit center, to connect w/proposed changes with lines 150, 158, 167 &amp; 244. Otherwise can't support this proposal. Line 169 cannot support proposal if 169 can't operate to Burbank airport &amp;</p>		

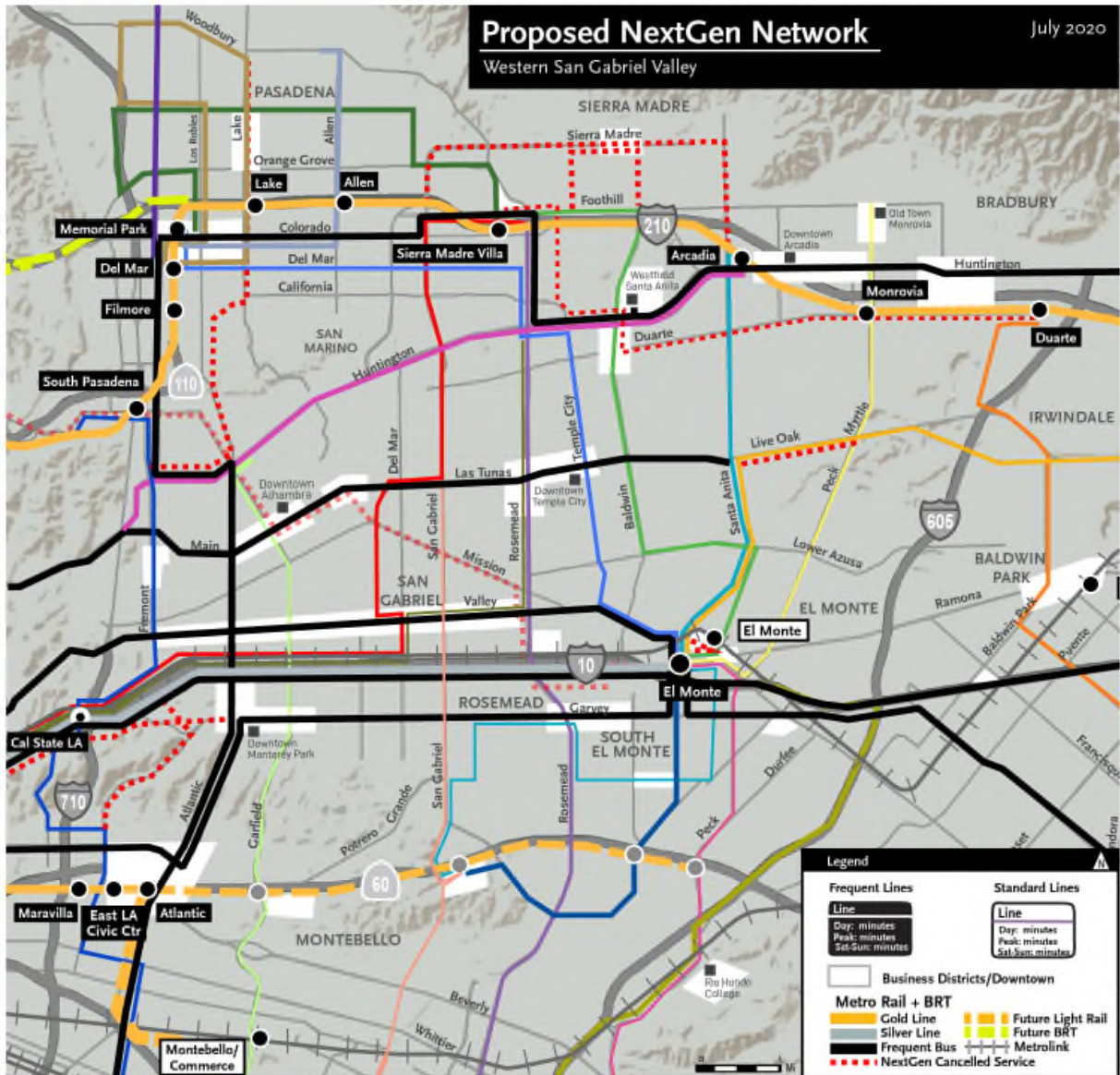
Name	Comment	Date	Event/ Source
	<p>maybe tie in with Line 222. Line 181 have concerns with foothill transit &amp; may not want to reroute the 187 east of San Gabriel Bl &amp; foothill bl. Line 204 expand 204 Owl to serve Harbor C Line station, run 204 busses in two routes... 204 bus (example) would run via 120th st, Figueroa, to transit station. 204 b Line would run via imperial highway, to Figueroa, to transit station &amp; after layover would continue south on Figueroa to 120th, back to Vermont. Line 205 would support line changes, but concerned about loss of service in San Pedro &amp; DASH may not fill in all the blanks. Also... Better headways on weekend/holidays for the 205. Line 209 have 209 busses use Jefferson/10th ave layover, via Obama, Crenshaw, rail stations &amp; Jefferson to 10th ave layover. Line 210 support breakup of 210 in Hancock park area &amp; focus line between Wilshire/western d Line Station &amp; south bay galleria. Run Owl service as far south as Crenshaw C Line Station (120th st), or to Crenshaw/Rosecrans. With 610 proposal, have certain trips replace Line 222, via Yucca, Cahuenga, Odium to Hollywood Bowl. Line 211 run a 20/30 headway on prairie 7 days a week, instead of 60 minute headways, so-fi stadium will be the problem &amp; better service is needed on that section of prairie, also do not reroute to Hawthorne C Line Station due to n/b Line 211 busses cannot have a stop at n/w corner or imperial highway &amp; prairie, continue direct on prairie. Line 212 will support extending to South Bay Galleria, replacing Line 40, but the following is asked... If Owl service is to be provided, run Owl from Hawthorne Station, (loop Lennox, Prairie, Imperial to Hawthorne Bl layover), or Hawthorne/el Segundo Bl, n/b to either the following... A) to wla transit center, via Jefferson Bl, La Cienega, Fairfax. B) to regular route to Hollywood, to Hollywood/highland. Also consider using articulated busses due to a spike in ridership on extended 212. Line 215 have 215 busses serve Redondo Beach C Line station, bypass Hawthorne C Line Station due to turning issues at intersection on Inglewood &amp; Lennox Bl. Line 217 have Owl service busses serve La Cienega E Line Station between 1am &amp; 5am. Improve night service headways on proposed 180 line, overloads on line at night. Line 218 since line is to truncate at Santa Monica/Fairfax, loop via Fountain, Fairfax, to Santa Monica Bl &amp; layover at location. Line 222 recommend that 222 be expended &amp; tie in with Line 169, cannot support current proposal. Line 224 will proposed Owl still be proposed? Line 232 improve headways 7 days a week, also expand late night service until 11 or midnight from downtown l.b Line 233 no issues with changes, if Owl service is to be provided to Sepulveda expo station. Lines 234/rapid 734 would like to see 234 branched out in two lines... Lines 234 &amp; 235 s-235 would stay on Sepulveda n/of brand Bl in mission hills &amp; continue on Sepulveda to Rinaldi, via Holy Cross Hospital &amp; also serve San Fernando/Sylmar Metrolink station, Line 236 consider rerouting 236 to serve holy cross hospital, if the 235 deal can't be done. Line 242 can't support proposal if line will no longer serve Porter Ranch Shopping Center. Line 246 since Owl service is to be eliminated, would ask that last bus leaving Harbor Gateway Transit Center at least 1am &amp; from San Pedro, also at 1am. Also look at expanding 51 Owl to Avalon &amp; Del Amo in Carson 24 hours. Improve headways to 30 minutes, all day! Lines 254/665 since 254 is going away, consider expanding Line 665 as far as Huntington Park, to replace part of the 254. Line 258 consider the following... 1.) Truncate Line 258 as far as Firestone Bl &amp; let Montebello Line #30 take over s/of Firestone, to be true bus route on Garfield &amp; for the 1st time they could connect with LBT service. 2.)Truncate Line 258 at Imperial Highway &amp; let Long Beach Transit expand their 21 route to Imperial. The 258 is still too long! Line 260 didn't state where Owl service on the 260 would operate? Line 265 improve weekend/ holidays to a 35/40 minute headway, bus is crowded on certain trips on weekends, also expand night service until 10 or 11pm. Line 266 improve headways 7 days a week, to 20/30 minute headways. Expand night service until 11pm 7 days a week! Line 344 expand night service until 10 or 11pm 7 days a week! Line 487 cannot support current proposal, also with Line 287 truncating in arcadia at Gold Line station. Line 489 Line needs to be expanded farther to at least around Westfield Santa Anita mall in Arcadia. Line 534 Metro staff needs to look at transferring this line to BBB in near future due to cost &amp; time for operators to drive all the way to Malibu to originate line. Line 550 expand line to truncate &amp; originate at C.S.U.D.H. instead of Harbor Gateway Transit Center. Line 577 would be a mistake to eliminate Cerritos mall stop on 577, run weekend/holiday service on 577 &amp; possibly expand to serve Monrovia, or Duarte I Line station. Line 601 would like to see 601 operate to Ventura Bl at all times, also operate 601 until 1am since Owl service is going away. Line 605 continue line to Mission Road to connect with Line 78. Line 607 look at LA county &amp; LA DASH to take over parts of Line 607, in Windsor Hills/View Park &amp; on west</p>		

Name	Comment	Date	Event/ Source
	Blvd., since line is going away. Line 611 expand line s/o Santa Ana to serve shopping center at Atlantic & Firestone, layover s/e of Firestone & Atlantic where Line 115 shortline used to layover at. W/b service would run as far on Florence to Hooper to Gage to Central & layover by the post office on Central & would still serve the Florence A Line station. Also look on expanding 611 w/o Atlantic on Firestone to replace Otis St. portion s/o Firestone to Abbott & MLK in Lynwood from Line 612. Line 656 Owl bus can't understand why 656 has to go to Santa Monica & Normandie? Would ask that Owl line be modified to connect with Owl 4, 217/180, 204 & possibly line 200 this proposal I may not support. Line s-450 would support proposal if board would eliminate zone fare s/o Harbor Gateway Station & charge n/o station when it operates to downtown LA also... Expand night service until 10 or 11pm. Line 456 this line was not on the NextGen proposals, because it was a latecomer since this line was started in November of last year, my request is to take busses of Atlantic, no stops on Atlantic, between 6th & Ocean & Ocean between Atlantic & LB Blvd. in long beach, run line on LB Blvd. between 6th & Ocean. Would like to support this line, but that change has to be made on the 456. & this concludes my comments... Thank you... Wayne Wright		
Wendy Camacho	Dear Metro: LA County needs Transit to Parks. You have the plan. Please get moving! *As a person who has lived in Los Angeles her whole life I understand how hard it is to get access to green spaces here. It is time we prioritize the need of the people such as green space!	8/27/2020	email
Wendy Spears	It is critical that busses run on time and with the frequency that is planned into the schedule of each line. There have been far too many times over the past 3 years when a bus has arrived late at my scheduled stop or hasn't come at all. I look forward to the new and improved system.	8/21/2020	All-Region PH
Wendy Witherspoon	I am writing to express my concern about the proposed discontinuation of Metro Line 218 under the NextGen Bus Plan. The line runs along Laurel Canyon Boulevard, directly connecting Studio City and the San Fernando Valley to Hollywood in a way that no other line does. There is simply no proposed substitution for this line, and its discontinuation will force riders to either double their travel time or abandon Metro bus service altogether. My family and community relies heavily on the Metro Line 218, and its discontinuation would cause an extreme hardship, stranding many in our community. Please keep Metro Line 218!	8/25/2020	WSC PH
William Jones	To Whom It May Concern: I appreciate all the hard work that has gone into the NextGen study and plans, however, I feel these plans are severely flawed in that some communities are left without services completely. The 487 and 268 bus lines are critical to residents of North and Northeast Pasadena, Sierra Madre, Arcadia and Monrovia to reaching schools, doctor offices, train stations, grocery stores and so much more. I and many residents I have spoken to ask that Metro reconsider the cancellation or alteration of these lines. For students and elderly like me who have disabilities that prevent driving all the time, these services are critical to get from train station to homes and schools.	8/24/2020	SGV PH
Yesenia Vencebi	I am writing to you because I read in the "NextGen Bus Plan Proposed Service Changes" brochure that Metro is planning on discontinuing Line 612 in the South Gate and Huntington Park areas. Just yesterday I boarded the bus at the same time than an elderly woman in a wheelchair did, and, as usual, there were also other people on the bus. I don't know how anyone could consider it an underutilized bus route, because although there are hours when there may be less passengers than at other times, it is a highly utilized bus. Sincerely,	8/24/2020	mailed
Yeun-Bin Lee	Dear Metro: LA County needs Transit to Parks.	8/27/2020	email

Name	Comment	Date	Event/ Source
Yifang Nie	I support this measure, but don't think it goes far enough to ensure that people take advantage of buses. Based on the proposal documents, it looks like the plan is to allow buses to arrive more frequently, but it does not help anyone if 2 buses arrive within 5 min of each other and then it's 15 min until the next. We need to ensure that bus arrivals are spaced out evenly, so that it's always convenient to wait for the next one. If I had to wait 15 min bc I missed the bus, I would probably just call a Lyft. Also, we need dedicated bus lanes! There is no point spacing out bus arrivals if they're all going to get snarled in traffic and 5 buses arrive at the next stop at once.	8/26/2020	WSC PH
Zachary Molley	I'm a San Pedro resident. My commute is to U.S.C. So I've written comments to Scott Greene and Joe as well about this 450 amendment. What I'm concerned about is the loss of off peak one seat ride service between San Pedro and U.S.C. 11 I'm a choice rider so those types of factors impact my decision to use transit heavily. I have suggested to staff via e-mail that they look at doing what is called a combined headway along the lanes of the Silver Line. In my judgment using the Silver Line, it's basically two way built together between Downtown and South L.A. or the Harbor Gateway Transit Center and a way between Downtown and El Monte. It's -- they were to coordinate the Silver 910 with the 450 and have them both run every 30 minutes. For example, you would have a combined headway of every 15 minutes along the I-110 transit way while the combined headway between the 910 and the Foothill Transit -- the Silver Streak would provide whatever headway is along the I-10 corridor. I would strongly encourage that you consider that. My only other comment is probably tangential to this, but moving from the Bay Area down here, there seems to be an obsession with local control here in Los Angeles, and I'm aware -- you know, Torrance, Carson and Culver City, all of these operators operate on their own, but as one of the commenters, Mr. Martin mentioned earlier, local travel transcends train to 10 having some local control operators makes using transit 11 even for local trips very difficult. I encourage L.A. to 12 relook at that broadly.	8/20/2020	SBC PH

Name	Comment	Date	Event/ Source
Zakhary Mallett	<p>Hi, Joe and Scott, In part just to put more thorough comments in writing, I wanted to briefly follow-up on the comments I submitted for today's South Bay Cities Service Council meeting. I am sure I will reassert when the public outreach occurs in a few weeks ;). To reiterate, I saw on the proposed service plan update (, which shows that the 450 route will only provide one-seat ride service between San Pedro and the I-110 transitway and Downtown Los Angeles during peak hours; during off-peak hours, including all day on weekends, service will be restricted to between San Pedro and the Harbor Gateway Transit Center (HGTC) only. Riders seeking to connect to/from areas north will experience a forced transfer to the Silver (J) Line at HGTC. As an occasional rider and observer, I do not support this for reasons that are likely obvious. Proposal I believe it would be a productive to consider coordinating multiple routes along the I-110 transitway so that scarce resources are broadly allocated, but shared along this corridor so that there is a minimum combined headway. As an example, if the 450 and Silver (J) Line each operated every twenty, twenty-four, or thirty minutes during off-peak periods, there would be a combined headway of one bus every ten, twelve, or fifteen minutes, respectively. [If Long Beach Transit financed your operation of my Long Beach connection proposal (unlikely, I know), the three routes could each operate every thirty minutes for a ten-minute combined headway, and you would have the flexibility to interline the 450 and this conceptual Long Beach connection.] In any case, this proposal rests on an assumption that the Silver (J) Line is effectively two consolidated routes – a leg that connects El Monte to Downtown Los Angeles and a leg that connects the Harbor Gateway Transit Center to Downtown Los Angeles – and that there is limited ridership that traverses between these legs of the route. If this assumption is accurate, then what is most important from a service operations standpoint is the combined headways on each leg of service, independent of the other. With Foothill Transit's Silver Streak providing parallel and same-price service on the El Monte leg, that would be the service that the Silver (J) Line provides combined headway with there, while it coordinates with the 450 on the HGTC leg under this proposal. Question Do you have a way to check this hypothesis about Silver (J) Line ridership patterns? With automated passenger counters, you cannot account for origin-destination pairs; only total ridership by stop. However, perhaps you have TAP data that provides the unique locations where people tap on (?). If the same unique account taps on at one location in the morning and another location in the afternoon, that would indicate that, that unique traveler's round-trip ride is between those two locations. At the end of the day, this is just an idea from a rider, and I do not expect special treatment in your review. That said, your review of this idea or explanation for why it is prima facie infeasible would be greatly appreciated. Thanks for your consideration! Sincerely, Zakhary Mallett, MCP</p>	8/14/2020	email
Zennon UlyateCrow	<p>Please consider rerouting the 602 from Sunset down to Bundy to San Vicente to Wilshire to Westwood Blvd, rather than its current route continuing down Sunset to Montana and Gayley. This way the travel time from Westwood to the rest of the route would be faster, as the 602 would now skip the nightmare stretch of Sunset between Bundy and the 405, saving up to an hour of travel times. Furthermore, the Palisades and neighborhoods along the western end of Sunset will finally be able to connect themselves to the greater Westside without routing through Westwood, allowing for speedy transfers from this new route to other routes linking to destinations like Sawtelle and Santa Monica Blvd.</p>	8/14/2020	WSC PH
Zennon Ulyate-Crow	<p>For the 602 Bus Line, it should pivot down Bundy Dr. and take San Vicente/Wilshire/Westwood and end at Westwood Plaza at UCLA. By doing this you would skip the traffic situation that can result in up to an hour of delays between Bundy and the 405, increasing the overall speed of the route dramatically. Furthermore, the three major destinations for people in Pacific Palisades are Brentwood, Sawtelle, and Westwood. Currently, no bus line connects Pacific Palisades and Sawtelle/Brentwood, but this line would allow for service directly through Brentwood and for easy, efficient, transfers to Sawtelle, while simultaneously reducing travel times to Westwood. The portion of the current route that travels on Sunset/Sepulveda/Montana/Gayley that would no longer exists travels through single family residences and serves very few riders, with the only bus connection being at Sepulveda Blvd, something that is solved with the new 761 route as it connects with this potential 602 route on Westwood.</p>	8/6/2020	Virtual Workshop

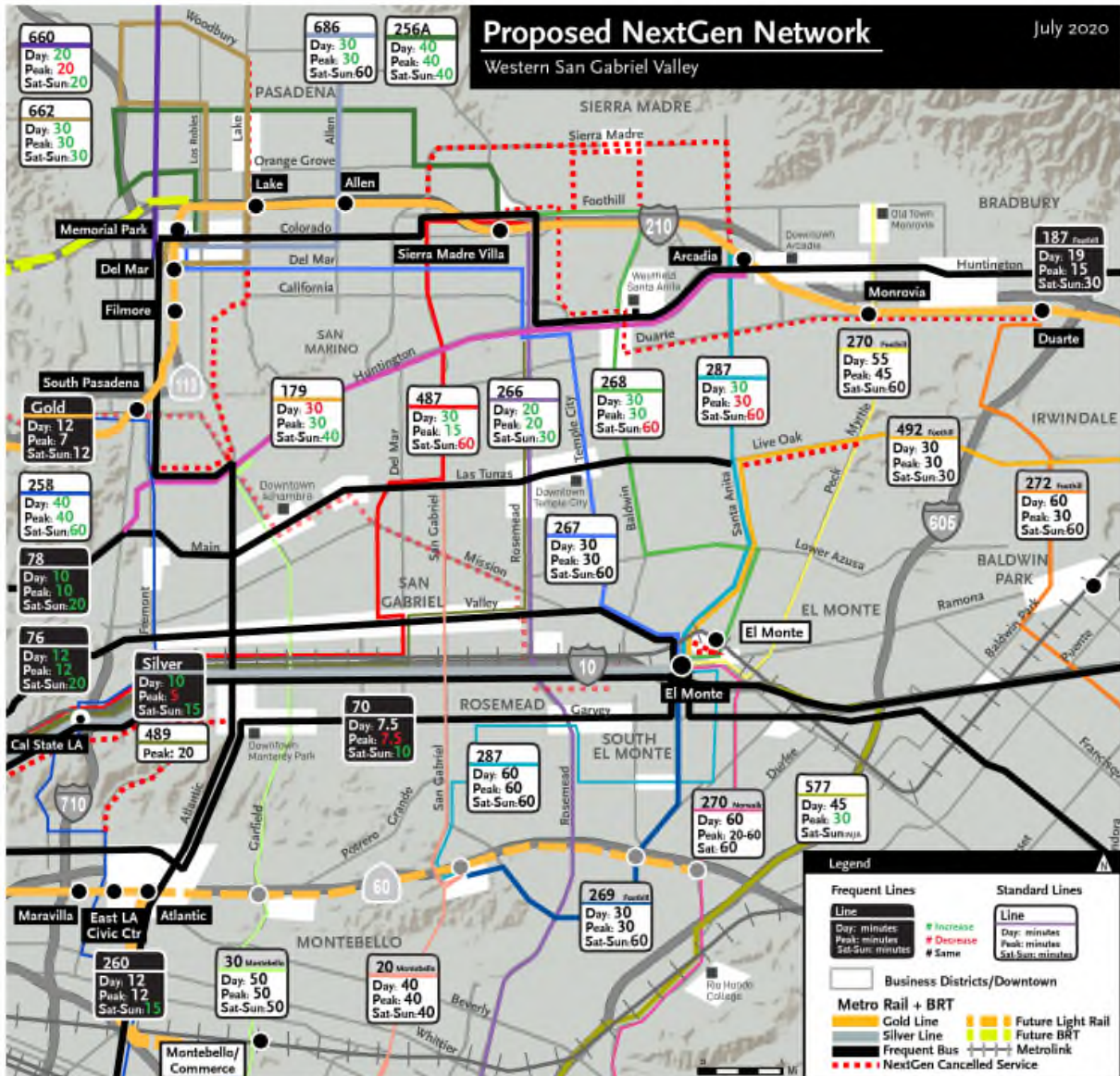




# Proposed NextGen Network

July 2020

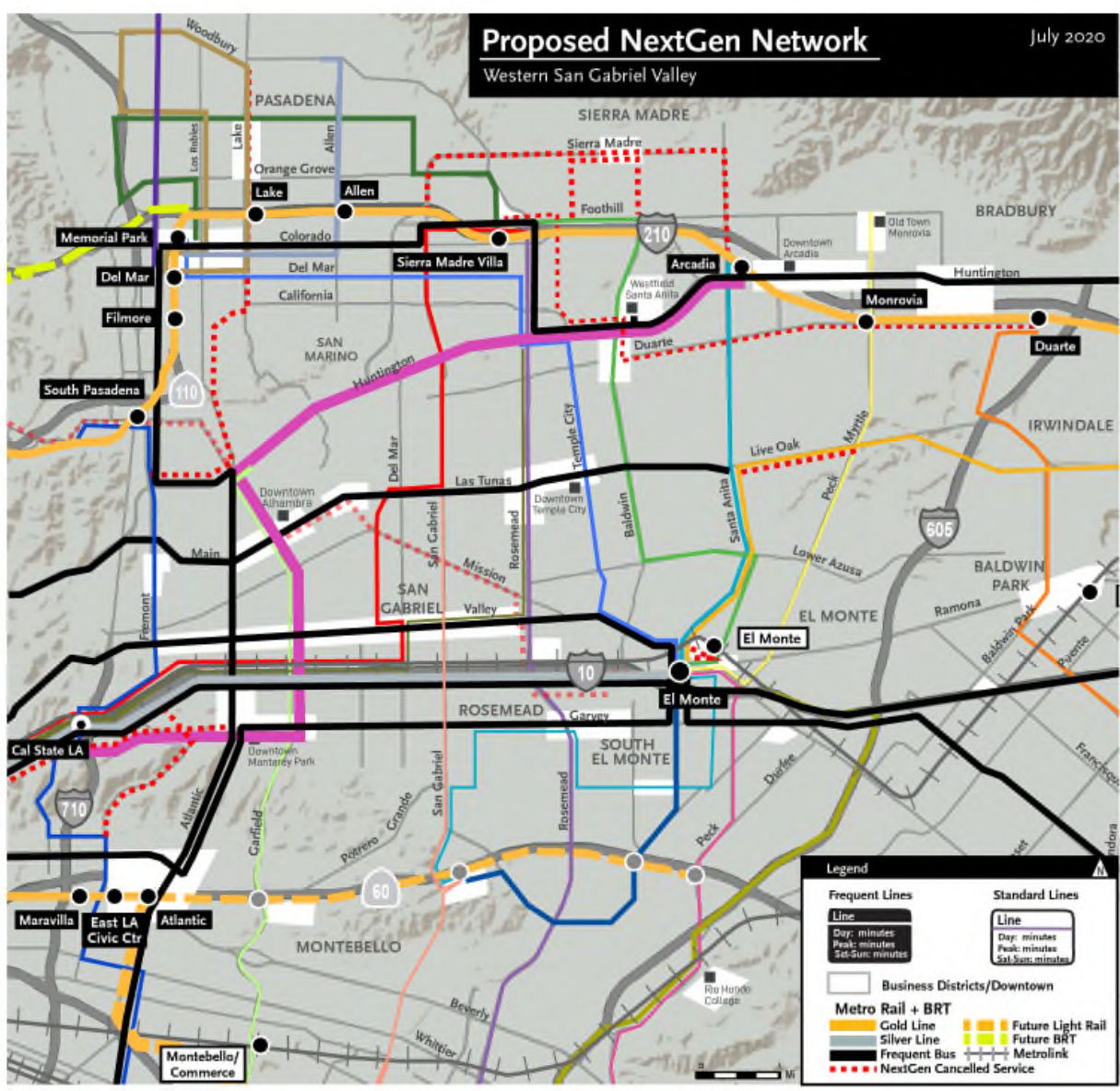
Western San Gabriel Valley



# Proposed NextGen Network

July 2020

Western San Gabriel Valley



**Legend**

Frequent Lines		Standard Lines	
Line	Day: minutes Peak: minutes Sat-Sun: minutes	Line	Day: minutes Peak: minutes Sat-Sun: minutes
<ul style="list-style-type: none"> <li>Business Districts/Downtown</li> <li>Metro Rail + BRT                             <ul style="list-style-type: none"> <li>Gold Line</li> <li>Silver Line</li> <li>Future Light Rail</li> <li>Future BRT</li> </ul> </li> <li>Frequent Bus</li> <li>Metrolink</li> <li>NextGen Cancelled Service</li> </ul>			

## 14.3 LETTER TO THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

### **[POLICY][T&I] Letter to the Los Angeles County Metropolitan Transportation Authority -**

Discussion and possible action regarding a letter to be sent to Metro (Los Angeles County Metropolitan Transportation Authority) regarding a) Metro's COVID-19 Max Load limit, b) a request to postpone the adoption of the Long Range Transportation Plan for at least a year, and c) the NextGen Bus Service Proposal.

**MOTION:** The MVCC supports sending a letter to the Metro (Los Angeles County Metropolitan Transportation Authority) regarding a) Metro's COVID-19 Max Load limit, b) a request to postpone the adoption of the Long Range Transportation Plan for at least a year, and c) the NextGen Bus Service Proposal. (wording below)

**Background:** *(from the Westside Regional Alliance of Councils Neighborhood Council's Land Use and Planning Committee)*

Local Neighborhood Councils are being asked to follow the lead of the Westside Neighborhood Council (WNC) in making the following requests of the Metro (Los Angeles County Metropolitan Transportation Authority) Board of Directors regarding the issues below:

1) To lower Metro's COVID-19 Max Load limit for 60' busses from 30 to 20 in order to enable safer Social Distancing and increasing frequency of affected routes to make up for the reduced seating capacity.

(page 10: <https://metro.legistar.com/View.ashx?M=F&ID=8440603&GUID=9EF26710-8673-4084-9E00-857DF87460E5> )

2) To postpone the adoption of the LRTP (Long Range Transportation Plan) for at least a year. The LRTP in its current form is based entirely on pre-COVID-19 data. It would make more sense to wait until we have a better understanding of how the COVID-19 crisis reshapes working and commuting behavior before adopting a plan for the next 10+ years of transit policy.

3) To oppose the NextGen Bus Service Proposal which eliminates the 218 line connecting the San Fernando Valley and the Westside. Additionally, to request that the 234/734 line should connect to Westwood and Expo/Sepulveda Station from the San Fernando Valley.

CITY OF LOS ANGELES  
CALIFORNIA

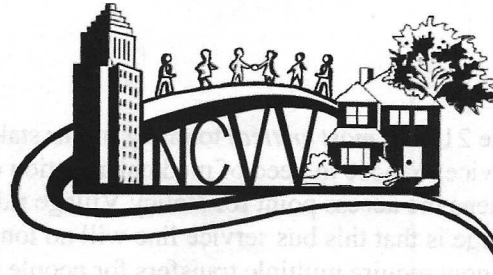
NEIGHBORHOOD  
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Erin Stover  
John Thyne  
Maribel Ulloa-Garcia  
Jeff Walker



August 26, 2020

Email to: [servicechanges@metro.net](mailto:servicechanges@metro.net)

cc: The Honorable Paul Krekorian

cc: The Honorable Sheila Kuehl

cc: The Honorable Eric Garcetti

From: Neighborhood Council Valley Village Board of Directors

**Subject: NextGen Bus Plan Proposed Service Changes**

On behalf of the Board of Neighborhood Council Valley Village, we respectfully submit the following comments to you for consideration and we hope - action. These comments are based on input we have received from Valley Village stakeholders and residents who utilize the Metro Bus Line Service. We also wish to express our concern for some of our vulnerable populations including elderly residents, those whose livelihoods depend on Metro bus service to their employment, and Veterans who services for social and health needs.

We applaud your efforts to implement a new bus network that is more relevant, reflective of and attractive to the residents of LA County. Metro's Vision 2028 to build a comprehensive World Class Transportation System can only help Los Angeles improve its services to our residents. We support your overarching goals.

However, we must prioritize the needs of our families, neighbors and stakeholders related to the Final Bus Service Plan due to be presented to the Metro Board in September. As such we offer the following comments and suggestions related to the changes.

Prior to specific suggestions we would like to point out that the maps that were provided through the website were complex and difficult to study related to the proposed changes. For instance, the descriptions of the original routes were not clear and the new routes lacked directional arrows. There was no mention of layover corners or span of service. These are important issues for the bus riders.

Our suggestions include:

**Route 237** – We implore you not to change this route. The changes extend the timetable, break the route into multiple lines which interrupts a direct path of tourism to Universal via the bus system. The changes will also drop the customer outside of the Universal station without progressing over the hill to the Glendale area. This can create hardships for elderly riders and parents with small children and/or babies.

**Route 154/153** – while the maps made it difficult to study – it appears that changes to those lines will interrupt access to Medical facilities & Providence Tarzana Hospital on Ventura west of the 405 – without transfers.

**Route 218** - the changes on Route 218 are *most critical* to many of our stakeholders. Please review these changes with an eye toward providing service to those in need of medical attention or healthcare workers/front line medical staff. The change lengthens the access point for Valley Village riders by moving the origin to Ventura Boulevard. The most serious change is that this bus service line will no longer take riders directly to Cedars Sinai Health System/Hospital and will now require multiple transfers for people whose health risks may be heightened due to double and sometimes triple transit times. Please review this route and consider these issues.

**Route 155** - the proposed changes to the 155 line are very difficult to study as the new Burbank bus was not shown. The western portion of the proposed line is poorly planned for riders wishing to go to Universal City. There should be a loop similar to the 154/153.

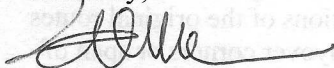
**Route 158** – the proposed changes will have a dramatic negative impact on our Veterans. This line should not be modified without a solution already in place to transport the VA/North Hills customers to their new bus line. Additionally these Veteran riders need to be provided with assistance to bring them up the hill to the VA/Westwood facility. Providing a “Dash” type service may be one of the potential solutions.

Overall, there appears to be an effort to reduce the number of Valley Village East/West lines. The 155 along Riverside will combine the 183 along Magnolia; the 154 on Oxnard will combine with a new line on Burbank and Chandler would be removed altogether. Effectively, these combined changes reduce the East/West bus line access in Valley Village by more than 50%. Some of our elderly and physically challenged stakeholders are concerned that additional walking, especially with bags of groceries or other personal items, will be a hardship for them. Please review these changes to the East/West lines and consider preserving more of them in the overall final plans.

We would also ask that you also continue to be sensitive to the amount of traffic on 2-lane sections of Magnolia Boulevard in the southeast San Fernando Valley. Most of these 2-lane segments are in Valley Village and traffic congestion is an increasing burden on our stakeholders. Please continue to consider alternatives to increasing bus traffic on Magnolia Boulevard. Consideration of preserving East/West bus service will help alleviate these concerns.

Thank you for the opportunity to provide these comments on behalf of Valley Village stakeholders and your riders.

Sincerely,



Anthony J. Braswell  
President

cc: Sahag Yedalian  
Karo Torossian



# **NEXTGEN** Bus Plan

## **Attachment D** **Final Service Proposals**



**Metro**

October, 2020

		Existing Line 115	44 Existing Line 222	89 Existing Line 487	134 Existing Line 780	179
Existing Line 2	1	Existing Line 117	45 Existing Line 224	90 Existing Line 489	135 Existing Line 788	180
Existing Line 4	2	Existing Line 120	46 Existing Line 230	91 Existing Line 501	136 Existing Line 794	181
Existing Line 10	3	Existing Line 125	47 Existing Line 232	92 Existing Line 534	137 Existing Line 901	182
Existing Line 14	4	Existing Line 126	48 Existing Line 233	93 Existing Line 550	138 Existing Line 910	183
Existing Line 16	5	Existing Line 127	49 Existing Line 234	94 Existing Line 577	139 Existing Line 950	184
Existing Line 17	6	Existing Line 128	50 Existing Line 236	95 Existing Line 601	140	
Existing Line 18	7	Existing Line 130	51 Existing Line 237	96 Existing Line 602	141	
Existing Line 20	8	New Line 134	52 Existing Line 239	97 Existing Line 603	142	
Existing Line 28	9	Existing Line 150	53 Existing Line 240	98 Existing Line 605	143	
Existing Line 30	10	Existing Line 152	54 Existing Line 242	99 Existing Line 607	144	
Existing Line 33	11	New Line 153	55 Existing Line 243	100 New Line 610	145	
Existing Line 35	12	Existing Line 154	56 Existing Line 244	101 Existing Line 611	146	
Existing Line 37	13	Existing Line 155	57 Existing Line 245	102 Existing Line 612	147	
Existing Line 38	14	Existing Line 158	58 Existing Line 246	103 New Line 617	148	
Existing Line 40	15	Existing Line 161	59 Existing Line 251	104 New Line 621	149	
Existing Line 45	16	Existing Line 162	60 Existing Line 252	105 Existing Line 625	150	
Existing Line 48	17	Existing Line 163	61 Existing Line 254	106 New Line 645	151	
Existing Line 51	18	Existing Line 164	62 Existing Line 256	107 Existing Line 656	152	
Existing Line 52	19	Existing Line 165	63 Existing Line 258	108 New Line 660	153	
Existing Line 53	20	Existing Line 166	64 Existing Line 260	109 New Line 662	154	
Existing Line 55	21	Existing Line 167	65 New Line 261	110 Existing Line 665	155	
Existing Line 60	22	Existing Line 169	66 New Line 262	111 New Line 684	156	
Existing Line 62	23	Existing Line 175	67 Existing Line 264	112 Existing Line 685	157	
Existing Line 66	24	Existing Line 176	68 Existing Line 265	113 Existing Line 686	158	
Existing Line 68	25	Existing Line 177	69 Existing Line 266	114 Existing Line 687	159	
Existing Line 70	26	New Line 179	70 Existing Line 267	115 New Line 690	160	
Existing Line 71	27	Existing Line 180	71 Existing Line 268	116 Existing Line 704	161	
Existing Line 76	28	Existing Line 181	72 New Line 287	117 Existing Line 705	162	
Existing Line 78	29	New Line 182	73 New Line 294	118 Existing Line 710	163	
Existing Line 79	30	Existing Line 183	74 Existing Line 296	119 Existing Line 720	164	
Existing Line 81	31	Existing Line 200	75 Existing Line 302	120 Existing Line 728	165	
Existing Line 83	32	Existing Line 201	76 Existing Line 312	121 Existing Line 733	166	
Existing Line 90	33	Existing Line 202	77 Existing Line 316	122 Existing Line 734	167	
Existing Line 91	34	Existing Line 204	78 Existing Line 330	123 Existing Line 740	168	
Existing Line 92	35	Existing Line 205	79 Existing Line 344	124 Existing Line 744	169	
Existing Line 94	36	Existing Line 206	80 Existing Line 351	125 Existing Line 745	170	
Existing Line 96	37	Existing Line 207	81 Existing Line 353	126 Existing Line 750	171	
Existing Line 102	38	Existing Line 209	82 Existing Line 355	127 Existing Line 751	172	
Existing Line 105	39	Existing Line 210	83 Existing Line 358	128 Existing Line 754	173	
Existing Line 106	40	Existing Line 211	84 Existing Line 364	129 Existing Line 757	174	
Existing Line 108	41	Existing Line 212	85 Existing Line 378	130 Existing Line 760	175	
Existing Line 110	42	Existing Line 215	86 Existing Line 442	131 New Line 761	176	
Existing Line 111	43	Existing Line 217	87 New Line 450	132 Existing Line 762	177	
		Existing Line 218	88 Existing Line 460	133 Existing Line 770	178	





## Existing Line 2 Sunset Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 2</b>	<b>Weekday</b>	7.5 min	10 min	15 min	60 min
	<b>Saturday</b>	12 min	12 min	15 min	60 min
	<b>Sunday</b>	12 min	12 min	15 min	60 min
<b>Existing Line 2</b>	<b>Weekday</b>	11 min	15 min	27 min	30-60 min
	<b>Saturday</b>	18 min	16 min	27 min	30-60 min
	<b>Sunday</b>	22 min	20 min	30 min	30-60 min

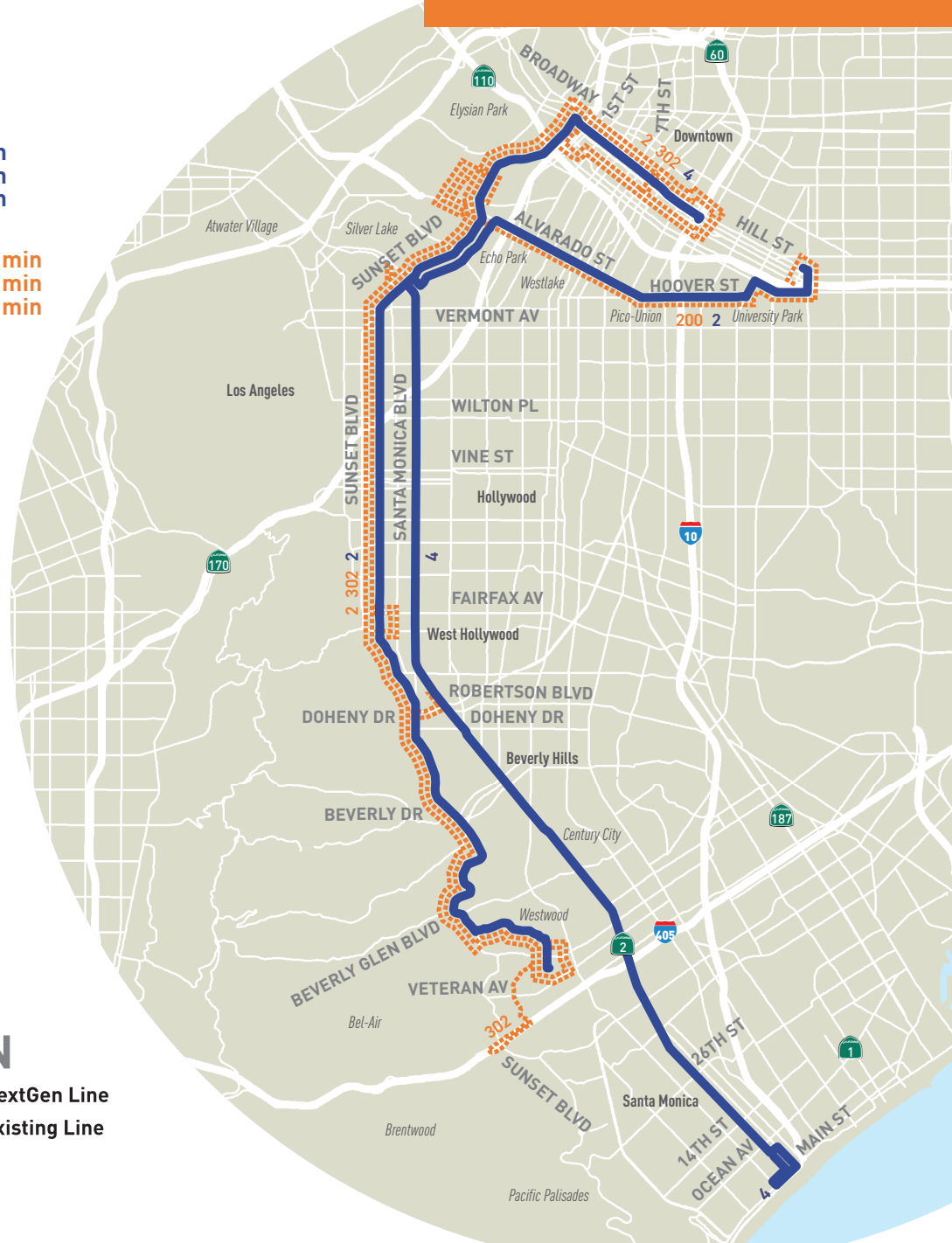
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Links**

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover):

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/ USC via Alvarado, Hoover, Figueroa and MLK Jr
- New Line 2 would provide direct route between USC/ Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 4 Santa Monica Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 4</b>	<b>Weekday</b>	6 min	7.5 min	10 min	30 min
	<b>Saturday</b>	7.5 min	10 min	10 min	30 min
	<b>Sunday</b>	7.5 min	10 min	10 min	30 min
<b>Existing Line 4</b>	<b>Weekday</b>	14 min	15 min	21 min	30 min
	<b>Saturday</b>	16 min	15 min	23 min	30 min
	<b>Sunday</b>	20 min	17 min	24 min	30 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 4: Merge Lines 4 and 704 on Santa Monica Bl:

- New Line 4 would follow the existing Line 4 & 704 routes between Downtown Santa Monica and Downtown LA via Santa Monica Bl and Sunset Bl
- Bus stops between Westwood and Downtown LA would be adjusted through consolidation of underutilized stops to balance speed, reliability, and accessibility, with only bus stops for existing Line 704 retained between Westwood and Downtown Santa Monica.
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA



**—** NextGen Line  
**- - -** Existing Line



**Metro**



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 10</b>	<b>Weekday</b>	10 min	15 min	15 min	--
	<b>Saturday</b>	20 min	20 min	20 min	--
	<b>Sunday</b>	20 min	20 min	20 min	--
<b>Existing Line 10</b>	<b>Weekday</b>	12 min	19 min	45 min	60 min
	<b>Saturday</b>	22 min	20 min	50 min	60 min
	<b>Sunday</b>	28 min	20 min	57 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 10 has no route changes

- Line 10 would continue to operate in partnership with Line 48. Buses continuing to change between these two lines at Temple/Figueroa in Downtown LA
- Line 10 would have more frequency during midday and evening hours on weekdays
- Line 10 late-night OWL service would be discontinued due to low utilization. OWL service would be available on Line 4 on Santa Monica Bl.



# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 14 Beverly Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 14</b>	Weekday	10 min	15 min	15 min	60 min
	Saturday	20 min	20 min	20 min	60 min
	Sunday	20 min	20 min	20 min	60 min
<b>Existing Line 14</b>	Weekday	8 min	13 min	48 min	60 min
	Saturday	22 min	19 min	58 min	60 min
	Sunday	27 min	19 min	58 min	60 min

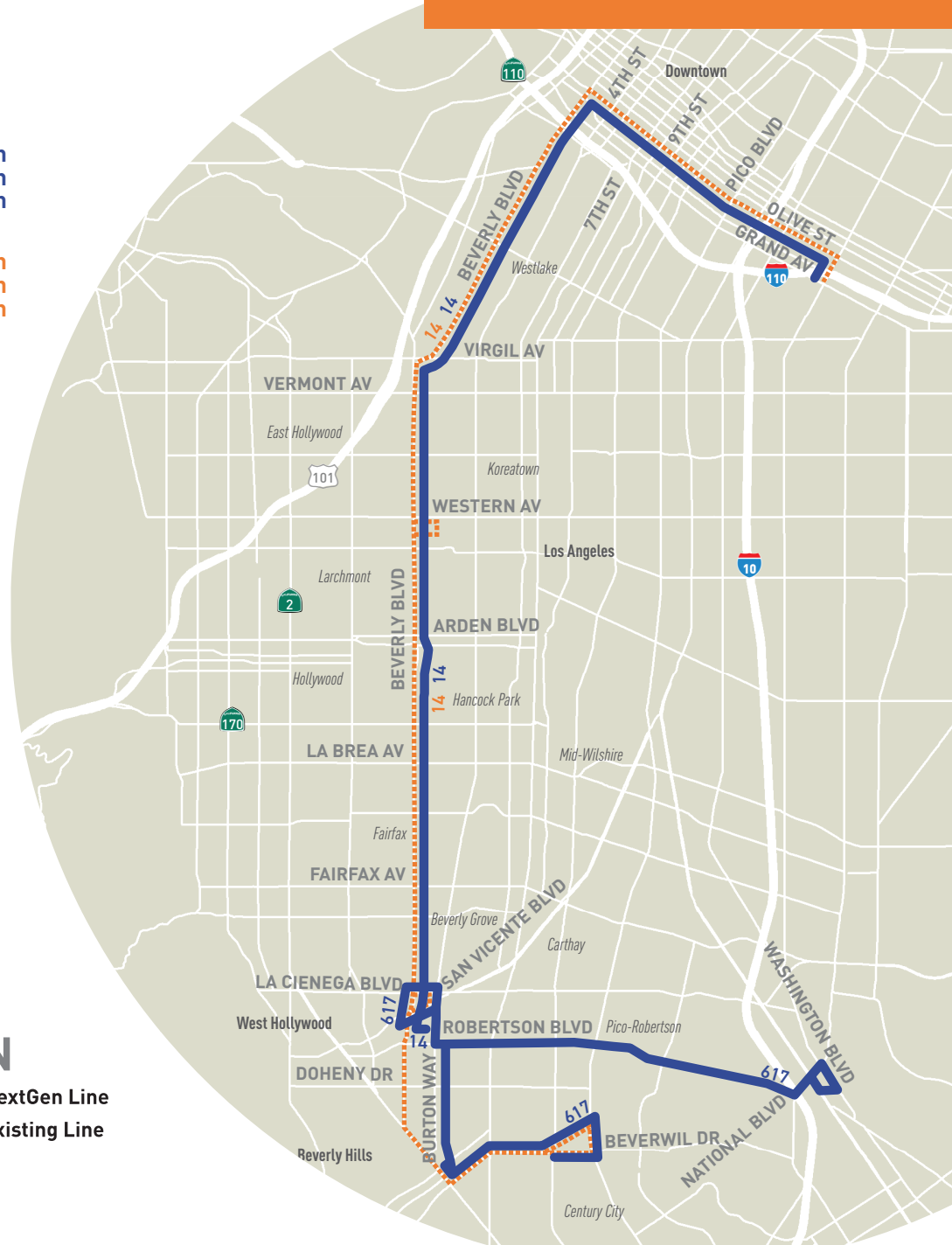
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 14 would continue between Downtown Los Angeles to Beverly/San Vicente via Beverly Bl

- Line 14 would have more frequency during midday and evening hours on weekdays
- Line 14 service west of Beverly/San Vicente to Pico Bl would be replaced by new Line 617 operating on Burton Wy and Beverly Dr
- Line 14 would continue to operate in partnership with Line 37, with buses still changing to Line 37 at 1st/Beaudry in Downtown LA



— NextGen Line  
- - - Existing Line



Metro



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 16</b>	Weekday	6 min	7.5 min	10 min	60 min
	Saturday	7.5 min	7.5 min	10 min	60 min
	Sunday	7.5 min	7.5 min	10 min	60 min
<b>Existing Line 16</b>	Weekday	5 min	7.5 min	18 min	60 min
	Saturday	9 min	8 min	24 min	60 min
	Sunday	13 min	11 min	27 min	60 min

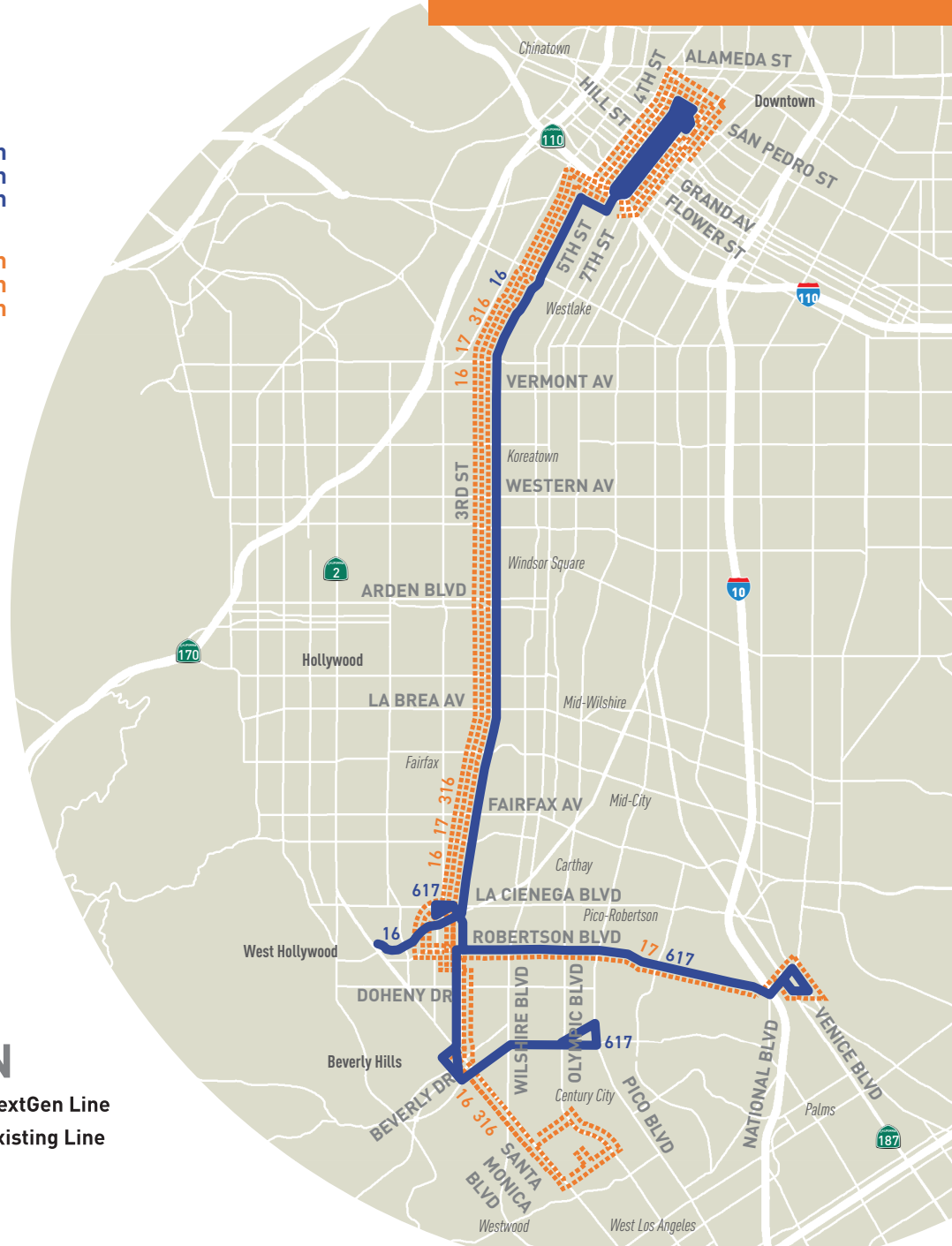
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Ce dars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 17 Robertson Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 617</b>	Weekday	45 min	45 min	45 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 17</b>	Weekday	30 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

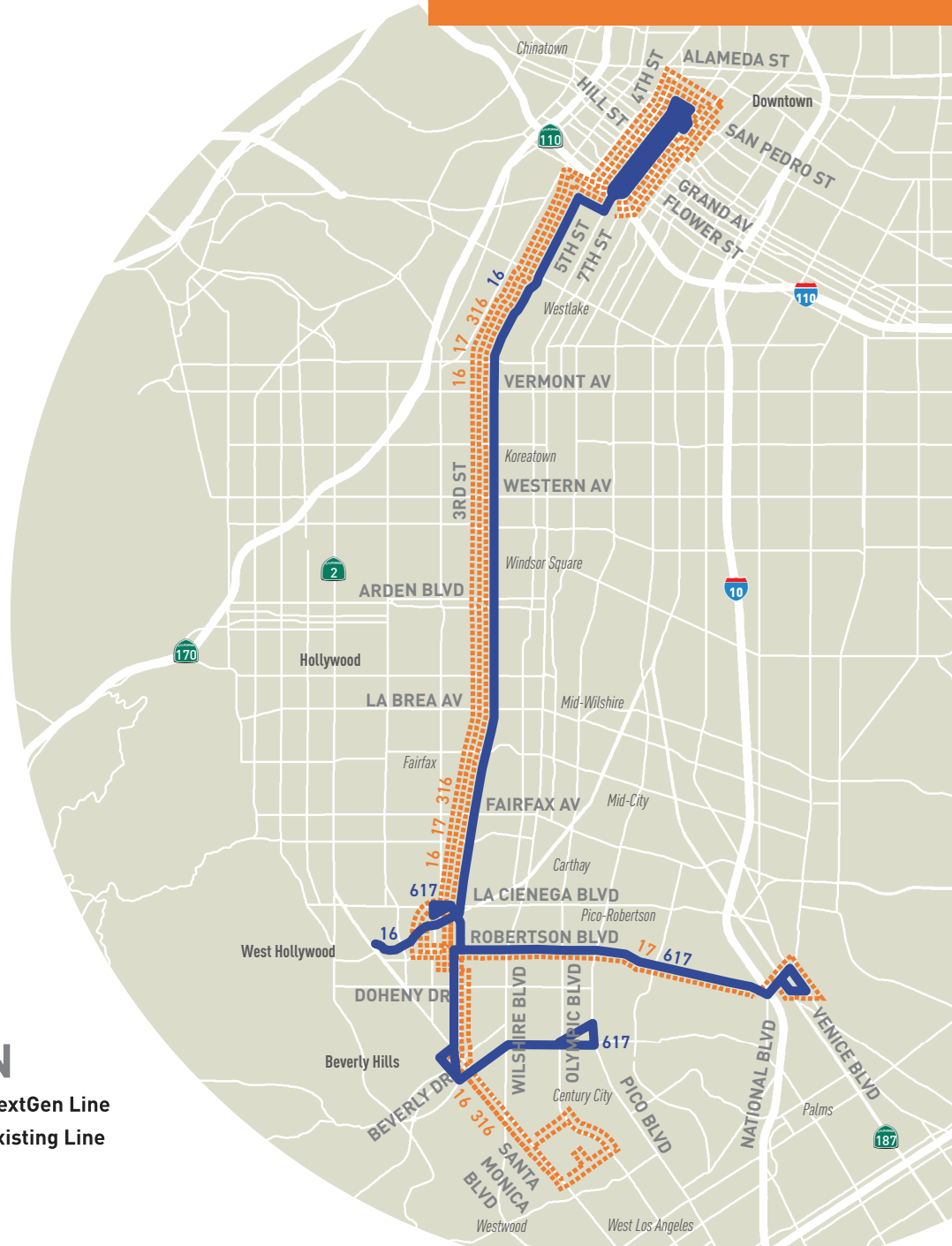
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Ce dars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 18 Whittier Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 18</b>	Weekday	6 min	7.5 min	10 min	60 min
	Saturday	7.5 min	7.5 min	10 min	60 min
	Sunday	7.5 min	7.5 min	10 min	60 min
<b>Existing Line 18</b>	Weekday	9 min	9 min	28 min	60 min
	Saturday	13 min	12 min	29 min	60 min
	Sunday	17 min	15 min	32 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 18: Merge Line 18 and Line 720. New Line 18 would operate between Metrolink Montebello-Commerce Station and Downtown LA:

- More frequency for all new Line 18 bus stops between East LA and Downtown LA
- New Line 18 service would continue between Downtown LA and Wilshire/Western via 6th St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.





## Existing Line 20 Wilshire Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 20</b>	<b>Weekday</b>	5 min	5 min	7.5 min	30 min
	<b>Saturday</b>	6 min	6 min	7.5 min	30 min
	<b>Sunday</b>	6 min	6 min	7.5 min	30 min
<b>Existing Line 20</b>	<b>Weekday</b>	15 min	12 min	28 min	30 min
	<b>Saturday</b>	20 min	16 min	31 min	30 min
	<b>Sunday</b>	23 min	20 min	29 min	30 min

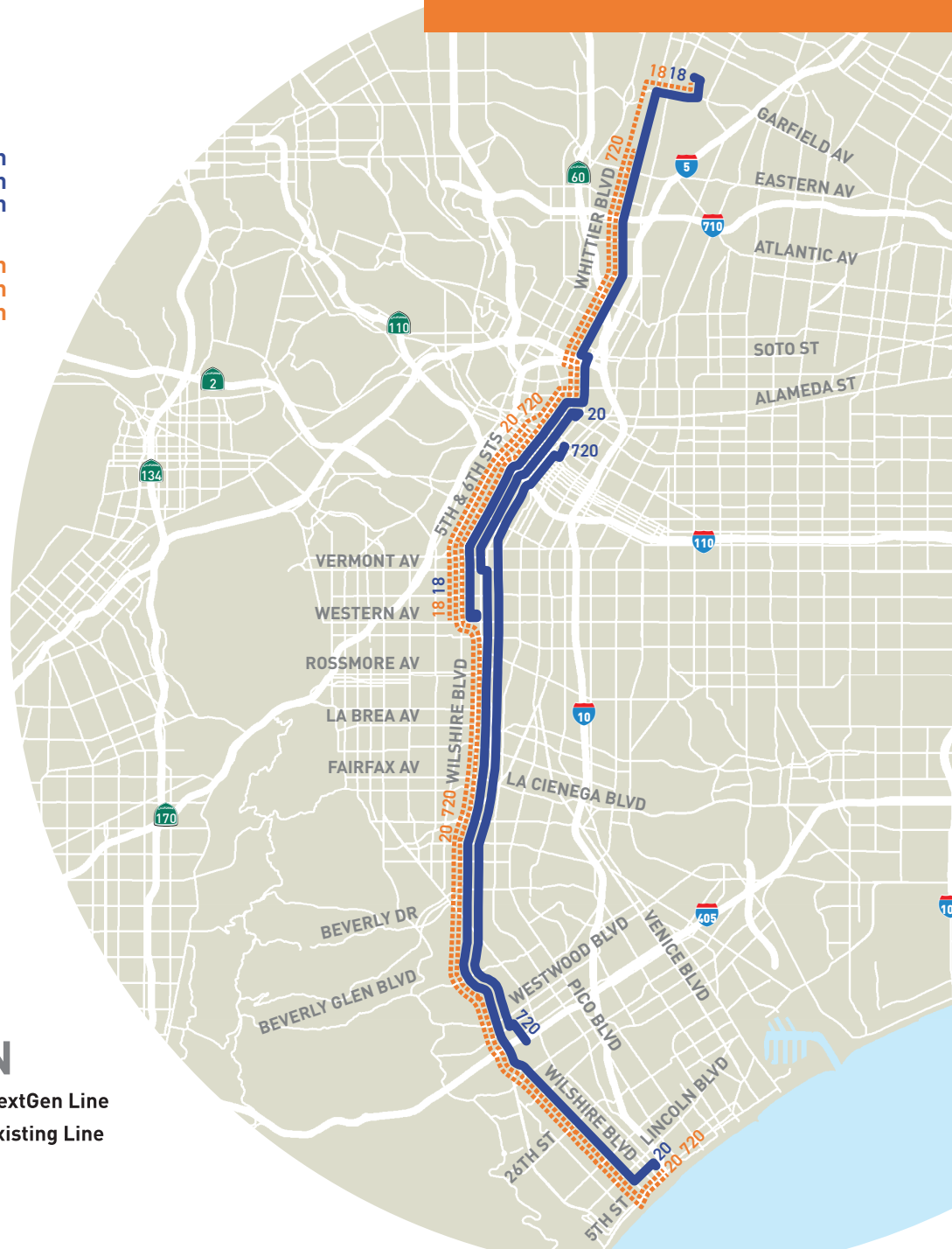
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 20: Merge Line 20 and Line 720 between Downtown Santa Monica and Downtown LA via Wilshire Bl., following the existing Line 20/720 route:

- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA
- Underutilized Line 20 bus stops between Westwood and Downtown LA would be consolidated to balance speed, reliability, and accessibility, with Line 20 moving from 7th to 5th and 6th St in Downtown LA.
- New Line 20 would serve existing Line 720 stops west of Sepulveda Bl to Santa Monica
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- New Line 720 would operate peak periods weekdays serving only existing Line 720 stops between Downtown LA and Westwood





# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 28 Olympic Blvd & Eagle Rock Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 28</b>	<b>Weekday</b>	7.5 min	10 min	15 min	--
	<b>Saturday</b>	15 min	15 min	15 min	--
	<b>Sunday</b>	15 min	15 min	15 min	--
<b>Existing Line 28</b>	<b>Weekday</b>	18 min	27 min	36 min	60 min
	<b>Saturday</b>	15 min	14 min	33 min	60 min
	<b>Sunday</b>	20 min	18 min	31 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City and Downtown LA via Olympic Bl. New Line 684 will link L Line (Gold) Lincoln/Cypress Station and Eagle Rock:

- More frequency during weekdays and weekends at all bus stops between Century City and Downtown LA with the highest frequency of service weekday peak and midday shown above available at all bus stops between Olympic Bl/Fairfax Av and downtown LA
- Underutilized stops between Century City and Downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility
- New Line 684 would link L Line (Gold) Lincoln/Cypress Station and Eagle Rock via existing Line 28, with 30 minute weekday and weekend daytime service and 30 min weekday evening and 60 min weekend evening service.
- Line 45 would serve the section of Line 28 on Broadway between Downtown LA and Av 26
- Line 28 late-night OWL service would be discontinued due to low utilization. OWL service would be available on Line 20 on Wilshire Bl, Line 33 on Venice Bl, and Line 45 on Broadway.



Metro

NextGen Line
   
 Existing Line



## Existing Line 30 Pico Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 30</b>	Weekday	10 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
<b>Existing Line 30</b>	Weekday	8 min	12 min	30 min	60 min
	Saturday	12 min	12 min	30 min	60 min
	Sunday	16 min	13 min	30 min	60 min

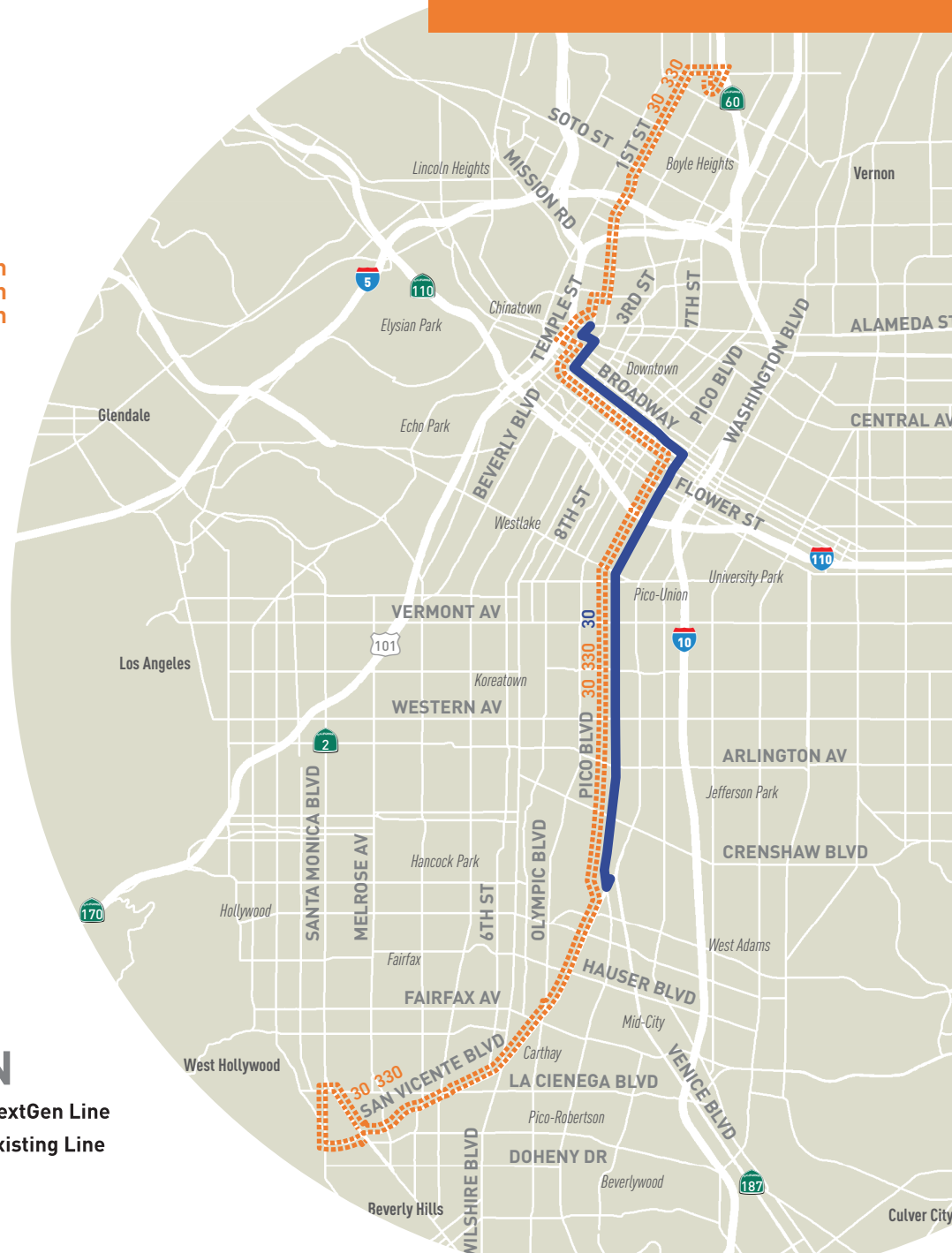
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 30: Merge Lines 30 & 330 between West Hollywood and L Line (Gold) Indiana Station via San Vicente Bl, Pico Bl, and 1st St, via existing Lines 30/330 between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station:

- Existing Line 30/330 service on San Vicente Bl would be discontinued, with alternative bus service available on Olympic Bl (Line 28), Wilshire Bl (Lines 20, 720), 3rd St (Line 16), Beverly Bl (Line 14), Santa Monica Bl (Line 4)
- Existing Line 30 service between Little Tokyo and Indiana L Line (Gold) stations would be eliminated, with alternative service available on the L Line (Gold)
- Underutilized bus stops will be consolidated on Pico Bl to balance speed, reliability, and accessibility,
- Line 30 underutilized late-night Owl service would be discontinued.



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 33 Venice Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 33</b>	Weekday	7.5 min	10 min	10 min	60 min
	Saturday	10 min	10 min	10 min	60 min
	Sunday	10 min	10 min	10 min	60 min
<b>Existing Line 33</b>	Weekday	17 min	18 min	30 min	60 min
	Saturday	23 min	20 min	27 min	60 min
	Sunday	28 min	23 min	28 min	60 min

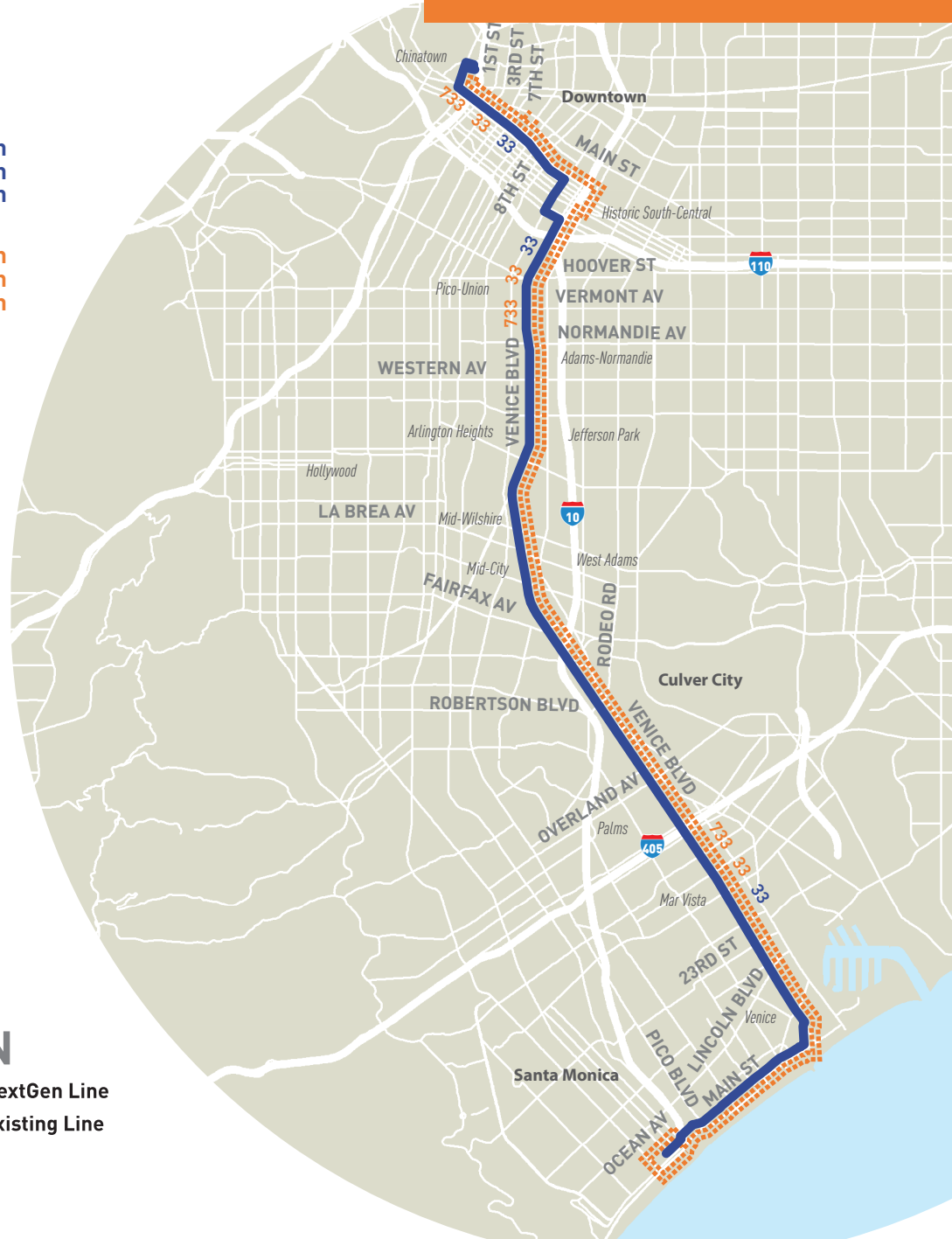
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 33: Merge Lines 33 & 733 on Venice Bl, following existing Line 33/733 alignment between Downtown Santa Monica and Downtown LA via Venice Bl:

- New Line 33 route would be modified to serve Pico Station in Downtown LA
- Increased service frequency for all new Line 33 bus stops between Santa Monica and Downtown LA
- Underutilized stops between Santa Monica and Downtown LA would be consolidated to balance speed, reliability, and accessibility
- Line 733 stops will be served in Santa Monica except during overnight OWL periods when all bus stops would be served.



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 35 Washington Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 35</b>	Weekday	12 min	12 min	15 min	--
	Saturday	15-20 min	15 min	20 min	--
	Sunday	15-20 min	15 min	20 min	--
<b>Existing Line 35</b>	Weekday	8 min	9 min	16 min	--
	Saturday	11 min	10 min	21 min	--
	Sunday	16 min	14 min	21 min	--

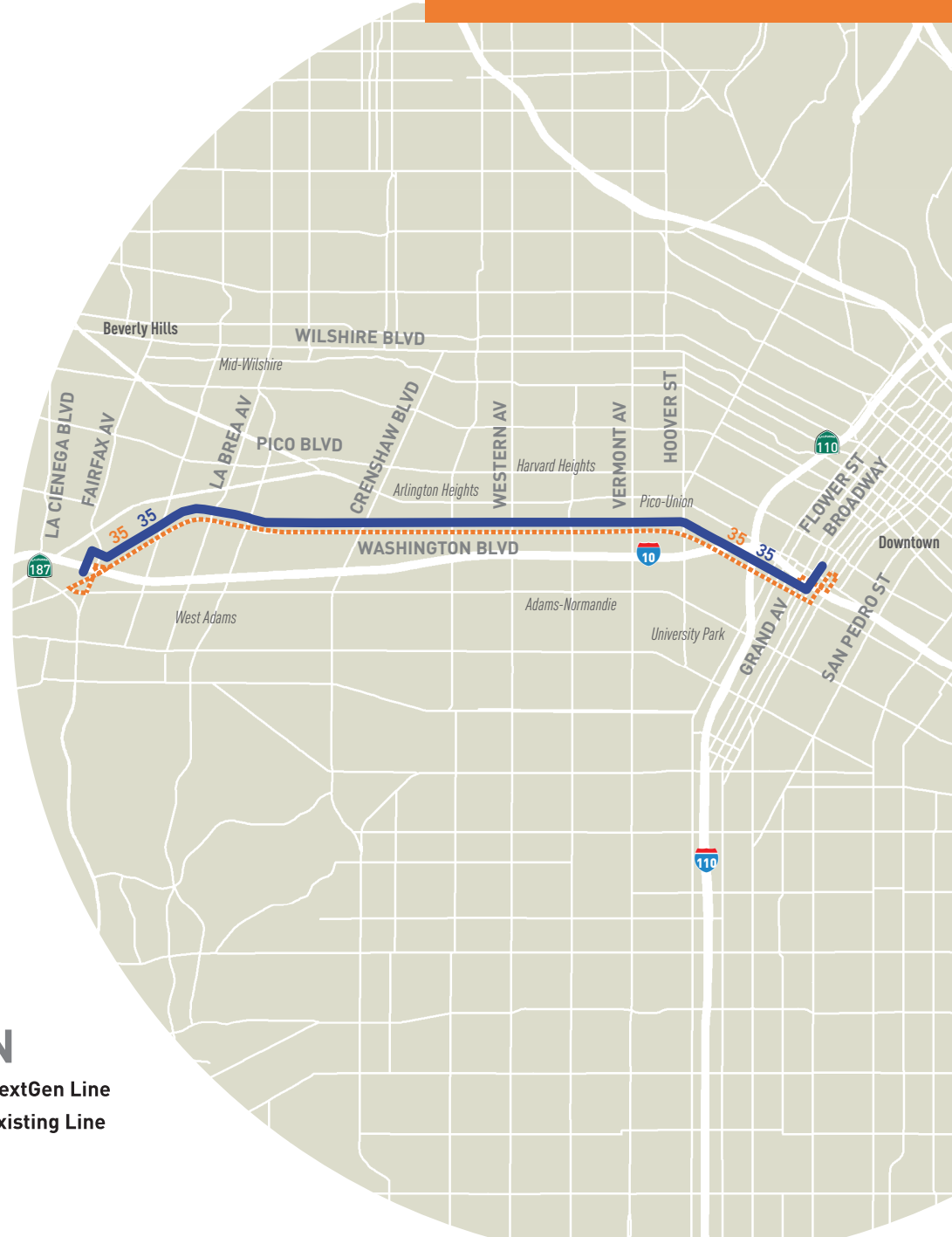
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 35 has no route changes.

- Line 35 would continue to operate in partnership with Line 38, with buses still changing to Line 38 at Broadway/Venice



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 37 Adams Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 37</b>	Weekday	10 min	15 min	15 min	60 min
	Saturday	20 min	20 min	20 min	60 min
	Sunday	20 min	20 min	20 min	60 min
<b>Existing Line 37</b>	Weekday	8 min	13 min	48 min	60 min
	Saturday	22 min	19 min	58 min	60 min
	Sunday	27 min	19 min	58 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 37 has no proposed route changes:

- More frequent service during evening hours
- Line 37 would operate in partnership with Line 14, with buses changing to Line 14 at Hill/Adams in Downtown LA





## Existing Line 38 W. Jefferson Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 38</b>	Weekday	12 min	12 min	15 min	--
	Saturday	15-20 min	15 min	20 min	--
	Sunday	15-20 min	15 min	20 min	--
<b>Existing Line 38</b>	Weekday	8 min	9 min	16 min	--
	Saturday	11 min	10 min	21 min	--
	Sunday	16 min	14 min	53 min	--

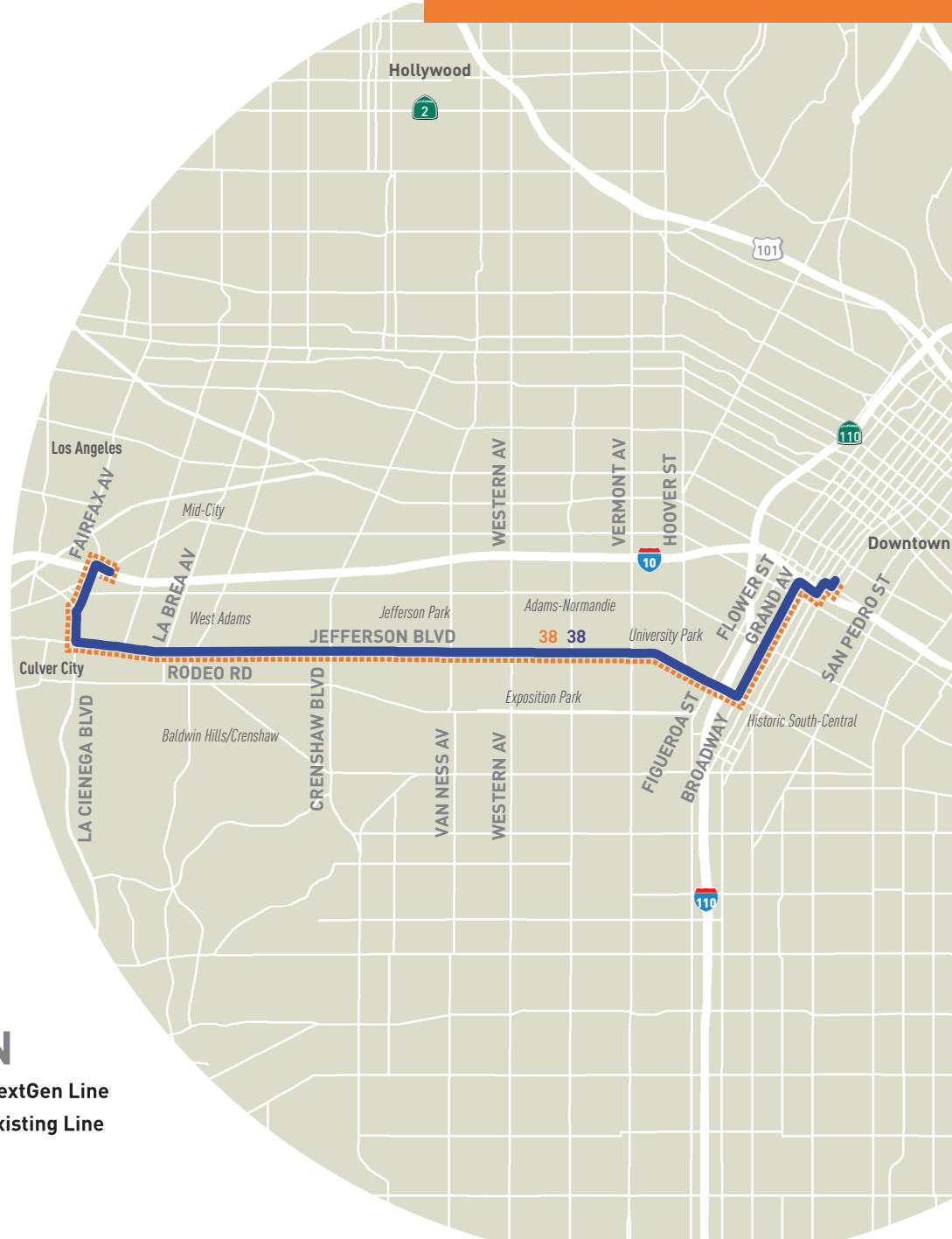
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 38 has no route changes:

- Line 38 would continue to operate in partnership with Line 35, with buses still changing to Line 35 at Broadway/Venice



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 40 M L King – Crenshaw – Hawthorne Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 40</b>	Weekday	10 min	10 min	15-30 min	--
	Saturday	15 min	15 min	15-30 min	--
	Sunday	15 min	15 min	15-30 min	--
<b>Existing Line 40</b>	Weekday	15 min	19 min	31 min	60 min
	Saturday	20 min	20 min	34 min	60 min
	Sunday	21 min	20 min	34 min	60 min

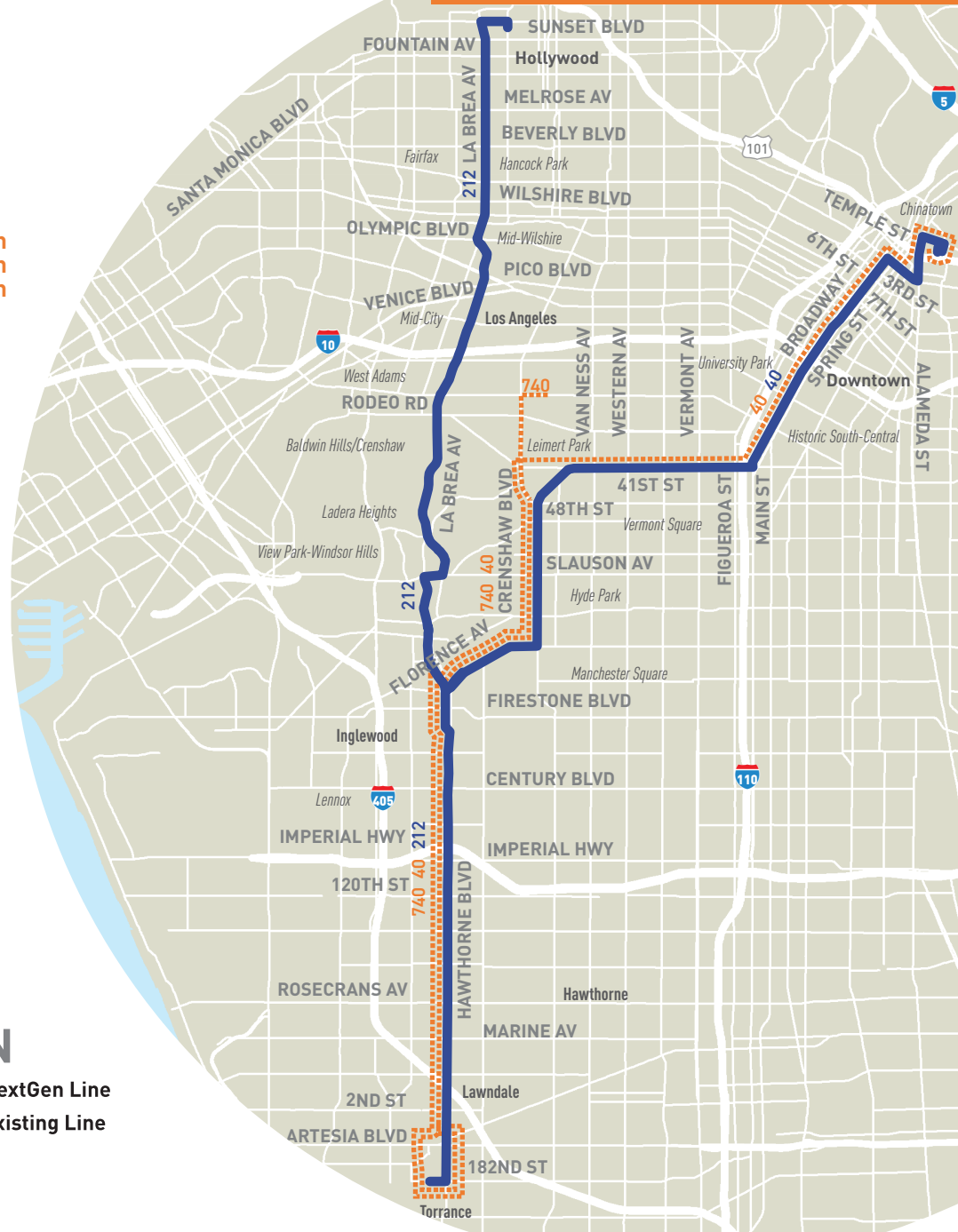
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High-Frequency Line 40: Merge Lines 40 & 740. This new line 40 would operate between LA Union Station and Downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av:

- More frequency for all bus stops on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av
- Underutilized bus stops will be consolidated on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av to balance speed, reliability, and accessibility
- Line 40 Owl service between LAX and Downtown LA would be discontinued, with alternative Owl service available on Lines 45 and 111
- New Line 212 would serve La Brea Av, Hawthorne Bl south of Downtown Inglewood Station ending at South Bay Galleria



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 45 Broadway

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 45</b>	<b>Weekday</b>	5 min	7.5 min	10-30 min	60 min
	<b>Saturday</b>	7.5 min	7.5 min	15-30 min	60 min
	<b>Sunday</b>	7.5 min	7.5 min	15-30 min	60 min
<b>Existing Line 45</b>	<b>Weekday</b>	11 min	17 min	51 min	60 min
	<b>Saturday</b>	15 min	11 min	46 min	60 min
	<b>Sunday</b>	23 min	14 min	53 min	60 min

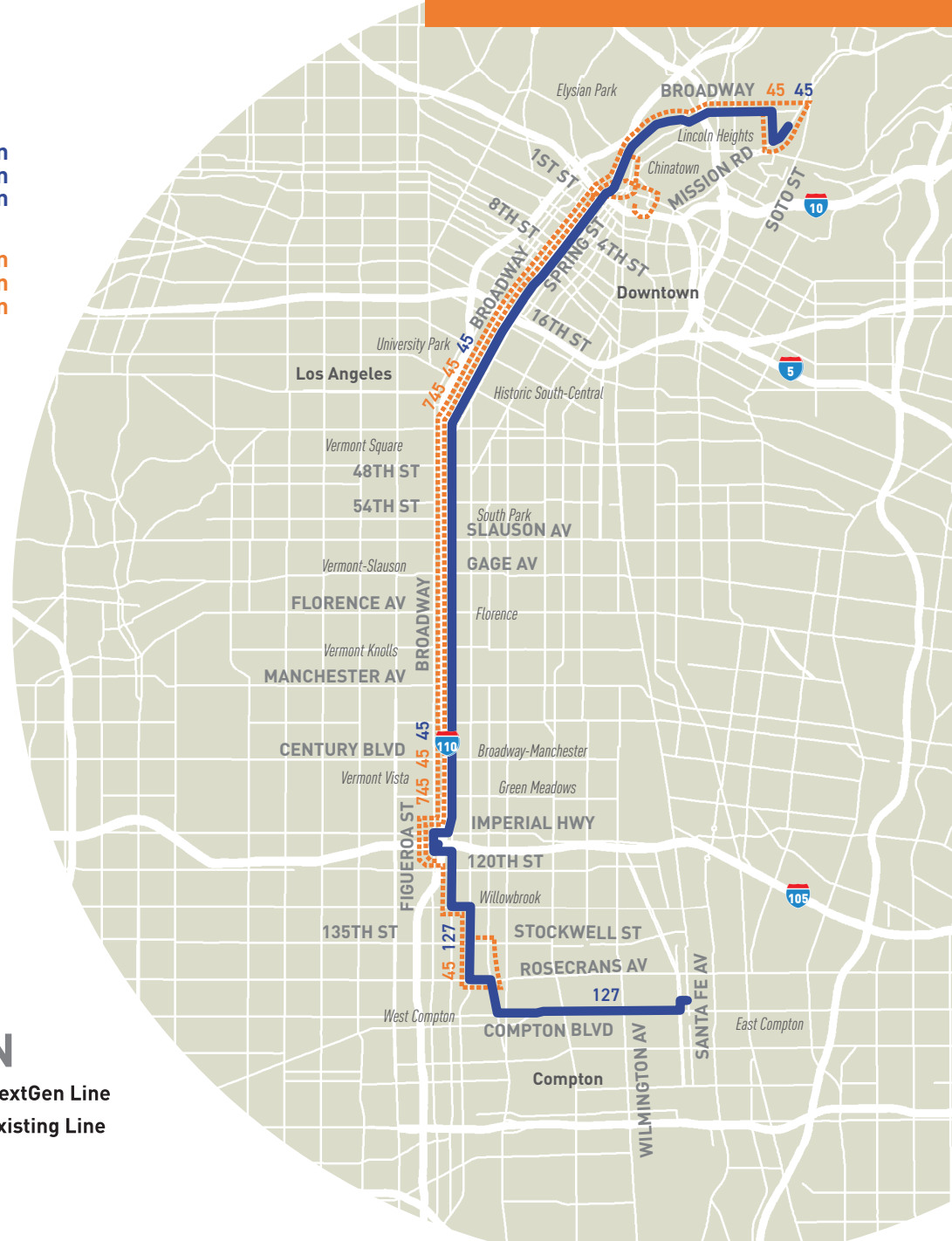
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 45: Merge Lines 45 & 745 on Broadway St:

- New Line 45 would follow existing route between Harbor Freeway Station, Downtown LA, and Lincoln Heights via Broadway St
- More frequency for all new Line 45 bus stops
- Underutilized bus stops on Broadway St would be consolidated to balance speed, reliability, and accessibility
- Line 127 will replace the segment of Line 45 south of Harbor Freeway Station on 117th St, Broadway St, El Segundo Bl, and Main St to San Pedro & Rosecrans (see Line 127 information sheet)







## Existing Line 48 Main – San Pedro Sts

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 48</b>	Weekday	10 min	15 min	15 min	--
	Saturday	20 min	20 min	20 min	--
	Sunday	20 min	20 min	20 min	--
<b>Existing Line 48</b>	Weekday	12 min	19 min	45 min	--
	Saturday	22 min	20 min	50 min	--
	Sunday	28 min	20 min	57 min	--

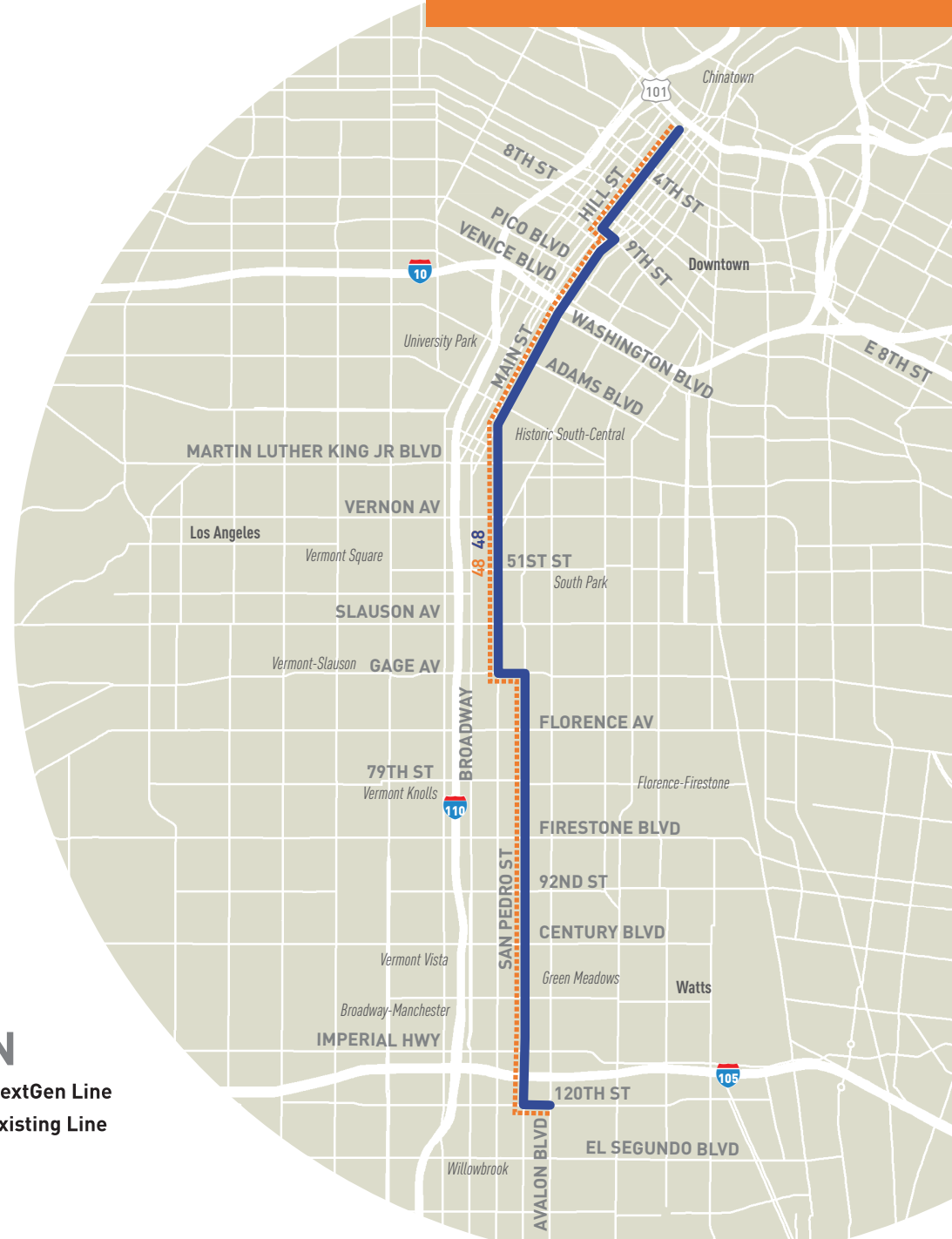
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 48 has no route changes

- Line 48 will operate in partnership with Line 10, with buses changing between these two lines at Main & Venice in Downtown LA
- Improved frequency during the midday and evening hours on weekdays



Metro

▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 51 Avalon Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 51</b>	<b>Weekday</b>	7.5 min	7.5 min	20-30 min	60 min
	<b>Saturday</b>	10 min	10 min	20-30 min	60 min
	<b>Sunday</b>	10 min	10 min	20-30 min	60 min
<b>Existing Line 51</b>	<b>Weekday</b>	7 min	12 min	36 min	60 min
	<b>Saturday</b>	9 min	10 min	32 min	60 min
	<b>Sunday</b>	15 min	12 min	38 min	60 min

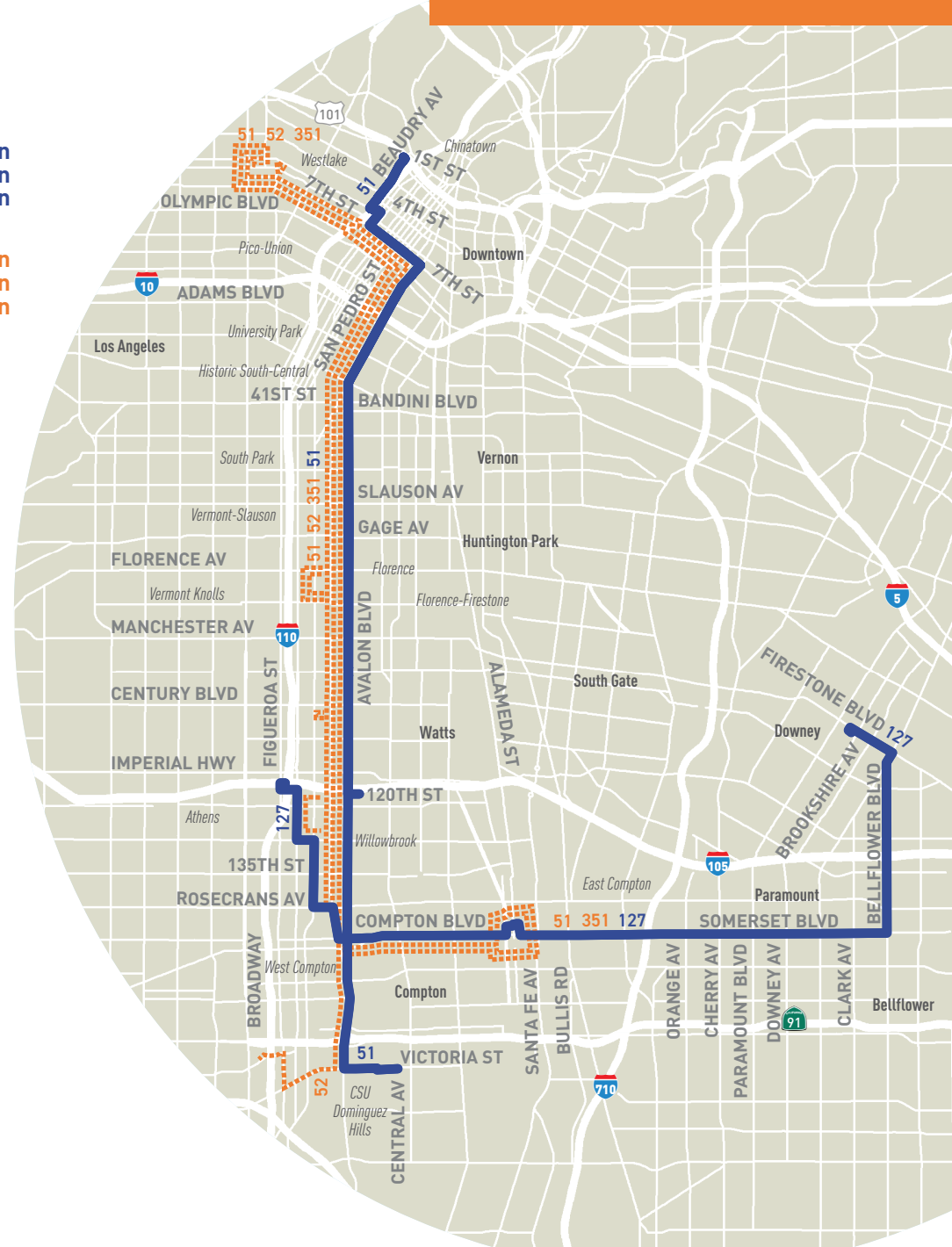
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 51: Merge Lines 51, 52, 351 on San Pedro St and Avalon Bl. New Line would follow existing routes between Downtown LA, San Pedro St, and direct via Avalon Bl (no longer serving Main St) and Victoria St to a new southern terminus at Cal State Dominguez Hills

- Lines 51/52/351 would not operate between Downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66)
- Line 127 would replace Lines 51/351 on Compton Bl.
- More frequency would be provided for all bus stops on San Pedro St and Avalon Bl, with highest frequency provided north of the C Line (Green) Avalon Station
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.
- LADOT DASH E service would be introduced on 7th St between downtown LA and Wilshire/Alvarado





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 51</b>	<b>Weekday</b>	7.5 min	7.5 min	15-30 min	60 min
	<b>Saturday</b>	10 min	10 min	20-30 min	60 min
	<b>Sunday</b>	10 min	10 min	20-30 min	60 min
<b>Existing Line 52</b>	<b>Weekday</b>	7 min	12 min	36 min	60 min
	<b>Saturday</b>	9 min	10 min	32 min	60 min
	<b>Sunday</b>	15 min	12 min	38 min	60 min

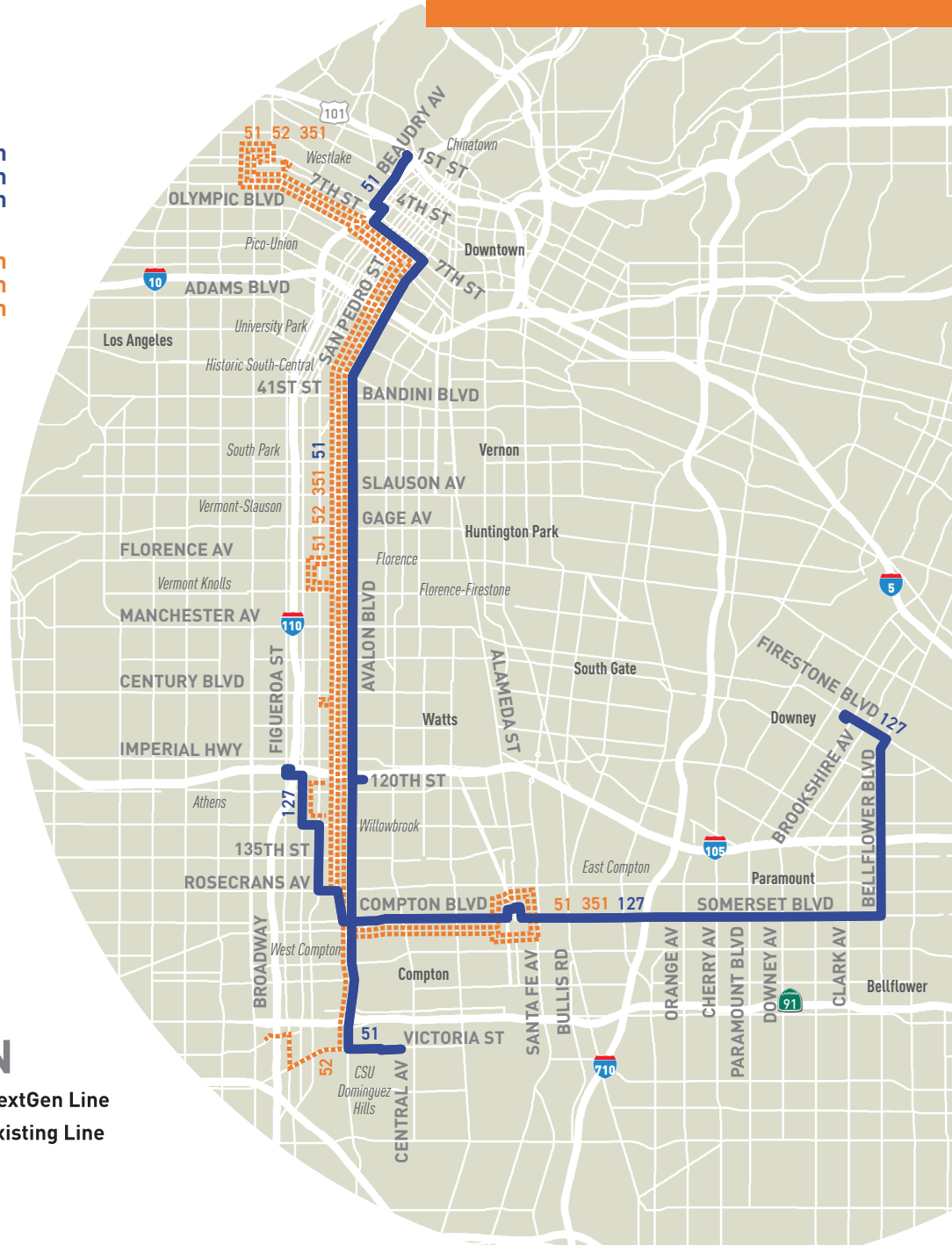
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 51: Merge Lines 51, 52, 351 on San Pedro St and Avalon Bl. New Line would follow existing routes between Downtown LA, San Pedro St, and direct via Avalon Bl (no longer serving Main St) and Victoria St to a new southern terminus at Cal State Dominguez Hills

- Lines 51/52/351 would not operate between Downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66)
- Line 127 would replace Lines 51/351 on Compton Bl.
- More frequency would be provided for all bus stops on San Pedro St and Avalon Bl, with highest frequency provided north of the C Line (Green) Avalon Station
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility.
- LADOT DASH E service would be introduced on 7th St between downtown LA and Wilshire/Alvarado



▲ N  
— NextGen Line  
- - - Existing Line



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 53 Central Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 53</b>	Weekday	10 min	10 min	20-30 min	--
	Saturday	20 min	20 min	20-30 min	--
	Sunday	20 min	20 min	20-30 min	--
<b>Existing Line 53</b>	Weekday	8 min	15 min	30 min	--
	Saturday	12-15 min	15 min	20 min	--
	Sunday	20-30 min	20 min	30 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 53 between Downtown LA and Cal State Dominguez Hills via Central Av would be changed as follows:

- More frequency during the midday and evening hours on weekdays with the highest frequency of service weekday peak and midday shown above available at all bus stops between Willowbrook/Rosa Parks Station and downtown LA
- Reroute Line 53 to serve the A Line (Blue) Willowbrook/Rosa Parks Station (instead of C Line (Green) Avalon Station) to connect with both the A Line (Blue) and C Line (Green)
- Selected Line 53 trips will continue south of the A Line (Blue) Willowbrook/Rosa Parks Station to Cal State Dominguez Hills
- Reroute Line 53 in Downtown LA from Beaudry Av to Olive St to serve more destinations and a new connection to Line 4 (Line 55 will replace Line 53 on Beaudry Av)



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 55 Compton Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 55</b>	<b>Weekday</b>	12 min	12 min	20-30 min	60 min
	<b>Saturday</b>	20 min	20 min	20-30 min	60 min
	<b>Sunday</b>	20 min	20 min	20.-30 min	60 min
<b>Existing Line 55</b>	<b>Weekday</b>	15 min	20 min	60 min	60 min
	<b>Saturday</b>	12-15 min	15 min	30 min	60 min
	<b>Sunday</b>	23-30 min	23 min	60 min	60 min

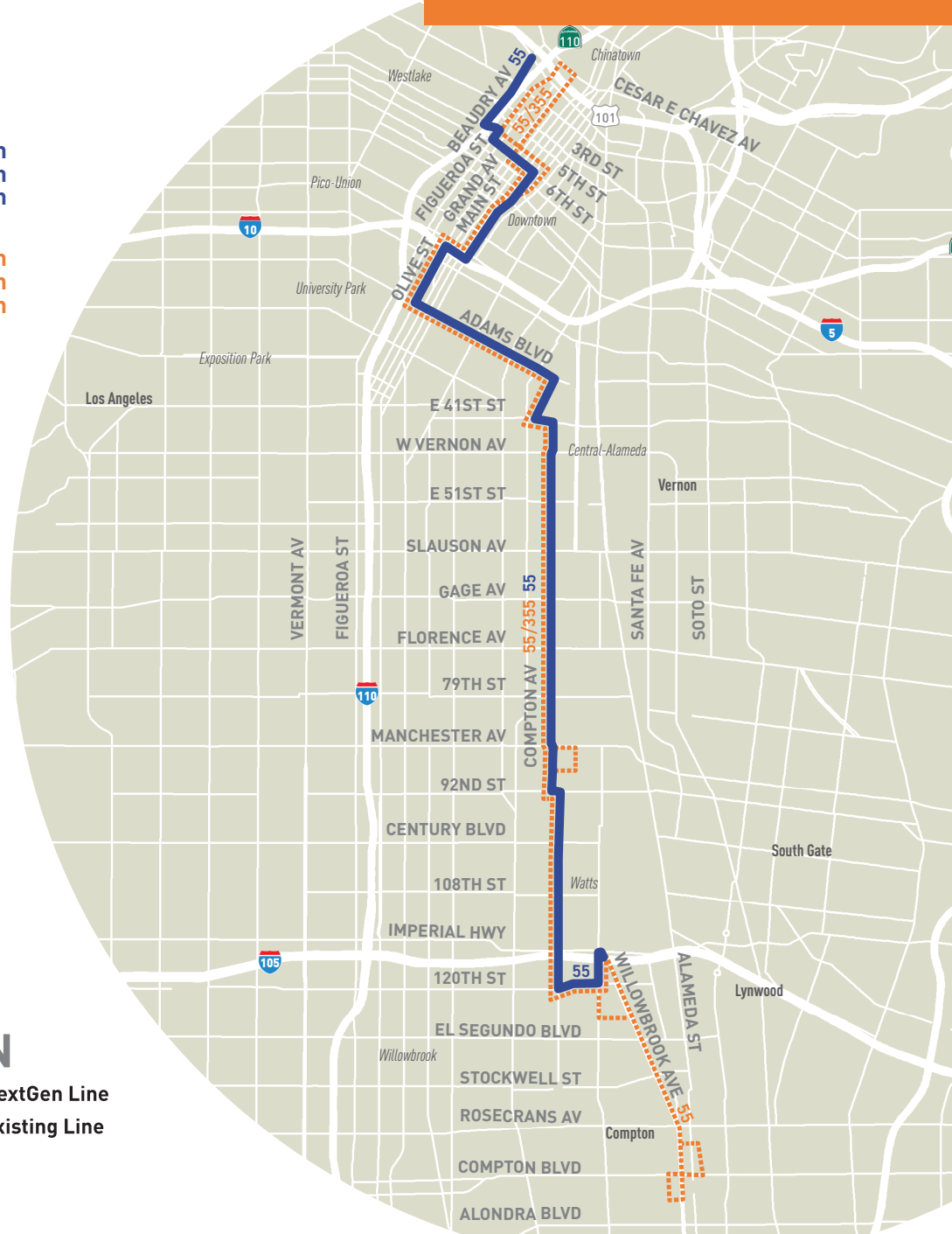
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 55: Merge Lines 55 & 355 between Downtown LA and Willowbrook/Rosa Parks Station via Adams Bl and Compton Av:

- New Line 55 would follow existing Line 55/355 route with all trips ending at Willowbrook/Rosa Parks Station
- More frequency for all bus stops on Adams Bl and Compton Av
- Underutilized stops would be consolidated to balance speed, reliability, and accessibility
- The deviation via Firestone A Line (Blue) Station would be discontinued due to underutilization and in order to keep the route as direct as possible



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 60 Long Beach Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 60</b>	<b>Weekday</b>	5 min	10 min	15-30 min	60 min
	<b>Saturday</b>	10 min	10 min	15-30 min	60 min
	<b>Sunday</b>	10 min	10 min	15-30 min	60 min
<b>Existing Line 60</b>	<b>Weekday</b>	10 min	18 min	33 min	60 min
	<b>Saturday</b>	15 min	13 min	35 min	60 min
	<b>Sunday</b>	22 min	14 min	35 min	60 min

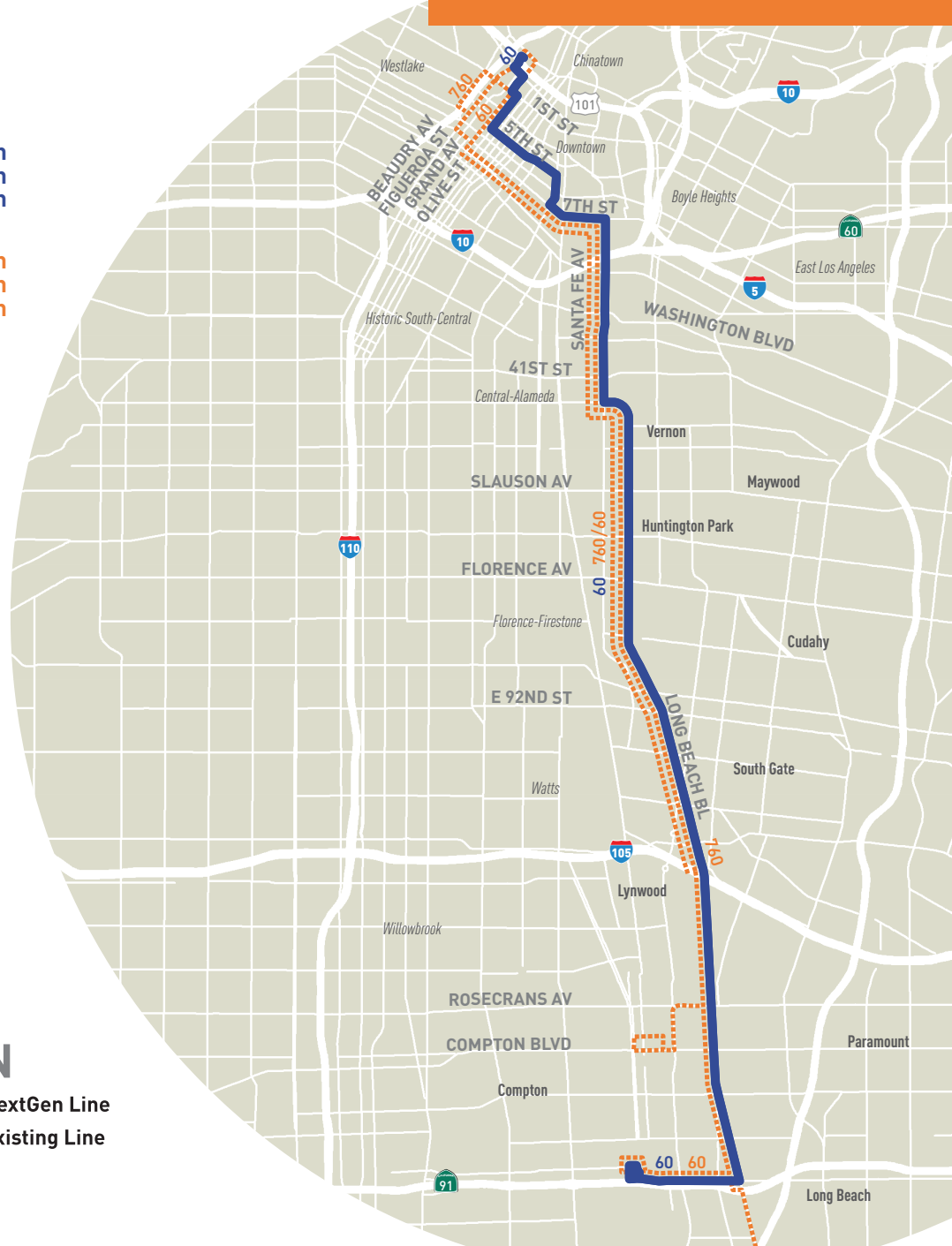
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 60: Merge Lines 60 & 760 on Long Beach Bl between Downtown LA, C Line (Green) Long Beach Bl and A Line (Blue) Artesia Stations:

- New Line 60 would follow the existing Line 60 route between Downtown LA and A Line (Blue) Artesia Station and would include a reroute in Downtown LA from 7th and Figueroa St to 7th St, Central, 5th, and Grand/Olive
- High frequency service would be provided for all new Line 60 bus stops
- More high frequency would be available north of C Line (Green) Long Beach Bl Station and Owl service would continue to be provided south to Downtown Long Beach
- Underutilized bus stops on Santa Fe Av and Long Beach Bl would be consolidated to balance speed, reliability and accessibility, omitting the low utilization OWL deviation to Compton Station.



Metro



## Existing Line 62 Telegraph Rd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 262</b>	Weekday	20-40 min	20-40 min	30-60 min	--
	Saturday	30-60 min	30-60 min	60 min	--
	Sunday	30-60 min	30-60 min	60 min	--
<b>Existing Line 62</b>	Weekday	27 min	32 min	58 min	--
	Saturday	56 min	40 min	59 min	--
	Sunday	57 min	52 min	58 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

New Line 262 will operate between East LA College, L Line (Gold) Atlantic Station, and Hawaiian Gardens, via Atlantic Av, Telegraph Rd, Pioneer Bl, replacing existing Line 62:

- Line 62 will be discontinued between Downtown LA and Atlantic Bl/Telegraph Rd with Line 66 serving that segment.
- New connection to East LA College will be created
- Discontinue existing Line 62 on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.
- The highest frequency of service would operate north of Los Cerritos Center.



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 66 8th St – Olympic Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 66</b>	Weekday	10 min	10 min	15-30 min	--
	Saturday	15 min	15 min	15-30 min	--
	Sunday	15 min	15 min	15-30 min	--
<b>Existing Line 66</b>	Weekday	14 min	18 min	48 min	60 min
	Saturday	16 min	15 min	55 min	60 min
	Sunday	29 min	21 min	58 min	60 min

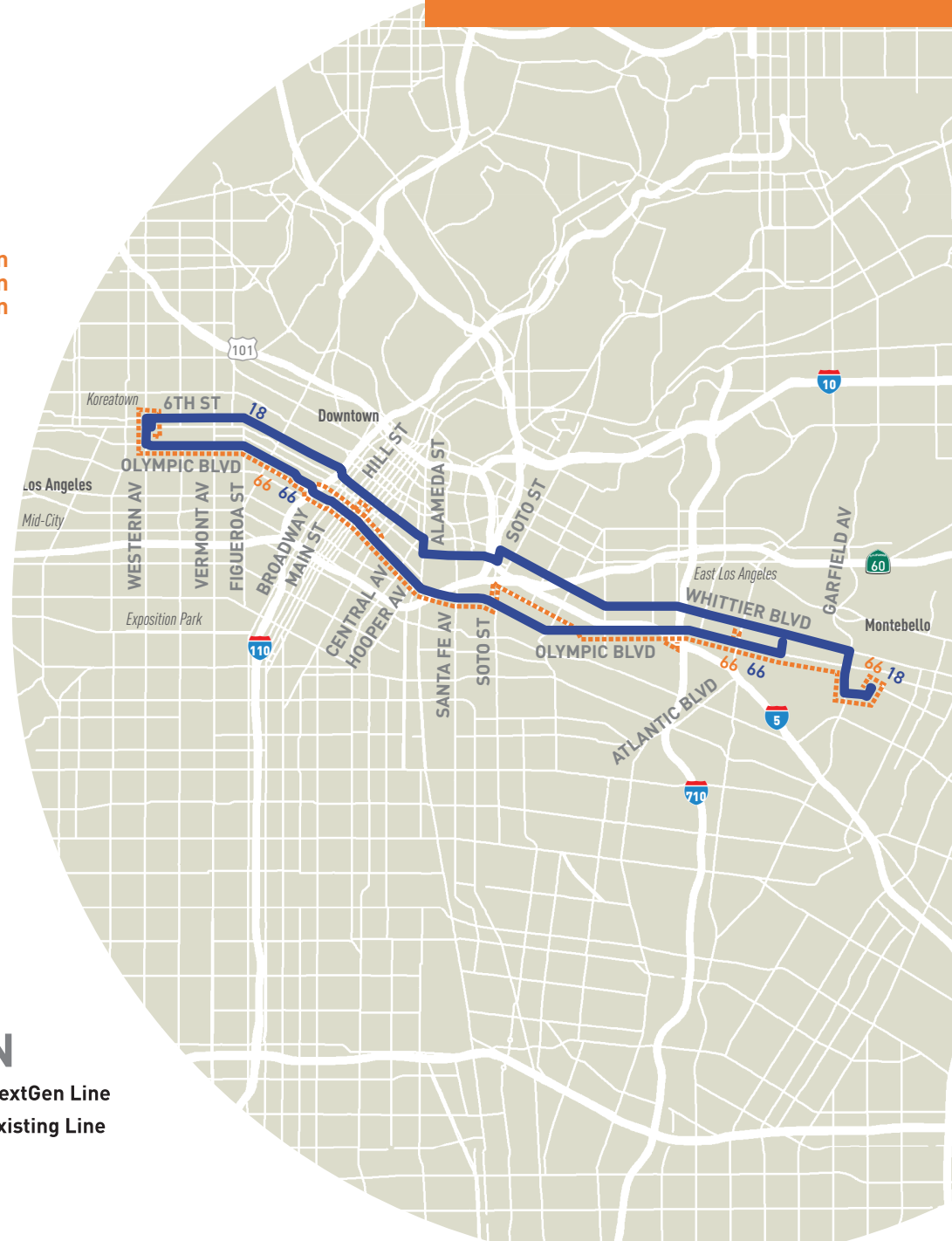
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 66 between D Line (Purple) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic Bl will change as follows:

- Replace the deviation along 8th St in East LA with Line 66 traveling direct on Olympic Bl, replacing Line 62 and providing faster more direct service.
- Line 605 would still be available on 8th St.
- Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap of lines, with Line 66 ending at Commerce Center.
- Line 18 would provide alternative service to Metrolink Montebello Station
- Line 66 late-night OWL service would be discontinued due to low utilization. OWL service would be available on Line 18 on Whittier Bl and Line 20 on Wilshire Bl.



**Metrolink**

▲ N  
— NextGen Line  
- - - - Existing Line





## Existing Line 68 Cesar E. Chavez Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 70</b>	Weekday	7.5 min	7.5 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
<b>Existing Line 68</b>	Weekday	15 min	20 min	24 min	--
	Saturday	21 min	22 min	24 min	--
	Sunday	20 min	20 min	24 min	--

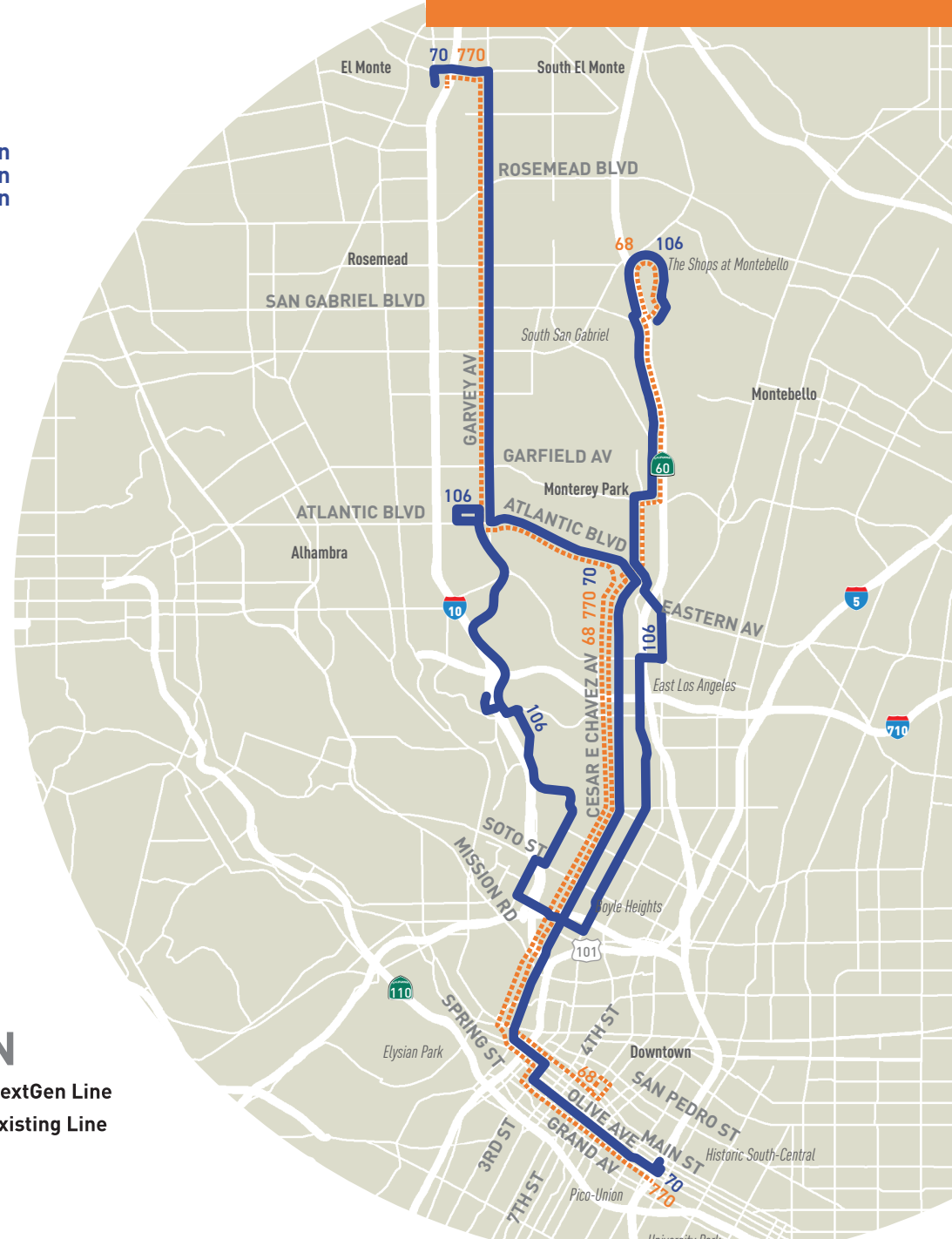
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 70 replaces Line 68 between Downtown LA and East LA College via Cesar E Chavez Av (see Line 70 information sheet):

- Line 68 east of Atlantic Bl to The Shops at Montebello will be replaced by Line 106. See Line 106 page for more details.
- New Owl service would be provided by new Line 70 on Cesar Chavez Av



Metro

NextGen Line
   
 Existing Line



## Existing Line 70 Garvey Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 70</b>	Weekday	7.5 min	7.5 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
<b>Existing Line 70</b>	Weekday	15 min	16 min	24 min	60 min
	Saturday	18 min	20 min	24 min	60 min
	Sunday	18 min	16 min	30 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Owl Service**

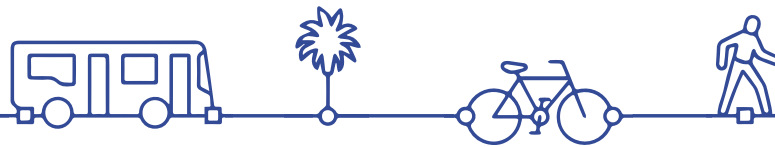
New Higher Frequency Line 70: Merge Lines 70 and 770; new Line 70 would operate between Downtown LA and El Monte Station via Garvey Av.

- Alternative New Line 106 would Replace Line 70 service on Ramona Bl and Marengo St.
- Underutilized bus stops on Garvey Av, Atlantic Bl, and Cesar Chavez Av would be consolidated to balance speed, reliability and accessibility,
- New Owl service on Cesar Chavez Av



# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 71 Downtown LA - LAC & USC Medical Center, Cal State LA

### How often will my bus run?

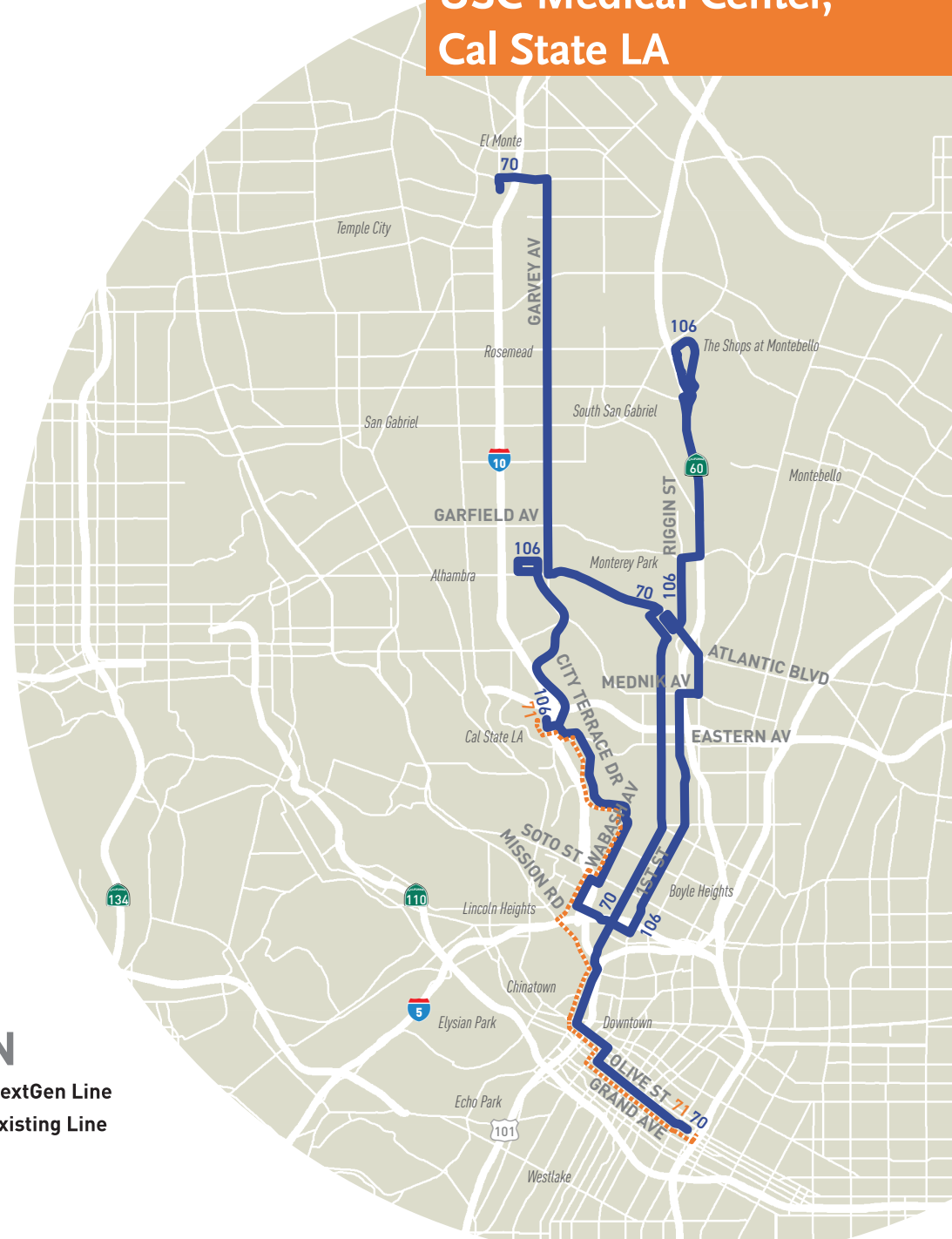
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 106</b>	Weekday	15-30 min	15-30 min	15-30 min	--
	Saturday	20-40 min	20-40 min	20-40 min	--
	Sunday	20-40 min	20-40 min	20-40 min	--
<b>Existing Line 71</b>	Weekday	17 min	34 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**

Line 71 will be replaced by new Line 106 between Cal State University Los Angeles and State Street via City Terrace Dr and Wabash Av, and Marengo St, connecting with Line 70 to Downtown LA at Cesar Chavez Ave/State St



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 76 Valley Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 76</b>	<b>Weekday</b>	12 Min	12 min	15-30 min	60 min
	<b>Saturday</b>	20 min	20 min	30 min	60 min
	<b>Sunday</b>	20 min	20 min	30 min	60 min
<b>Existing Line 76</b>	<b>Weekday</b>	17 min	17 min	40 min	60 min
	<b>Saturday</b>	21 min	21 min	40 min	60 min
	<b>Sunday</b>	36 min	22 min	40 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 76 between Downtown LA and El Monte Bus Station via Main St and Valley Bl would continue to follow the majority of the existing alignment operating more frequent midday and evening service during the weekdays:

- Line 76 would no longer travel to the Metrolink El Monte Station due to underutilized service and will instead operate on Santa Anita Av. The Metrolink El Monte Station would be served by City of El Monte's shuttle & trolley services
- Line 76 in Downtown LA would continue operating on Alameda St. to 1st St. then existing route to 7th St./Maple St.



**—** NextGen Line  
**----** Existing Line



**Metro**



## Existing Line 78 Las Tunas Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 78</b>	Weekday	10 min	10 min	20-30 min	--
	Saturday	20 min	20 min	30 min	--
	Sunday	20 min	20 min	30 min	--
<b>Existing Line 78</b>	Weekday	12 min	40 min	30 min	--
	Saturday	36 min	45 min	60 min	--
	Sunday	45 min	36 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.
- The highest frequency of Line 78 service weekday peak and midday shown above would be available at all bus stops between Main/Garfield and downtown LA



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 79 Huntington Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 179</b>	Weekday	30 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
<b>Existing Line 79</b>	Weekday	20 min	36 min	40 min	--
	Saturday	45 min	45 min	40 min	--
	Sunday	45 min	36 min	40 min	--

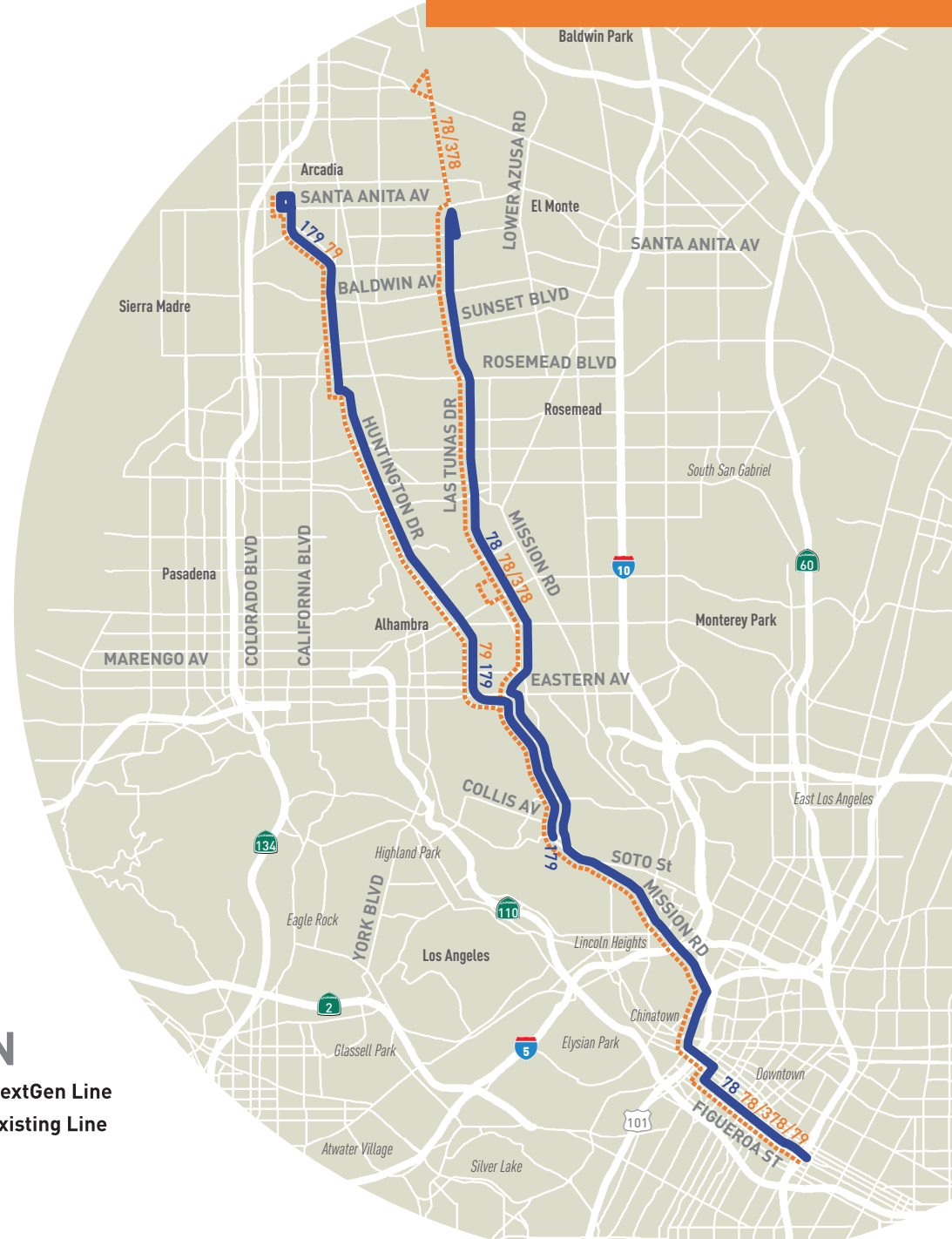
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 81 Figueroa St

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 81</b>	<b>Weekday</b>	10 min	12 min	15-20 min	60 min
	<b>Saturday</b>	20 min	20 min	20 min	60 min
	<b>Sunday</b>	20 min	20 min	20 min	60 min
<b>Existing Line 81</b>	<b>Weekday</b>	9 min	14 min	40 min	--
	<b>Saturday</b>	20 min	20 min	40 min	--
	<b>Sunday</b>	26 min	24 min	40 min	--

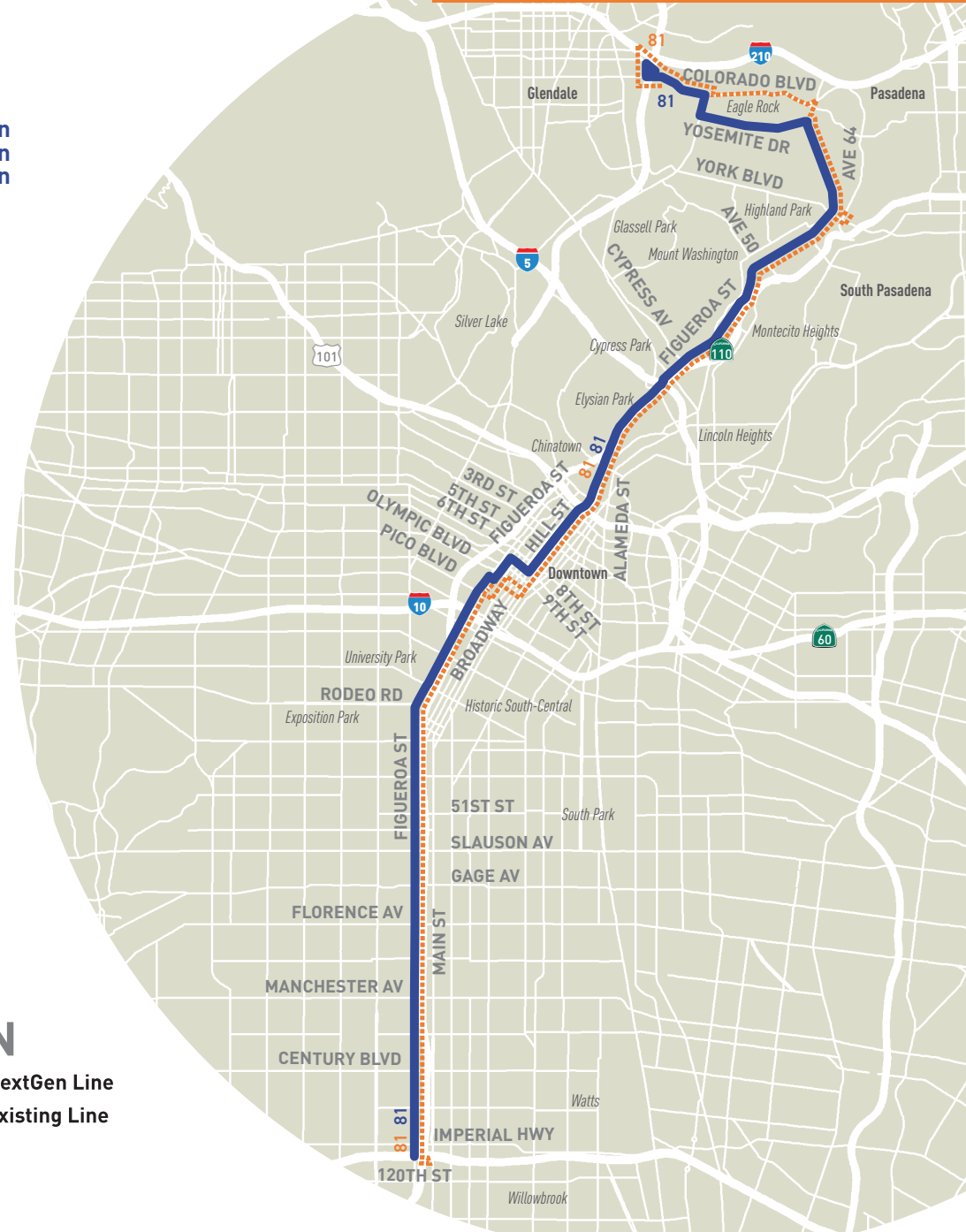
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Owl Service**

Line 81 route would remain same south of Figueroa St and Yosemite Dr between Harbor Freeway Station, Downtown LA, and Eagle Rock. Line 81 will replace Line 181 and will be rerouted via Yosemite St to provide service to Colorado Bl/Eagle Dale.

- More frequency during midday and evening hours
- Selected trips would continue to end at Figueroa/Colorado
- Line 180 would continue to serve Colorado Bl.
- New Owl Service (in place of Line 83) to Figueroa/Colorado, connecting with Line 180 Owl service



▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 83 Broadway – York & Silver Lake – Hollywood

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 182</b>	<b>Weekday</b>	30 min	30 min	30 min	--
	<b>Saturday</b>	30 min	30 min	30 min	--
	<b>Sunday</b>	30 min	30 min	30 min	--
<b>Existing Line 83</b>	<b>Weekday</b>	24 min	35 min	40 min	60 min
	<b>Saturday</b>	37 min	40 min	40 min	60 min
	<b>Sunday</b>	36 min	38 min	40 min	60 min

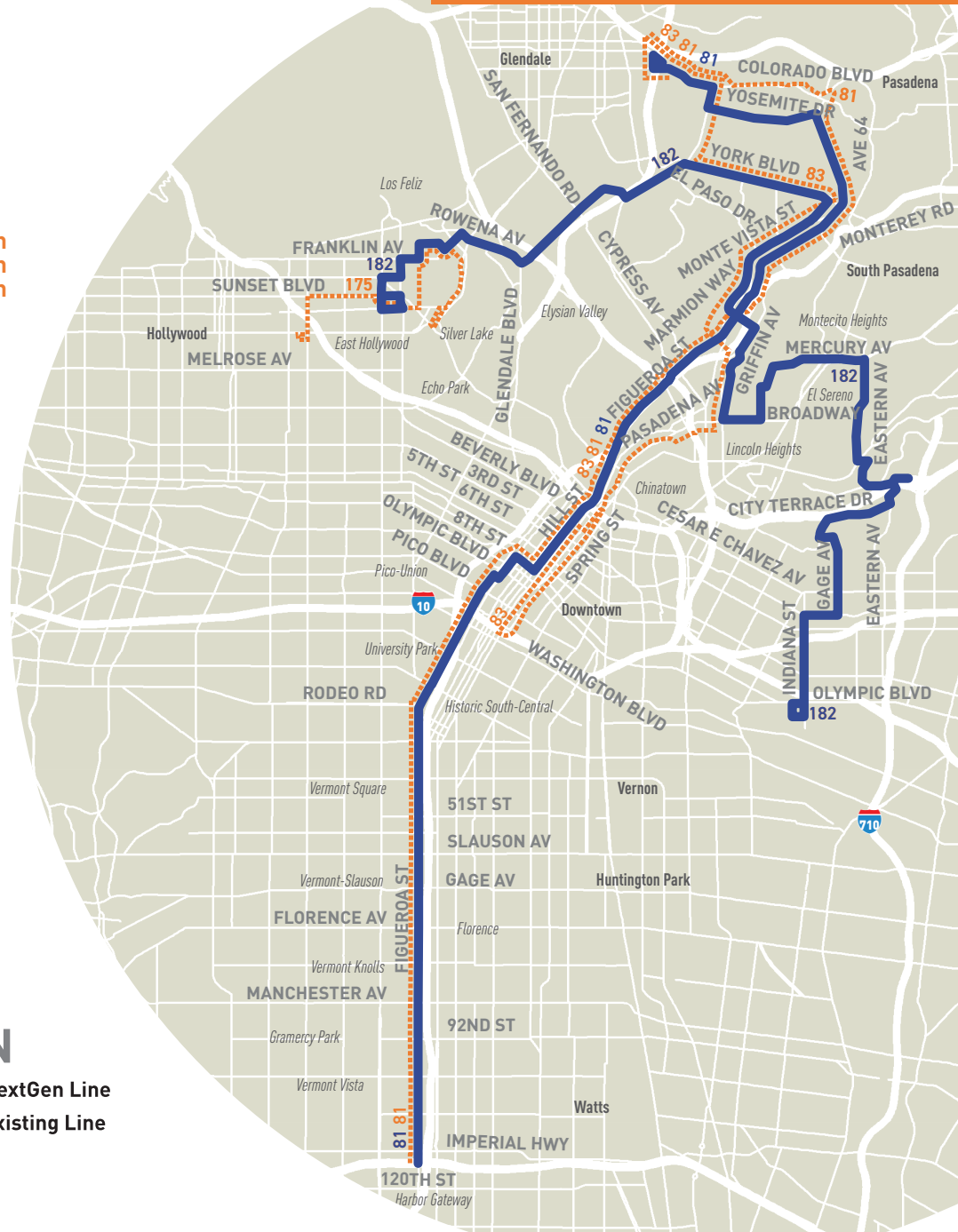
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

Lines 83, 175 and 665 as well as Line 256 between Cal State LA and Highland Park would be replaced by New Line 182 between Indiana/Olympic, Cal State LA, Broadway/Thomas, Highland Park, and East Hollywood

- New Line 182 provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Lines 83 and 175
- New Line 182 would replace Line 665 between Indiana/Olympic and Cal State LA, would replace Line 256 between Cal State LA and Huntington Dr, and replace Line 252 via Mercury Dr and Griffin Ave, Avenue 43, and Figueroa St rather than Marmion Wy and Monte Vista St
- Frequent alternative service to/from Downtown LA is available on Figueroa St (Line 81) and the L Line (Gold) Heritage Square Station
- New Line 81 Owl Service will replace Line 83 Owl Service.



Metro

▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 90 Foothill Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 90</b>	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 90</b>	Weekday	18 min	25 min	45 min	--
	Saturday	35 min	30 min	60 min	--
	Sunday	46 min	34 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

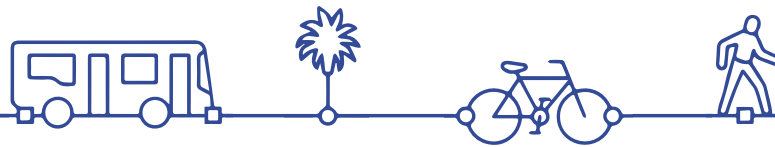
**Simpler Network  
More Reliable Service**

Merge Lines 90 & 91 on Foothill Bl:

- New Line 90 (replacing existing Lines 90 and 91) would commence from Temple St & Baudry Av in downtown LA and follow the existing Line 90 to Sunland
- On the north end, new Line 90 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service (replaces Lines 222).
- Line 90 north of Sunland Bl would be discontinued with new Line 690 operating on a segment of Foothill Bl between Sunland and Sylmar



▲ N  
— NextGen Line  
- - - Existing Line



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 90</b>	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 91</b>	Weekday	18 min	25 min	45 min	--
	Saturday	35 min	30 min	60 min	--
	Sunday	46 min	34 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**Simpler Network  
More Reliable Service**

Merge Lines 90 & 91 on Foothill Bl:

- New Line 90 (replacing existing Lines 90 and 91) would commence from Temple St & Beaudry Av in downtown LA and follow the existing Line 90 to Sunland.
- On the north end, new Line 90 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service (replaces Line 222)
- Line 90 north of Sunland Bl would be discontinued with new Line 690 operating on a segment of Foothill Bl between Sunland and Sylmar



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 92 Glenoaks Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 92</b>	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 92</b>	Weekday	27 min	26 min	44min	60 min
	Saturday	34 min	30 min	47 min	60 min
	Sunday	43 min	42 min	47 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency
- Simpler Network
- New Links

Line 92 will be extended south to Venice & Broadway in Downtown LA and operate more frequency. Owl service will be provided by the B Line (Red) and Line 224.



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 94 San Fernando Rd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 94</b>	<b>Weekday</b>	15 min	15 min	30-60 min	60 min
	<b>Saturday</b>	30 min	30 min	30-60 min	60 min
	<b>Sunday</b>	30 min	30 min	30-60 min	60 min
<b>Existing Line 94</b>	<b>Weekday</b>	25 min	30 min	52 min	--
	<b>Saturday</b>	24 min	23 min	60 min	--
	<b>Sunday</b>	28 min	22 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**More Reliable Service**

New Line 94: Merge Lines 94 and 794 on San Fernando Rd:

- New Line 94 would operate mostly via the existing Line 94 route between Downtown LA and Burbank but include a routing via Brand Bl and Broadway in Downtown Glendale. From Downtown Burbank, new Line 94 would extend west on Magnolia Bl to end at the B Line (Red) North Hollywood Station. This new route would provide more service between Glendale, Burbank and North Hollywood.
- A new Line 294 would operate along San Fernando Rd between Sylmar and Downtown Burbank.
- Underutilized bus stops on new Line 94 would be consolidated between North Hollywood and Downtown LA to balance speed, reliability, and accessibility, and frequent service would be available at the new Line 94 bus stops



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 96 Riverside Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 296</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 96</b>	Weekday	33 min	39 min	51 min	--
	Saturday	52 min	54 min	52 min	--
	Sunday	61 min	60 min	--	--

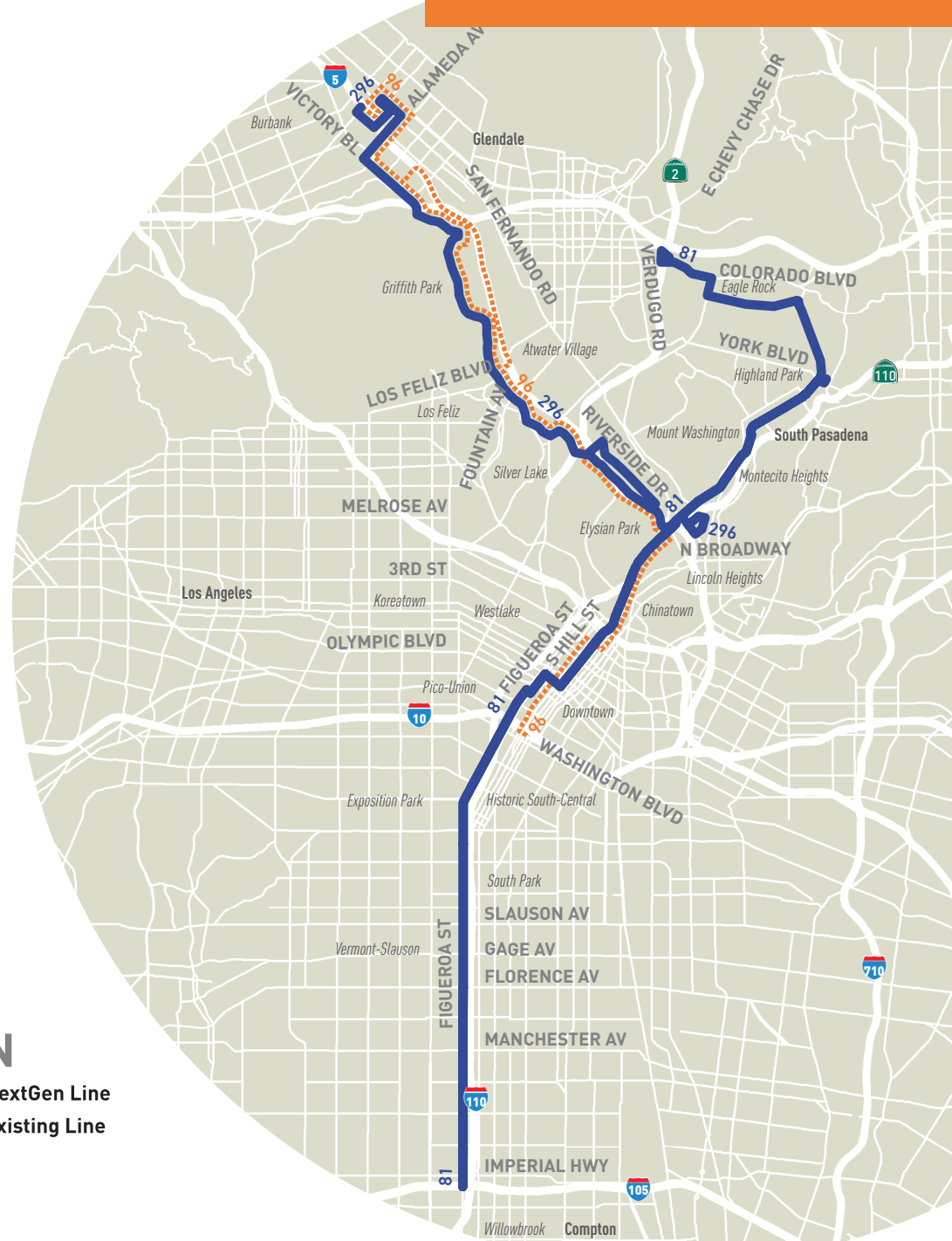
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 96 will be replaced by the following service:

- New Line 296 will operate via existing Line 96 between Downtown Burbank and Riverside Dr then via Figueroa St to the L Line (Gold) Lincoln/Cypress Park Station for connections with the L Line (Gold) or bus Lines 81, 92, and 94 to Downtown LA



▲ N  
 — NextGen Line  
 - - - Existing Line





## Existing Line 102 La Tijera – Exposition Blvds

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 102</b>	<b>Weekday</b>	45 min	45 min	45-60 min	--
	<b>Saturday</b>	45 min	45 min	45-60 min	--
	<b>Sunday</b>	45 min	45 min	45-60 min	--
<b>Existing Line 102</b>	<b>Weekday</b>	39 min	52 min	57 min	--
	<b>Saturday</b>	34 min	55 min	60 min	--
	<b>Sunday</b>	33 min	58 min	60 min	--

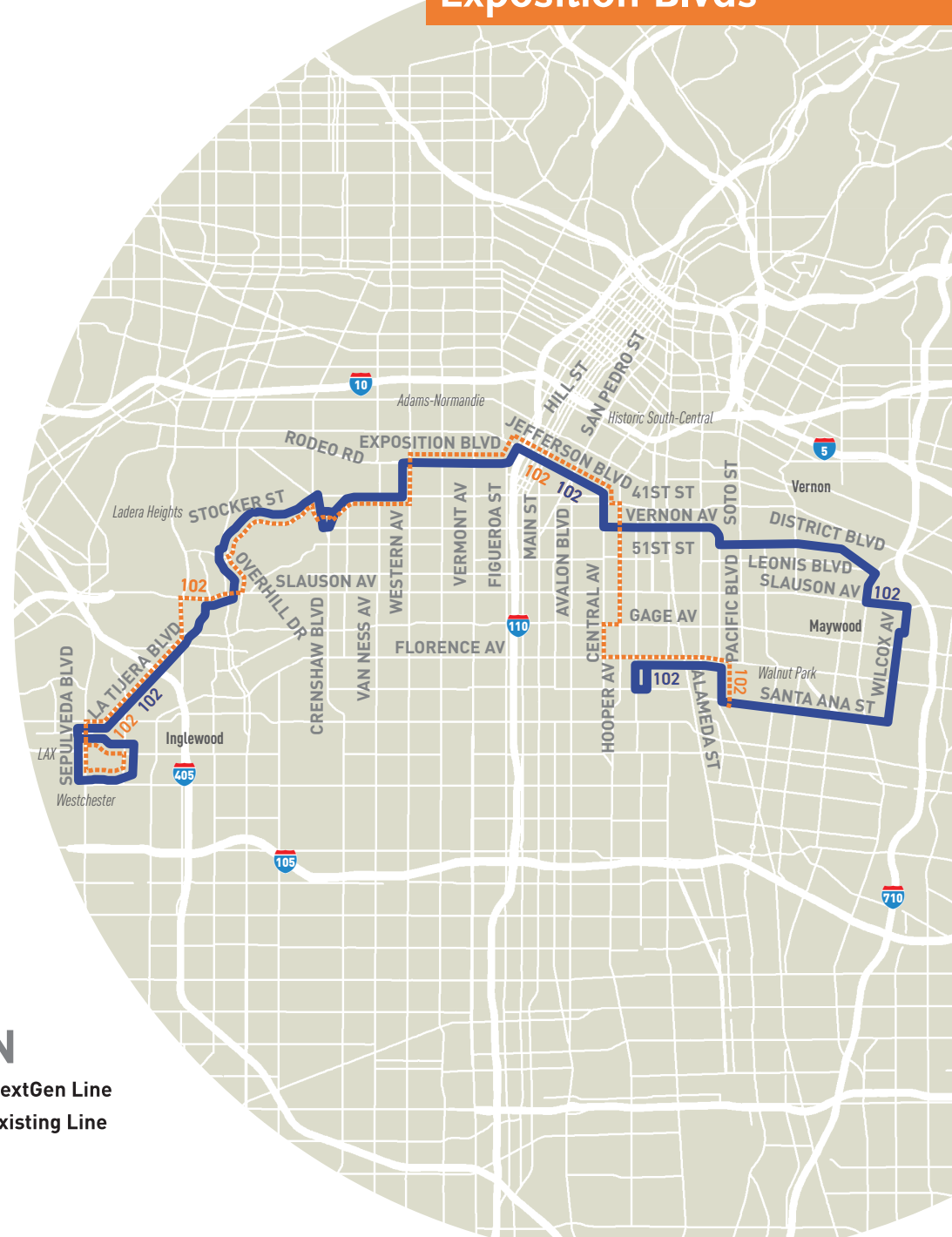
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

Line 102 would operate from LAX City Bus Center to Florence A Line (Blue Station)

- Line 102 east of Central Av/41st St would be altered to travel via Central Av, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, Slauson Av, Alamo Av, Wilcox Av, Santa Ana St, Seville Av and Florence Av to the Florence A Line (Blue) Station, replacing Line 611.
- Line 102 to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av would be discontinued due to underutilized service. Alternative service available on Lines 53, 55, 111, 251



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 105 Vernon Ave – La Cienega Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 105</b>	<b>Weekday</b>	10 min	10 min	15-30 min	60 min
	<b>Saturday</b>	15 min	15 min	30 min	60 min
	<b>Sunday</b>	15 min	15 min	30 min	60 min
<b>Existing Line 105</b>	<b>Weekday</b>	18 min	20 min	45 min	60 min
	<b>Saturday</b>	18 min	16 min	45 min	60 min
	<b>Sunday</b>	27 min	19 min	48 min	60 min

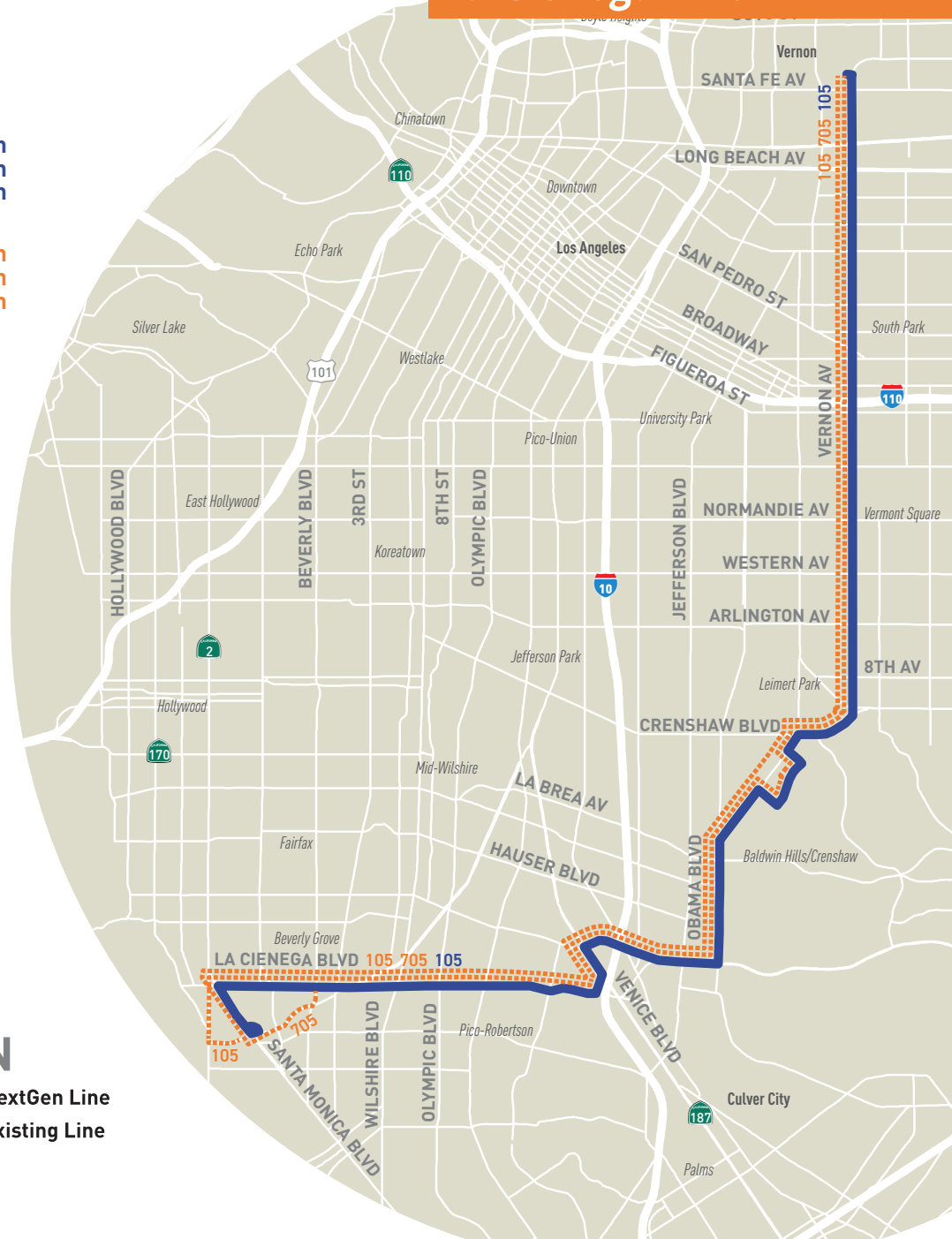
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 105: Merge Lines 105 & 705 on Vernon Av, Martin Luther King, Jr. Bl, and La Cienega Bl between Vernon and West Hollywood:

- All New Line 105 trips would continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av
- Discontinue Line 705 segment on Martin Luther King Jr. Bl between Hillcrest Dr and Marlton Av
- High frequency service would be provided for all new Line 105 stops
- Underutilized bus stops would be consolidated to balance speed, reliability and accessibility.





## Existing Line 106 East LA College – LAC & USC Medical Center

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 106</b>	<b>Weekday</b>	20-40 min	20-40 min	20-40 min	--
	<b>Saturday</b>	20-40 min	20-40 min	20-40 min	--
	<b>Sunday</b>	20-40 min	20-40 min	20-40 min	--
<b>Existing Line 106</b>	<b>Weekday</b>	50 min	50 min	50 min	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

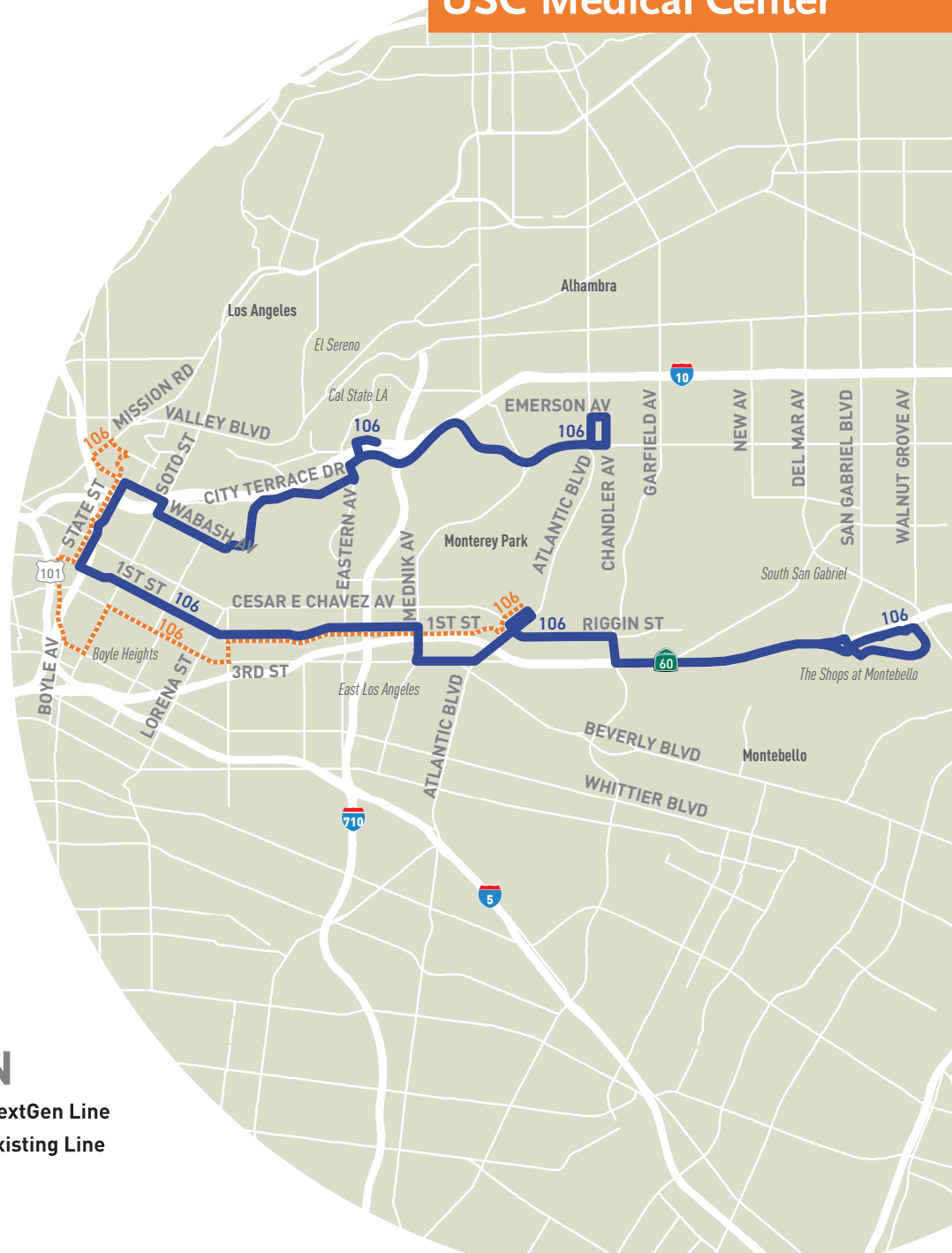
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency**
- Simpler Network**
- New Weekend Service**

Line 106 between East LA College and LA County USC Medical Center via East LA and Boyle Heights is significantly upgraded:

- New Line 106 would extend south via Atlantic Bl to L Line (Gold) Atlantic Station and replace Line 68 from Atlantic Bl to The Shops at Montebello and would replace Line 71 and extend east via Marengo St, Wabash Av, City Terrace Dr to Cal State University LA.
- New Line 106 would travel direct via 1st St instead of deviating via Indiana St, 3rd St, 4th St (Line 605 and Montebello Bus Lines 40), Soto St (Line 251), Whittier Bl (line 18) and Boyle Av
- New Line 106 would operate very frequent service and include new weekday and weekend service with 30 min service to The Shops at Montebello
- New Line 106 underutilized bus stops would be consolidated to balance speed, reliability and accessibility



▲ N

— NextGen Line

⋯ Existing Line







## Existing Line 108 Slauson Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 108</b>	<b>Weekday</b>	7.5 min	7.5 min	15-30 min	60 min
	<b>Saturday</b>	15 min	15 min	30-60 min	60 min
	<b>Sunday</b>	15 min	15 min	30-60 min	60 min
<b>Existing Line 108</b>	<b>Weekday</b>	10 min	15 min	58 min	--
	<b>Saturday</b>	19 min	16 min	54 min	--
	<b>Sunday</b>	32 min	23 min	59 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency**
- Simpler Network**
- New Owl Service**

New Line 108: Merge Lines 108 & 358 via Slauson Av between Culver City Transit Center and Pico Rivera:

- Discontinue Lines 108 & 358 due to underutilization west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av as well as the deviation into Fox Hills Business Park. Alternative bus service will be available on Culver City Lines 2, 4, 7 and proposed extension to Marina del Rey of Big Blue Bus Line 18
- New Line 108 would extend east to Slauson/Rosemead to connect with Line 266.
- More frequency at all bus stops on Slauson Av and provide Owl service with the highest frequency of Line 108 service weekday peak and midday shown above available at all bus stops between Culver City Transit Center and Slauson/Eastern
- Underutilized bus stops on Slauson Av would be consolidated to balance speed, reliability, and accessibility



**—** NextGen Line  
**- - -** Existing Line



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 110 Jefferson Blvd – Gage Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 110</b>	Weekday	15 min	15 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 110</b>	Weekday	17 min	24 min	55 min	--
	Saturday	29 min	24 min	53 min	--
	Sunday	41 min	36 min	54 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 110 will continue to serve the existing route from Playa Vista to Bell Gardens.

- At the eastern end at Gage/Garfield, buses would stay on Garfield Av and not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service.
- More frequency during the midday and evening hours on weekdays.



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 111 Florence Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 111</b>	<b>Weekday</b>	7.5 min	10 min	15-30 min	60 min
	<b>Saturday</b>	15 min	15 min	30-60 min	60 min
	<b>Sunday</b>	15 min	15 min	30-60 min	60 min
<b>Existing Line 111</b>	<b>Weekday</b>	13 min	15 min	42 min	--
	<b>Saturday</b>	19 min	15 min	42 min	--
	<b>Sunday</b>	20 min	15 min	42 min	--

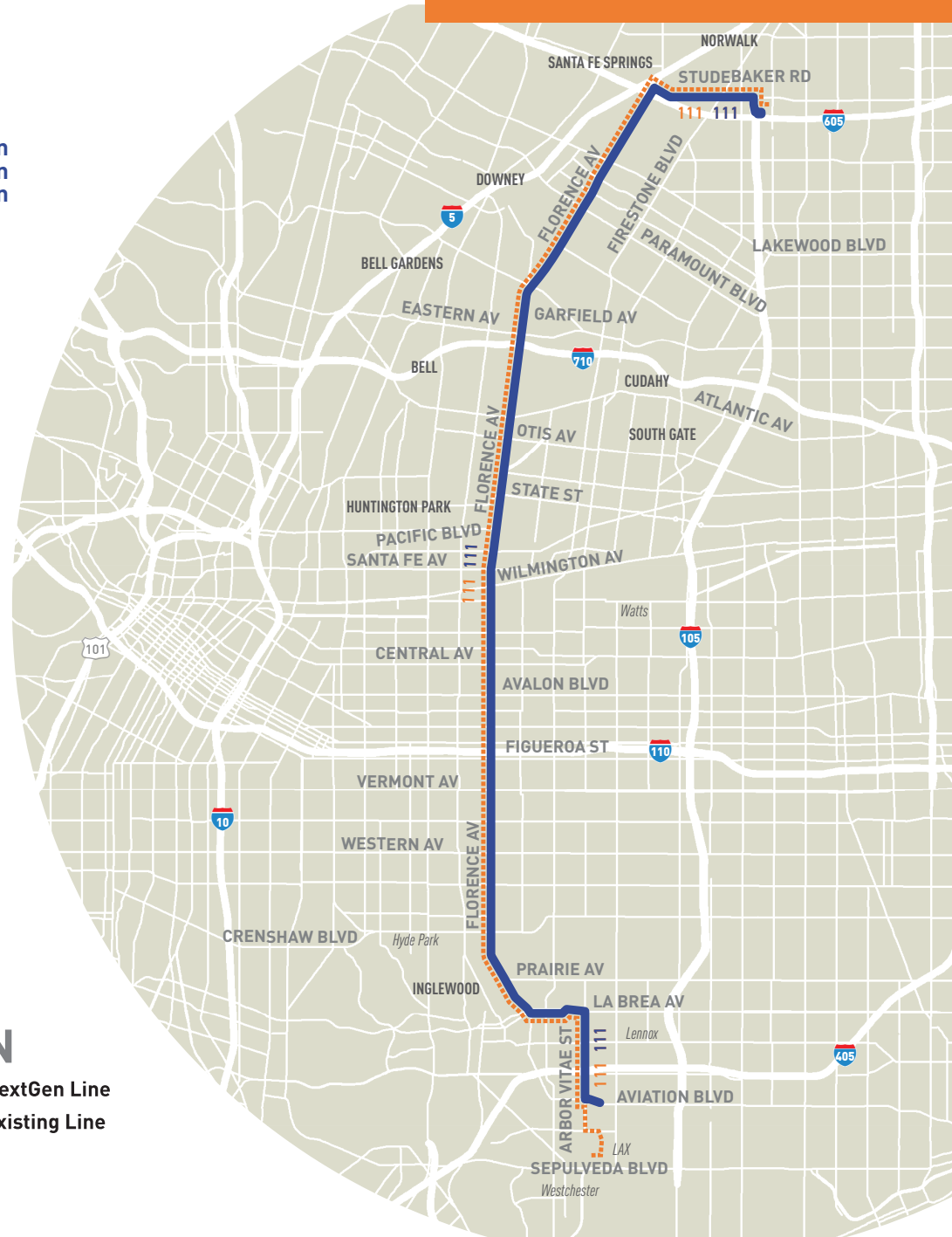
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Owl Service

Line 111 will remain unchanged. New Owl service to serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.

- Line 111 will operate more frequent weekday midday and evening service with the highest frequency of Line 111 service weekday peak and midday shown above available at all bus stops between Downtown Inglewood Transit Center and Florence and Garfield
- Line 111 map shows a new western terminus at the new LAX people mover (opening 2023). Until that time this service will continue to terminate at LAX City Bus Center





## Existing Line 115 Manchester Ave and Firestone Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 115</b>	Weekday	12 min	12 min	15-30 min	60 min
	Saturday	20 min	20 min	30-60 min	60 min
	Sunday	20 min	20 min	30-60 min	60 min
<b>Existing Line 115</b>	Weekday	14 min	14 min	39 min	--
	Saturday	25 min	20 min	49 min	--
	Sunday	32 min	23 min	52 min	--

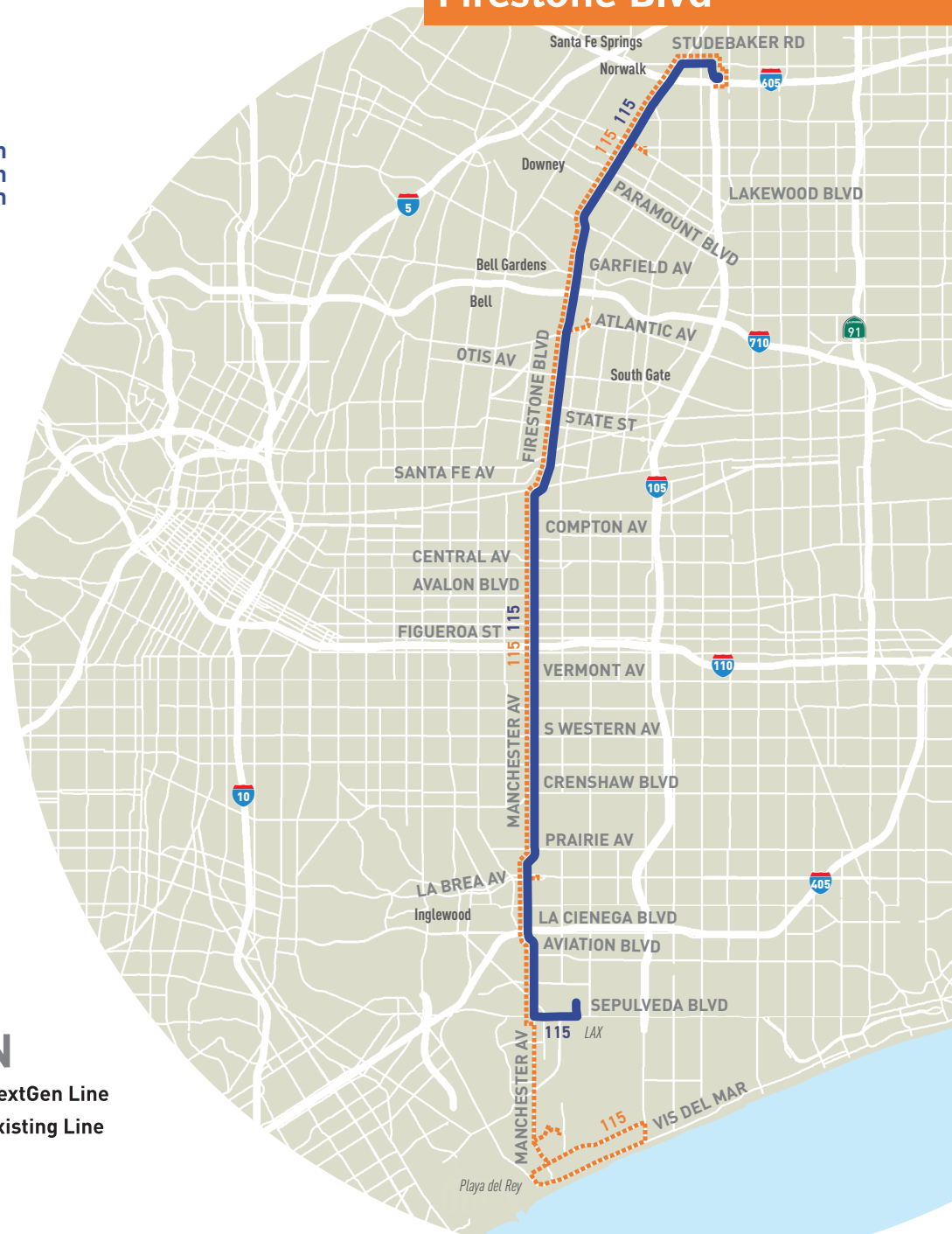
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Owl Service

New Line 115 would provide service from Westchester to Norwalk Station via Manchester Av and Firestone Bl.

- Line 115 will operate more frequent evening service.
- New Line 115 would provide new Owl Service.
- Service to Playa del Rey would be discontinued west of Manchester/Sepulveda except selected school term trips, due to underutilized service. Big Blue Bus Line 16 is also proposed to extend to Playa Del Rey



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 117 Century Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 117</b>	<b>Weekday</b>	15 min	15 min	30-60 min	60 min
	<b>Saturday</b>	30 min	30 min	30-60 min	60 min
	<b>Sunday</b>	30 min	30 min	30-60 min	60 min
<b>Existing Line 117</b>	<b>Weekday</b>	19 min	19 min	57 min	--
	<b>Saturday</b>	31 min	25 min	59 min	--
	<b>Sunday</b>	35 min	31 min	58 min	--

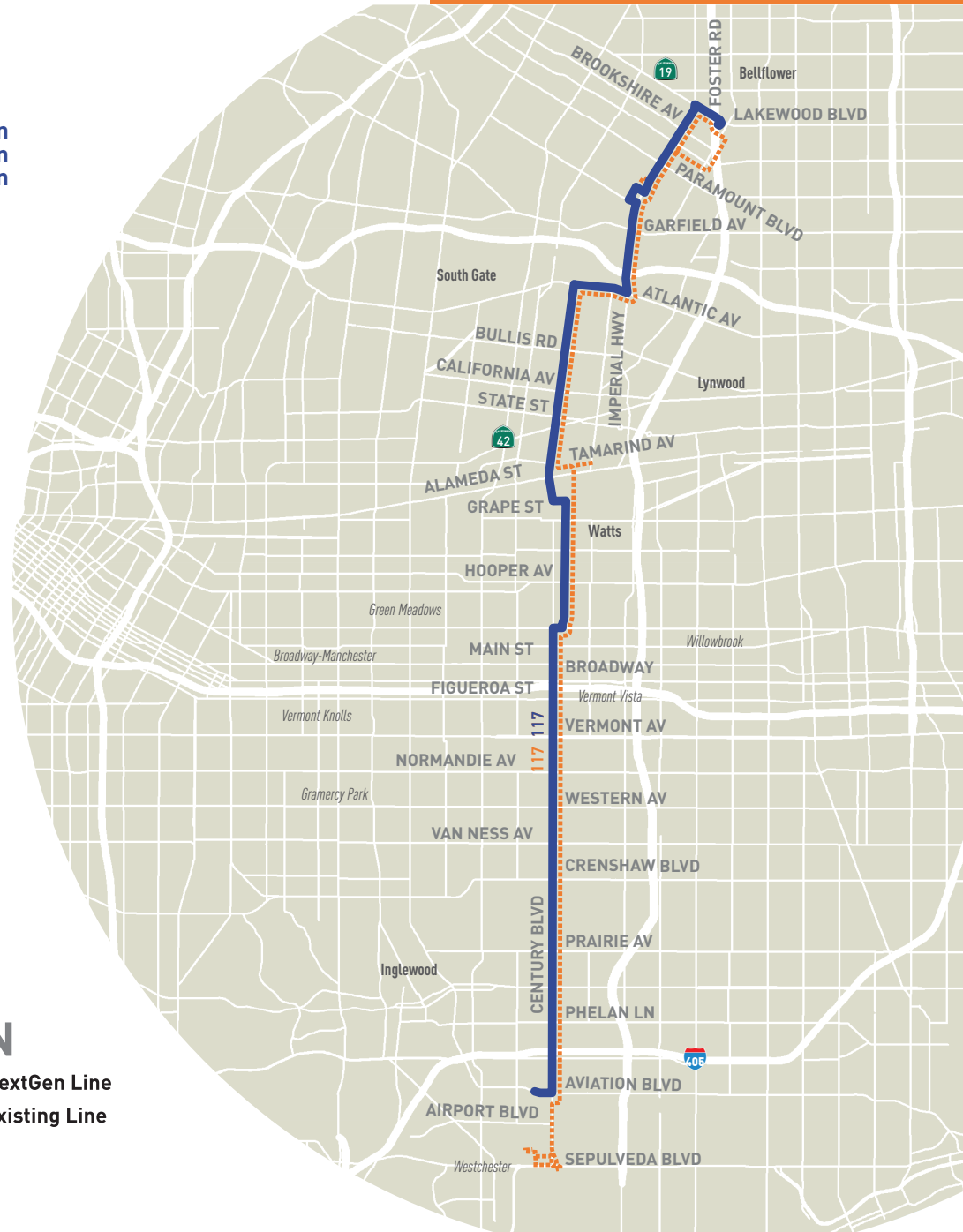
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Owl Service

Line 117 from LAX City Bus Center to Lakewood Bl C Line (Green) Station would continue to travel via Century Bl, Tweedy Bl, and Imperial Hwy.

- Near Jordan Downs Housing Complex, Line 117 would be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St.
- Line 117 would offer more frequent evening service and new Owl service. Until that time this service will continue to terminate at LAX City Bus Center
- Line 117 map shows a new western terminus at the new LAX people mover (opening 2023).



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 120 Imperial Hwy

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 120</b>	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 120</b>	Weekday	41 min	31 min	61 min	--
	Saturday	61 min	61 min	61 min	--
	Sunday	61 min	61 min	61 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network More Reliable Service

New Line 120 would provide service from Aviation/LAX C Line (Green) Station to C Line (Green) Norwalk Station via Imperial Hwy. Shortening Line 120 would allow it to operate more reliably.

- New Line 621 would replace Line 120 east from Norwalk C Line (Green) Station to Whittwood Mall, operating 60 minute service weekdays and weekends.
- In Downey, new Line 120 would remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center, this will provide faster more direct service.
- Alternative bus service to the Leeds St parking lot remains available via Line 117 and Access Services.



— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 125 Rosecrans Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 125</b>	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 125</b>	Weekday	27 min	33 min	54 min	--
	Saturday	43 min	31 min	56 min	--
	Sunday	57 min	39 min	--	--

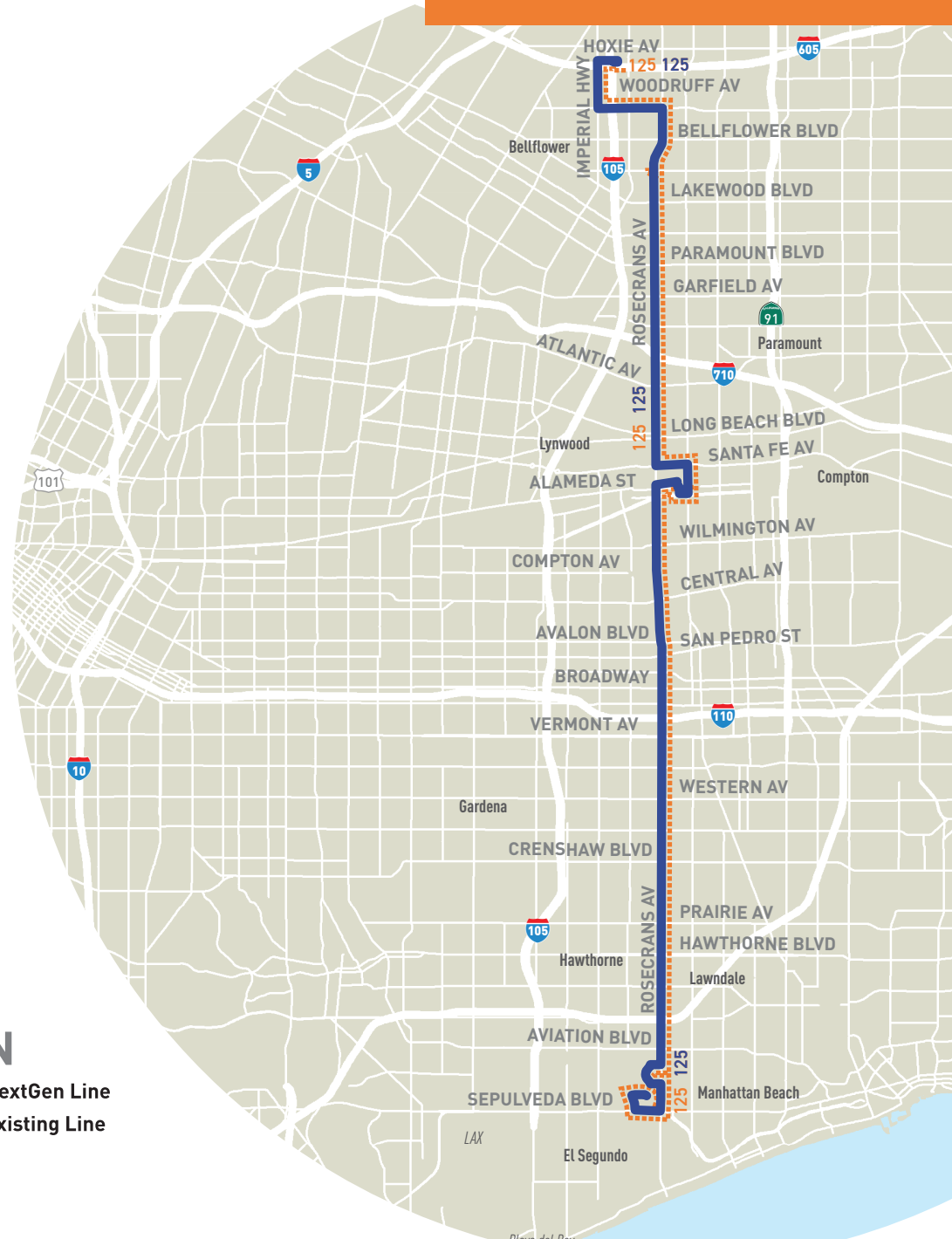
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### New Owl Service

Line 125 would continue to operate between Norwalk C Line (Green) Station and El Segundo via Rosecrans Av.

- Line 125 would operate more frequent weekday midday and evening service



**—** NextGen Line  
**- - -** Existing Line



Metro



## Existing Line 126 Manhattan Beach Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 126</b>	Weekday	57 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 126 would be discontinued due to underutilized service. Nearest alternative services would be available as follows:

- Torrance Transit Line 8 (Aviation Bl) and G-Trans Line 5 (El Segundo Bl)
- Beach Cities Transit Line 109
- LADOT Commuter Express 438 (Highland Av)
- Metro Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl), 232 (Sepulveda Bl)



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 127 Compton & Somerset Blvds

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 127</b>	Weekday	15-30 min	15-30 min	30-60 min	--
	Saturday	30-60 min	30-60 min	60 min	--
	Sunday	30-60 min	30-60 min	60 min	--
<b>Existing Line 127</b>	Weekday	57 min	58 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

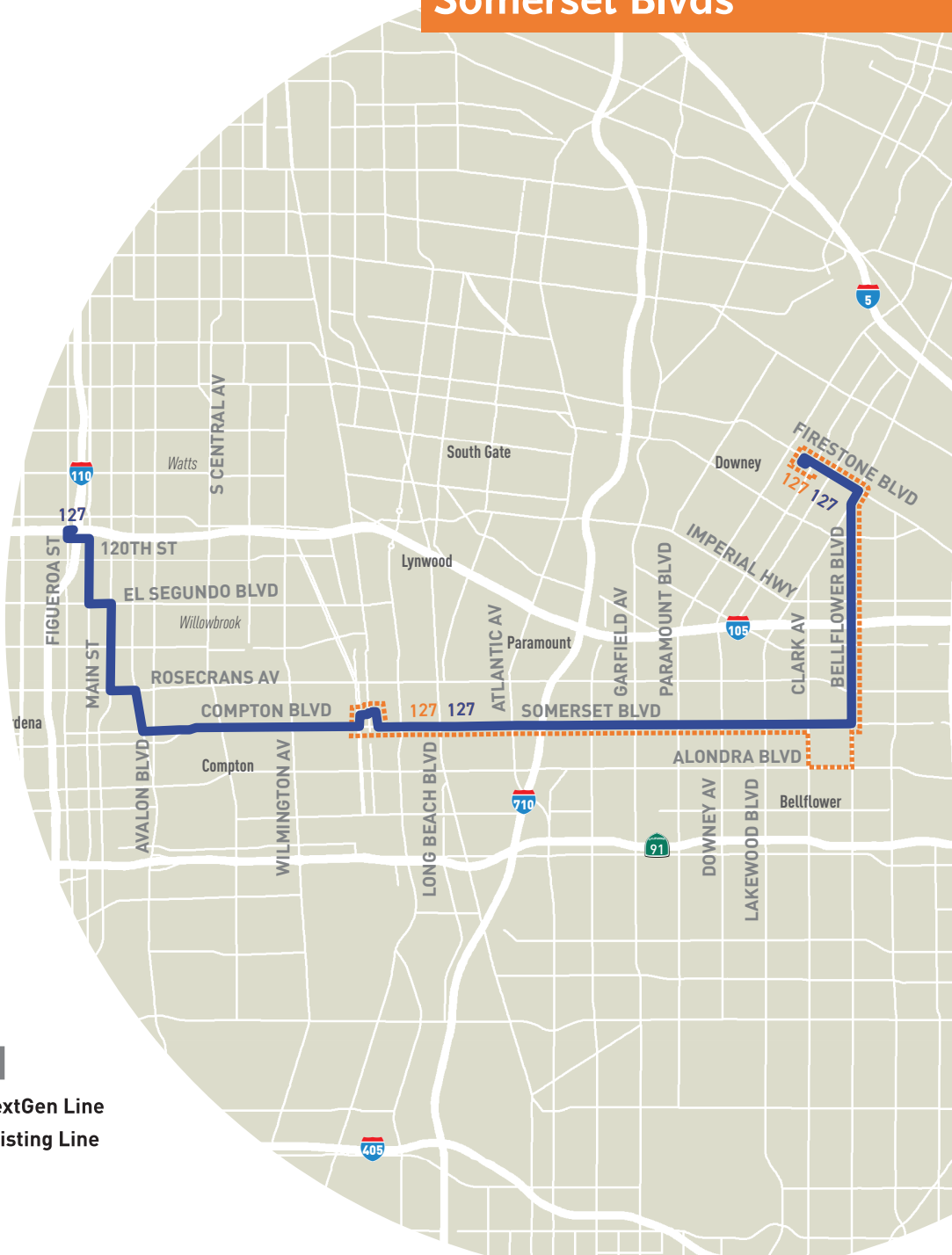
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network More Frequent Weekday/New Weekend Service

New Line 127 would follow the existing Line 127 route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl.

- Service will be discontinued on Alondra Bl due to underutilized service in that segment and to make the route more direct.
- New Line 127 would be extended west of the A Line (Blue) Compton Station to the Harbor Freeway Station via Compton Bl, Main St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing segments of existing Lines 45 and 51.
- New weekend service and more frequent weekday service would be provided. The highest frequency of 15 minutes weekday and 30 minutes weekend would operate west of the A Line (Blue) Station to the Harbor Freeway Station.



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 128 Alondra Blvd – Carmenita Rd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 128</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 128</b>	Weekday	49 min	54 min	58 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 128 between A Line (Blue) Compton Station and Cerritos Towne Center via Alondra Bl will change as follows:

- Existing Line 128 segment south of Alondra Bl & Carmenita Rd will be discontinued due to underutilized service.
- Alternative service to Cerritos Towne Center available via Cerritos On Wheels (COW) Route 1-A
- Line 128 will include new weekend service



**—** NextGen Line  
**- - -** Existing Line



Metro



## Existing Line 130 Artesia Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 130</b>	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 130</b>	Weekday	35 min	48 min	59 min	--
	Saturday	62 min	61 min	60 min	--
	Sunday	62 min	61 min	59 min	--

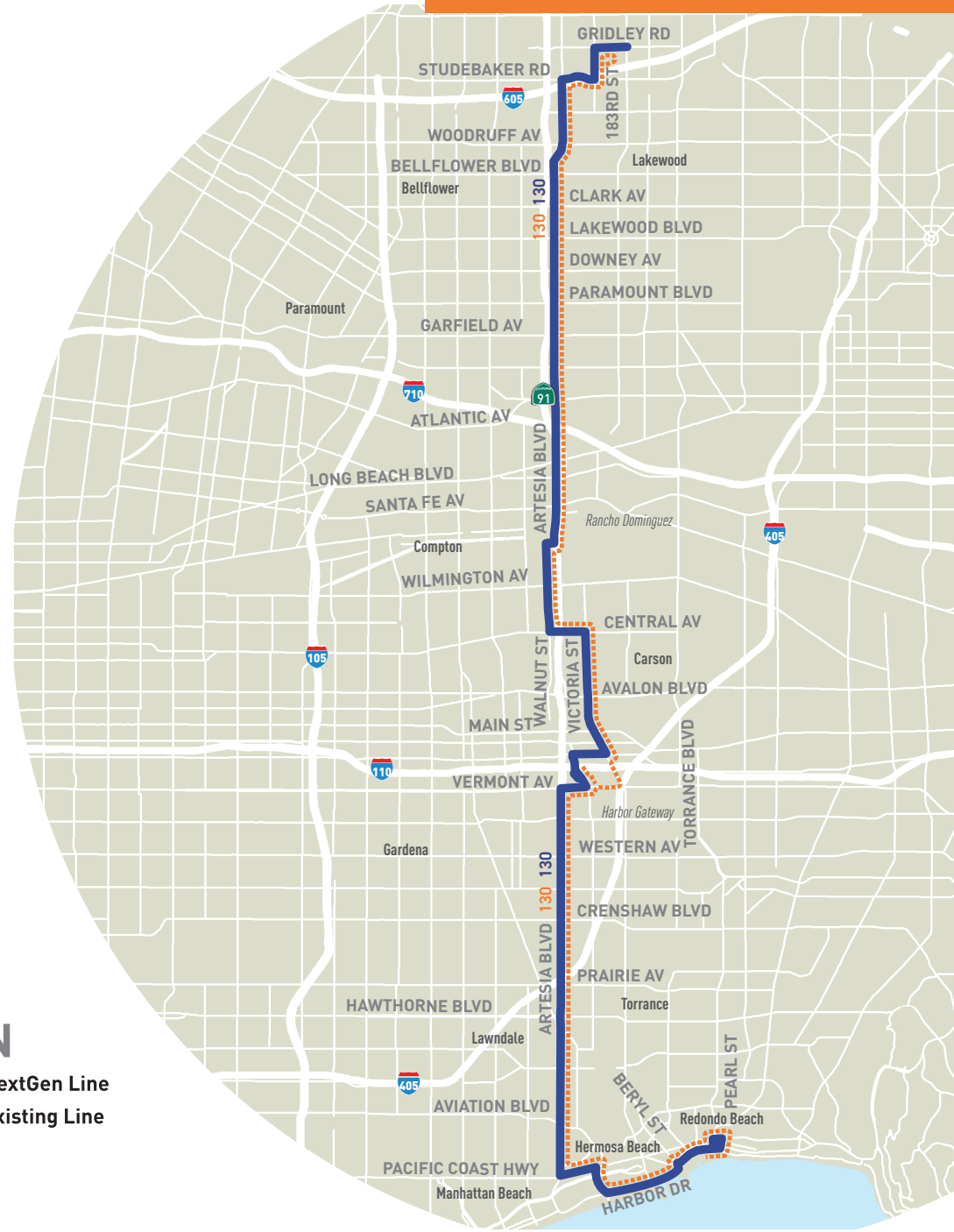
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 130 would continue to operate on Artesia Blvd between the A Line (Blue) Artesia Station and Cerritos and this segment of existing Line 130 would be operated initially by Metro and later transitioned to be operated by Long Beach Transit.

- Line 130 west of the Artesia A Line (Blue) Station would transition to be operated by Torrance Transit as their new Line 13, following its existing route via Artesia Blvd to Redondo Beach.
- Line 130 will operate more frequent weekday midday and evening service.



# NEXTGEN

Updated Draft Proposals: July 2020



## New Line 134 Santa Monica - Malibu via Pacific Coast Hwy

### How often will my bus run?

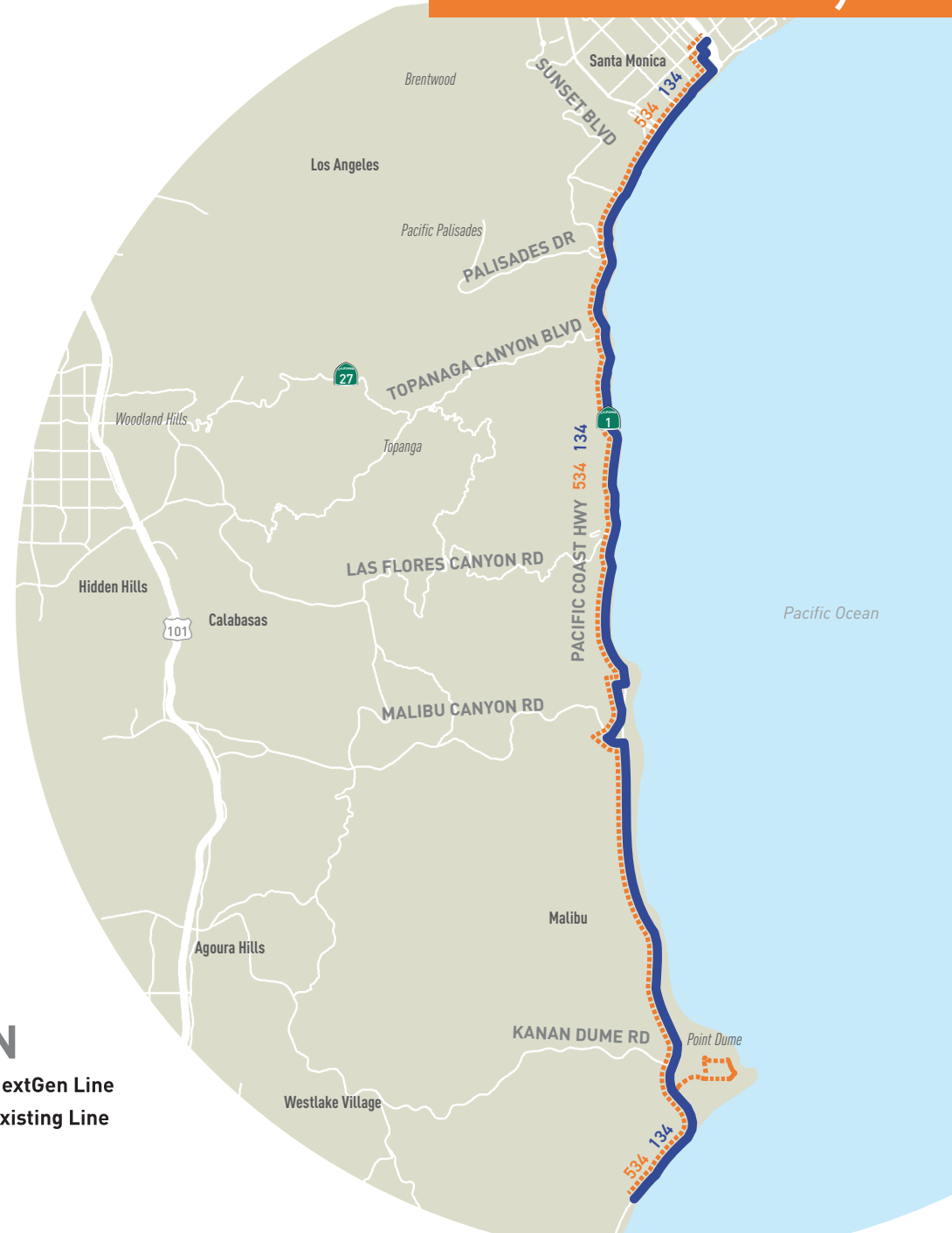
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 134</b>	<b>Weekday</b>	45 min	45 min	45 min	--
	<b>Saturday</b>	45 min	45 min	45 min	--
	<b>Sunday</b>	45 min	45 min	45 min	--
<b>Existing Line 534</b>	<b>Weekday</b>	26 min	43 min	55 min	--
	<b>Saturday</b>	37 min	46 min	55 min	--
	<b>Sunday</b>	57 min	60 min	55 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New Line 134: Line 534 would be renumbered to 134. There are no route changes for New Line 134 between Malibu and Santa Monica. Service to Cliffside & Dume would be discontinued due to underutilized service.



# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 150 Ventura Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 150</b>	Weekday	20 min	20 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
<b>Existing Line 150</b>	Weekday	16 min	21 min	21 min	60 min
	Saturday	18 min	16 min	21 min	60 min
	Sunday	19 min	19 min	21 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Lines 150 and 240: Merge Lines 150, 240 and 750:

- New Line 150 would operate frequent service from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment)
- New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl
- More frequent service would be provided at all new Line 150 and 240 bus stops
- Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.
- Line 150 will include Owl service between Ventura/Reseda and Canoga Station. Line 240 on Ventura Bl and Reseda Bl will continue to have owl service.



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 152 Roscoe Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 152</b>	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	20-30 min	20 min	30-60 min	60 min
	Sunday	20-30 min	30 min	30-60 min	60 min
<b>Existing Line 152</b>	Weekday	15 min	24 min	53 min	--
	Saturday	32 min	26 min	63 min	--
	Sunday	38 min	30 min	63 min	--

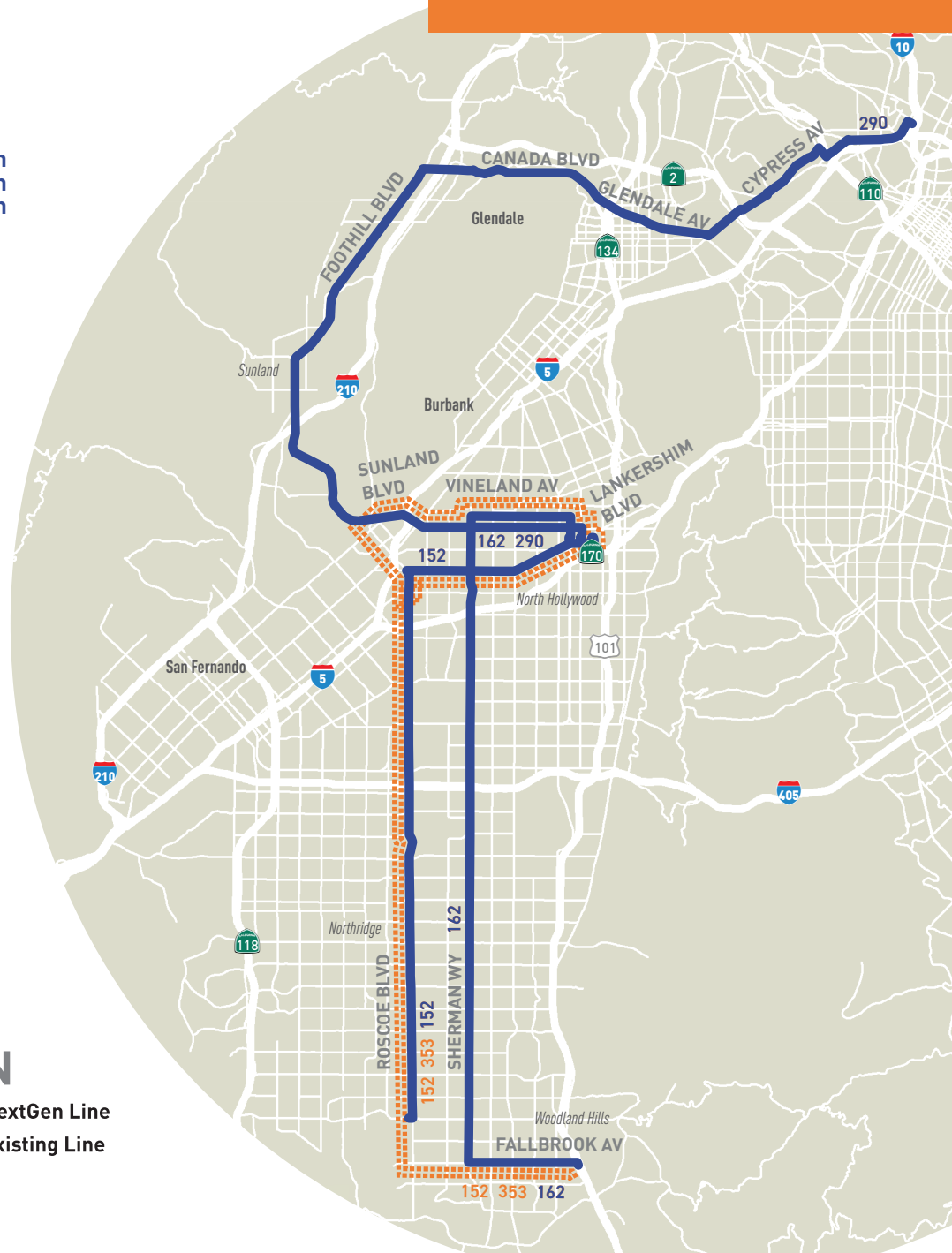
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 152: Merge Lines 152 & 353:

- New Line 152 would continue to serve Roscoe Bl with proposed frequency improvements midday weekdays
- On the east end, new Line 152 is proposed to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station.
- Service on Vineland Av would be provided by modified Lines 162 and new Line 290 (please see Line 162 and Line 90 information sheets)
- The route is proposed to terminate at Topanga Canyon Bl in the west end. A modified Line 162 would provide service on Fallbrook Av



**—** NextGen Line  
**- - -** Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: September 2020



## New Line 153 Burbank Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 153</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 154</b>	Weekday	66 min	66 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 154 would operate between North Hollywood Station and Sepulveda Bl, via Oxnard St and Burbank Bl as a two-way direction circulator:

- Discontinue service west of Sepulveda Bl due to underutilized service
- New Line 153 would operate between North Hollywood Station and Downtown Burbank via Burbank Bl, as well as an existing segment of Burbank Bl east of North Hollywood Station.



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 154 North Hollywood Station – Burbank via Burbank Bl

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 154</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 154</b>	Weekday	66 min	66 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

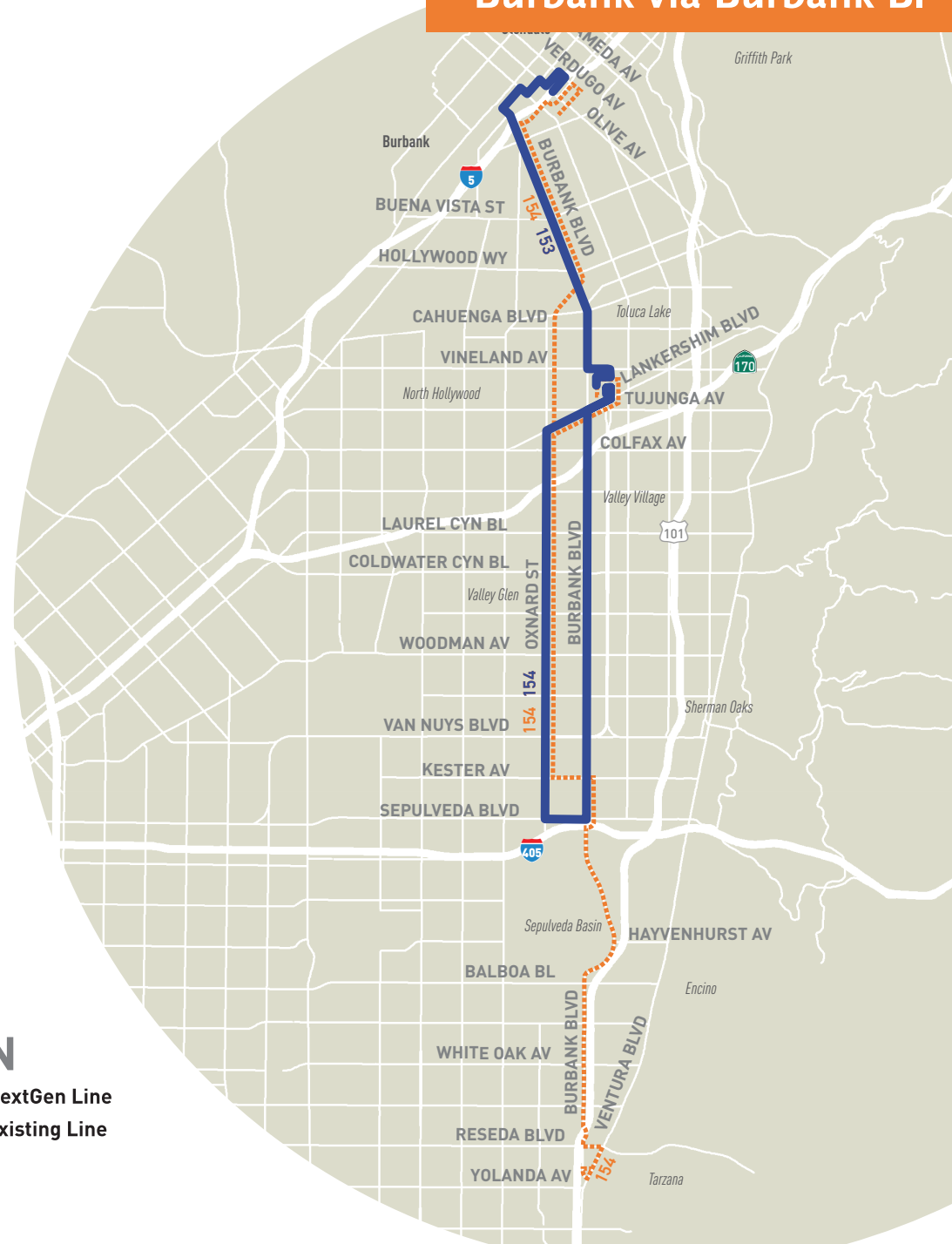
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 154 would operate between North Hollywood Station and Sepulveda Bl, via Oxnard St and Burbank Bl as a two-way direction circulator:

- Discontinue service west of Sepulveda Bl due to underutilized service
- New Line 153 would operate between North Hollywood Station and Downtown Burbank via Burbank Bl, as well as an existing segment of Burbank Bl east of North Hollywood Station.







### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 155</b>	Weekday	40 min	40 min	40-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 155</b>	Weekday	47 min	45 min	55 min	--
	Saturday	52 min	50 min	50 min	--
	Sunday	66 min	65 min	65 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 155 will merge existing Line 155 with a segment of Line 183:

- New Line 155 would operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the B Line (Red) North Hollywood Station and B Line (Red) Universal City/Studio City Station
- Segment of Line 155 east of Universal City/Studio City Station via Olive Av would continue to be served by Burbank Bus newly improved Pink Route
- New Line 155 will operate more frequent weekday service





## Existing Line 158 Plummer St - Woodman Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 158</b>	Weekday	30-60 min	30-60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 158</b>	Weekday	50 min	57 min	55 min	--
	Saturday	60 min	60 min	--	--
	Sunday	60 min	60 min	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

New Line 158 would follow the existing Line 158 via Woodman Av, then travel via Plummer St to Chatsworth Station, while new Line 167 would serve the current Line 158 segment on Devonshire St.

- This swap of east-west alignments between Lines 158 and 167 is intended to create simpler, easier to use Lines 158 and 167
- Line 158 would serve inside the VA Medical Center
- New Line 158 will include new weekend evening service.
- Line 158 will include 30 min. weekday peak and midday service on Woodman Av



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 161 Canoga Station – Thousand Oaks

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 161</b>	Weekday	30-60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 161</b>	Weekday	45 min	60 min	54 min	--
	Saturday	57 min	60 min	--	--
	Sunday	67 min	65 min	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Faster Service

Line 161 would operate on the existing route between G Line (Orange) Canoga Station and City of Thousand Oaks:

- Line 161 will include new weekend evening service.



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 162 Sherman Way

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 162</b>	<b>Weekday</b>	15-30 min	15-30 min	20-30 min	60 min
	<b>Saturday</b>	30 min	30 min	30 min	60 min
	<b>Sunday</b>	30 min	30 min	30-60 min	60 min
<b>Existing Line 162</b>	<b>Weekday</b>	15 min	20 min	30 min	--
	<b>Saturday</b>	32 min	30 min	60 min	--
	<b>Sunday</b>	36 min	35 min	61 min	--

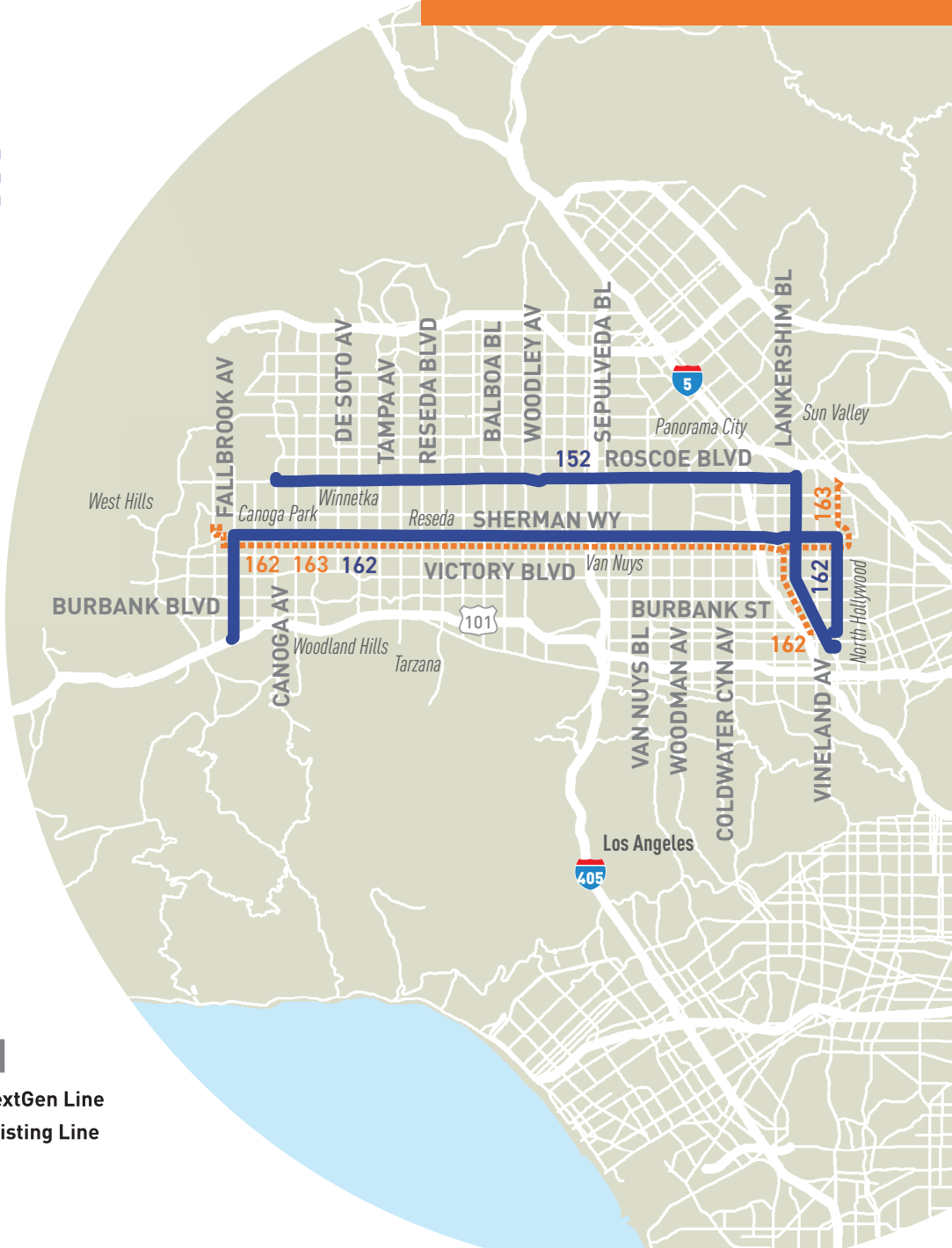
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 162: Merge Line 162 & Line 163:

- More frequency during the midday on weekdays on Sherman Way and new owl service.
- On the east end, new Line 162 would be routed via Vineland Av to provide more service along that corridor while still connecting to B Line (Red) North Hollywood Station
- Line 152 would serve Lankershim Bl.
- New Line 162 would be extended to serve Fallbrook Av in the west end while Line 169 would continue to directly serve West Hills Medical Center
- The highest frequency of service weekday peak and midday above would be between North Hollywood Station and Sherman/Fallbrook



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 163 Sherman Way

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 162</b>	<b>Weekday</b>	15-30 min	15-30 min	20-30 min	60 min
	<b>Saturday</b>	30 min	30 min	30 min	60 min
	<b>Sunday</b>	30 min	30 min	30-60 min	60 min
<b>Existing Line 163</b>	<b>Weekday</b>	15 min	20 min	30 min	--
	<b>Saturday</b>	32 min	30 min	60 min	--
	<b>Sunday</b>	36 min	35 min	61 min	--

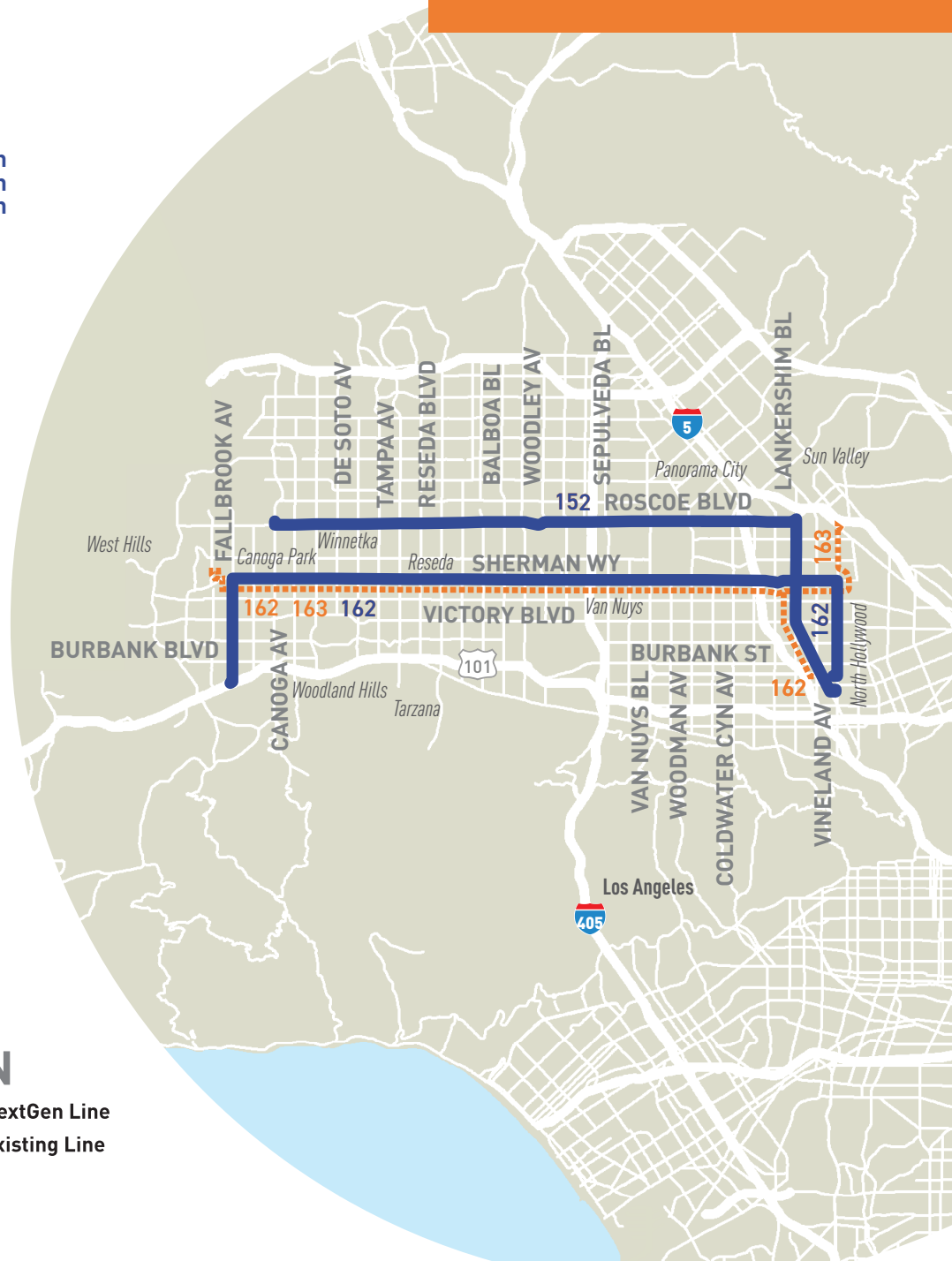
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 162: Merge Line 162 & Line 163:

- More frequency during the midday on weekdays on Sherman Way
- On the east end, new Line 162 would be routed via Vineland Av to provide more service along that corridor while still connecting to B Line (Red) North Hollywood Station
- Line 152 would serve Lankershim Bl.
- New Line 162 would be extended to serve Fallbrook Av in the west end while Line 169 would continue to directly serve West Hills Medical Center
- The highest frequency of service weekday peak and midday above would be between North Hollywood Station and Sherman/Fallbrook



Metro

▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 164 Victory Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 164</b>	Weekday	15 min	15 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 164</b>	Weekday	18 min	30 min	55 min	--
	Saturday	33 min	31 min	60 min	--
	Sunday	38 min	35 min	58 min	--

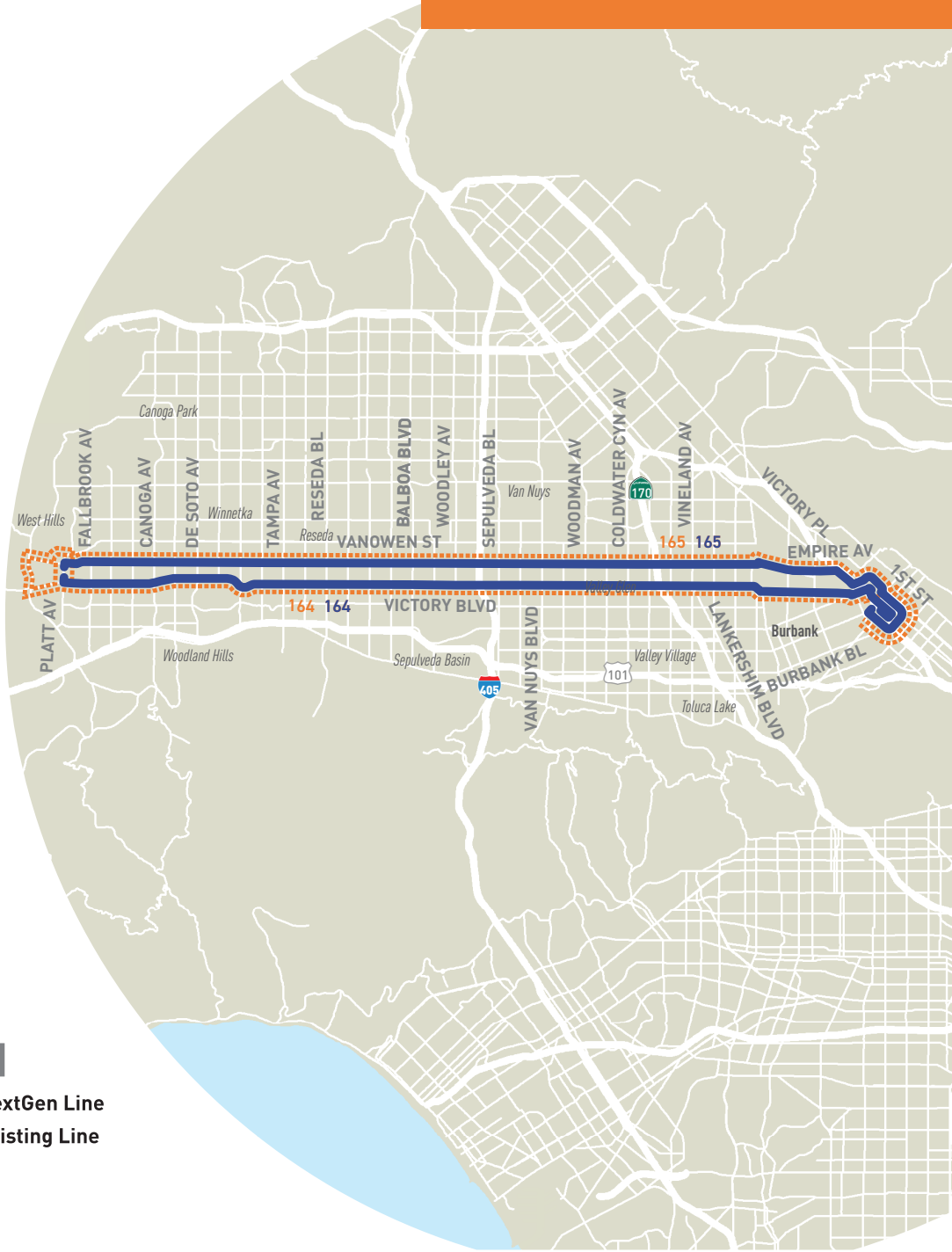
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 164 would operate in partnership with Line 165, with buses changing between each Line at Platt Av/Victory Bl (to eliminate a long turn-around loop).

- Line 164 would operate more frequency during the midday hours on weekdays.





## Existing Line 165 Vanowen St

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 165</b>	Weekday	15 min	15 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 165</b>	Weekday	15 min	30 min	60 min	--
	Saturday	41 min	36 min	62 min	--
	Sunday	41 min	41 min	55 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 165 would operate in partnership with Line 164, with buses changing between each Line at Platt Av/Victory Bl (to eliminate a long turn-around loop).

- Line 165 would operate more frequency during the midday hours on weekdays.



— NextGen Line  
- - - Existing Line



Metro



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 166</b>	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
<b>Existing Line 166</b>	Weekday	16 min	23 min	58 min	--
	Saturday	39 min	35 min	61 min	--
	Sunday	44 min	43 min	50 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

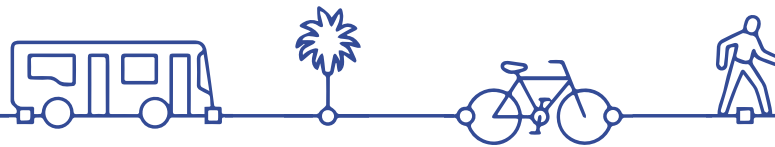
#### More Frequency Simpler Network

New Line 166: Merge Lines 166 & 364:

- Would continue to serve Nordhoff St and Osborne St, with more frequent midday weekday service
- On the west end, New Line 166 is proposed to end at Nordhoff St/Canoga Av, with access to Chatsworth Station via the G Line (Orange) service
- New Line 166 would extend east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, making connections with New Line 690 on Foothill Bl
- A short segment of Glenoaks Bl would then be served by Line 92 and a segment on Topanga Canyon Bl would continue to be served by new Line 150







## Existing Line 167 Coldwater Cyn Av – Devonshire St

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 167</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 167</b>	Weekday	48 min	50 min	62 min	--
	Saturday	55 min	52 min	62 min	--
	Sunday	55 min	51 min	62 min	--

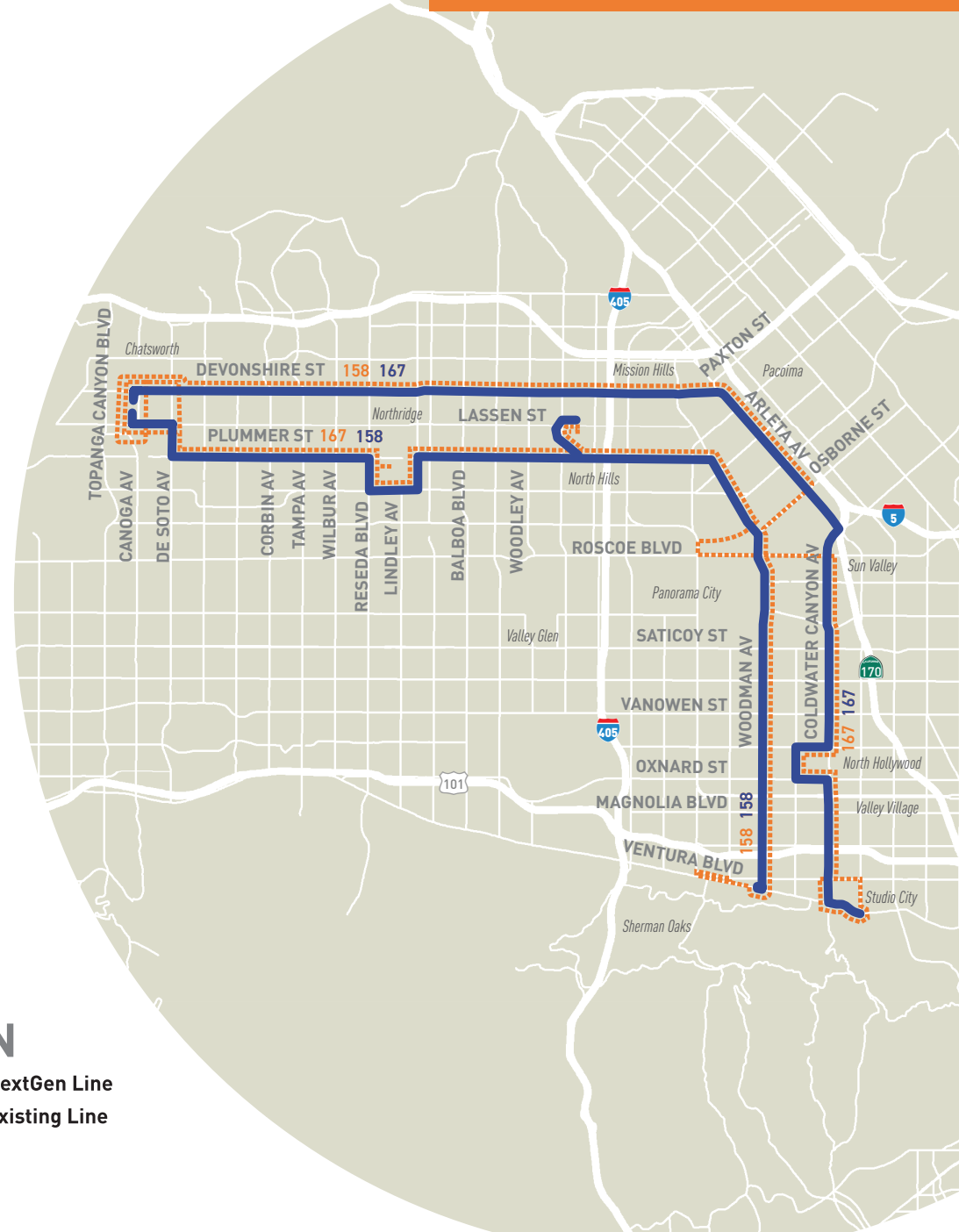
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

New Line 158 would follow the existing Line 158 via Woodman Av, then travel via Plummer St to Chatsworth Station, while new Line 167 would serve the current Line 158 segment on Devonshire St.

- This swap of east-west alignments between Lines 158 and 167 is intended to create simpler, easier to use Lines 158 and 167
- Line 158 would serve inside the VA Medical Center
- Line 158 will include 30 min. weekday peak and midday service on Woodman Av





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 169</b>	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 169</b>	Weekday	51 min	61 min	61 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

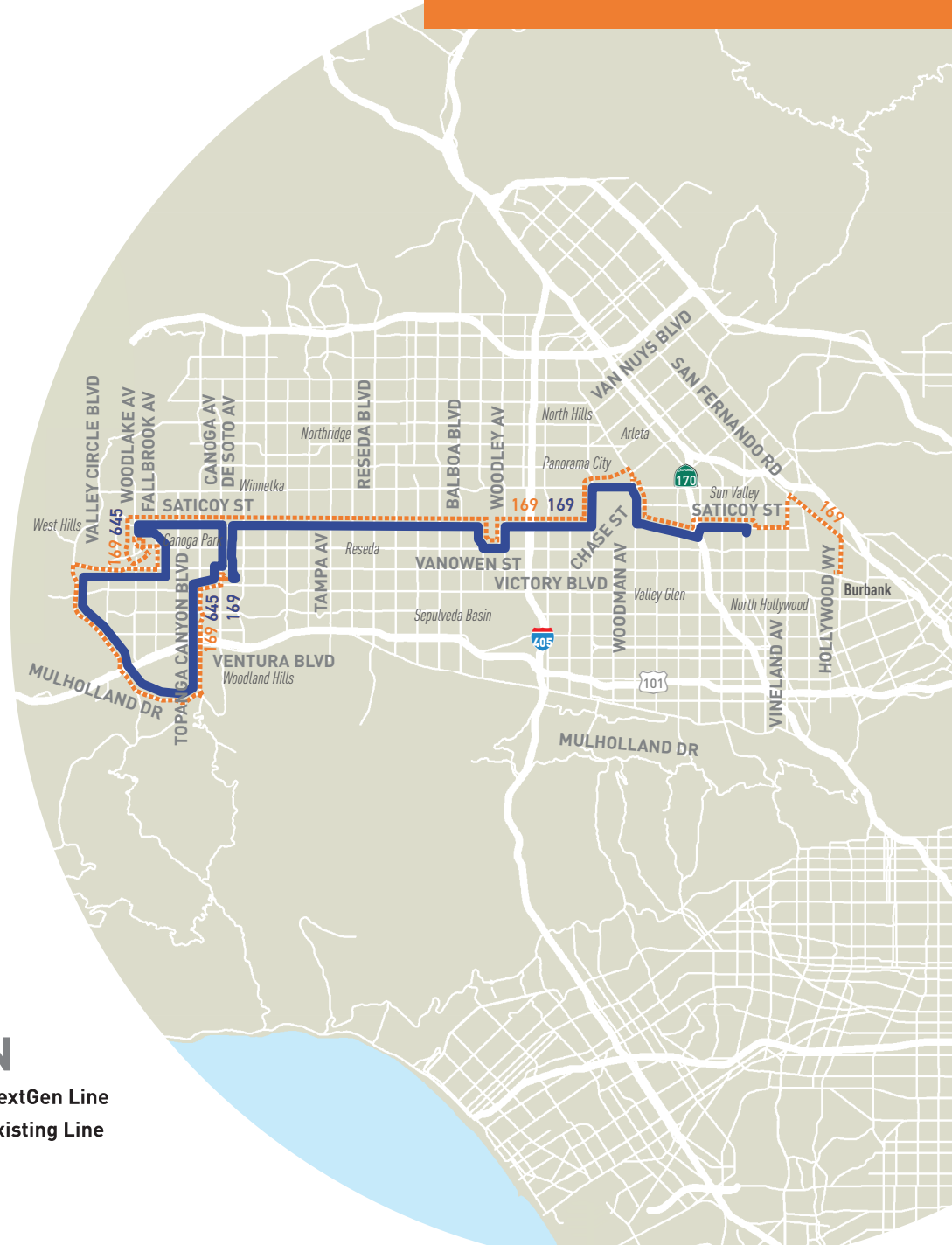
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Weekend Service**

New Line 169 would operate on Saticoy St and Canoga Av between Lankershim Bl and Canoga G Line (Orange) Station:

- The east end of new Line 169 would end at Saticoy St/ Lankershim Bl due to underutilized service east of Lankershim Bl
- A new line 645 bi-directional loop would link Canoga Station with Topanga Canyon Bl, Mulholland Dr, Valley Circle and West Hills Medical Center
- Additional trips serving El Camino High School would be maintained
- New Line 169 will include more weekday frequency and new weekend service.



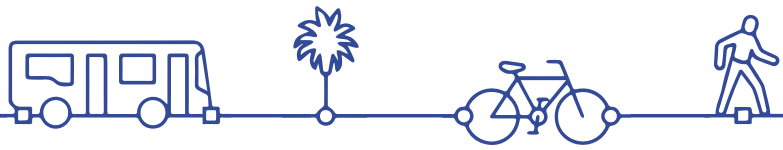
**—** NextGen Line  
**- - - -** Existing Line



**Metro**

# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 175 Broadway - York – Silver Lake - Hollywood

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 182</b>	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
<b>Existing Line 175</b>	Weekday	54 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

Lines 83, 175 and 665 as well as Line 256 between Cal State LA and Highland Park would be replaced by New Line 182 between Indiana/Olympic, Cal State LA, Broadway/Thomas, Highland Park, and East Hollywood

- New Line 182 provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Lines 83 and 175
- New Line 182 would replace Line 665 between Indiana/Olympic and Cal State LA, would replace Line 256 between Cal State LA and Huntington Dr, and replace Line 252 via Mercury Dr and Griffin Ave, Avenue 43, and Figueroa St rather than Marmion Way and Monte Vista St



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 176 Mission Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 287</b>	Weekday	60 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 176</b>	Weekday	48 min	50 min	40 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Discontinue Line 176 weekday service between Highland Park and El Monte Bus Station due to underutilized service and overlap of Metro Lines 78, 258, 260, 266 and 267, Montebello Bus Lines 20 and 30.

- New Line 287 would be extended from El Monte Bus Station to The Shops at Montebello weekdays.
- Line 258 would serve Mission St, Pasadena Av and York Bl east of Fair Oaks Av in place of Line 176



▲ N  
— NextGen Line  
- - - Existing Line



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 177</b>	Weekday	30 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 177</b>	Weekday	30 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### New Links

Line 177 would continue to link Pasadena and Jet Propulsion Laboratory weekday peak periods

- A minor reroute is proposed using Mountain St instead of Walnut St to serve more of Pasadena
- Metro in partnership with City of Pasadena is exploring the option of Pasadena Transit operating this service



— NextGen Line  
- - - Existing Line



## New Line 179 Huntington Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 179</b>	Weekday	30 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
<b>Existing Line 79</b>	Weekday	20 min	36 min	40 min	--
	Saturday	45 min	45 min	40 min	--
	Sunday	45 min	36 min	40 min	--

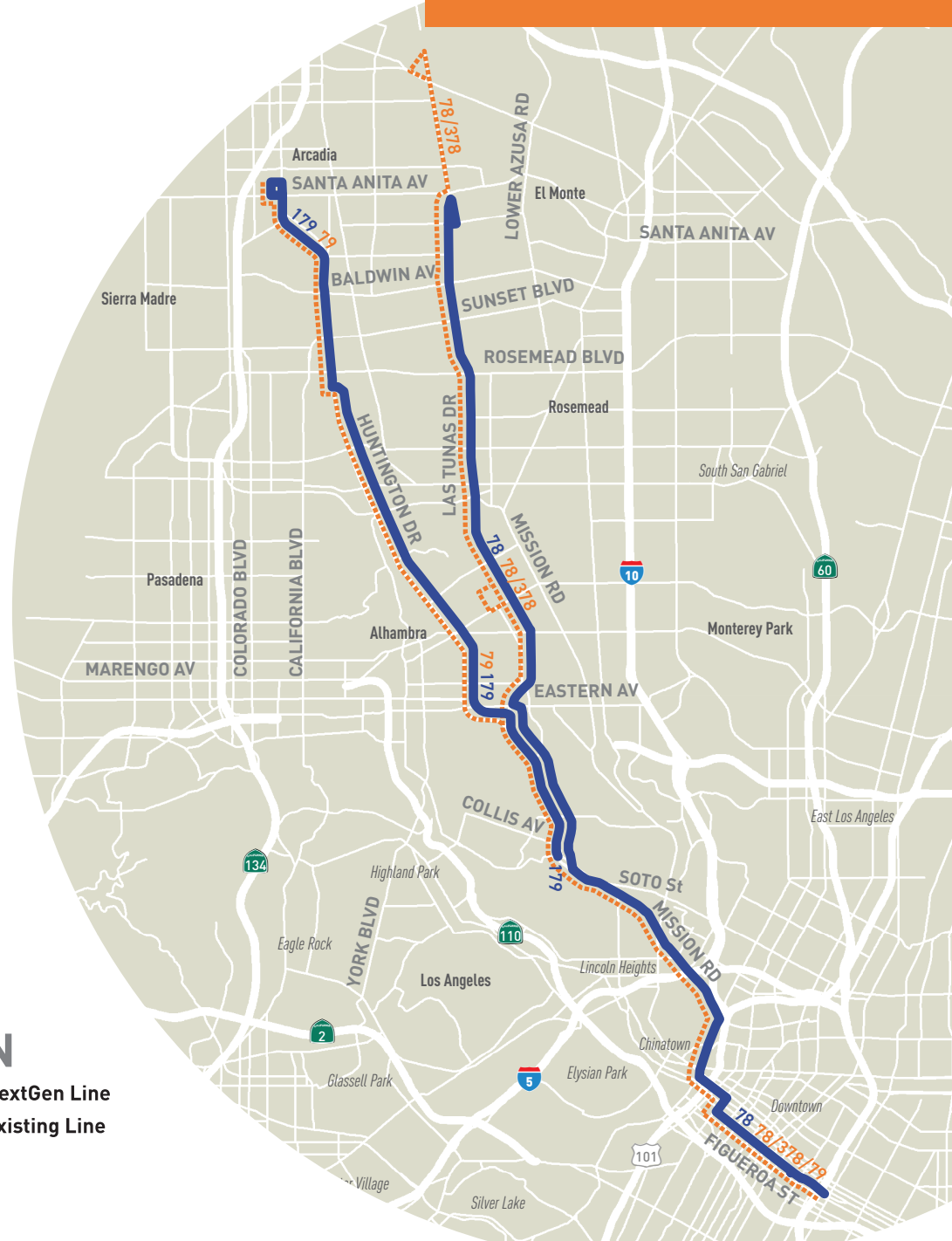
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.



Metro

NextGen Line  
 Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 180 Hollywood - Colorado

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 180</b>	Weekday	7.5 min	7.5 min	10 min	30-60 min
	Saturday	15 min	15 min	15 min	60 min
	Sunday	15 min	15 min	15 min	60 min
<b>Existing Line 180</b>	Weekday	16 min	24 min	30 min	60 min
	Saturday	13 min	13 min	30 min	60 min
	Sunday	24 min	13 min	30 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



▲ N  
— NextGen Line  
- - - Existing Line



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 181 Hollywood - Colorado

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 180</b>	<b>Weekday</b>	7.5 min	7.5 min	10 min	30-60 min
	<b>Saturday</b>	15 min	15 min	15 min	60 min
	<b>Sunday</b>	15 min	15 min	15 min	60 min
<b>Existing Line 181</b>	<b>Weekday</b>	16 min	24 min	30 min	60 min
	<b>Saturday</b>	13 min	13 min	30 min	60 min
	<b>Sunday</b>	24 min	13 min	30 min	60 min

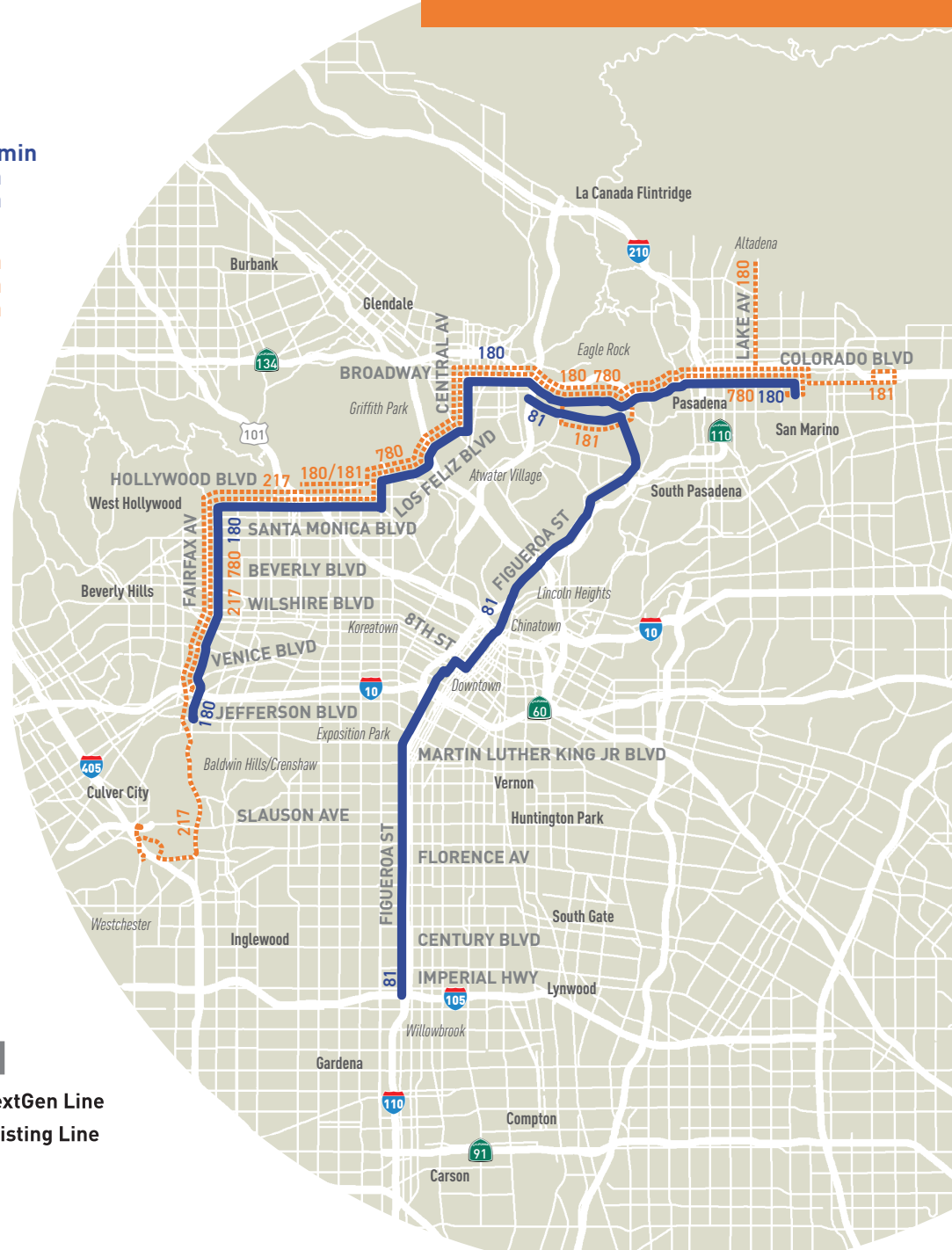
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



Metro

▲ N  
— NextGen Line  
- - - Existing Line



# NEXTGEN

Updated Draft Proposals: September 2020



## New Line 182 Lincoln/Cypress Station – Vermont/Sunset Station

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 182</b>	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
<b>Existing Line 83</b>	Weekday	24 min	35 min	40 min	60 min
	Saturday	37 min	40 min	40 min	60 min
	Sunday	36 min	38 min	40 min	60 min

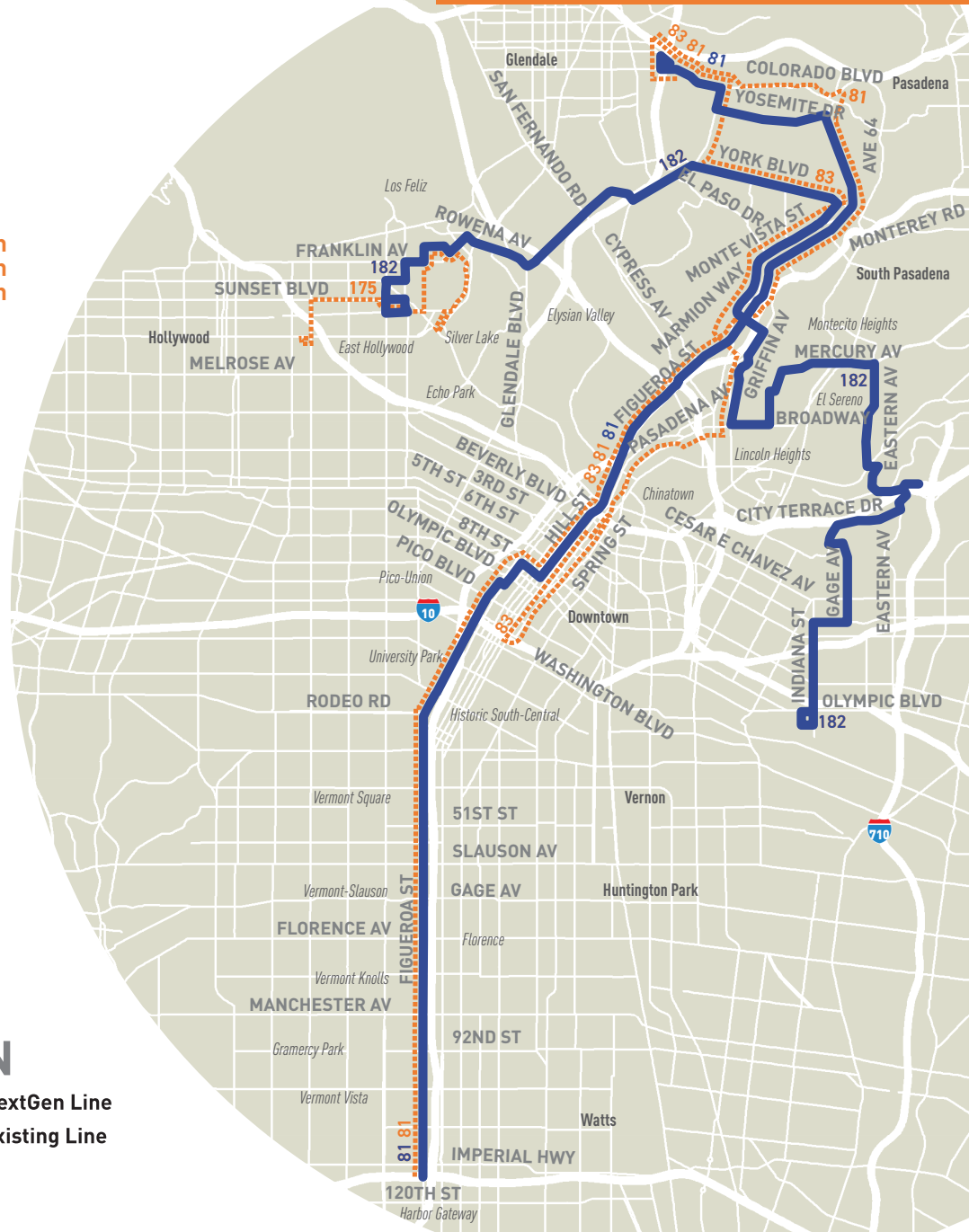
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

Lines 83, 175 and 665 as well as Line 256 between Cal State LA and Highland Park would be replaced by New Line 182 between Indiana/Olympic, Cal State LA, Broadway/Thomas, Highland Park, and East Hollywood

- New Line 182 provides a more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School, and replacing Lines 83 and 175
- New Line 182 would replace Line 665 between Indiana/Olympic and Cal State LA, would replace Line 256 between Cal State LA and Huntington Dr, and replace Line 252 via Mercury Dr and Griffin Ave, Avenue 43, and Figueroa St rather than Marmion Wy and Monte Vista St
- Frequent alternative service to/from Downtown LA is available on Figueroa St (Line 81) and the L Line (Gold) Heritage Square Station
- New Line 81 Owl Service will replace Line 83 Owl Service.



Metro

▲ N  
— NextGen Line  
- - - Existing Line



## Existing Line 183 Magnolia Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 155</b>	Weekday	40 min	40 min	40-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 183</b>	Weekday	54 min	64 min	61 min	--
	Saturday	66 min	65 min	64 min	--
	Sunday	66 min	65 min	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

- New Line 155: Merge Line 183 with a segment of Line 155:
- New Line 155 would operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between North Hollywood Station and Universal City/Studio City Station, with more frequent weekday service
  - New Line 94 would provide more frequency on the segment of existing Line 183 east of B Line (Red) North Hollywood Station along Magnolia Bl
  - New Metro MicroTransit service will be available in Chevy Chase, Acacia, Verdugo Rd areas of Glendale in place of Line 183





## Existing Line 200 Alvarado & Hoover Sts

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 2</b>	<b>Weekday</b>	7.5 min	10 min	15 min	60 min
	<b>Saturday</b>	10 min	15 min	15 min	60 min
	<b>Sunday</b>	10 min	15 min	15 min	60 min
<b>Existing Line 200</b>	<b>Weekday</b>	11 min	12 min	35 min	--
	<b>Saturday</b>	14 min	12 min	35 min	--
	<b>Sunday</b>	18 min	14 min	34 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency
- Simpler Network
- New Links

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover):

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/ USC via Alvarado, Hoover, Figueroa and MLK Jr
- New Line 2 would provide direct route between USC/ Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA



Metro

 NextGen Line  
 Existing Line



## Existing Line 201 Silver Lake Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 182</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 201</b>	Weekday	60 min	60 min	60 min	--
	Saturday	65 min	65 min	65 min	--
	Sunday	65 min	65 min	65 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Discontinue Line 201 due to underutilized service.

- Replace Line 201 weekday service with frequent service on Fletcher Dr, Rowena Av, and Franklin St (New Line 182), Glendale Bl (Line 92), Glendale Bl (Line 603) and Sunset Av (New Lines 2 and 4).
- New Metro MicroTransit service will be available in Chevy Chase area of Glendale in place of Line 201





## Existing Line 202 Alameda St

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 202</b>	Weekday	60 min	60 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 202</b>	Weekday	90 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

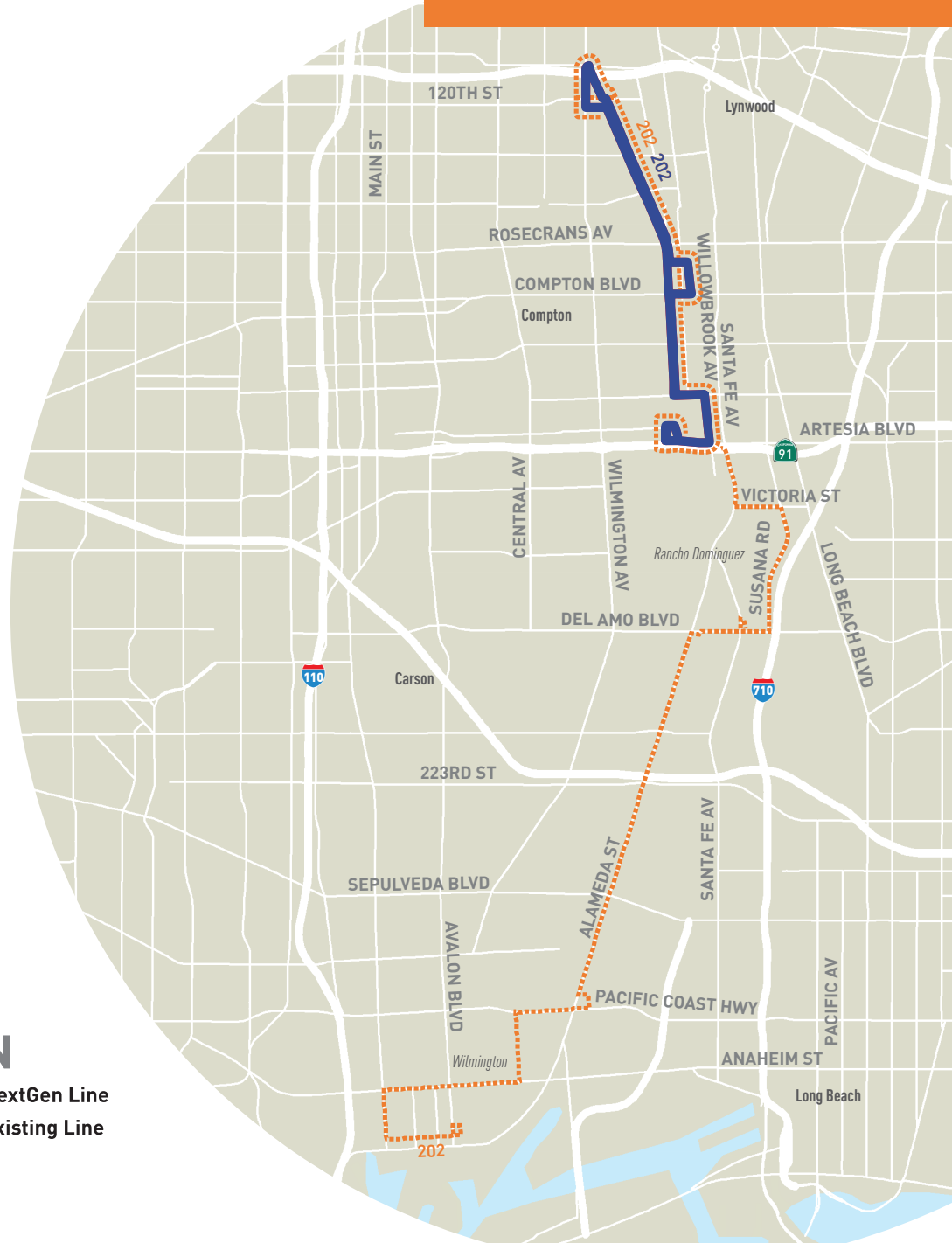
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 202 would operate weekday daytime via the existing Line 202 route between A (Blue) / C Line (Green) Willowbrook/Rosa Parks Station and the A Line (Blue) Artesia Station.

- Discontinue service south of A Line (Blue) Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St due to underutilized service.
- Nearest alternative Metro service would be Line 205 (Wilmington Av), Line 232 (Anaheim St) and Line 246 (Avalon Bl).





## Existing Line 204 Vermont Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 204</b>	<b>Weekday</b>	5 min	5 min	10-15 min	30 min
	<b>Saturday</b>	7.5 min	7.5 min	10-15 min	30 min
	<b>Sunday</b>	7.5 min	7.5 min	10-15 min	30 min
<b>Existing Line 204</b>	<b>Weekday</b>	13 min	15 min	24 min	60 min
	<b>Saturday</b>	20 min	21 min	25 min	60 min
	<b>Sunday</b>	22 min	20 min	25 min	60 min

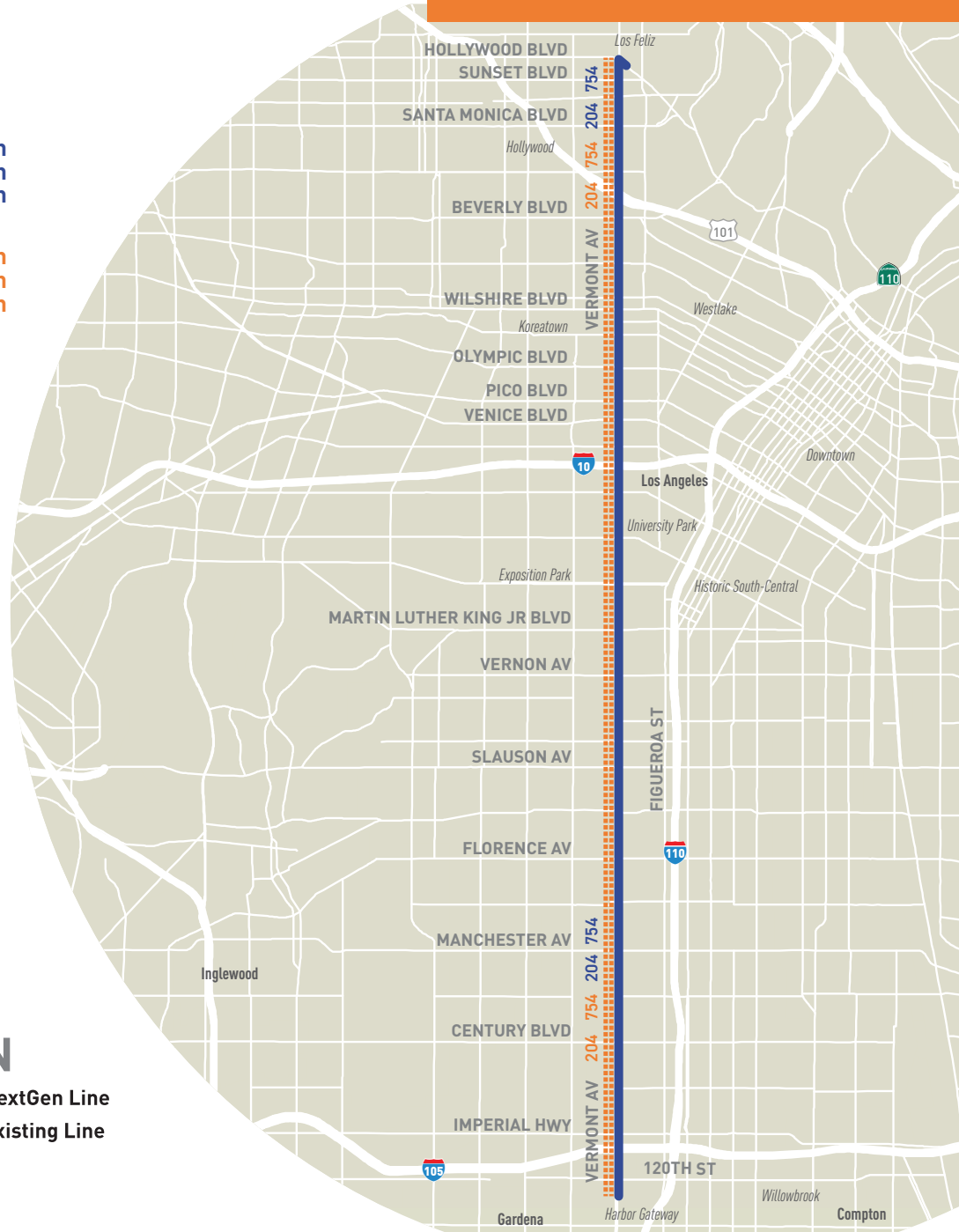
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Lines 204 and 754 would follow the existing route between Hollywood and the C Line (Green) Vermont/Athens Station via Vermont Av:

- More frequency would be provided for all New Line 204 bus stops on Vermont Av
- New Line 754 would operate weekday peak service serving existing Line 754 stops
- Underutilized existing Line 204 bus stops would be consolidated to balance speed, reliability, and accessibility



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 205 Wilmington – Western Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 205</b>	Weekday	30 min	30 min	30-60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 205</b>	Weekday	37 min	34 min	56 min	--
	Saturday	56 min	55 min	63 min	--
	Sunday	60 min	63 min	55 min	--

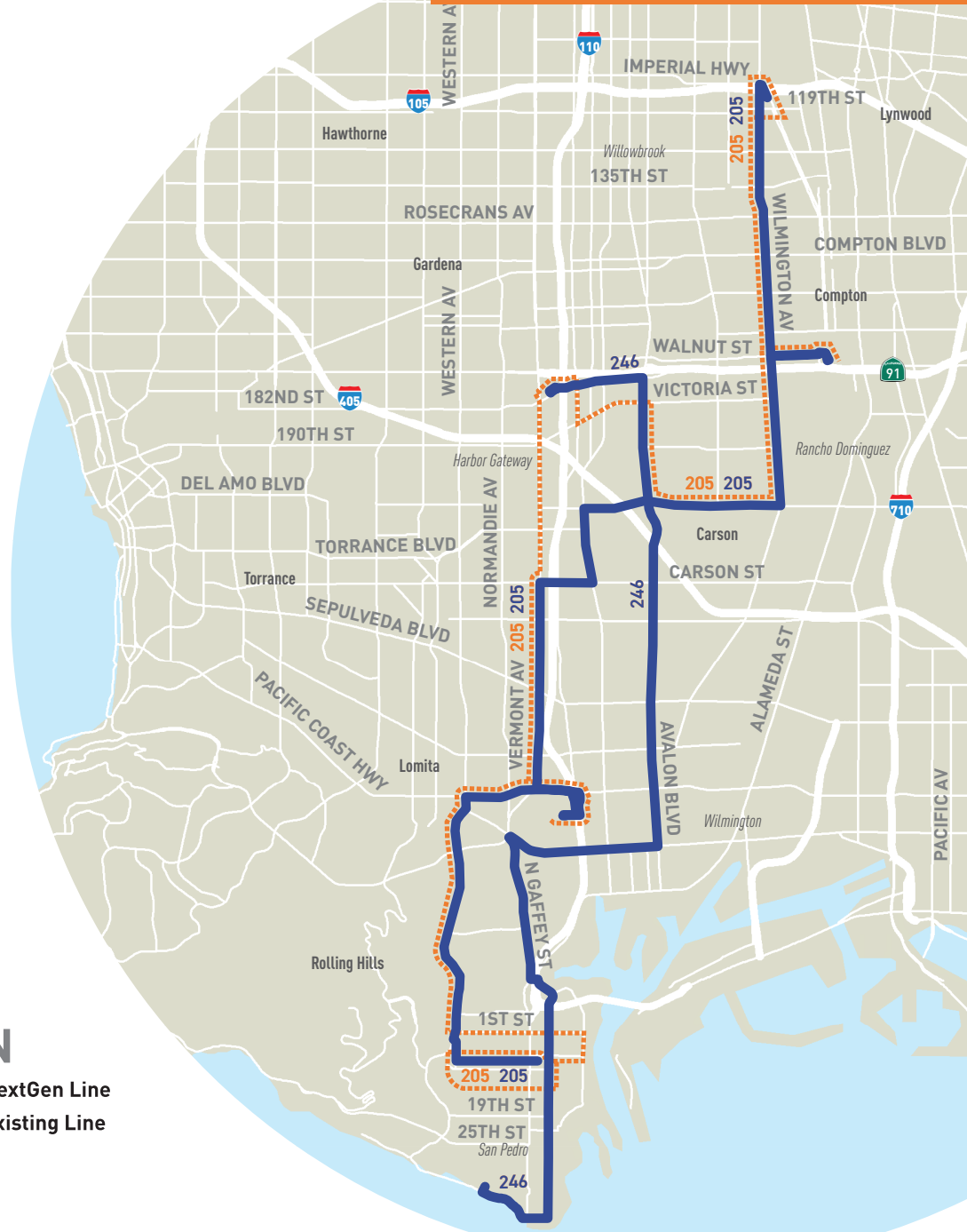
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New Line 205 would provide faster service on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station.

- This will eliminate out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center
- Avoids service duplication of Torrance Transit Line 6 on Victoria St and Torrance Transit Line 1 on Vermont Av north of Carson St
- In San Pedro, new Line 205 would be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av, and alternative service on 1st St and 13th St would be provided by DASH San Pedro





## Existing Line 206 Normandie Ave

### How often will my bus run?

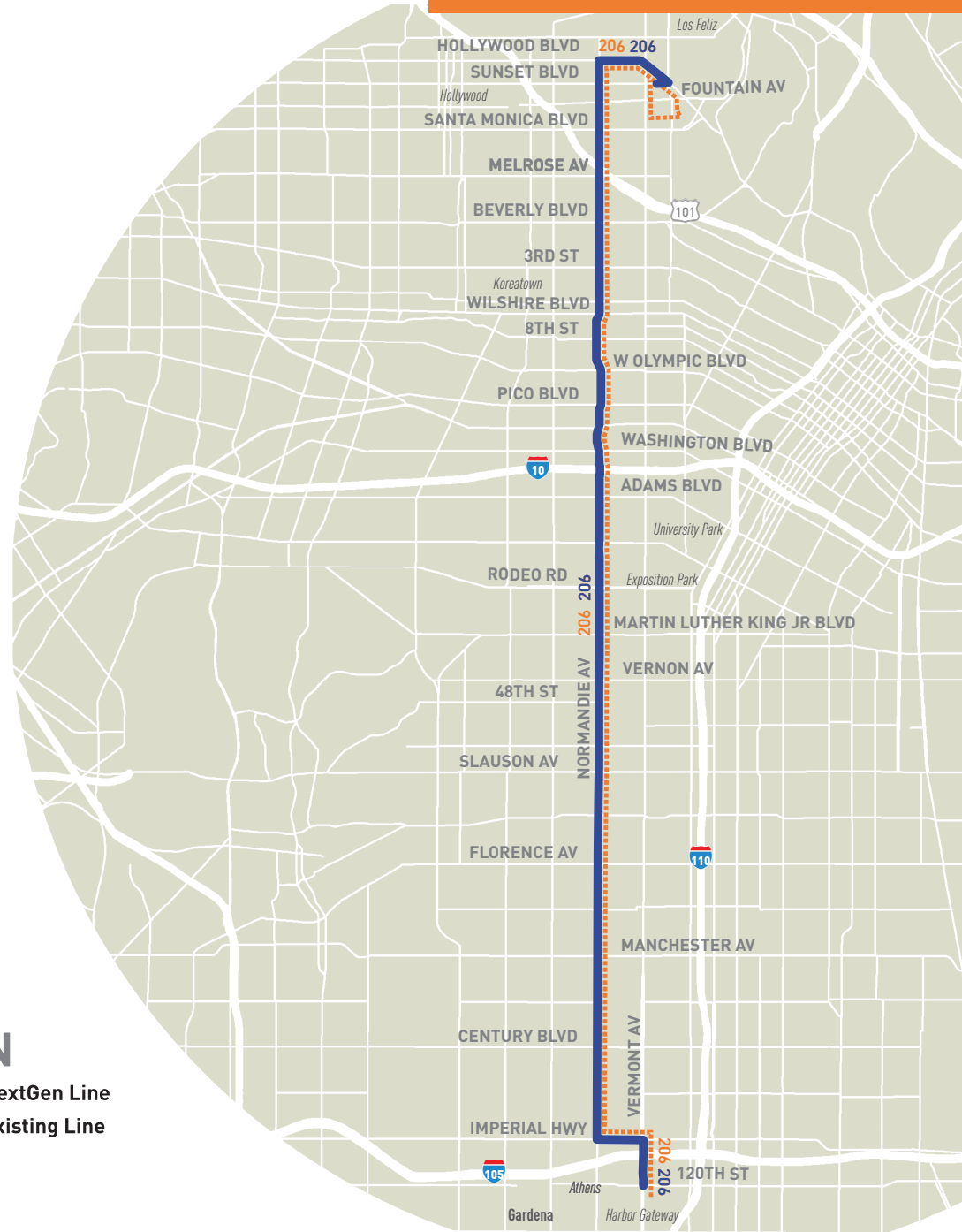
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 206</b>	Weekday	10 min	15 min	15-30 min	--
	Saturday	20 min	20 min	20-30 min	--
	Sunday	20 min	20 min	20-30 min	--
<b>Existing Line 206</b>	Weekday	14 min	20 min	49 min	--
	Saturday	23 min	22 min	49 min	--
	Sunday	26 min	22 min	51 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 206 will continue to serve Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no proposed route changes, and more frequency during the midday weekday and evenings.







## Existing Line 207 Western Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 207</b>	Weekday	6 min	7.5 min	12-15 min	30 min
	Saturday	12 min	12 min	15 min	30 min
	Sunday	12 min	12 min	15 min	30 min
<b>Existing Line 207</b>	Weekday	15 min	18 min	25 min	60 min
	Saturday	14 min	15 min	24 min	60 min
	Sunday	17 min	16 min	25 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 207: Merge Lines 207 and 757. New Line 207 would operate between Hollywood and the C Line (Green) Crenshaw Station:

- More frequency for all new Line 207 bus stops on Western Av
- Underutilized bus stops would be consolidated on Western Av to balance speed, reliability, and accessibility



**—** NextGen Line  
**- - -** Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 209 Van Ness – Arlington Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 209</b>	<b>Weekday</b>	60 min	60 min	60 min	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--
<b>Existing Line 209</b>	<b>Weekday</b>	56 min	56 min	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

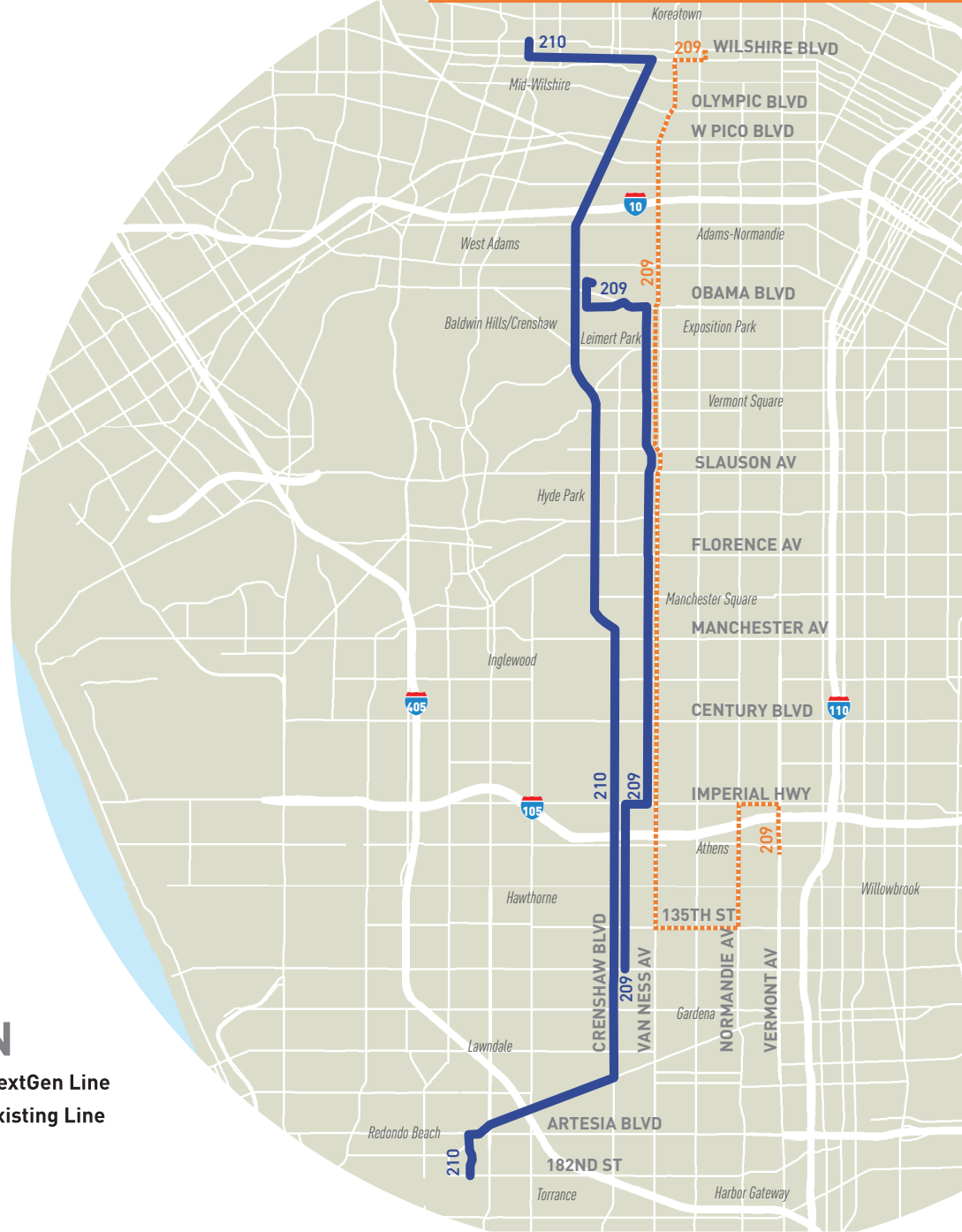
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 209 would be altered to operate between Crenshaw C Line (Green) Station (instead of the Vermont/Athens Station) and the Expo/Crenshaw E Line (Expo) Station via Van Ness Av and Arlington Av

- Line 210 would link Expo/Crenshaw E Line (Expo) Station with Wilshire Bl in place of Line 209





## Existing Line 210 Crenshaw Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 210</b>	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
<b>Existing Line 210</b>	Weekday	21 min	20 min	42 min	--
	Saturday	24 min	20 min	42 min	--
	Sunday	23 min	19 min	41 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**More Reliable Service**

New High Frequency Line 210: Merge Lines 210 & 710. New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach and via Redondo Beach Bl to South Bay Galleria:

- More frequency would be provided for all bus stops on Crenshaw Bl and Line 210 would provide new Owl service
- Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility
- Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College
- New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to B Line (Red) Hollywood/Vine Station with 15 minute daytime and 30 minute evening service weekdays and weekends



▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 211 Prairie Ave – Inglewood Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 211</b>	<b>Weekday</b>	40 min	40 min	60 min	--
	<b>Saturday</b>	60 min	60 min	60 min	--
	<b>Sunday</b>	60 min	60 min	60 min	--
<b>Existing Line 211</b>	<b>Weekday</b>	38 min	--	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**Improved Frequency**  
**Simpler Network**  
**All Day, All Week Service**

New Lines 211 and 215 would operate as separate two-directional routes serving north and south of the C Line (Green) Hawthorne/Lennox Station. Service would provide new midday weekday, evening and weekend service on both lines:

- New Line 211 loop would replace Line 212/312 on Prairie Av (Line 212 would instead serve Hawthorne Bl) and New Line 211 would also replace Line 215 service on Manchester Av and Inglewood Av north of the C Line (Green)
- New Line 215 loop would replace existing Lines 211 and 215 south of the C Line (Green) on Prairie Av, and Inglewood Av





## Existing Line 212 La Brea Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 212</b>	<b>Weekday</b>	7.5 min	10 min	15-30 min	60 min
	<b>Saturday</b>	15 min	15 min	15-30 min	60 min
	<b>Sunday</b>	15 min	15 min	15-30 min	60 min
<b>Existing Line 212</b>	<b>Weekday</b>	13 min	14 min	34 min	--
	<b>Saturday</b>	22 min	18 min	34 min	--
	<b>Sunday</b>	33 min	23 min	36 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 212: Merge Existing Lines 212 and 312. Line 212 would operate via La Brea Av between Hollywood/Highland and Inglewood, extending south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740:

- More frequency at all bus stops on La Brea Av and Hawthorne Bl
- Underutilized bus stops on La Brea Av and Hawthorne Bl would be consolidated to balance speed, reliability, and accessibility
- New Lines 211 and 215 would replace existing Line 212 on Prairie Av



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 215 Prairie Ave – Inglewood Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 215</b>	Weekday	40 min	40 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 215</b>	Weekday	38 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**Improved Frequency**  
**Simpler Network**  
**All Day, All Week Service**

New Lines 211 and 215 would operate as separate two-directional loop routes serving north (new Line 211) and south (new Line 215) of the C Line (Green) Hawthorne/Lennox Station. Service would provide new midday weekday, evening and weekend service on both lines:

- New Line 211 loop would replace Line 212/312 on Prairie Av (Line 212 would instead serve Hawthorne Bl) and New Line 211 would also replace Line 215 service on Manchester Av and Inglewood Av north of the C Line (Green)
- New Line 215 loop would replace existing Lines 211 and 215 south of the C Line (Green) on Prairie Av, and Inglewood Av



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 217 Fairfax – Hollywood

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 180</b>	<b>Weekday</b>	7.5 min	7.5 min	10 min	30-60 min
	<b>Saturday</b>	15 min	15 min	15 min	60 min
	<b>Sunday</b>	15 min	15 min	15 min	60 min
<b>Existing Line 217</b>	<b>Weekday</b>	13 min	15 min	26 min	60 min
	<b>Saturday</b>	20 min	14 min	23 min	60 min
	<b>Sunday</b>	23 min	19 min	26 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Howard Hughes Center due to underutilized service



**—** NextGen Line  
**- - -** Existing Line



**Metro**

# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 218 Studio City – Beverly Hills

### How often will my bus run?

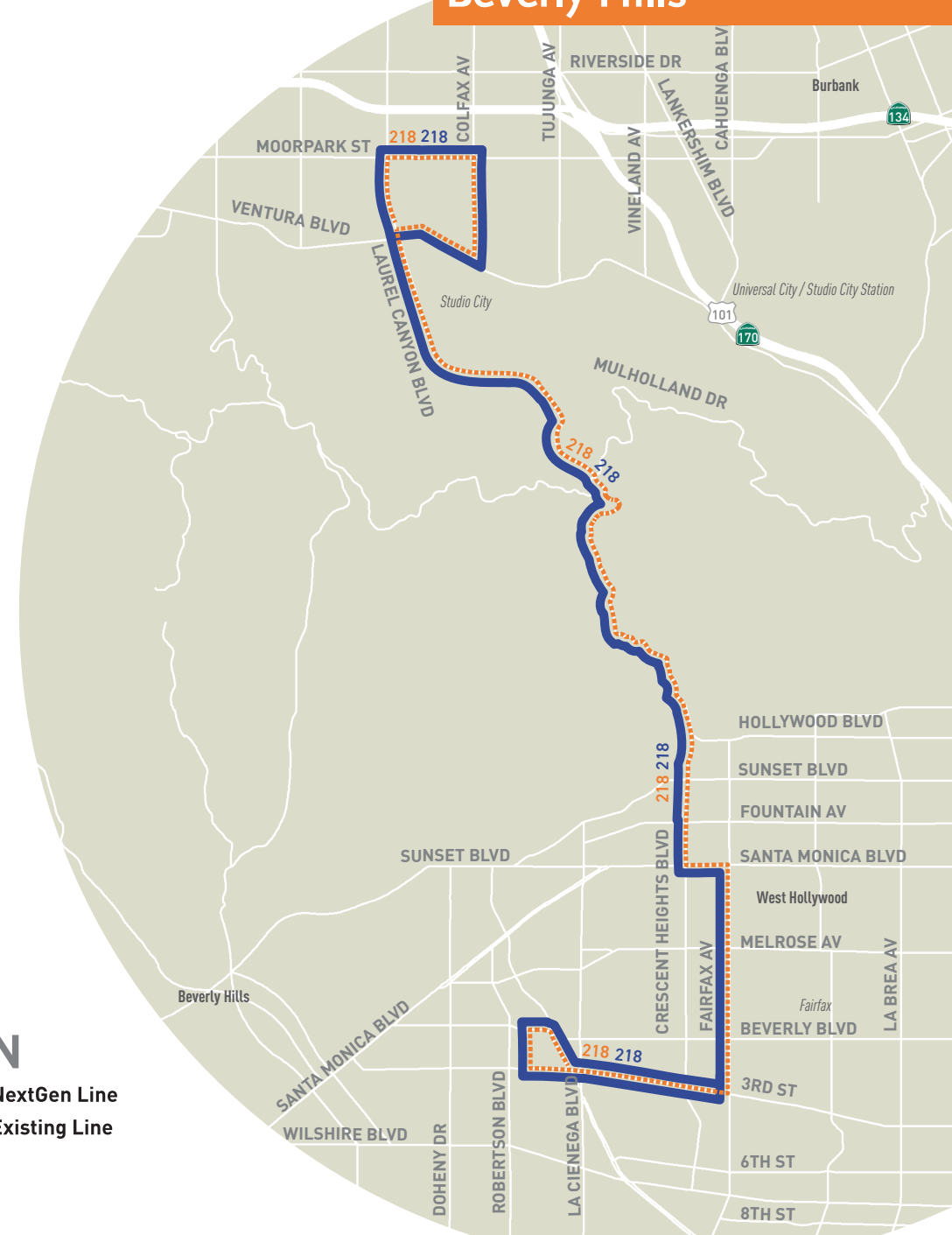
		Frequency*				
		Peak	Midday	Evening	Owl	
<b>NextGen Line 218</b>	Weekday	60 min	60 min	60 min	--	
	Saturday	60 min	60 min	60 min	--	
	Sunday	60 min	60 min	60 min	--	
<b>Existing Line 218</b>	Weekday	20-30 min	30 min	35 min	--	
	Saturday	35-40 min	35 min	40 min	--	
	Sunday	40-50 min	50 min	60 min	--	

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

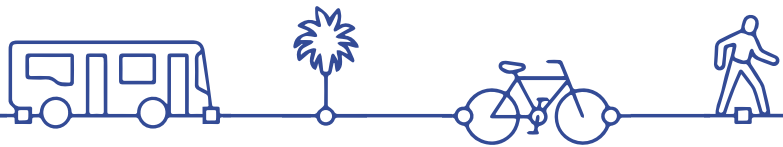
Line 218 would continue to operate between Ventura Bl, Laurel Canyon, Crescent Heights and Cedars Sinai Medical Center





# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 222 Hollywood Way

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 222</b>	Weekday	30-60 min	30-60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 222</b>	Weekday	55 min	61 min	62 min	--
	Saturday	62 min	60 min	61 min	--
	Sunday	62 min	60 min	61 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

Line 222 would operate on Hollywood Way and Riverside Dr between Hollywood Burbank Airport and Universal City/Studio City Station:

- New Line 90 would provide service to Sunland and would offer direct connections to North Hollywood Station
- Line 222 would also serve Cahuenga Bl between Universal City/Studio City and Hollywood every 60 min. weekdays and weekends
- Direct connections would be introduced between Hollywood Burbank Airport and Universal City/Studio City



NextGen Line
   
 Existing Line



## Existing Line 224 Lankershim Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 224</b>	Weekday	15 min	15 min	30 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30 min	60 min
<b>Existing Line 224</b>	Weekday	13 min	19 min	38 min	--
	Saturday	24 min	24 min	38 min	--
	Sunday	35 min	32 min	52 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 224 would operate similar to existing Line 224 along Lankershim Bl and San Fernando Rd, terminating at Sylmar/San Fernando Station:

- More frequency during midday hours on weekdays on San Fernando Rd
- New Line 690 would provide service north of Sylmar/San Fernando Station by operating along San Fernando Rd, Roxford St, Olive View Dr, and Foothill Bl



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 230 Laurel Canyon Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 230</b>	Weekday	20 min	20 min	30-60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
<b>Existing Line 230</b>	Weekday	26 min	39 min	60 min	--
	Saturday	38 min	35 min	60 min	--
	Sunday	38 min	35 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

New Line 230 would operate a similar alignment to existing Line 230 between Sylmar and Studio City via Laurel Canyon Bl and Hubbard St, but will end at Sylmar/San Fernando Station:

- LADOT DASH would provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.



Metro



— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 232 Sepulveda Blvd – Pacific Coast Hwy

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 232</b>	Weekday	15 min	30 min	15-30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
<b>Existing Line 232</b>	Weekday	22 min	28 min	61 min	--
	Saturday	35 min	30 min	63 min	--
	Sunday	38 min	32 min	62 min	--

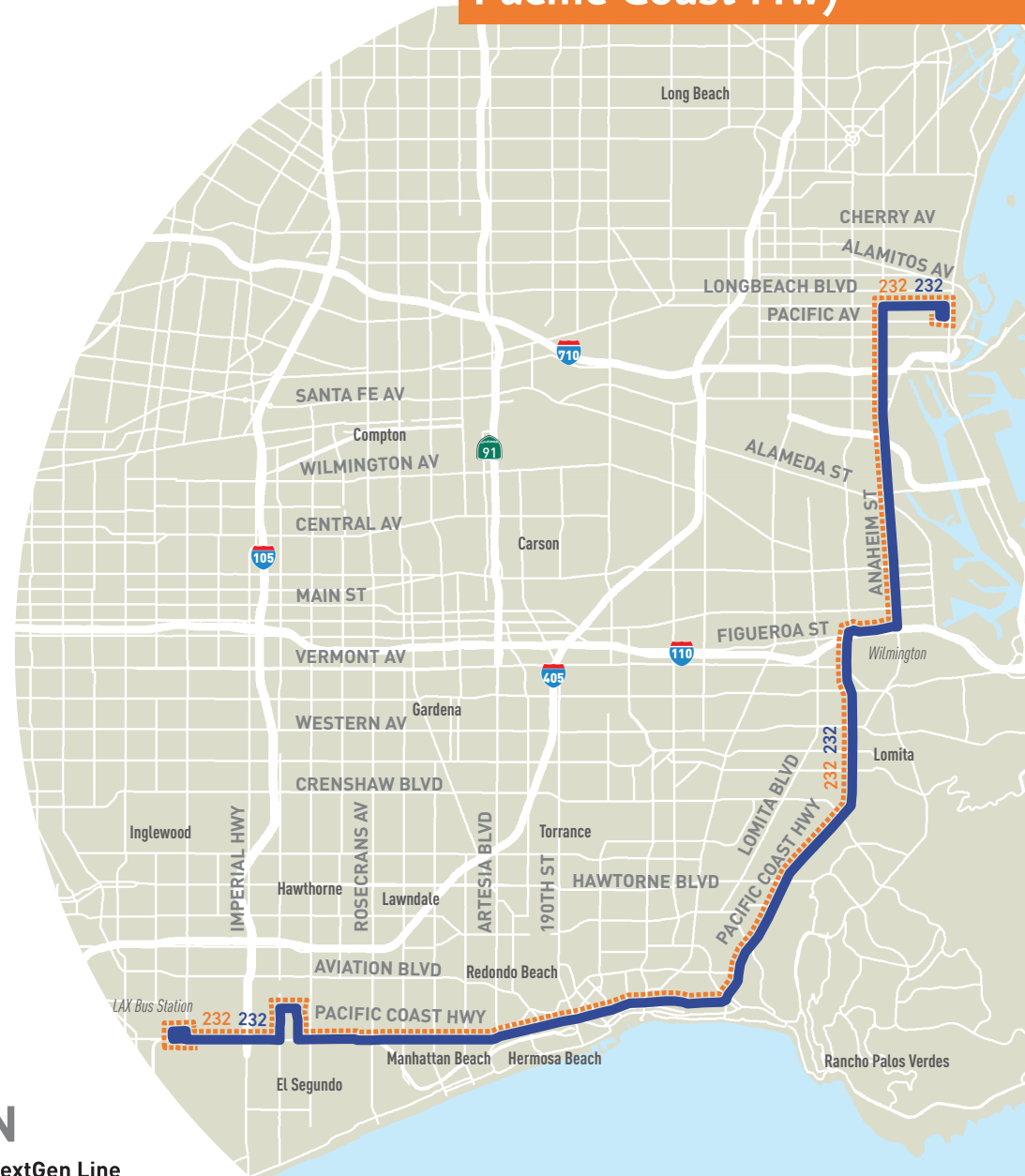
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 232 would continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda Bl, Pacific Coast Hwy, Anaheim St and Long Beach Bl.

- Line 232 would operate more frequent evening service



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 233 Van Nuys Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 233</b>	Weekday	10 min	10 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
<b>Existing Line 233</b>	Weekday	15 min	14 min	37 min	60 min
	Saturday	20 min	16 min	37 min	60 min
	Sunday	22 min	20 min	37 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 233 would operate on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233. Line 761 would replace existing Line 744 by operating between Sylmar/San Fernando Station and Expo/Sepulveda Station via Van Nuys Bl and Sepulveda Bl:

- Every second trip daytime will serve Lakeview Terrace with other trips ending at Van Nuys Bl/Foothill Bl
- Line 744 would no longer continue along Ventura Bl and Reseda Bl. This segment would be served by new Line 240
- Underutilized new Line 233 bus stops between Pacoima and Sherman Oaks would be consolidated to balance speed, reliability and accessibility
- Owl service between Van Nuys Bl, Sepulveda Bl and Westside would be provided by Line 233.



▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 234 Sepulveda Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 234</b>	<b>Weekday</b>	7.5 min	7.5 min	7.5-30 min	60 min
	<b>Saturday</b>	10 min	10 min	20-30 min	60 min
	<b>Sunday</b>	10 min	10 min	20-30 min	60 min
<b>Existing Line 234</b>	<b>Weekday</b>	21 min	33 min	36 min	
	<b>Saturday</b>	27 min	30 min	40 min	
	<b>Sunday</b>	32 min	30 min	41 min	

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 234: Merge Lines 234 and 734 on Sepulveda Bl:

- New Line 234 would end at Sherman Oaks Galleria (Ventura/ Sepulveda), following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College
- New Line 761 would provide service south of Ventura Bl to the Westside on Sepulveda Bl and Line 233 would provide Owl service
- New Line 234 provides high frequency service at all bus stops with the highest frequency of Line 234 service weekday and weekend peak and midday shown above available at all bus stops between Ventura Bl and Sylmar/San Fernando Station
- Underutilized existing Line 234 bus stops between Sylmar and Sherman Oaks would be consolidated to balance speed, reliability, and accessibility.
- New overnight Owl service would be added to Line 234.



# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 236 Balboa Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 236</b>	<b>Weekday</b>	30 min	30 min	60 min	--
	<b>Saturday</b>	60 min	60 min	60 min	--
	<b>Sunday</b>	60 min	60 min	60 min	--
<b>Existing Line 236</b>	<b>Weekday</b>	41 min	58 min	--	--
	<b>Saturday</b>	66 min	70 min	--	--
	<b>Sunday</b>	68 min	71 min	--	--

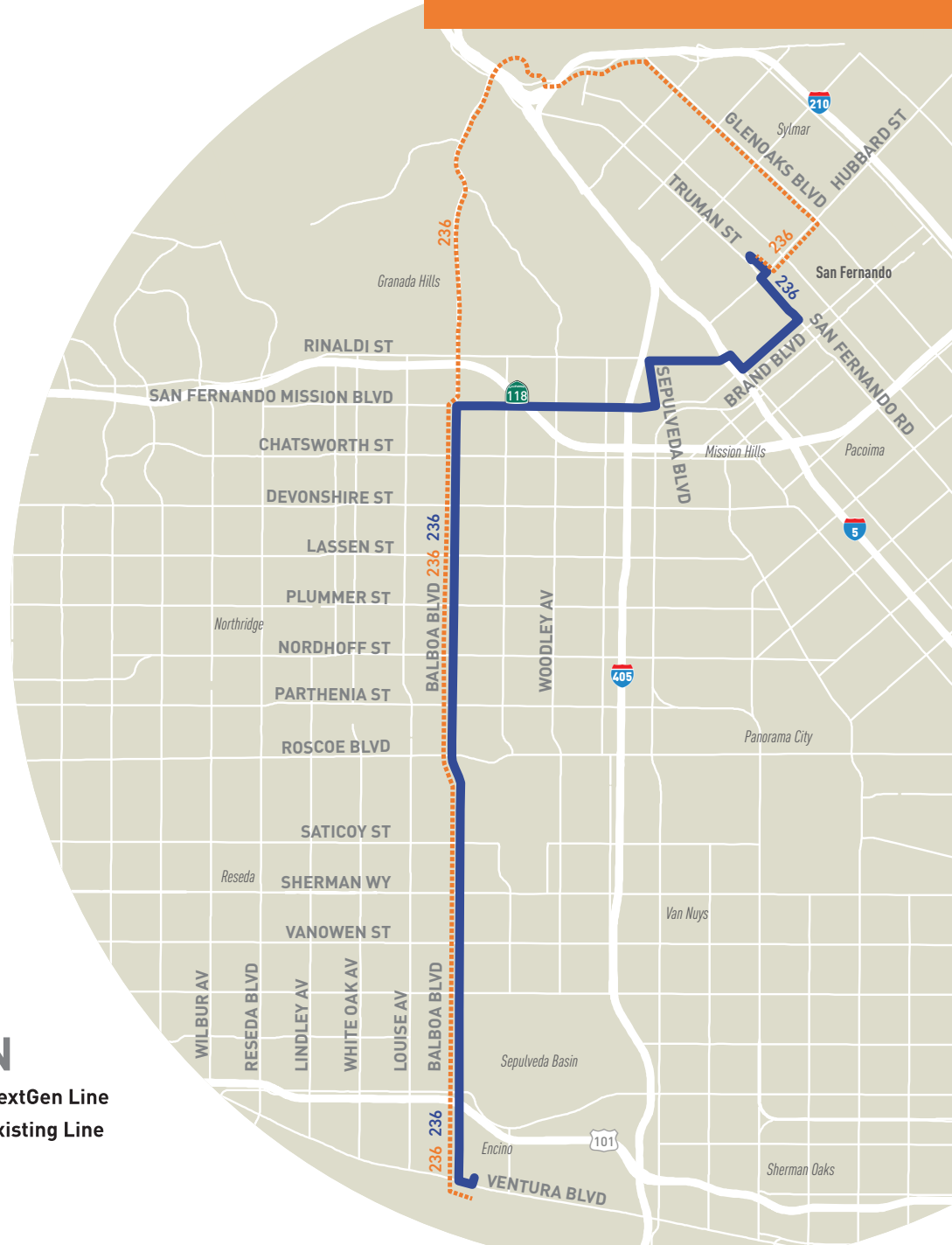
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 236 would operate similar to existing Line 236 via Balboa Bl between San Fernando Mission Bl and Ventura Bl and a modified route to Sylmar/San Fernando Station would operate as follows:

- New Line 236 would operate via San Fernando Mission Bl, Sepulveda Bl, Rinaldi St, Laurel Canyon Bl, Brand Bl, and Truman St to Sylmar/San Fernando Station, due to underutilized service on the north end of existing Line 236
- New Line 236 would provide more frequent weekday, midday service and new evening service
- Line 236 would provide limited supplementary trips at school times including the section of Balboa Bl north of San Fernando Mission at Granada Hills





## Existing Line 237 Woodley Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 237</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 237</b>	Weekday	50 min	51 min	62 min	--
	Saturday	50 min	50 min	61 min	--
	Sunday	50 min	50 min	61 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New Line 237 route would follow existing Line 237 route from Sepulveda Bl/Victory Bl, G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura).

- Line 236 would replace existing Line 239 service to Sylmar/ San Fernando Station
- G Line (Orange) and B Line (Red) service would replace existing Line 237 service east of G Line (Orange) Woodley Station to North Hollywood and Hollywood.
- Line 222 would serve Cahuenga Bl between Universal City/Studio City Station and Hollywood







## Existing Line 239 White Oak Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 239</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 239</b>	Weekday	62 min	62 min	65 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New Line 237 route would follow existing Line 237 route from Sepulveda Bl/Victory Bl, G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura).

- Line 236 would replace existing Line 239 service to Sylmar/ San Fernando Station
- New Line 239 would include new weekend service for White Oak.



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 240 Reseda Blvd – Ventura Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 240</b>	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	15-30 min	60 min
	Sunday	15 min	15 min	15-30 min	60 min
<b>Existing Line 240</b>	Weekday	16 min	21 min	21 min	60 min
	Saturday	18 min	16 min	21 min	60 min
	Sunday	19 min	19 min	21 min	60 min

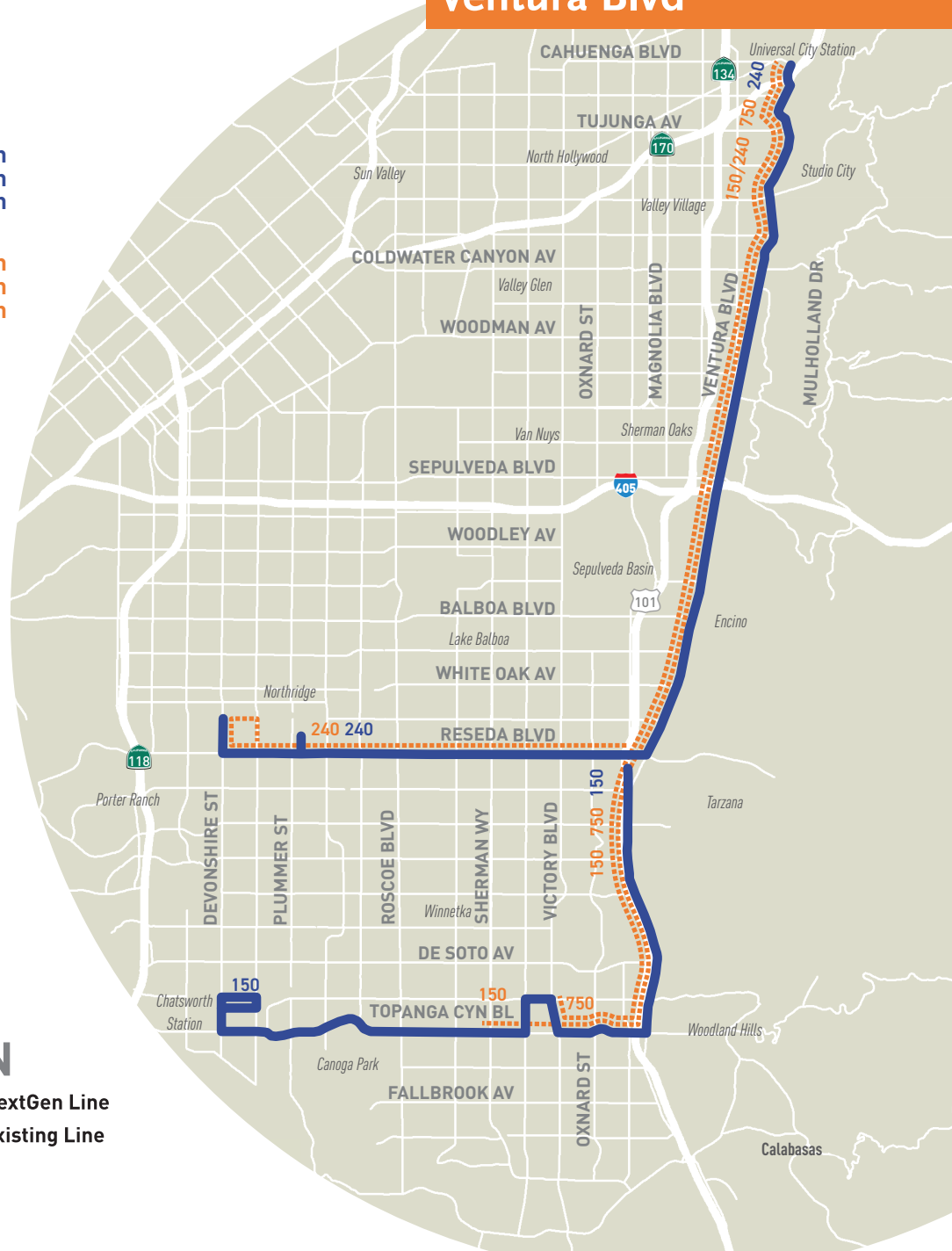
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Lines 150 and 240: Merge Lines 150, 240 and 750:

- New Line 150 would operate frequent service from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment)
- New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl
- More frequent service at all new Line 150 and 240 bus stops
- Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.



Metro



## Existing Line 242 Tampa Ave – Winnetka Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 243</b>	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 242</b>	Weekday	48 min	60 min	--	--
	Saturday	61 min	60 min	--	--
	Sunday	--	--	--	--

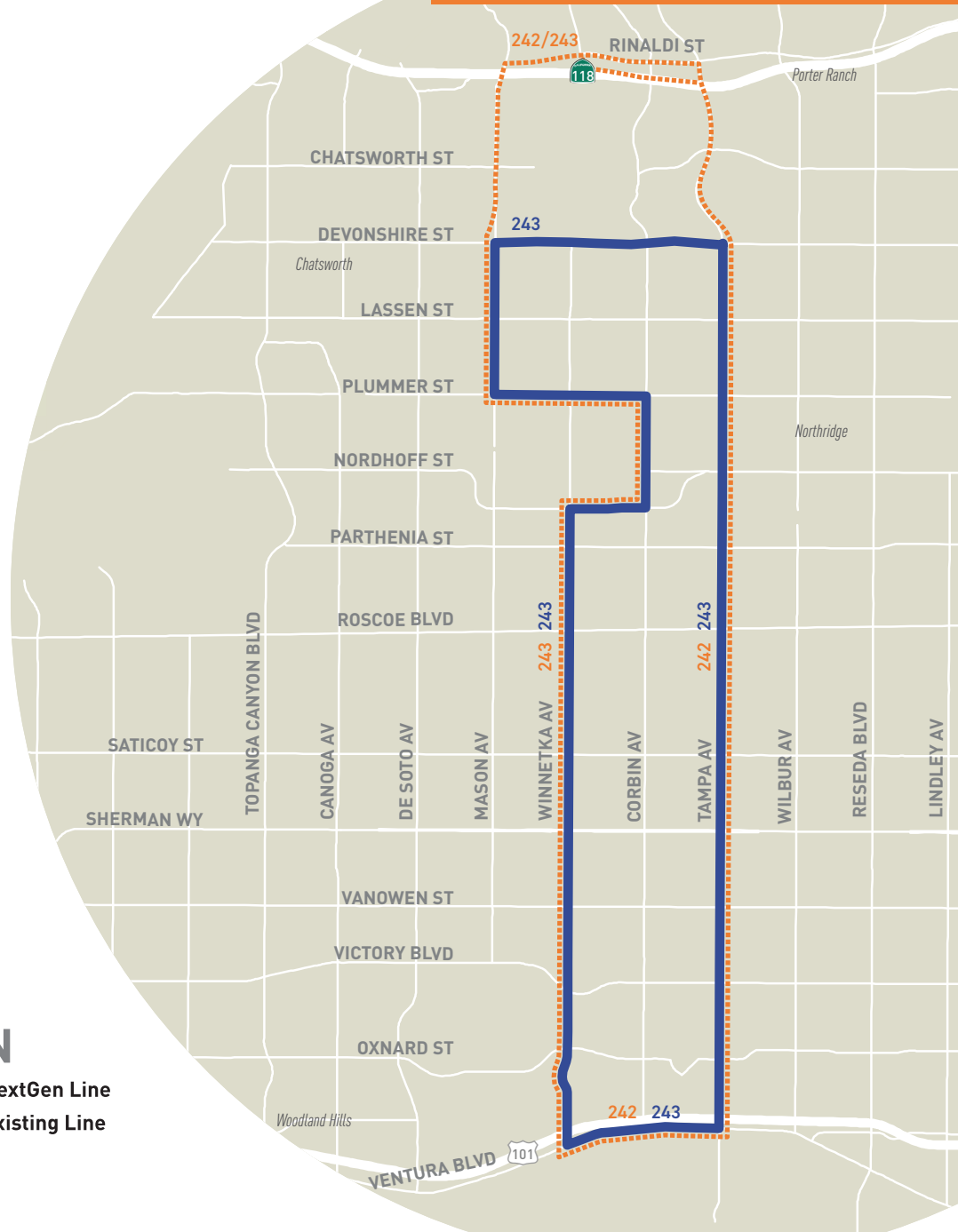
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Lines 242 & Line 243 would operate a new Line 243 on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St:

- New Metro MicroTransit service would link the Porter Ranch community with Line 243
- New Line 243 would operate more frequent service during midday hours on weekdays as well as new evening and Sunday service





## Existing Line 243 Tampa Ave – Winnetka Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 243</b>	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 243</b>	Weekday	48 min	60 min	--	--
	Saturday	61 min	60 min	--	--
	Sunday	--	--	--	--

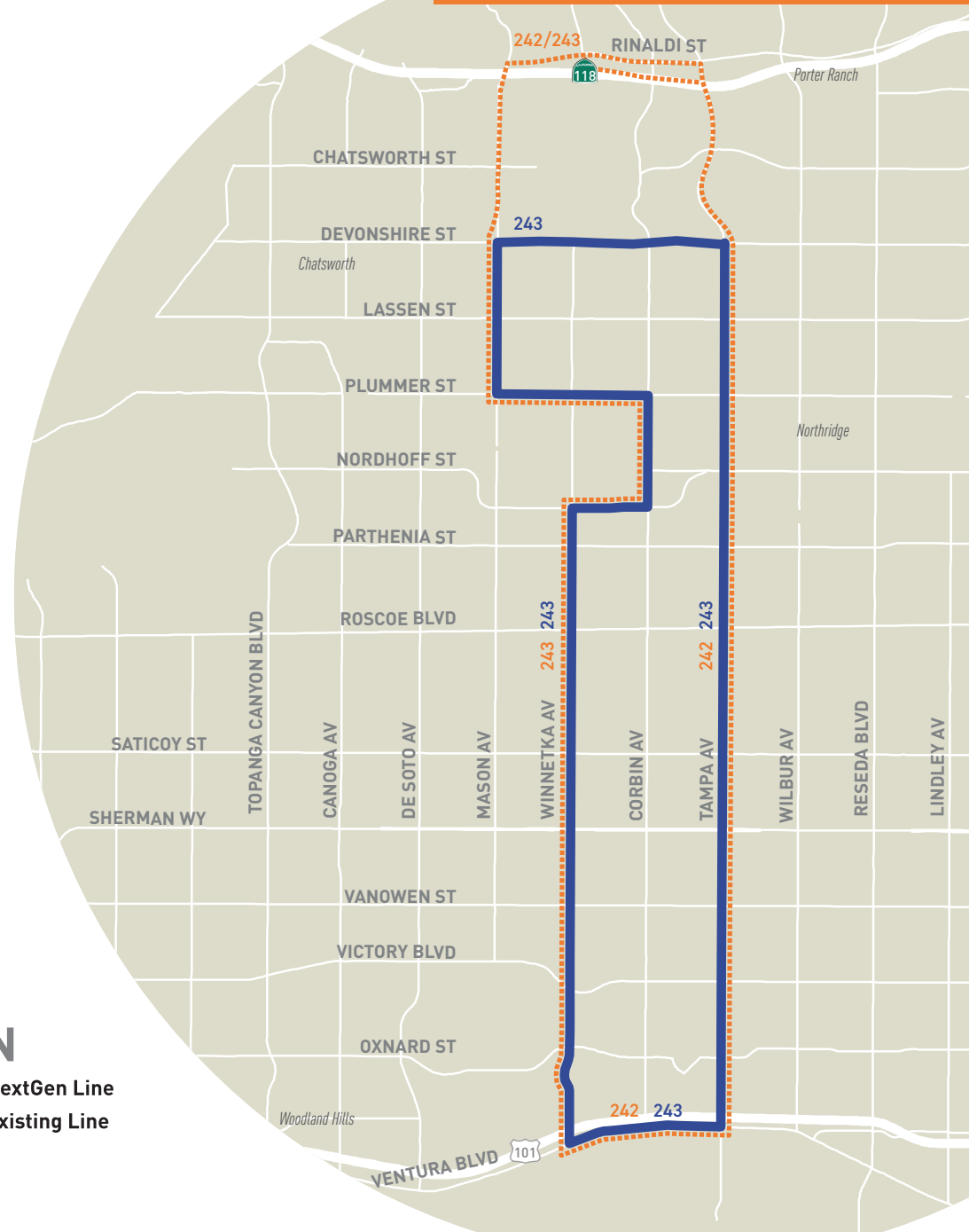
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Lines 242 & Line 243 would operate a new Line 243 on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St:

- New Metro MicroTransit service would link the Porter Ranch community with Line 243
- New Line 243 would operate more frequent service during midday hours on weekdays as well as new evening and Sunday service





## Existing Line 244 De Soto Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 244</b>	Weekday	20 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
<b>Existing Line 244</b>	Weekday	30 min	49 min	60 min	--
	Saturday	53 min	50 min	--	--
	Sunday	66 min	65 min	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 244 would operate as a separate line. New Line 150 would replace Line 245:

- Line 244 would operate on the current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av
- New Line 150 would replace existing Line 244 & 245 service on Ventura Bl and Topanga Canyon Bl with more frequency.
- New Line 150 would be extended to Ventura and Reseda Bls to connect with Line 240 (see Line 150 information sheet)
- Line 244 would include more frequent weekday service and new weekend evening service





## Existing Line 245 Topanga Canyon Bl

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 150</b>	<b>Weekday</b>	20 min	20 min	30-60 min	--
	<b>Saturday</b>	30 min	30 min	30-60 min	--
	<b>Sunday</b>	30 min	30 min	30-60 min	--
<b>Existing Line 245</b>	<b>Weekday</b>	30 min	49 min	60 min	--
	<b>Saturday</b>	53 min	50 min	--	--
	<b>Sunday</b>	66 min	65 min	--	--

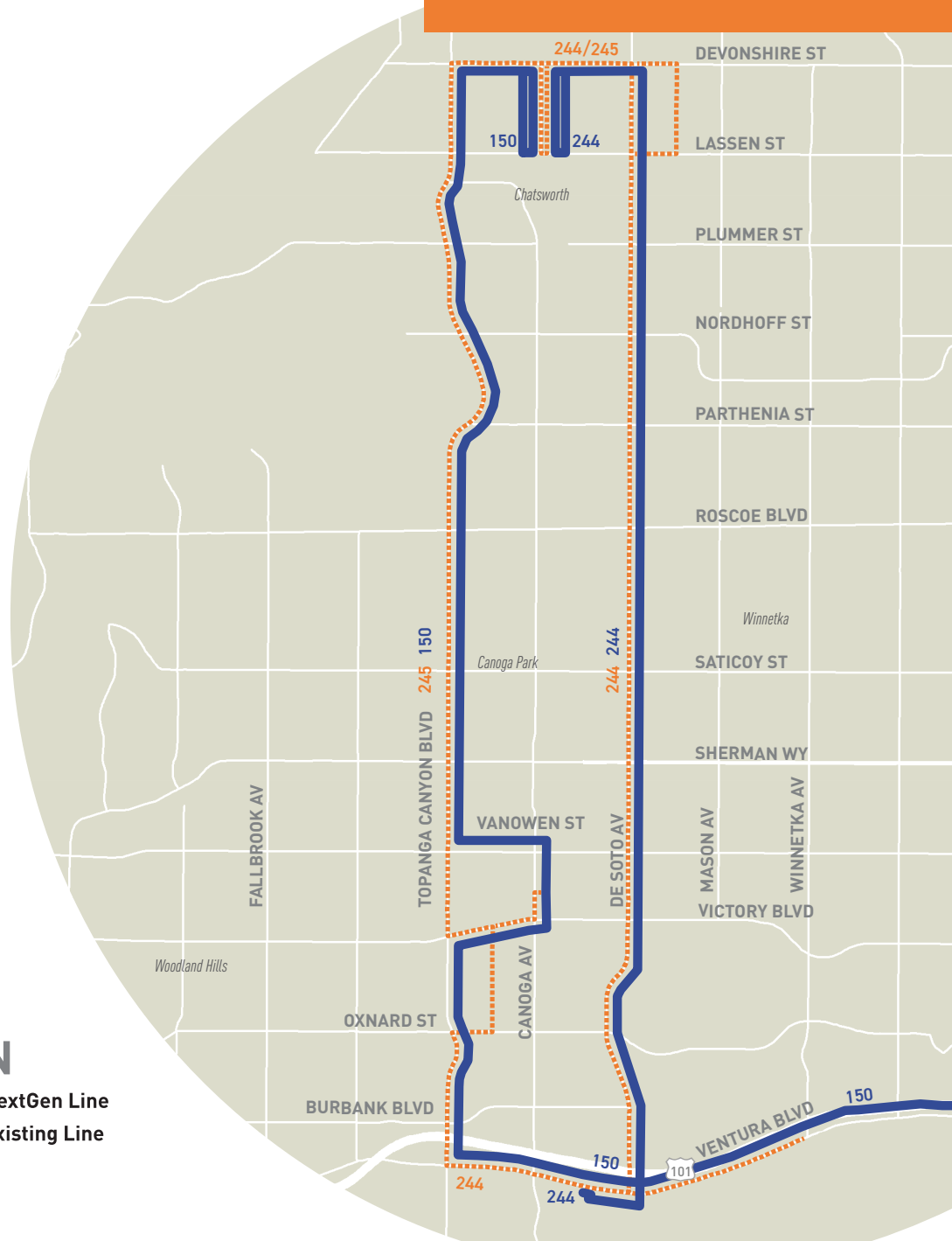
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 244 would operate as a separate line. New Line 150 would replace Line 245:

- Line 244 would operate on the current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av
- New Line 150 would replace existing Line 244 & 245 service on Ventura Bl and Topanga Canyon Bl with more frequency.
- New Line 150 would be extended to Ventura and Reseda Bls to connect with Line 240 (see Line 150 information sheet)
- Line 244 would include more frequent weekday service and new weekend evening service



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 246 Avalon Blvd – San Pedro Harbor Gateway

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 246</b>	Weekday	30 min	30 min	30-60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
<b>Existing Line 246</b>	Weekday	34 min	55 min	42 min	60 min
	Saturday	40 min	40 min	43 min	60 min
	Sunday	60 min	60 min	41 min	60 min

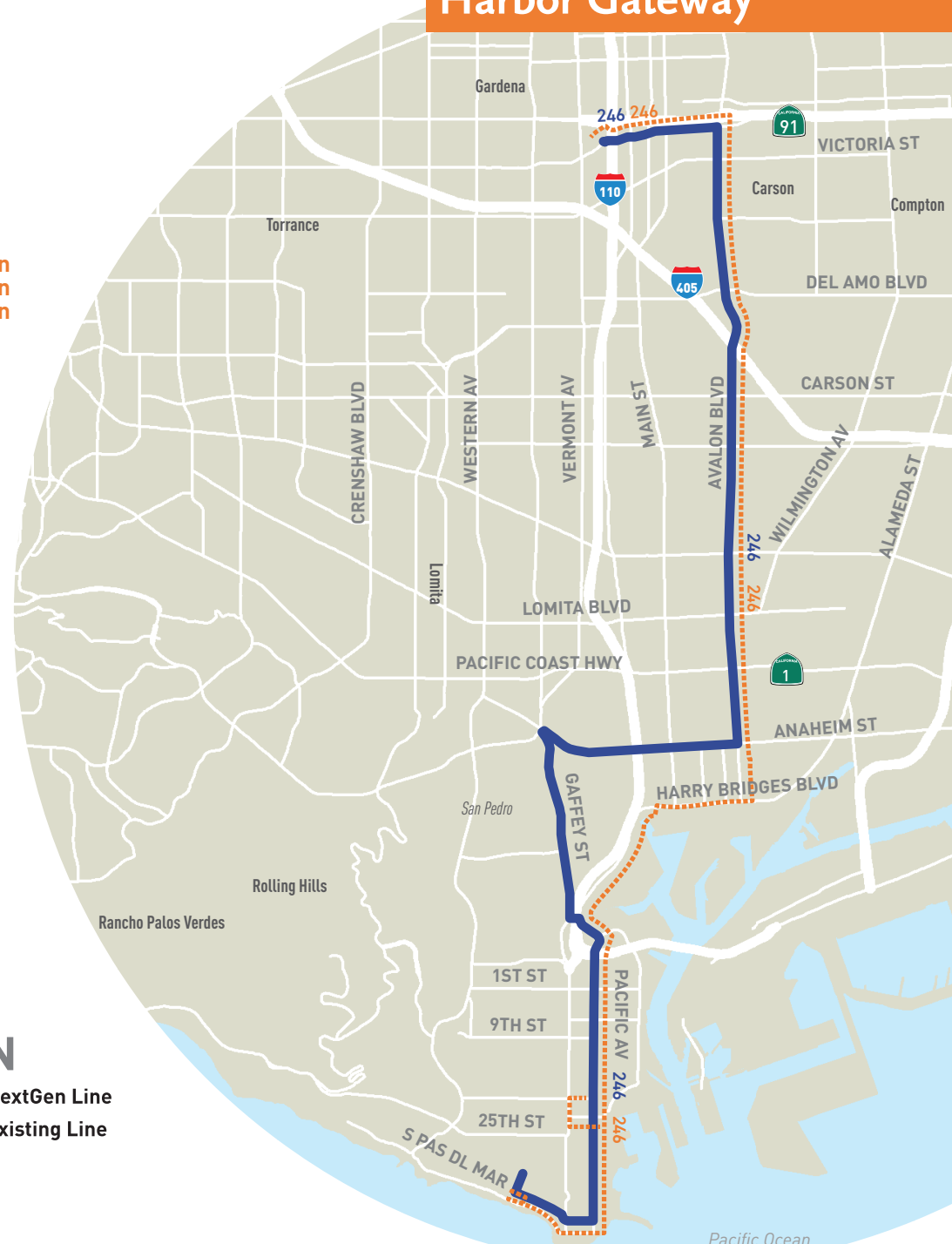
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 246 would continue to operate from Harbor Gateway Transit Center to Carson, Wilmington, and San Pedro via Avalon Bl, Anaheim St, Gaffey St, Channel St, Pacific Av and Pt. Fermin.

- Line 246 would operate more frequent weekday and weekend service
- Discontinue Line 246 Owl service due to underutilized service.





## Existing Line 251 Soto St

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 251</b>	Weekday	10 min	10 min	15 min	30-60 min
	Saturday	15 min	15 min	20-30 min	30-60 min
	Sunday	15 min	15 min	20-30 min	30-60 min
<b>Existing Line 251</b>	Weekday	22 min	23 min	40 min	60 min
	Saturday	14 min	15 min	40 min	60 min
	Sunday	23 min	17 min	40 min	60 min

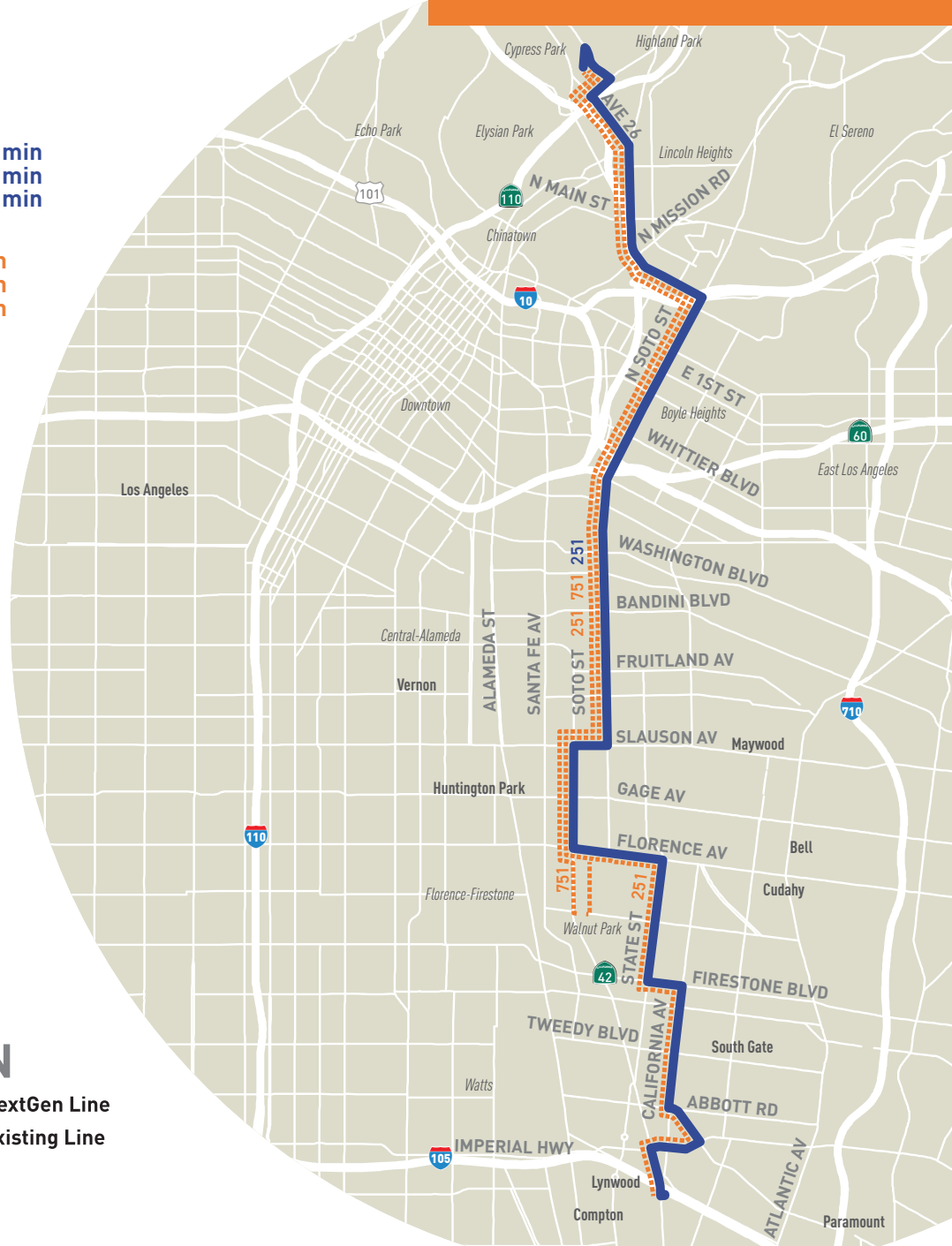
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

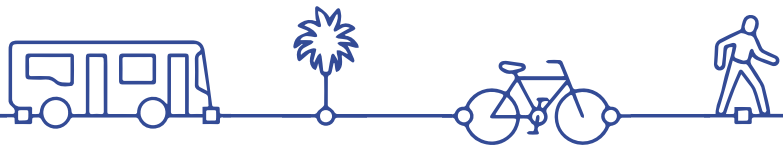
New Line 251: Merge Lines 251 & 751; New Line 251 would operate between Cypress Park (Av 28 & Idell), Huntington Park (Palm/Seville), and south to C Line (Green) Long Beach Bl Station via existing Line 251 on Av 26, Daly St, Soto St, Pacific Bl, Florence Av, State St and California Av:

- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- New Line 251 would operate more frequent service weekdays



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 252 Cypress Park – Lynwood via Soto St

### How often will my bus run?

NextGen Line	Frequency*	Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 252	Weekday	30 min	40 min	48 min	--
	Saturday	44 min	40 min	56 min	--
	Sunday	44 min	40 min	56 min	--

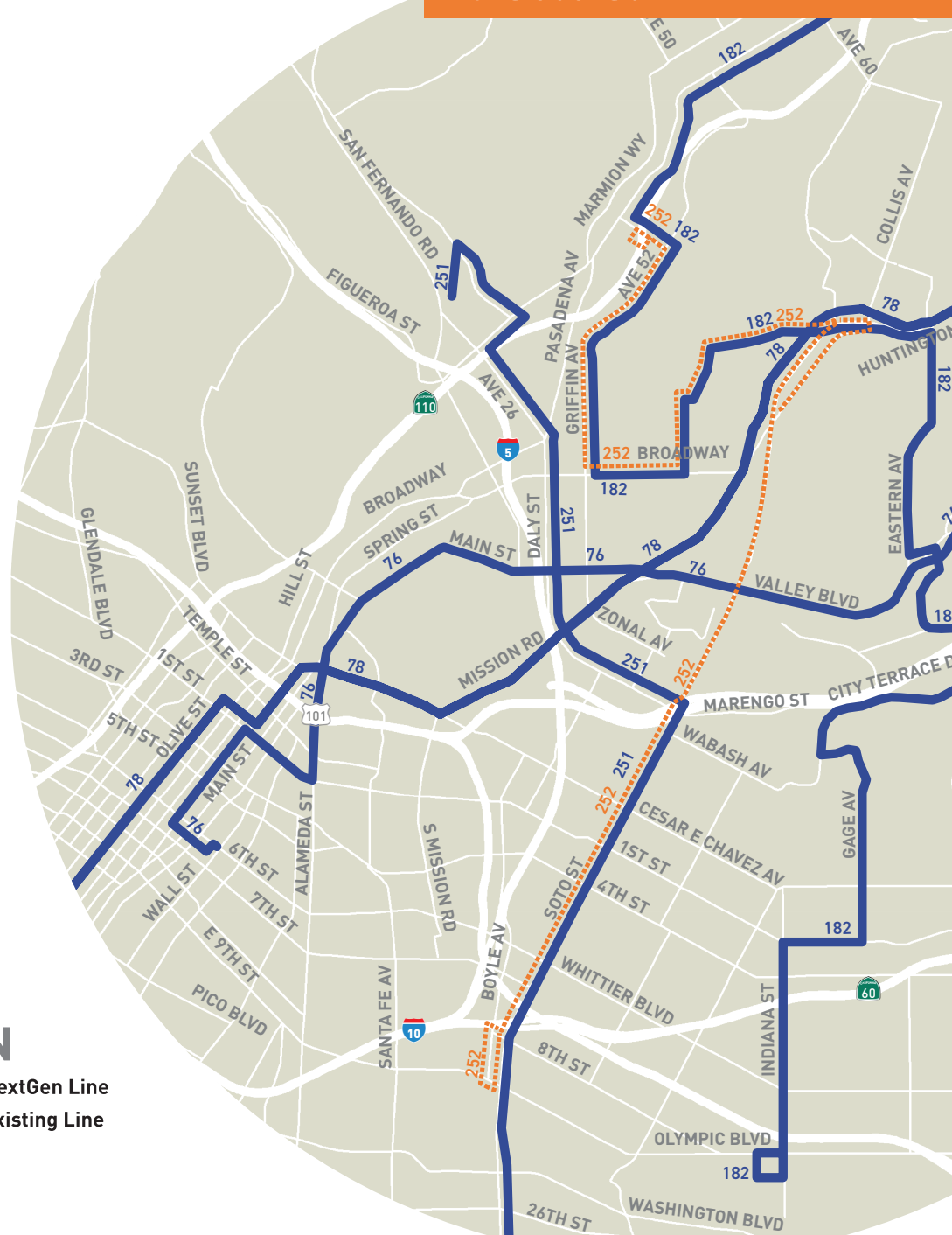
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 252 would be discontinued between Montecito Heights, Lincoln Heights and Boyle Heights via Soto St due underutilized service and duplication of service from other lines.

- The following alternative bus services would be available: Figueroa St (Line 81), Broadway (Line 45), Huntington Dr (Line 78), Valley Bl (Line 76), and Soto St (Line 251)
- Line 252 segment between Huntington Dr and Figueroa St via Mercury Dr and Griffin Av/Ave 43 would be replaced by new Line 182.
- New Metro MicroTransit service would also be available in the Lincoln Heights/Highland Park area



▲ N  
 — NextGen Line  
 - - - Existing Line



## Existing Line 254 Boyle Av

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 254</b>	Weekday	60 min	73 min	55 min	--
	Saturday	66 min	70 min	68 min	--
	Sunday	--	--	--	--

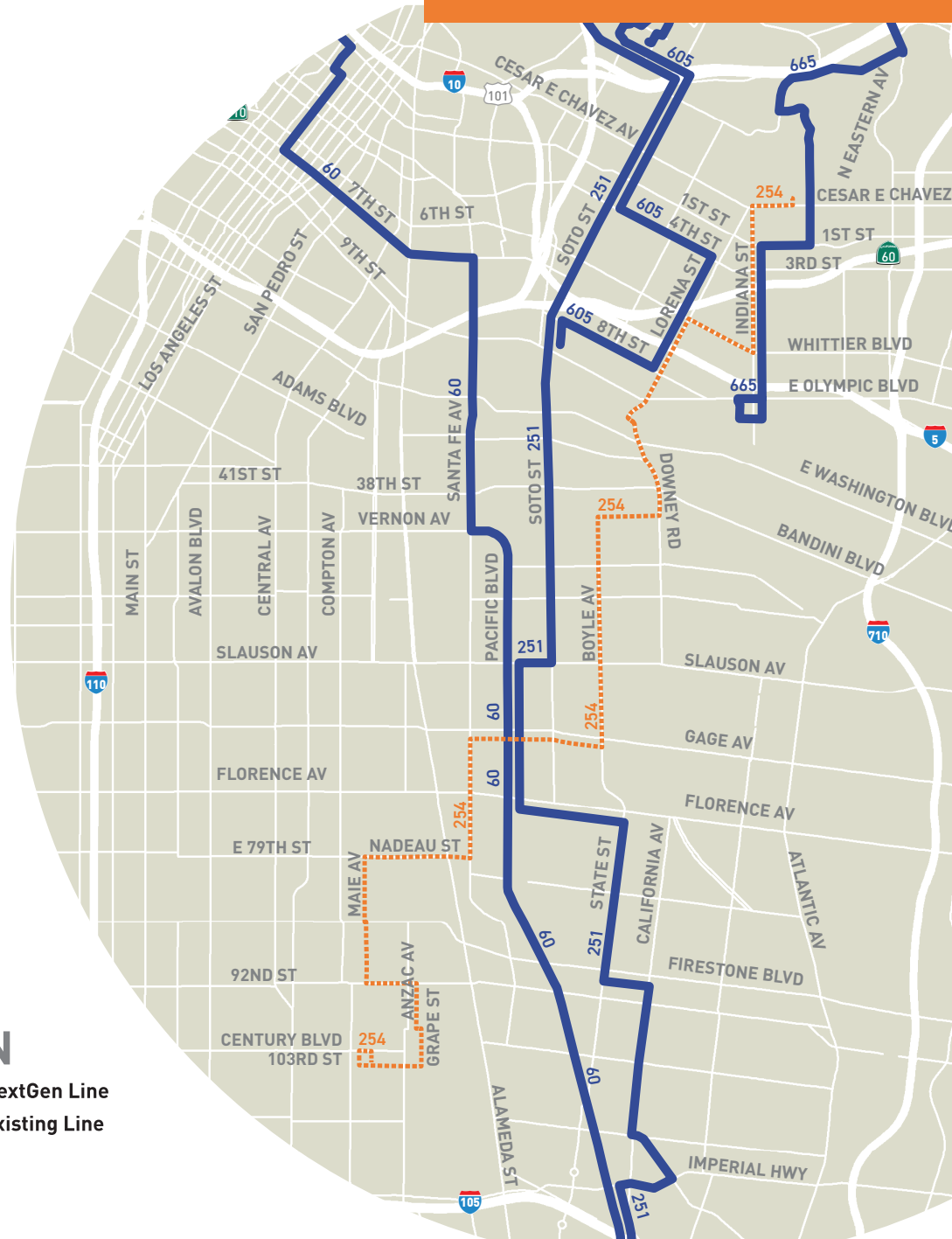
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 254 would be discontinued between East LA and Watts via Boyle Av and Lorena St due to underutilized service and duplication of service from other lines.

- The following alternative bus services would be available: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115); Florence Av (Line 111); Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51); Lorena Av (Line 605); Indiana St (Line 665).
- New Metro MicroTransit service would also be available in the Watts area



# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 256 Eastern Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 256</b>	<b>Weekday</b>	40 min	40 min	40 min	--
	<b>Saturday</b>	40 min	40 min	40 min	--
	<b>Sunday</b>	40 min	40 min	40 min	--
<b>Existing Line 256</b>	<b>Weekday</b>	50 min	50 min	60 min	--
	<b>Saturday</b>	60 min	60 min	60 min	--
	<b>Sunday</b>	60 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

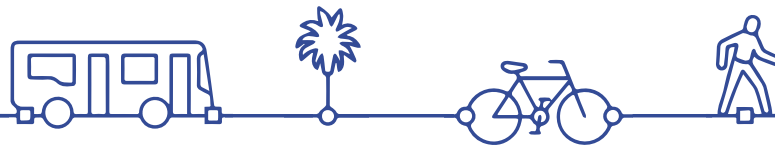
#### More Frequency Simpler Network

Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena would be subdivided into three separate bus lines with more frequent service:

- Metro in partnership City of Commerce is examining the option of City of Commerce Municipal Bus Lines operating the existing segment between Commerce and Cal State LA Station, with no proposed changes to alignment
- Line 256 between Cal State LA and Highland Park would become part of new Line 182, travelling the usual 256 route to Huntington Dr but then travel via Mercury Dr to Broadway (replacing Line 252) then Griffin Av, Ave 43 and Figueroa St to Highland Park L Line Gold Station and beyond to East Hollywood.
- Metro in partnership with City of Pasadena is examining the option of Pasadena Transit operating a simpler route between Highland Park and Pasadena, via Colorado Bl, L Line (Gold) Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to Sierra Madre Villa Station
- New Line 662 would serve Lake Av between Pasadena and Altadena, with Metro Lines 180, 686 and Foothill Transit 187 serving Colorado Bl in Pasadena



Metro



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 258</b>	Weekday	40 min	40 min	40 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 258</b>	Weekday	45 min	45 min	50 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

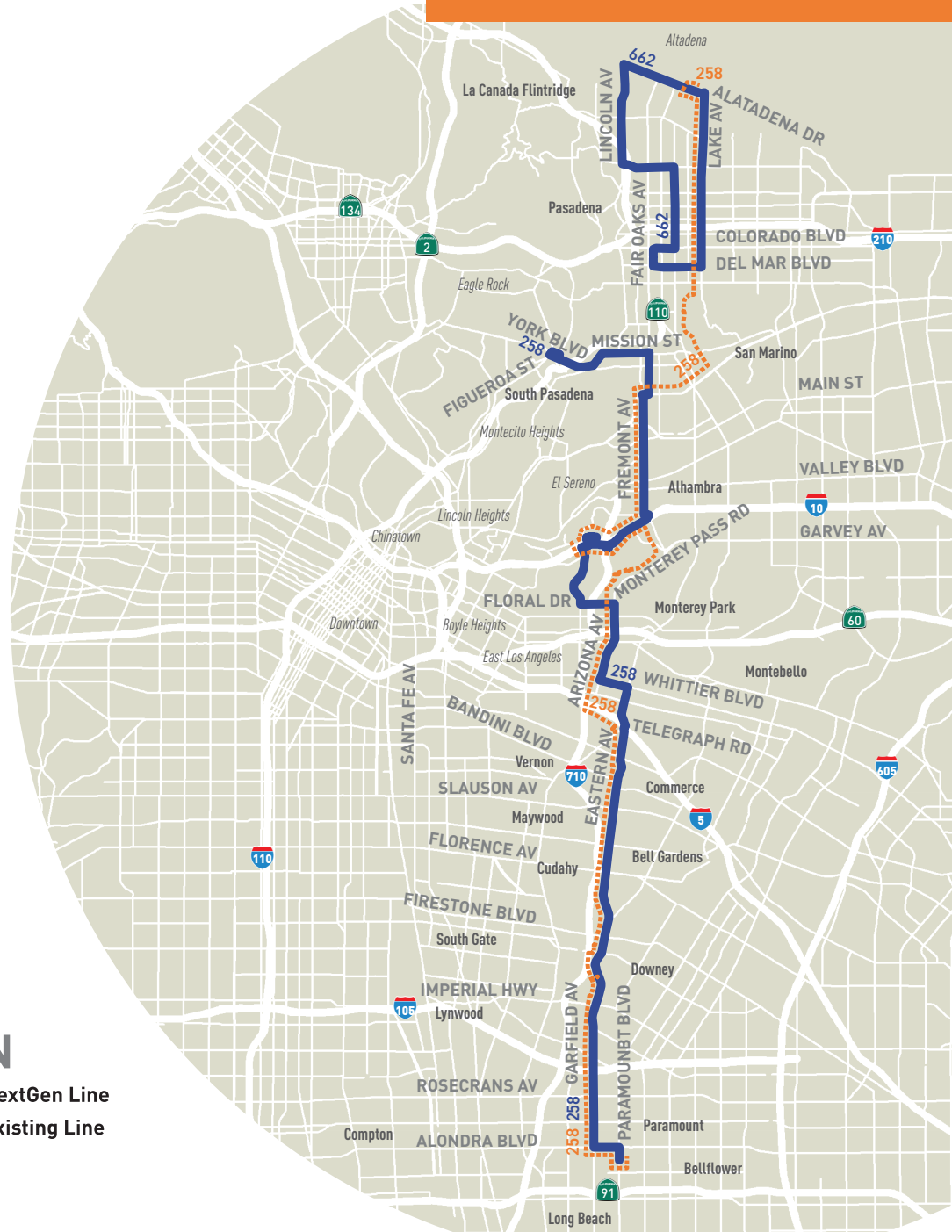
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler More Reliable Network New Weekend Service

Line 258 would follow the current route from Paramount via South Gate, Bell Gardens, Commerce, East LA, and Monterey Park, with changes of routing to travel via Whittier Bl in place of Telegraph Rd between Eastern Av and Arizona Av and to travel via Floral Dr and Eastern Av between Mednik St and Cal State LA, in place of Monterey Pass Rd. North of Alhambra, Line 258 would also be rerouted to travel via Fremont Av, Fair Oaks Av, Mission St, Pasadena Av, and York Bl to serve the South Pasadena L Line Gold Station and terminate at York/Figueroa, connecting with Lines 81 and 182.

- Service would be discontinued on Huntington Dr/Oak Knoll Av-Cir in San Marino due to underutilized Line 258 service
- New Metro Line 662 would operate two-directional service on Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line (Gold) Del Mar and Lake Stations) and Altadena
- New Lines 258 and 662 would both provide new weekend service



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 260 Atlantic Blvd – Fair Oaks Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 260</b>	Weekday	12 min	12 min	15 min	30-60 min
	Saturday	20 min	20 min	30 min	30-60 min
	Sunday	20 min	20 min	30 min	30-60 min
<b>Existing Line 260</b>	Weekday	17 min	21 min	40 min	--
	Saturday	22 min	21 min	40 min	--
	Sunday	29 min	22 min	40 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A Line (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link C Line (Green) Long Beach Bl Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



▲ N  
— NextGen Line  
- - - Existing Line



# NEXTGEN

Updated Draft Proposals: July 2020



## New Line 261 Artesia – Long Beach C Line (Green)

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 261</b>	Weekday	20 min	20 min	20-30 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 260</b>	Weekday	17 min	21 min	40 min	--
	Saturday	22 min	21 min	40 min	--
	Sunday	29 min	22 min	40 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A Line (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link C Line (Green) Long Beach Bl Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



▲ N  
 — NextGen Line  
 - - - Existing Line



# NEXTGEN

Updated Draft Proposals: July 2020



## New Line 262 East LA College – Los Cerritos Center

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 262</b>	Weekday	20-40 min	20-40 min	30-60 min	--
	Saturday	30-60 min	30-60 min	60 min	--
	Sunday	30-60 min	30-60 min	60 min	--
<b>Existing Line 62</b>	Weekday	27 min	32 min	58 min	--
	Saturday	56 min	40 min	59 min	--
	Sunday	57 min	52 min	58 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network New Links

New Line 262 will operate between East LA College, L Line (Gold), relacing existing Line 62. Atlantic Station, and Hawaiian Gardens, via Atlantic Av, Telegraph Rd, Pioneer Bl:

- Line 62 will be discontinued between Downtown LA and Atlantic Bl/Telegraph Rd with Line 66 serving that segment.
- New connection to East LA College will be created
- Discontinue existing Line 62 on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer Bl.
- The highest frequency of service would operate north of Los Cerritos Center.





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 264</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 264 would be discontinued between Duarte, Monrovia, Arcadia, Pasadena, Altadena via Duarte Rd, Michillinda Av, Foothill Bl, Altadena Dr due to underutilized service and duplication of service of other bus lines:

- New Line 256 (Pasadena Transit) would serve Altadena Dr (south of Washington Bl) and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av
- Nearest alternative service in Duarte and Monrovia would be Metro L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit
- Nearest alternative service to Arcadia-Sierra Madre Villa would be on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Metro Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av (Metro Lines 268)
- New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area as well as City of Monrovia GoMonrovia MicroTransit service



— NextGen Line  
- - - Existing Line



Metro



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 265 Paramount Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 265</b>	Weekday	40 min	40 min	40 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 265</b>	Weekday	40-60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

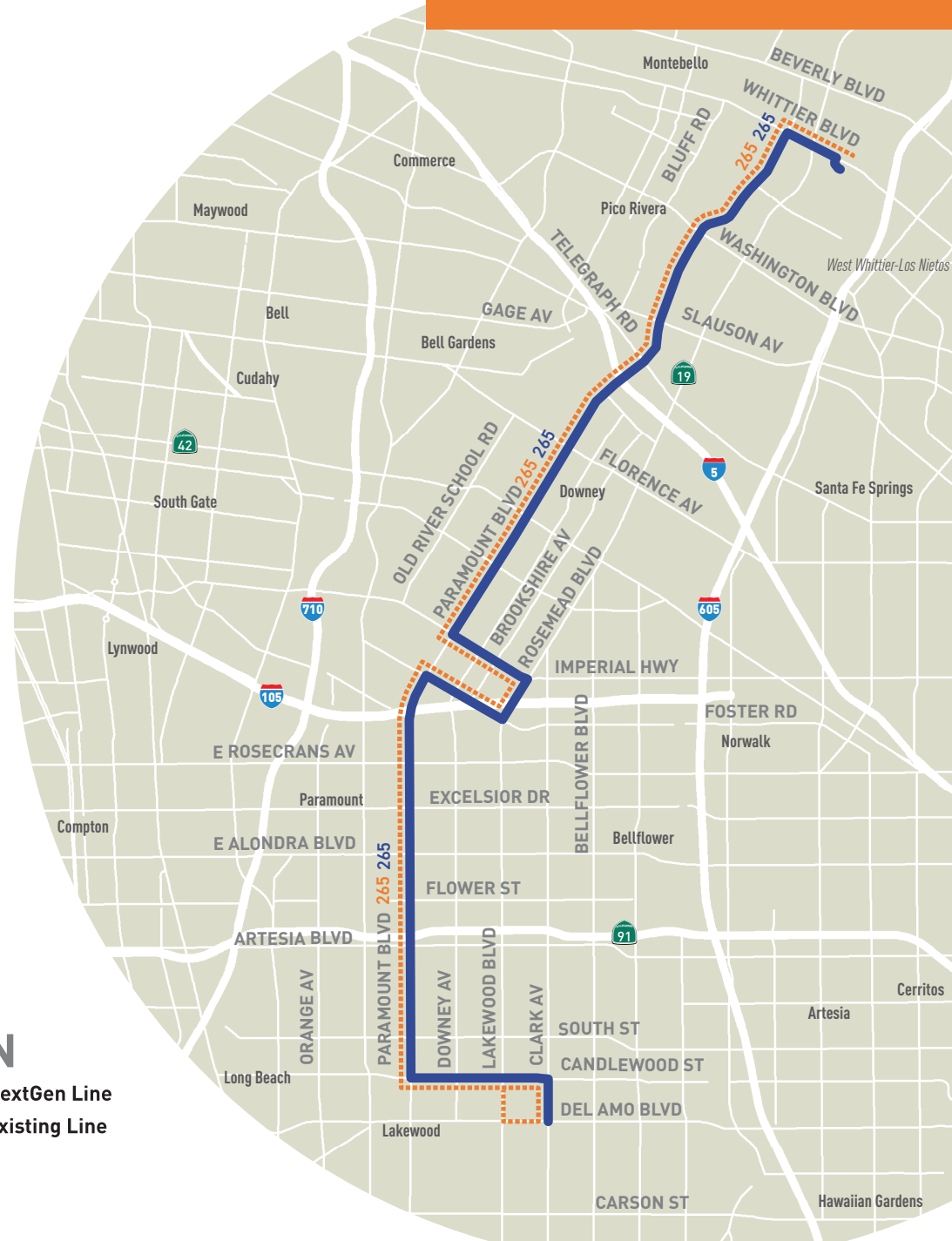
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

Line 265 routing would not change

- More frequent service would be provided during daytime hours on weekdays.





## Existing Line 266 Rosemead

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 266</b>	Weekday	20 min	20 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
<b>Existing Line 266</b>	Weekday	24 min	33 min	60 min	--
	Saturday	43 min	44 min	60 min	--
	Sunday	48 min	48 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 266 has no significant changes between Lakewood, Bellflower, Downey, Pico Rivera, South El Monte, Arcadia and Pasadena via Lakewood Bl and Rosemead Bl:

- Line 266 would end on northbound Lakewood Bl adjacent to Lakewood Center Mall for improved connections with the mall and Line 265
- Line 266 would provide more frequent service weekdays and weekends



**—** NextGen Line  
**- - -** Existing Line



**Metro**

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 267 El Monte – Pasadena – Altadena

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 267</b>	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 267</b>	Weekday	30 min	30 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler More Reliable Network

Line 267 would be shortened between El Monte, Arcadia, Pasadena, and Altadena via Temple City Bl, Rosemead Bl, Del Mar Bl, Lincoln Av, and Altadena Dr to end at the L Line (Gold) Del Mar Station in Pasadena. This would improve reliability and avoid service duplication with other bus lines:

- Pasadena Transit would operate new Line 256 on southern end of Lincoln Av with new Metro Line 662 serving the north end of Lincoln Av and Altadena Dr every 30 min weekdays and 60 min weekends
- New Metro MicroTransit service would also be available in the Altadena, Pasadena area



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 268 El Monte - Altadena - JPL

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 268</b>	<b>Weekday</b>	30 min	30 min	60 min	--
	<b>Saturday</b>	60 min	60 min	60 min	--
	<b>Sunday</b>	60 min	60 min	60 min	--
<b>Existing Line 268</b>	<b>Weekday</b>	33 min	55 min	40 min	--
	<b>Saturday</b>	54 min	56 min	60 min	--
	<b>Sunday</b>	58 min	56 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler More Reliable Network

Line 268 route would be shortened between El Monte, Arcadia, Sierra Madre, Pasadena, La Canada Flintridge (Jet Propulsion Lab), and Altadena via Baldwin Av, Sierra Madre Bl, Orange Grove Bl, and Washington Bl to end at the L Line (Gold) Sierra Madre Villa Station to improve reliability and avoid service duplication of other bus lines:

- Pasadena Transit would operate new Line 256 on southern end of Lincoln Av, Washington Bl, Altadena Dr, Foothill Bl to Sierra Madre Villa Station
- New Metro Line 662 would serve the northern end of Lincoln Av and Washington Bl west of Los Robles Av every 30 min weekdays and 60 minutes weekends
- New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area
- Line 268 would provide more frequent service during midday hours on weekdays





## New Line 287 El Monte Station – Arcadia

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 287</b>	<b>Weekday</b>	30-60 min	30-60 min	30-60 min	--
	<b>Saturday</b>	60 min	60 min	60 min	--
	<b>Sunday</b>	60 min	60 min	60 min	--
<b>Existing Line 487</b>	<b>Weekday</b>	25 min	45 min	23 min	--
	<b>Saturday</b>	55 min	57 min	50 min	--
	<b>Sunday</b>	54 min	53 min	50 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler More Reliable Network

New Line 487 frequent service would link the L Line (Gold) Sierra Madre Villa Station and LA Union Station via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes:

- Line 487 would extend beyond Union Station through downtown LA to 7th/Flower & Figueroa during peak periods weekdays
- New Line 287 would be introduced, serving existing Line 487 segment between El Monte Station and L Line (Gold) Arcadia Station via Santa Anita Av seven days a week as well as an extension south from El Monte Bus Station to The Shops at Montebello in place of existing Line 176 every 60 min. weekdays
- Existing Line 487 north and west of L Line (Gold) Arcadia Station to L Line (Gold) Sierra Madre Villa Station via Santa Anita Av, Sierra Madre Av, San Gabriel Av would be discontinued due to underutilized service, with alternative Metro Line 268 service available on Baldwin Av, Sierra Madre Bl and Michillinda. New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## New Line 294 Burbank – Sylmar via San Fernando Rd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 294</b>	<b>Weekday</b>	30 min	30 min	60 min	--
	<b>Saturday</b>	30 min	30 min	60 min	--
	<b>Sunday</b>	30 min	30 min	60 min	--
<b>Existing Line 94</b>	<b>Weekday</b>	25 min	30 min	52 min	--
	<b>Saturday</b>	24 min	23 min	60 min	--
	<b>Sunday</b>	28 min	22 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**More Reliable Service**

New Line 94: Merge Lines 94 and 794 on San Fernando Rd:

- New Line 94 would operate mostly via the existing Line 94 route between Downtown LA and Burbank but include a routing via Brand Bl and Broadway in Downtown Glendale. From Downtown Burbank, new Line 94 would extend west on Magnolia Bl to end at the B Line (Red) North Hollywood Station. This new route would provide more service between Glendale, Burbank and North Hollywood.
- A new Line 294 would operate along San Fernando Rd between Sylmar and Downtown Burbank.
- Underutilized bus stops on new Line 94 would be consolidated between North Hollywood and Downtown LA to balance speed, reliability, and accessibility, and frequent service would be available at the new Line 94 bus stops



▲ N  
— NextGen Line  
- - - Existing Line



**Metro**

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 296 Riverside Dr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 296</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 96</b>	Weekday	33 min	39 min	51 min	--
	Saturday	52 min	54 min	52 min	--
	Sunday	61 min	60 min	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 96 will be replaced by the following service:

- New Line 296 will operate via existing Line 96 between Downtown Burbank and Riverside Dr then via Figueroa St to the L Line (Gold) Lincoln/Cypress Park Station for connections with the L Line (Gold) or bus Lines 81, 92, and 94 to Downtown LA





## Existing Line 302 Sunset Blvd Limited

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 2</b>	<b>Weekday</b>	7.5 min	10 min	15 min	60 min
	<b>Saturday</b>	10 min	15 min	15 min	60 min
	<b>Sunday</b>	10 min	15 min	15 min	60 min
<b>Existing Line 302</b>	<b>Weekday</b>	8-15 min	--	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Links**

New Line 2: Merge Lines 2 and 302 on Sunset Bl with Line 200 (Alvarado/Hoover):

- New Line 2 would follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merging with existing Line 200 at Sunset & Alvarado to Exposition Park/ USC via Alvarado, Hoover, Figueroa and MLK Jr
- New Line 2 would provide direct route between USC/ Exposition Park and Hollywood and high frequency service for all bus stops on Sunset Bl and Alvarado St
- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- Line 4 would remain serving Sunset Bl east of Alvarado St through Downtown LA



**Metro**

NextGen Line
   
 Existing Line





## Existing Line 312 La Brea Ave Limited

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 212</b>	<b>Weekday</b>	7.5 min	10 min	15 min	60 min
	<b>Saturday</b>	15 min	15 min	15 min	60 min
	<b>Sunday</b>	15 min	15 min	15 min	60 min
<b>Existing Line 312</b>	<b>Weekday</b>	10-12 min	--	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 212: Merge Existing Lines 212 and 312. Line 212 would operate via La Brea Av between Hollywood/Highland and Inglewood, extending south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740:

- More frequency at all bus stops on La Brea Av and Hawthorne Bl
- Underutilized bus stops on La Brea Av and Hawthorne Bl would be consolidated to balance speed, reliability, and accessibility
- New Lines 211 and 215 would replace existing Line 212 on Prairie Av





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 16</b>	Weekday	6 min	7.5 min	10 min	60 min
	Saturday	7.5 min	7.5 min	10 min	60 min
	Sunday	7.5 min	7.5 min	10 min	60 min
<b>Existing Line 316</b>	Weekday	5 - 12 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

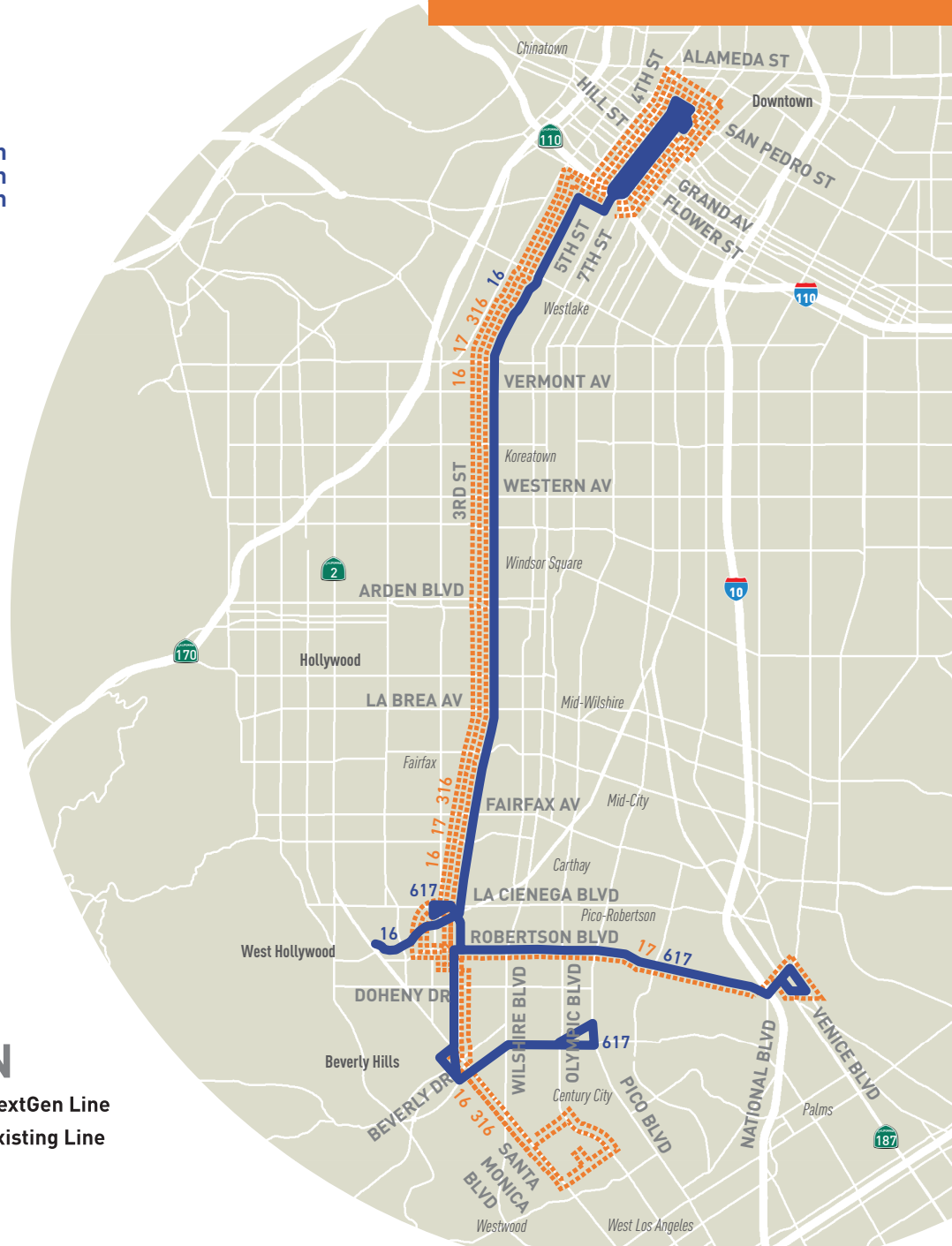
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.



**—** NextGen Line  
**- - -** Existing Line





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 30</b>	Weekday	10 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
<b>Existing Line 330</b>	Weekday	8 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

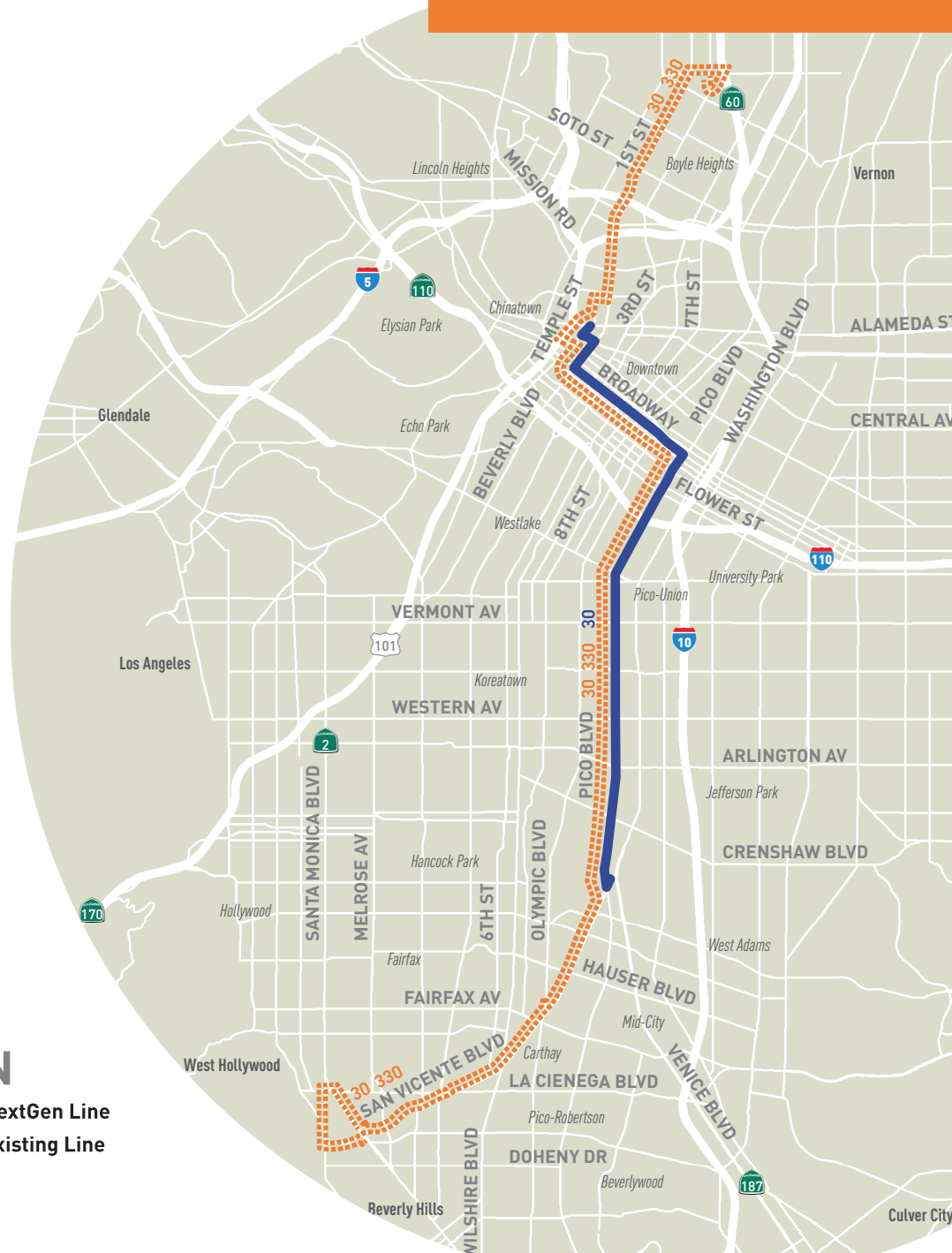
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 30: Merge Lines 30 & 330 between West Hollywood and L Line (Gold) Indiana Station via San Vicente Bl, Pico Bl, and 1st St, via existing Lines 30/330 between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station:

- Existing Line 30/330 service on San Vicente Bl would be discontinued, with alternative bus service available on Olympic Bl (Line 28), Wilshire Bl (Lines 20, 720), 3rd St (Line 16), Beverly Bl (Line 14), Santa Monica Bl (Line 4)
- Existing Line 30 service between Little Tokyo and Indiana L Line (Gold) stations would be eliminated, with alternative service available on the L Line (Gold)
- Underutilized bus stops will be consolidated on Pico Bl to balance speed, reliability, and accessibility,



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 344 Hawthorne Blvd – Palos Verdes Harbor Gateway

### How often will my bus run?

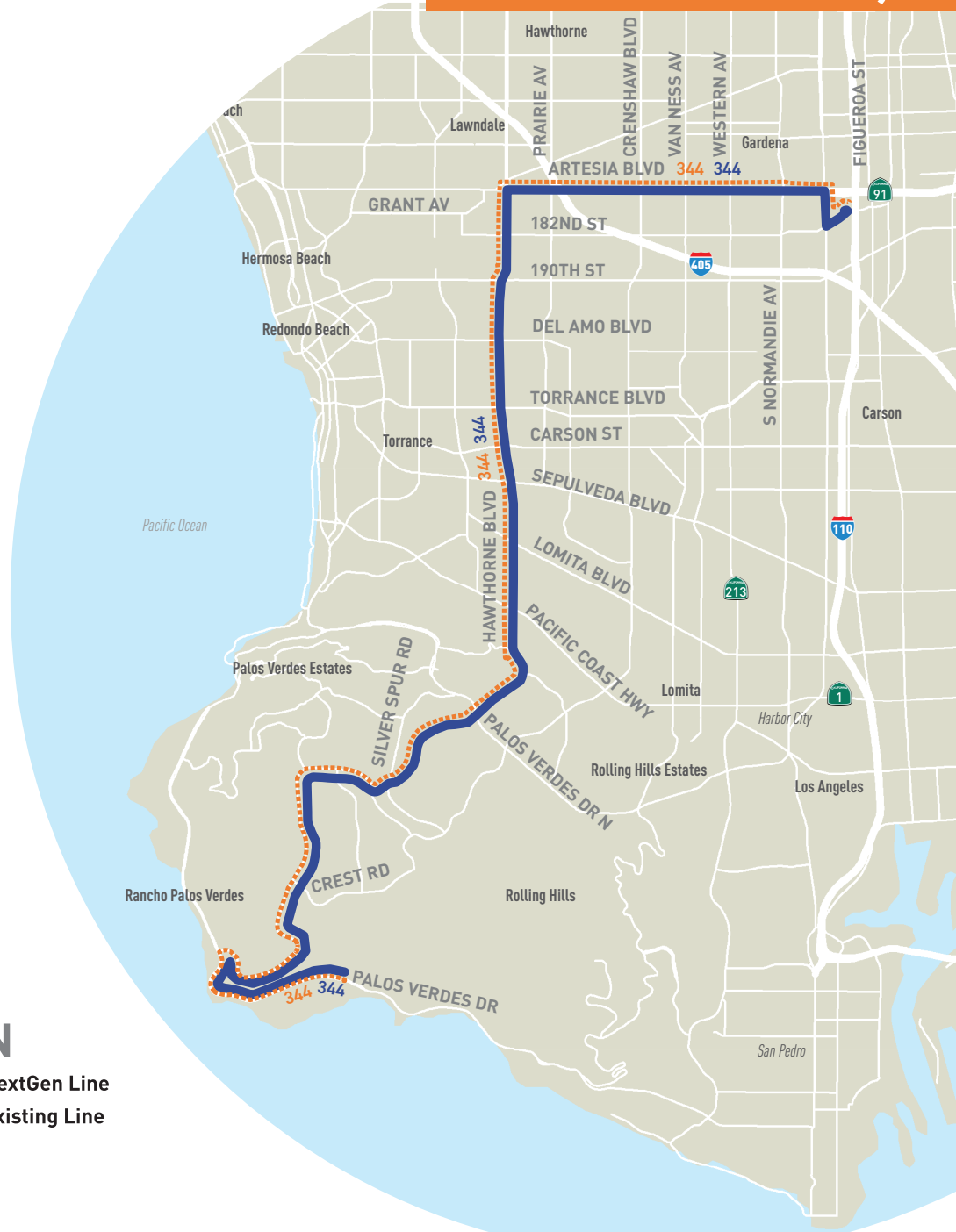
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 344</b>	Weekday	30 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 344</b>	Weekday	33 min	54 min	31 min	--
	Saturday	43 min	41 min	31 min	--
	Sunday	60 min	61 min	54 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**

Line 344 would operate via the existing route and stops via Artesia Bl and Hawthorne Bl to Rancho Palos Verdes.





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 51</b>	Weekday	7.5 min	7.5 min	20-30 min	60 min
	Saturday	10 min	10 min	20-30 min	60 min
	Sunday	10 min	10 min	20-30 min	60 min
<b>Existing Line 351</b>	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

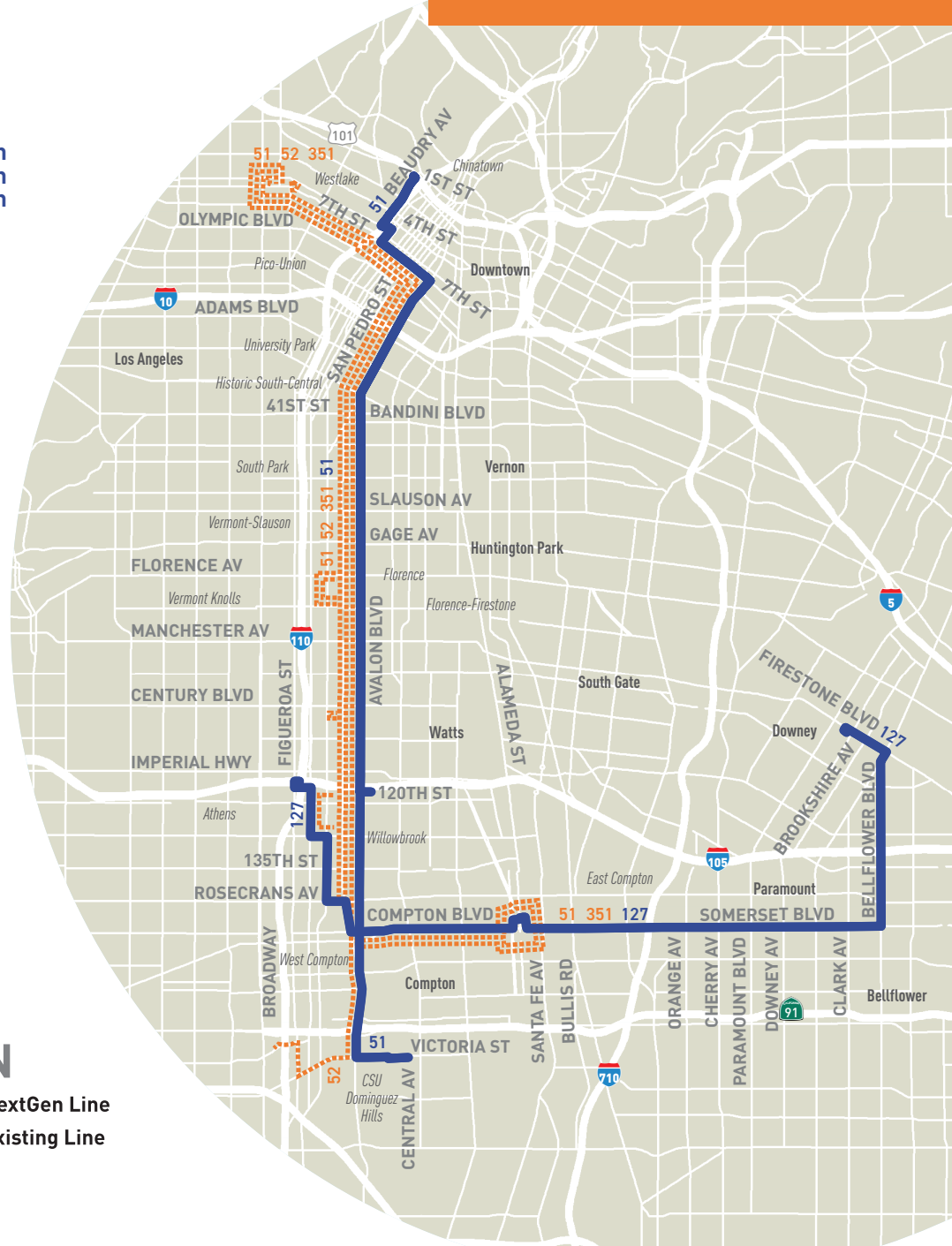
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 51: Merge Lines 51, 52, 351 on San Pedro St and Avalon Bl. New Line would follow existing routes between Downtown LA, San Pedro St, and direct via Avalon Bl (no longer serving Main St) and Victoria St to a new southern terminus at Cal State Dominguez Hills

- Lines 51/52/351 would not operate between Downtown LA and Wilshire/Vermont, with alternative service available on Wilshire Bl (Line 20) and 8th St (Line 66)
- Line 127 would replace Lines 51/351 on Compton Bl.
- More frequency would be provided for all stops on San Pedro St and Avalon Bl, with highest frequency provided north of the C Line (Green) Avalon Station
- Underutilized stops would be consolidated to balance speed, reliability, and accessibility.
- LADOT DASH E service would be introduced on 7th St between downtown LA and Wilshire/Alvarado



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 353 Roscoe Blvd Limited

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 152</b>	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	20-30 min	20 min	30-60 min	60 min
	Sunday	20-30 min	30 min	30-60 min	60 min
<b>Existing Line 353</b>	Weekday	15 min	24 min	53 min	--
	Saturday	32 min	26 min	63 min	--
	Sunday	38 min	30 min	63 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 152: Merge Lines 152 & 353:

- New Line 152 would continue to serve Roscoe Bl with proposed frequency improvements midday weekdays
- On the east end, new Line 152 is proposed to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station.
- Service on Vineland Av would be provided by modified Lines 162 and new Line 290 (please see Line 162 and Line 90 information sheets)
- The route is proposed to terminate at Topanga Canyon Bl in the west end. A modified Line 162 would provide service on Fallbrook Av



**—** NextGen Line  
**- - -** Existing Line



**Metro**



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 55</b>	Weekday	12 min	12 min	15-30 min	60 min
	Saturday	20 min	20 min	20-30 min	60 min
	Sunday	20 min	20 min	20-30 min	60 min
<b>Existing Line 355</b>	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

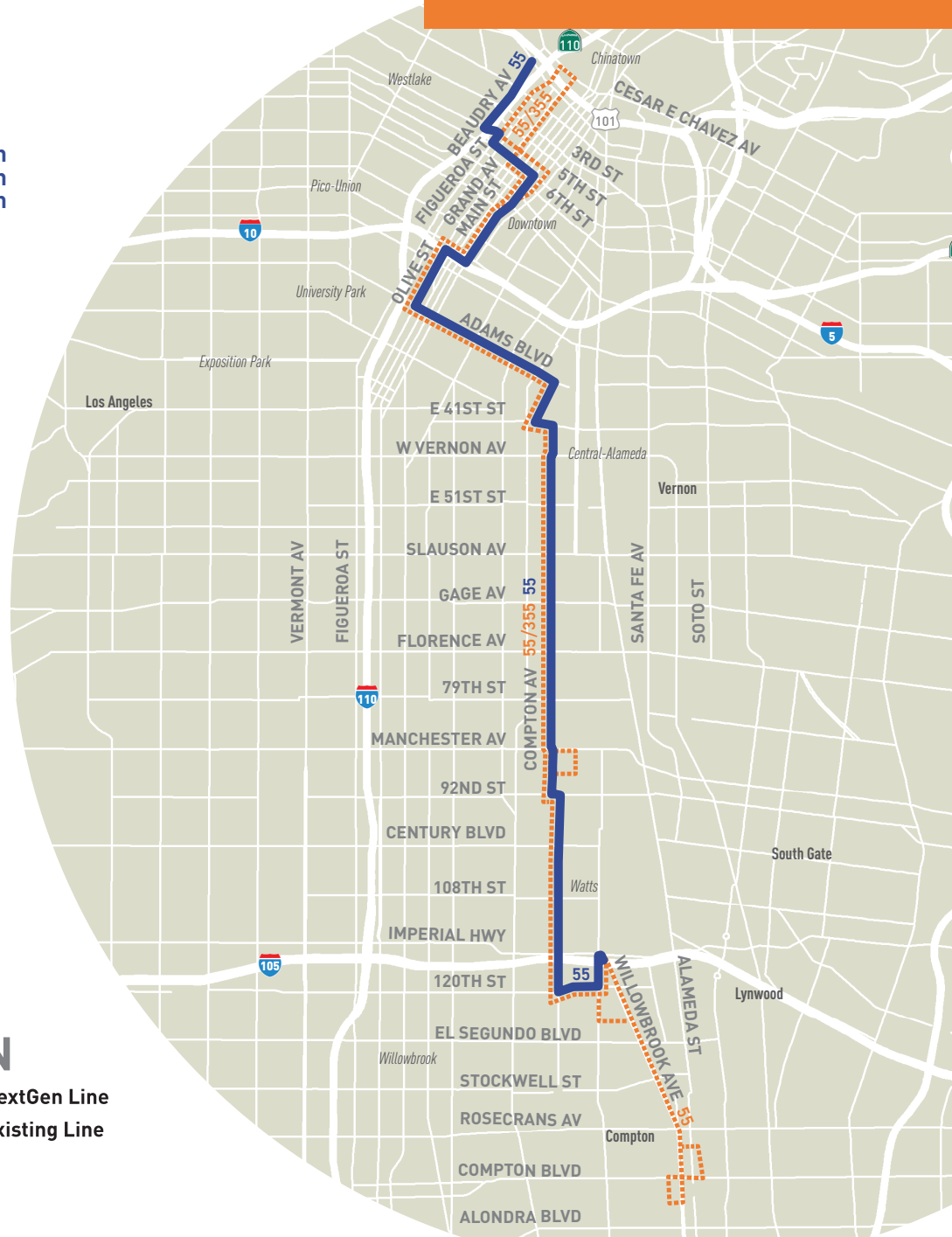
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 55: Merge Lines 55 & 355 between Downtown LA and Willowbrook/Rosa Parks Station via Adams Bl and Compton Av:

- New Line 55 would follow existing Line 55/355 route with all trips ending at Willowbrook/Rosa Parks Station
- More frequency for all bus stops on Adams Bl and Compton Av
- Underutilized stops would be consolidated to balance speed, reliability, and accessibility





## Existing Line 358 Slauson Ave Limited

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 108</b>	<b>Weekday</b>	7.5 min	7.5 min	15-30 min	60 min
	<b>Saturday</b>	15 min	15 min	15-30 min	60 min
	<b>Sunday</b>	15 min	15 min	15-30 min	60 min
<b>Existing Line 358</b>	<b>Weekday</b>	15 min	--	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

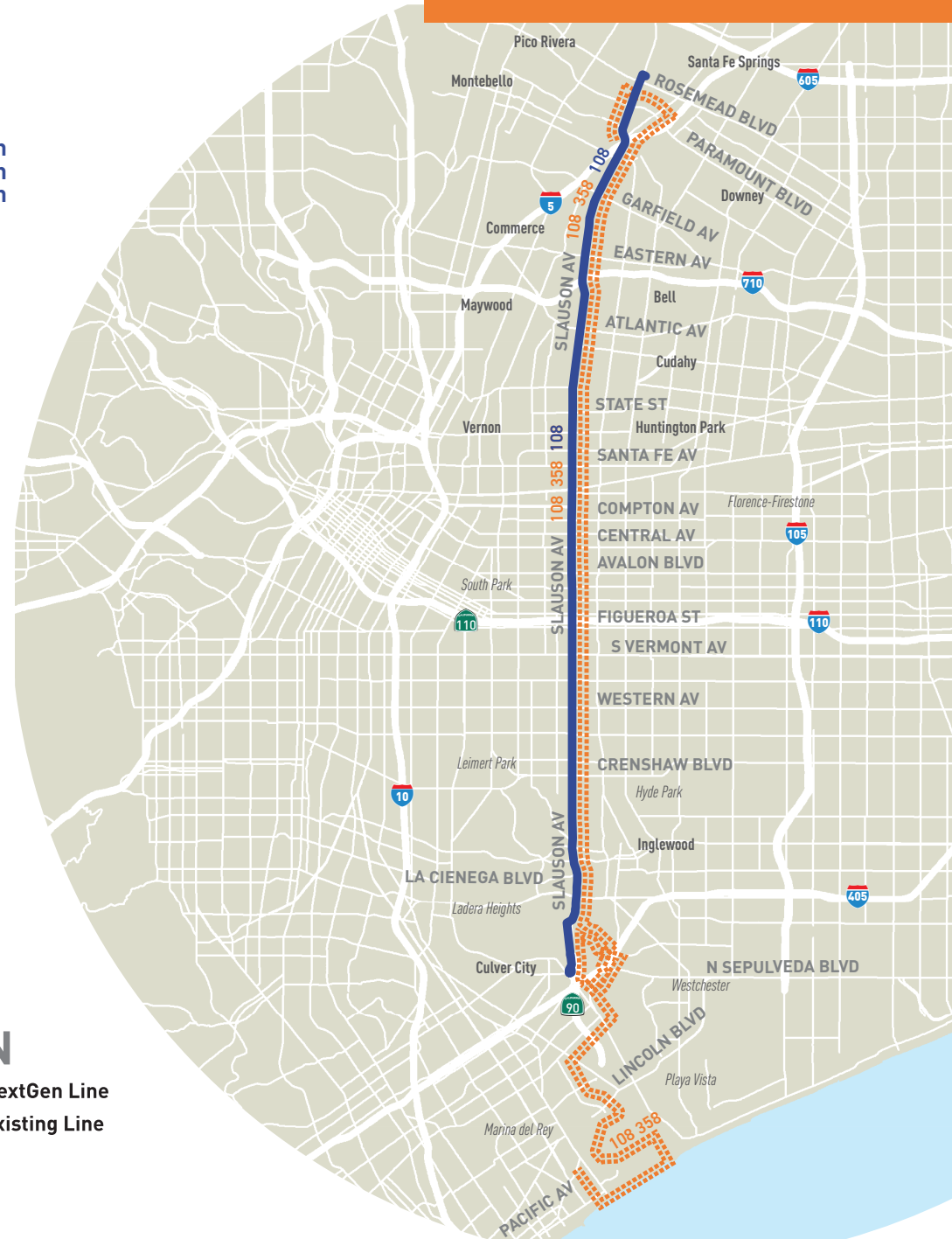
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency**
- Simpler Network**
- New Owl Service**

New Line 108: Merge Lines 108 & 358 via Slauson Av between Culver City Transit Center and Pico Rivera:

- Discontinue Lines 108 & 358 due to underutilization west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av as well as the deviation into Fox Hills Business Park. Alternative bus service will be available on Culver City Lines 2, 4, 7 and proposed extension to Marina Del Rey of Big Blue Bus Line 18
- New Line 108 would extend east to Slauson/Rosemead to connect with Line 256
- More frequency at all bus stops on Slauson Av and provide Owl service with the highest frequency of Line 108 service weekday peak and midday shown above available at all bus stops between Culver City Transit Center and Slauson/Eastern
- Underutilized bus stops on Slauson Av would be consolidated to balance speed, reliability, and accessibility





# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 364 Nordhoff St Limited

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 166</b>	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
<b>Existing Line 364</b>	Weekday	16 min	23 min	58 min	--
	Saturday	39 min	35 min	61 min	--
	Sunday	44 min	43 min	50 min	--

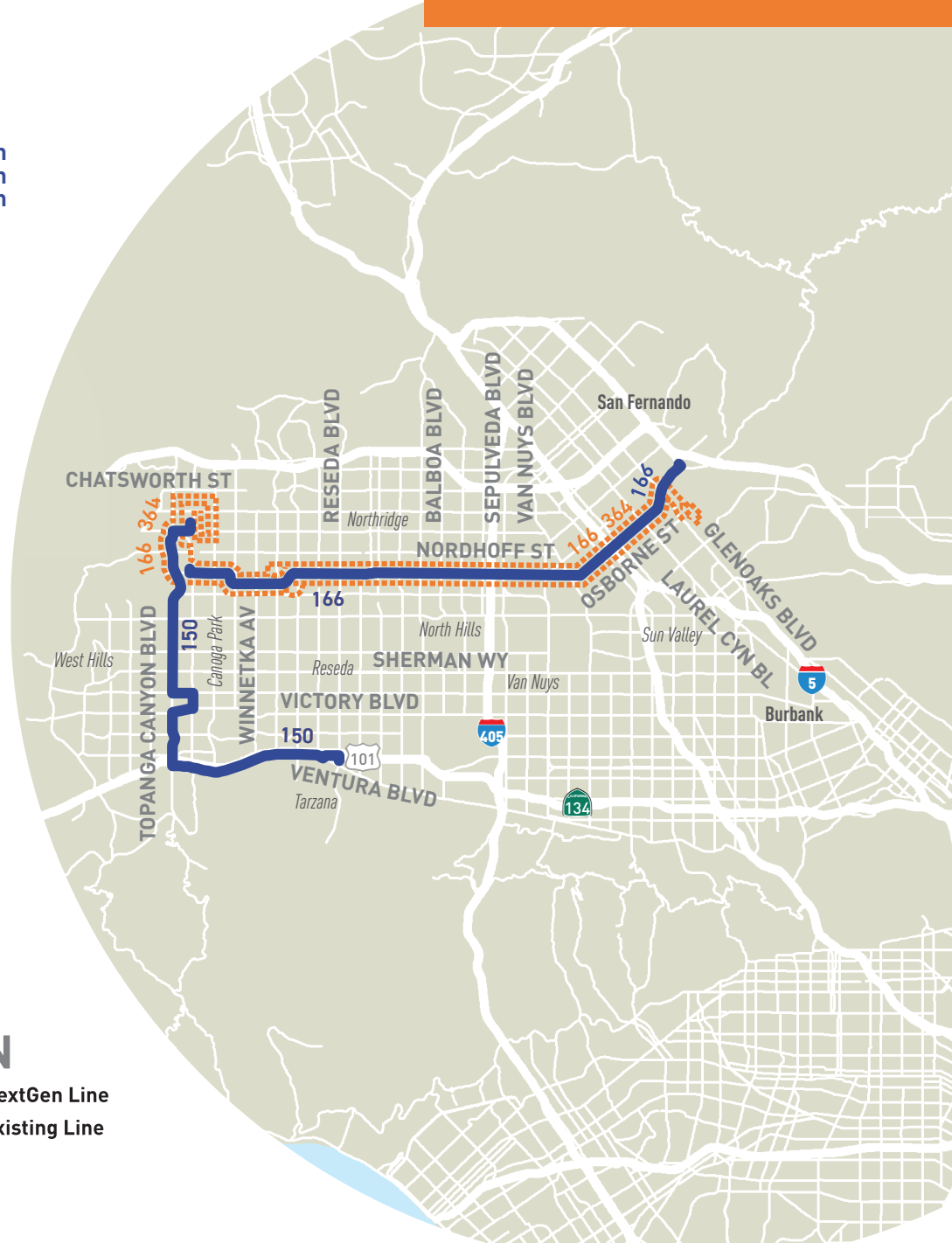
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 166: Merge Lines 166 & 364:

- Would continue to serve Nordhoff St and Osborne St, with more frequent midday weekday service
- On the west end, New Line 166 is proposed to end at Nordhoff St/Canoga Av, with access to Chatsworth Station via the Metro G Line (Orange)
- New Line 166 would extend east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, making connections with New Line 690 on Foothill Bl
- A short segment of Glenoaks Bl would then be served by Line 92 and a segment on Topanga Canyon Bl would continue to be served by new Line 150



— NextGen Line  
- - - Existing Line



Metro



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 78</b>	Weekday	10 min	10 min	20-30 min	--
	Saturday	20 min	20 min	30 min	--
	Sunday	20 min	20 min	30 min	--
<b>Existing Line 378</b>	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

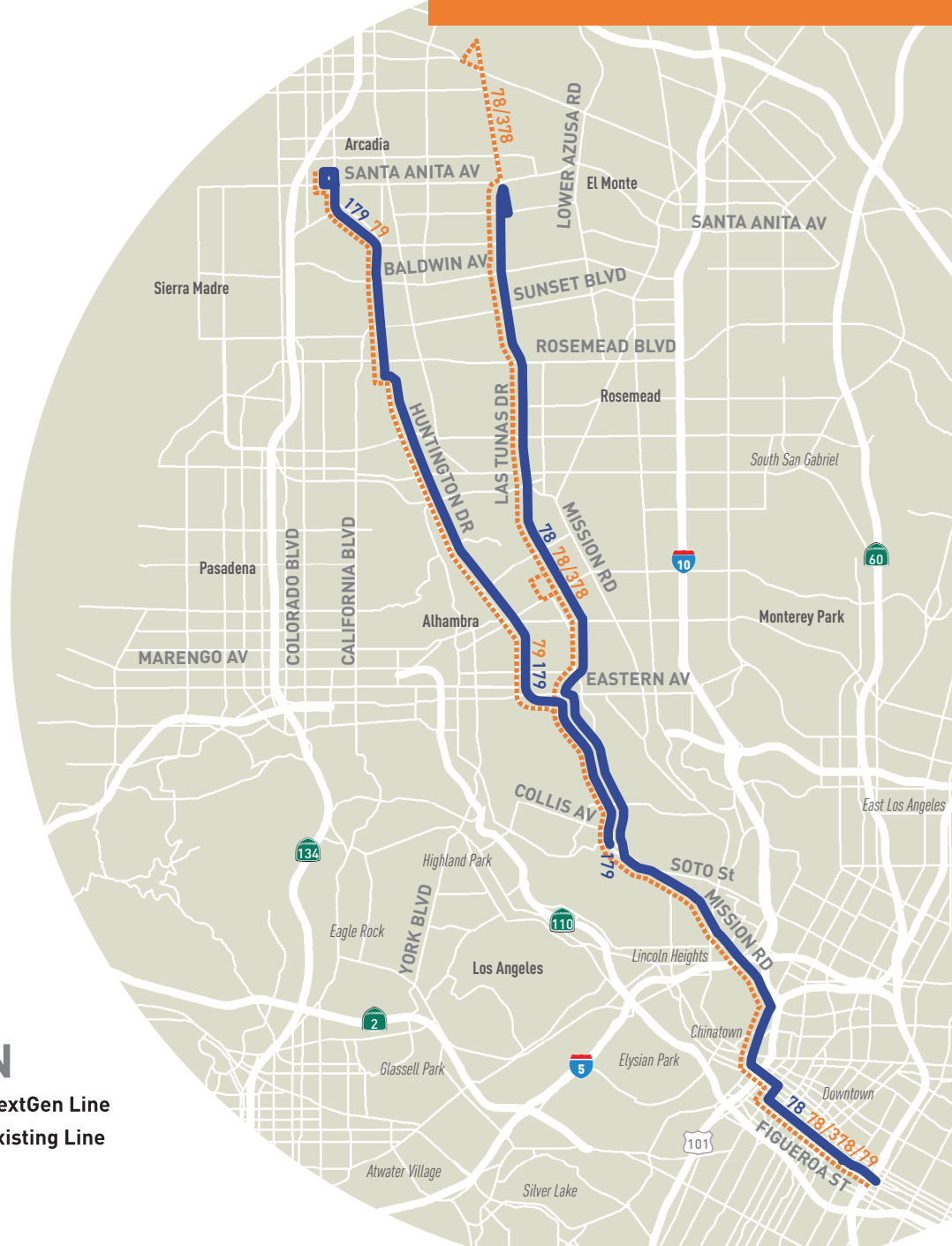
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Frequent Line 78: Merge Lines 78, 79, and 378 between Downtown LA and Arcadia (Live Oak Av/Santa Anita Bl). Route would follow Mission Rd, Huntington Dr then continue along Main St/Las Tunas Dr, Arcadia Station.

- Discontinue Line 78 service on Live Oak Av east of Santa Anita Av which is served by Foothill Transit Line 492
- Replace Line 79 service on Huntington Dr east of Maycrest Av to the Arcadia L Line (Gold) Station with new Line 179 which would connect with Line 78 at Huntington Dr/Rose Hill Transit Center
- Underutilized bus stops would be consolidated to balance speed, reliability, accessibility.
- The highest frequency of Line 78 service weekday peak and midday shown above would be available at all bus stops between Main/Garfield and downtown LA



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 442 Manchester Ave Express

### How often will my bus run?

NextGen Line	Frequency*	Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 442	Weekday	23 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Express Line 442 would be discontinued due to underutilized service and service duplication with other bus lines.

- Alternative bus service would be available on Metro J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green) service).



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## New Line 450 San Pedro – Harbor Gateway Transit Ctr

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 450</b>	Weekday	20 min	30 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 950</b>	Weekday	12 min	30 min	40 min	--
	Saturday	30 min	30 min	40 min	--
	Sunday	30 min	30 min	40 min	--

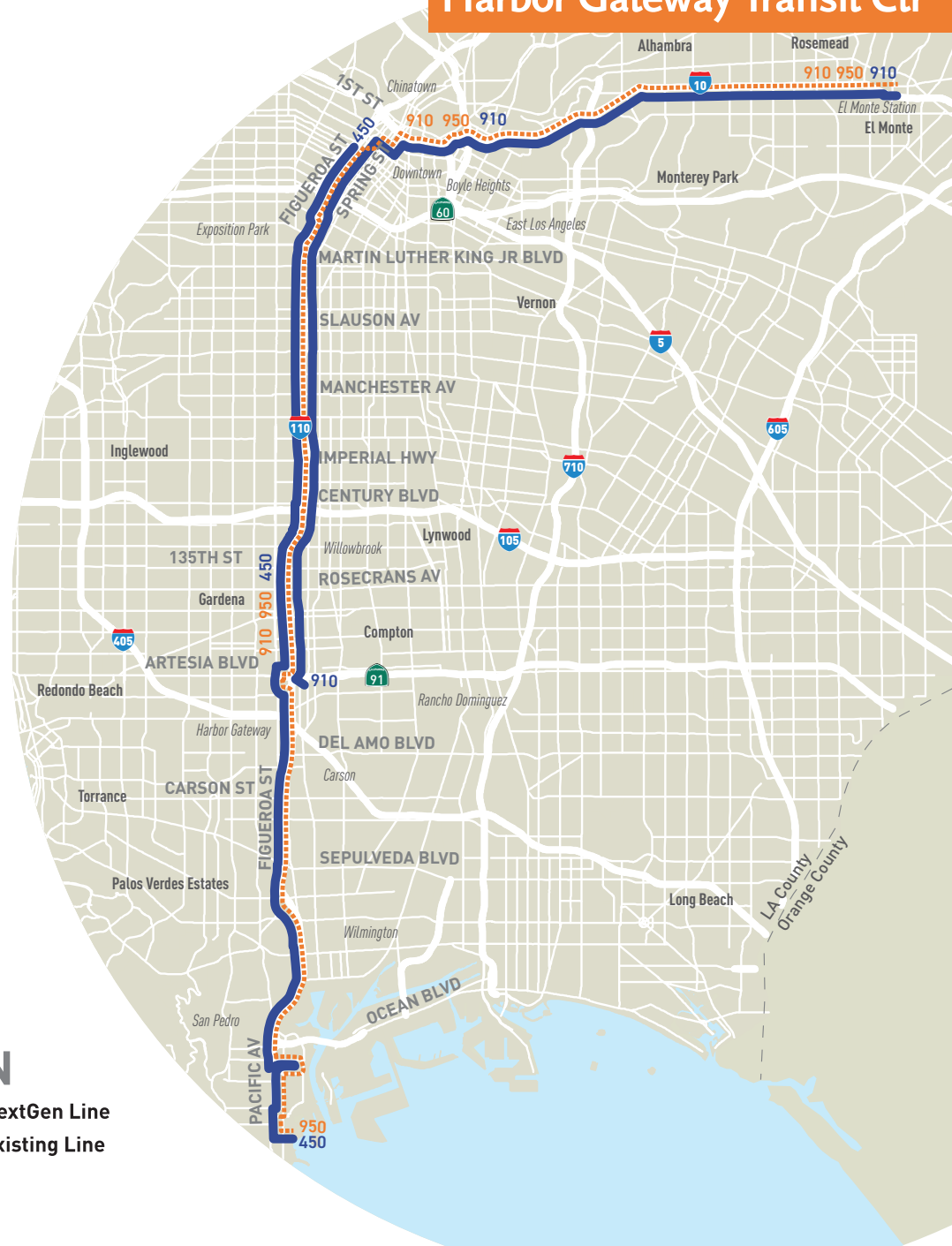
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Additional J Line (Silver) 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve J Line (Silver) 910 reliability and allow for the transition to operating new Zero Emission Buses on the J Line (Silver).

- New Line 450 would replace Line 950 and operate between Harbor Freeway Station and San Pedro via the I-110 Freeway.
- The J Line (Silver) 910 will continue operating as usual between El Monte, Downtown LA and Harbor Gateway Transit Center. During weekday peak periods Line 450 would extend to serve the Harbor Transitway to downtown LA (7th/Flower & Figueroa).



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 460 Downtown LA – Disneyland

### How often will my bus run?

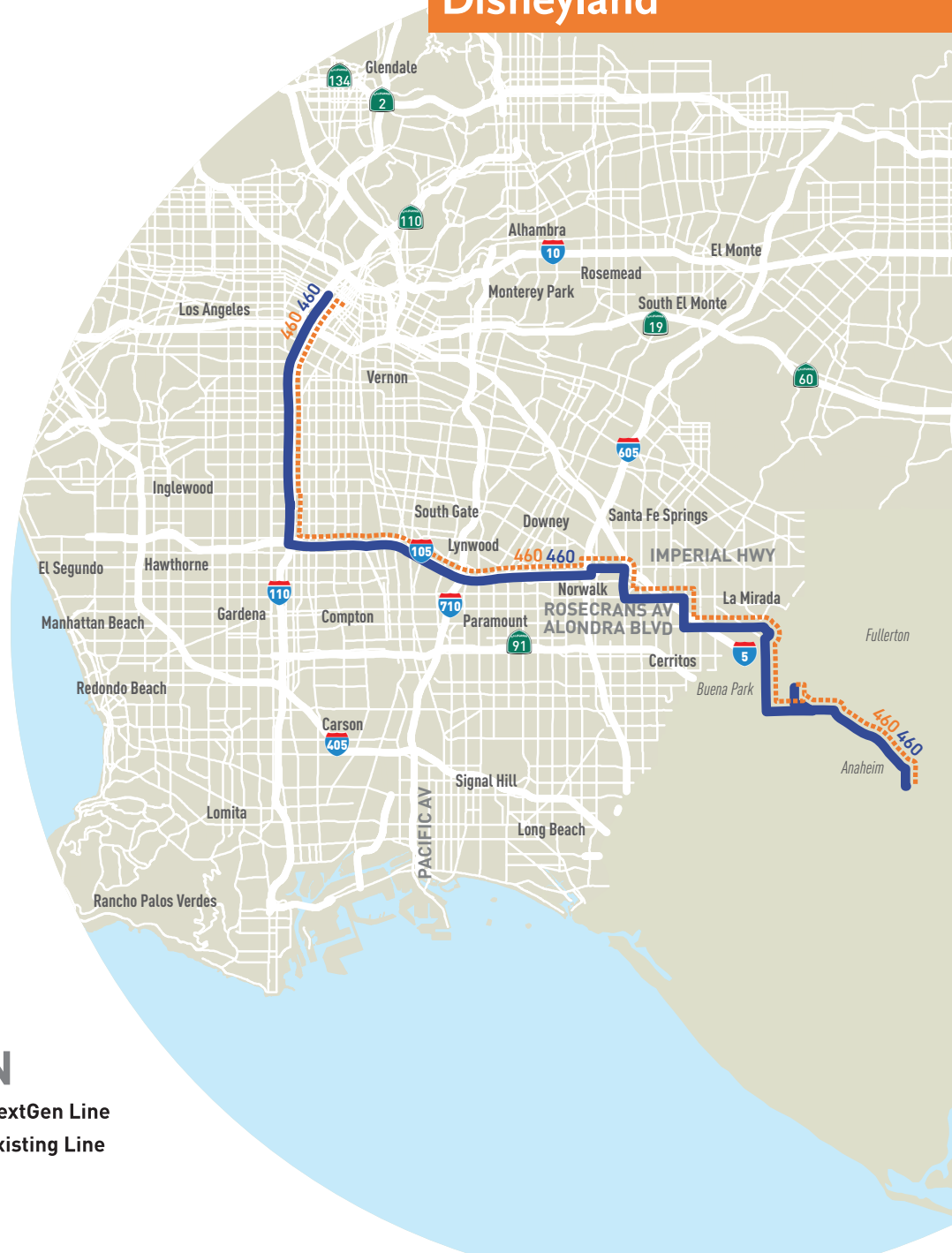
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 460</b>	Weekday	30 min	30 min	30-60 min	--
	Saturday	30 min	30 min	30-60 min	--
	Sunday	30 min	30 min	30-60 min	--
<b>Existing Line 460</b>	Weekday	25 min	26 min	42 min	--
	Saturday	32 min	27 min	44 min	--
	Sunday	35 min	31 min	44 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 460 will continue to link downtown LA with Norwalk C Line (Green) Station and Disneyland via the existing Line 460 alignment:





## Existing Line 487 El Monte - Sierra Madre - Downtown LA

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 487</b>	Weekday	15 min	30 min	30 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 487</b>	Weekday	25 min	45 min	23 min	--
	Saturday	55 min	57 min	50 min	--
	Sunday	54 min	53 min	50 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler More Reliable Network

New Line 487 frequent service would link the L Line (Gold) Sierra Madre Villa Station and LA Union Station via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 Express-Lanes:

- Line 487 would extend beyond Union Station through downtown LA to 7th/Flower & Figueroa during peak periods weekdays
- New Line 287 would be introduced, serving existing Line 487 segment between El Monte Station and L Line (Gold) Arcadia Station via Santa Anita Av seven days a week as well as an extension south from El Monte Bus Station to The Shops at Montebello in place of existing Line 176 every 60 min. weekdays
- Existing Line 487 north and west of L Line (Gold) Arcadia Station to L Line (Gold) Sierra Madre Villa Station via Santa Anita Av, Sierra Madre Av, San Gabriel Av would be discontinued due to underutilized service, with alternative Metro Line 268 service available on Baldwin Av, Sierra Madre Bl and Michillinda Av. New Metro MicroTransit service would also be available in the Altadena, Pasadena, Sierra Madre area





## Existing Line 489 San Marino - Downtown LA

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 489</b>	Weekday	20 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 489</b>	Weekday	23 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler More Reliable Network

Proposed Line 489 would link Arcadia and downtown LA during peak hours on weekdays via Rosemead Bl, Valley Bl, Del Mar Av, I-10 Express Lanes:

- Frequent Metro B Line (Red)/D Line (Purple) services would link Downtown LA and Westlake/MacArthur Park in place of Line 489 west of 7th/Flower & Figueroa



— NextGen Line  
- - - Existing Line



Metro



## Existing Line 501 SR-134 Freeway

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 501</b>	Weekday	20 min	30 min	30 min	--
	Saturday	40 min	40 min	40 min	--
	Sunday	40 min	40 min	40 min	--
<b>Existing Line 501</b>	Weekday	16 min	30 min	27 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### New Links

Line 501 would continue to link North Hollywood, Burbank, Glendale, and Pasadena, with the following changes:

- A new route for Line 501 would operate in Downtown Glendale via Brand Bl and Broadway with a new Line 501 stop to serve the Americana at Brand and Glendale Galleria
- On weekends a new route and stop for Line 501 would serve the LA Zoo and Griffith Park







**Existing Line 534  
Santa Monica - Malibu  
via Pacific Coast Hwy**

**How often will my bus run?**

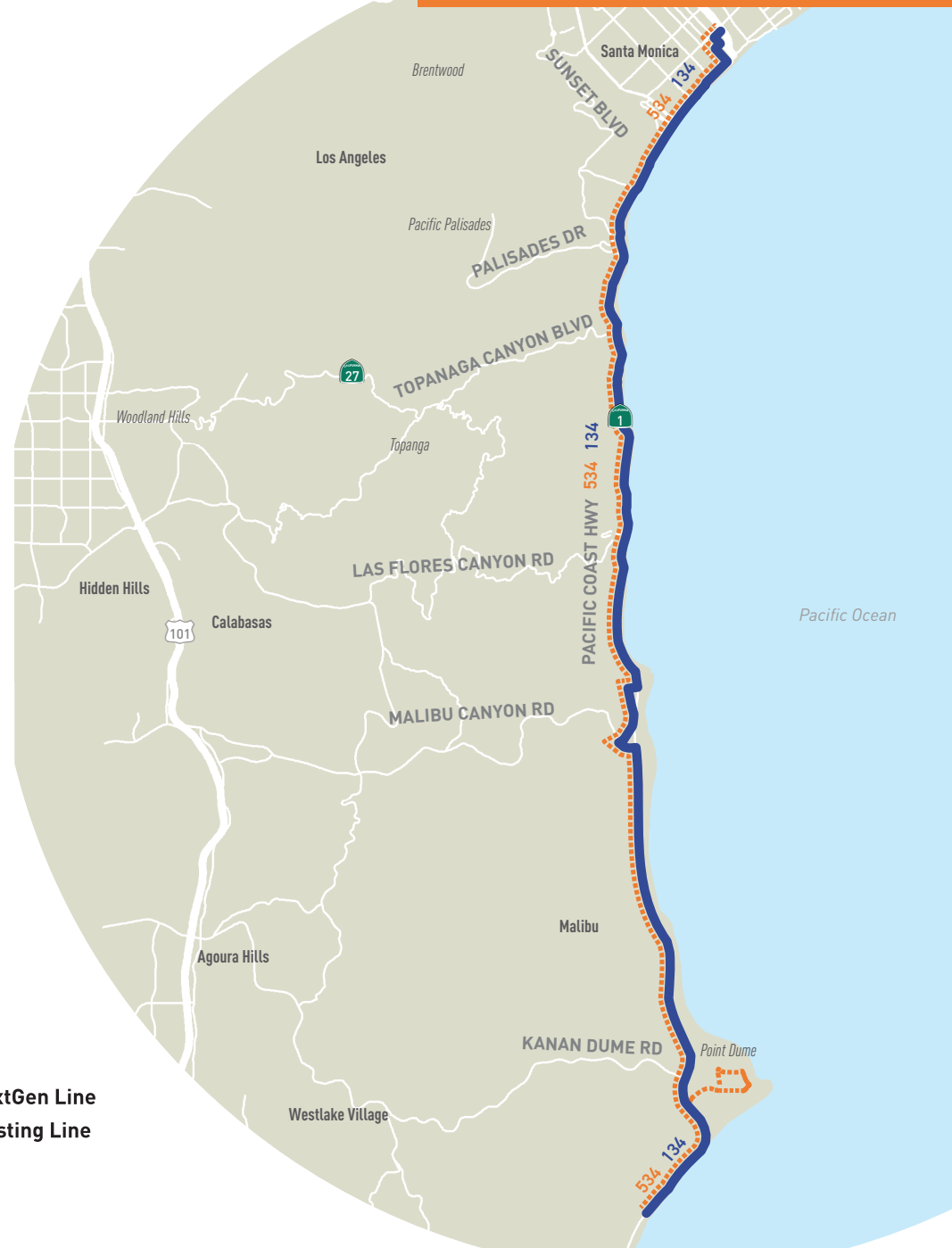
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 134</b>	<b>Weekday</b>	45 min	45 min	45 min	--
	<b>Saturday</b>	45 min	45 min	45 min	--
	<b>Sunday</b>	45 min	45 min	45 min	--
<b>Existing Line 534</b>	<b>Weekday</b>	26 min	43 min	55 min	--
	<b>Saturday</b>	37 min	46 min	55 min	--
	<b>Sunday</b>	57 min	60 min	55 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

**How is my bus changing?**

**Simpler Network**

New Line 134: Line 534 would be renumbered to 134. There are no route changes for New Line 134 between Malibu and Santa Monica. Service to Cliffside & Dume would be discontinued due to underutilized service.



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 550 Exposition Park - San Pedro via Harbor Transitway

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 550</b>	Weekday	30 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 550</b>	Weekday	36 min	54 min	60 min	--
	Saturday	61 min	60 min	61 min	--
	Sunday	61 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 550 would be altered to operate weekday peak periods between Harbor Gateway Transit Center and USC via the Harbor Transitway

- Connecting service between San Pedro and Harbor Gateway Transit Center would be available on Lines 450 and 246
- Line 205 would serve Vermont Av in place of Line 550
- Line 246 would be altered to travel via Channel St, Gaffey St, Anaheim St to serve the north section of Gaffey St in San Pedro



Metro



## Existing Line 577 El Monte Station – Long Beach VA Med Center

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 577</b>	Weekday	30 min	45 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 577</b>	Weekday	48 min	46 min	42 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**Simpler, Faster, More Reliable Service**

Line 577 between El Monte Station and Cal State Long Beach via I-605 would change as follows:

- Reroute service between El Monte Station and Rio Hondo College via the I-10 and I-605 freeways instead of Santa Anita Av and Peck Rd, providing faster and more direct service
- Discontinue the deviation to Los Cerritos Center due to underutilized service, providing faster and more direct service to/from Cal State Long Beach and VA



**Metro**



### How often will my bus run?

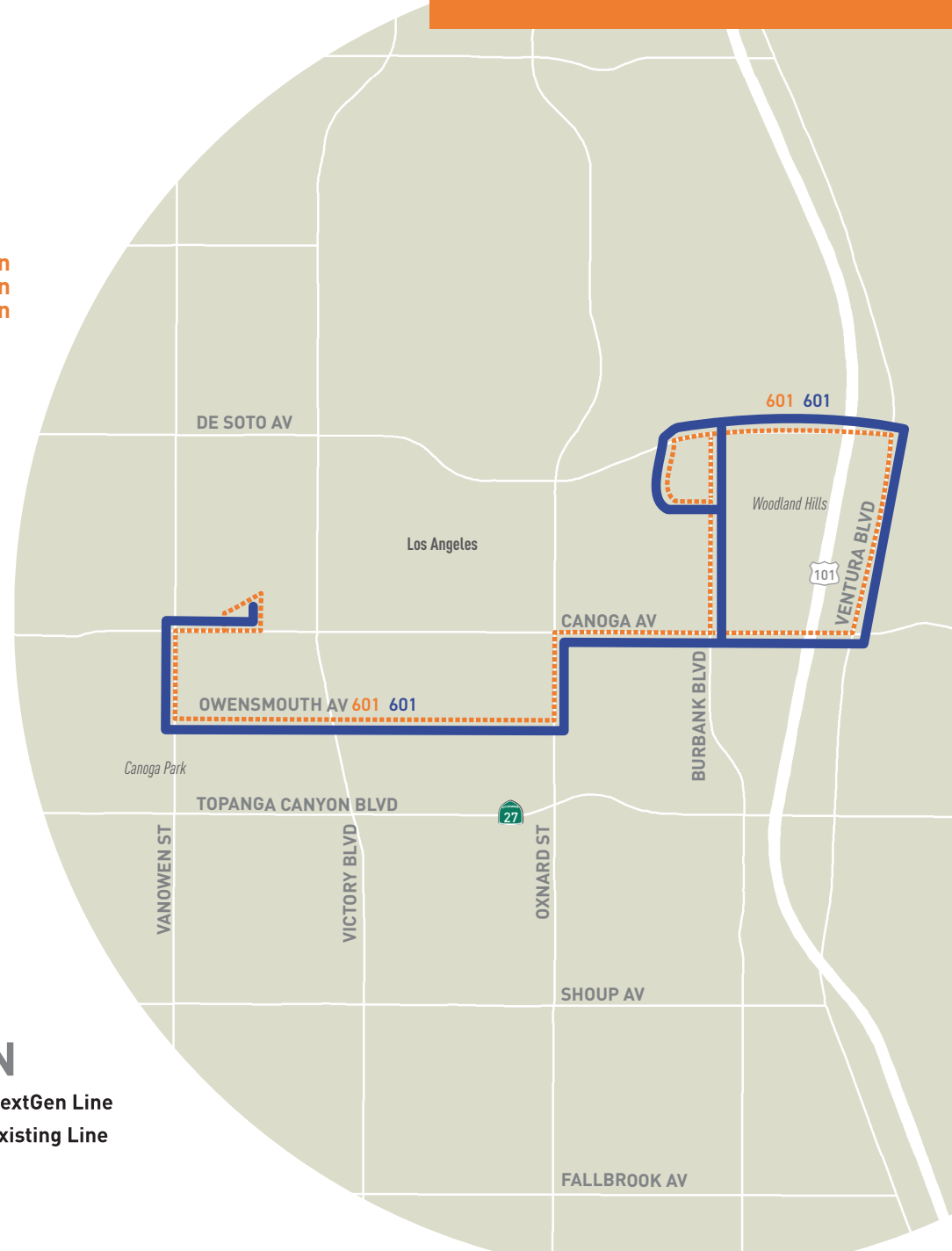
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 601</b>	Weekday	15 min	15 min	20 min	--
	Saturday	15 min	15 min	20 min	--
	Sunday	15 min	15 min	20 min	--
<b>Existing Line 601</b>	Weekday	10 min	10 min	15 min	20 min
	Saturday	12 min	10 min	18 min	20 min
	Sunday	12 min	10 min	18 min	20 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

There would be no change to the alignment of Line 601 but service frequency would be adjusted and overnight OWL service discontinued due to underutilized service



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 602 UCLA – Pacific Palisades via Sunset Blvd

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 602</b>	Weekday	30 min	30 min	30 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	45 min	45 min	45 min	--
<b>Existing Line 602</b>	Weekday	29 min	43 min	46 min	--
	Saturday	45 min	45 min	45 min	--
	Sunday	55 min	60 min	46 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

More frequent service would be provided midday weekday, evenings and weekends.





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 603</b>	Weekday	12 min	12 min	15-30 min	--
	Saturday	20 min	20 min	20-30 min	--
	Sunday	20 min	20 min	20-30 min	--
<b>Existing Line 603</b>	Weekday	15 min	20 min	38 min	--
	Saturday	20 min	18 min	34 min	--
	Sunday	25 min	18 min	36 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency New Links

Line 603 would continue on the current route between Glendale Galleria and Downtown LA, with more frequent service during the midday hours on weekdays:

- Line 603 would be rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 605 LAC+USC MED CTR Shuttle

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 605</b>	<b>Weekday</b>	15 min	15 min	30 min	--
	<b>Saturday</b>	20 min	20 min	30 min	--
	<b>Sunday</b>	20 min	20 min	30 min	--
<b>Existing Line 605</b>	<b>Weekday</b>	15 min	23 min	30 min	--
	<b>Saturday</b>	32 min	35 min	30 min	--
	<b>Sunday</b>	33 min	35 min	30 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**Improved Connections**

Line 605 would operate between LA County USC Medical Center and Olympic Bl/Grande Vista Av and be extended west on 8th St to end at Olympic Bl/Soto St, improving connections with Lines 66, 251, and 665.

- Line 605 would provide more frequency during midday hours on weekdays and weekends.



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 607 Windsor Hills – Inglewood

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 607</b>	Weekday	58 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 607 would be discontinued due to underutilized service.

- Nearest alternative bus service would be on La Tijera Bl (Line 102) on Slauson Av (Line 108), Hyde Park Bl (Line 110), Manchester Av (Line 115), Crenshaw Bl (Line 210), and La Brea Av (Line 212).







## New Line 610 Hollywood Rossmore Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 610</b>	Weekday	15 min	15 min	30 min	--
	Saturday	15 min	15 min	30 min	--
	Sunday	15 min	15 min	30 min	--
<b>Existing Line 210</b>	Weekday	21 min	20 min	42 min	--
	Saturday	24 min	20 min	42 min	--
	Sunday	23 min	19 min	41 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

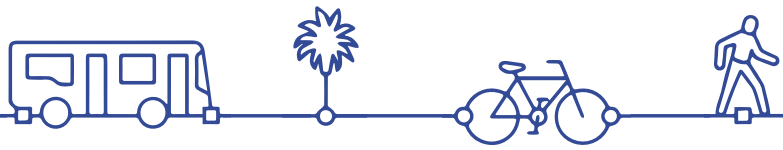
**More Frequency**  
**Simpler Network**  
**More Reliable Service**

New High Frequency Line 210: Merge Lines 210 & 710. New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach and via Redondo Beach Bl to South Bay Galleria:

- More frequency would be provided for all bus stops on Crenshaw Bl and Line 210 would provide new Owl service
- Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility
- Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College
- New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to B Line (Red) Hollywood/Vine Station with 15 minute daytime and 30 minute evening service weekdays and weekends



▲ N  
— NextGen Line  
- - - Existing Line



## Existing Line 611 Huntington Park Shuttle

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 102</b>	Weekday	45 min	45 min	45-60 min	--
	Saturday	45 min	45 min	45-60 min	--
	Sunday	45 min	45 min	45-60 min	--
<b>Existing Line 611</b>	Weekday	38 min	44 min	41 min	--
	Saturday	42 min	45 min	40 min	--
	Sunday	42 min	45 min	40 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 611 Huntington Park Shuttle would be replaced by and extension of Line 102 serving much of the existing Line 611 alignment via Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, Slauson Av, Alamo Av, Wilcox Av, Santa Ana St, Seville Av and Florence Av to the Florence A Line (Blue) Station.

- Alternative service on other segments of existing Line 611 would be available on Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), and Pacific Bl (Line 60)





## Existing Line 612 South Gate Shuttle

### How often will my bus run?

NextGen Line	Frequency*	Frequency*			
		Peak	Midday	Evening	Owl
NextGen Line	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
Existing Line 612	Weekday	62 min	62 min	60 min	--
	Saturday	62 min	61 min	60 min	--
	Sunday	62 min	61 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

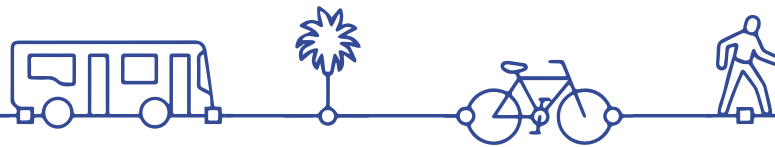
#### Simpler Network

Line 612 South Gate Shuttle would be discontinued due to underutilized service and service duplication of other bus lines. This line is currently operating on Wilmington Av, Compton Av, 92nd St, Santa Fe Av, Florence Av, Otis St, Abbott Rd, Atlantic Av, Martin Luther King Jr. Bl, and Imperial Hwy:

- Alternative bus services would be available on 103rd St (Line 117), Compton Av (Line 55), Long Beach Bl and Pacific Bl (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. Bl (see Line 261 information sheet), Imperial Hwy (Line 120) and Santa Ana St (Line 102)
- New Metro MicroTransit service would also be available in the Watts area and part of South Gate



▲ N  
 — NextGen Line  
 - - - Existing Line



### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 617</b>	Weekday	45 min	45 min	45 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 17</b>	Weekday	30 min	60 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

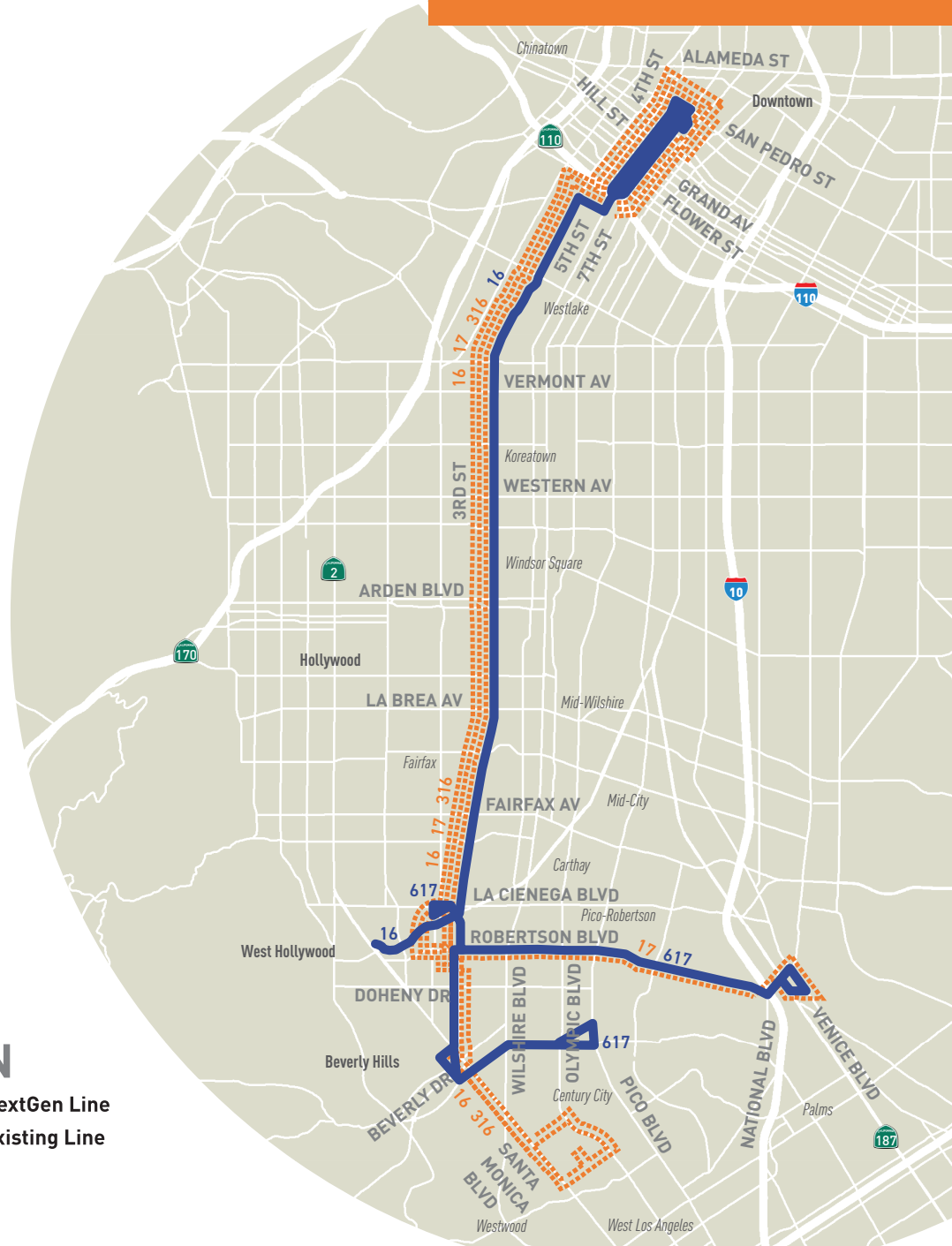
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 16: Merge Lines 16, 17, and 316. New Line 16 will operate between Downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl to connect with Line 4 with more frequency during midday and evening hours on weekdays.

- Lines 4 (Santa Monica Bl) or Line 28 (Olympic Bl) would be available service at Century City
- New Line 617 would operate between E Line (Expo) Culver City Station to Ce dars-Sinai Medical Center/Beverly Center via Robertson Bl then travel west via Burton Wy and south on Beverly Dr to Pico Bl, replacing lines 14 and 16 on these streets.
- New Line 617 will have more frequency during midday and evening hours on weekdays, as well as new Saturday and Sunday service





## New Line 621 Norwalk Station – Whittwood Mall

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 621</b>	Weekday	60 min	60 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 120</b>	Weekday	41 min	31 min	61 min	--
	Saturday	61 min	61 min	61 min	--
	Sunday	61 min	61 min	61 min	--

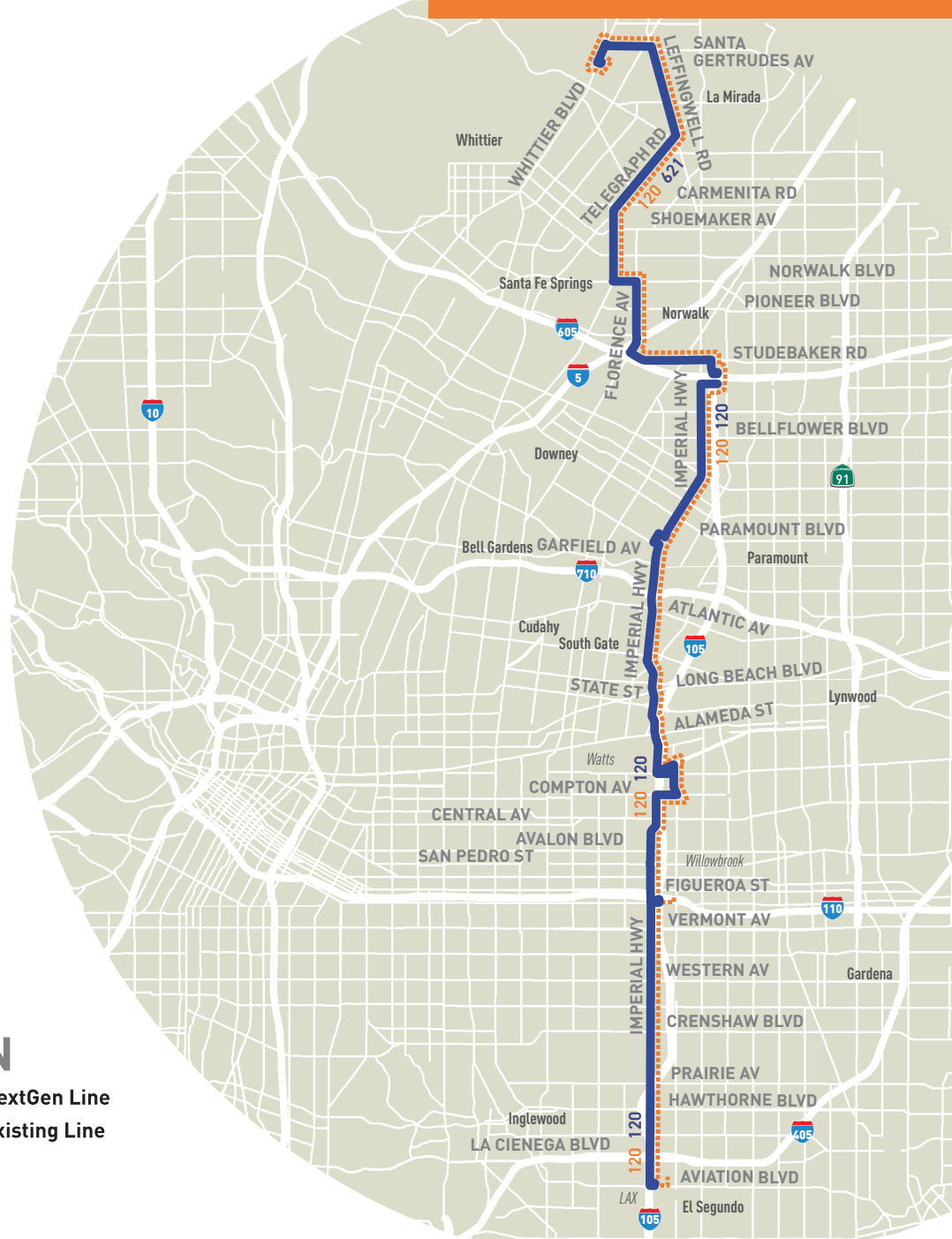
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network More Reliable Service

New Line 120 would provide service from Aviation/LAX C Line (Green) Station to C Line (Green) Norwalk Station via Imperial Hwy. Shortening Line 120 would allow it to operate more reliably.

- New Line 621 would replace Line 120 east from Norwalk C Line (Green) Station to Whittwood Mall, operating 60 minute service weekdays and weekends.
- In Downey, new Line 120 would remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center, this will provide faster more direct service.
- Alternative bus service to the Leeds St parking lot remains available via Line 117 and Access Services.



**—** NextGen Line  
**- - -** Existing Line



**Metro**



## Existing Line 625 LAX C Line (Green) Shuttle

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 625</b>	Weekday	26 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 625 would be discontinued due to underutilized service.

- Alternative bus service would be Metro Line 232 on Sepulveda Bl and Beach Cities Transit Line 109 on Imperial Hwy.
- New Metro MicroTransit service would also be available in the LAX area





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 645</b>	<b>Weekday</b>	60 min	60 min	60 min	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--
<b>Existing Line 169</b>	<b>Weekday</b>	51 min	61 min	61 min	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

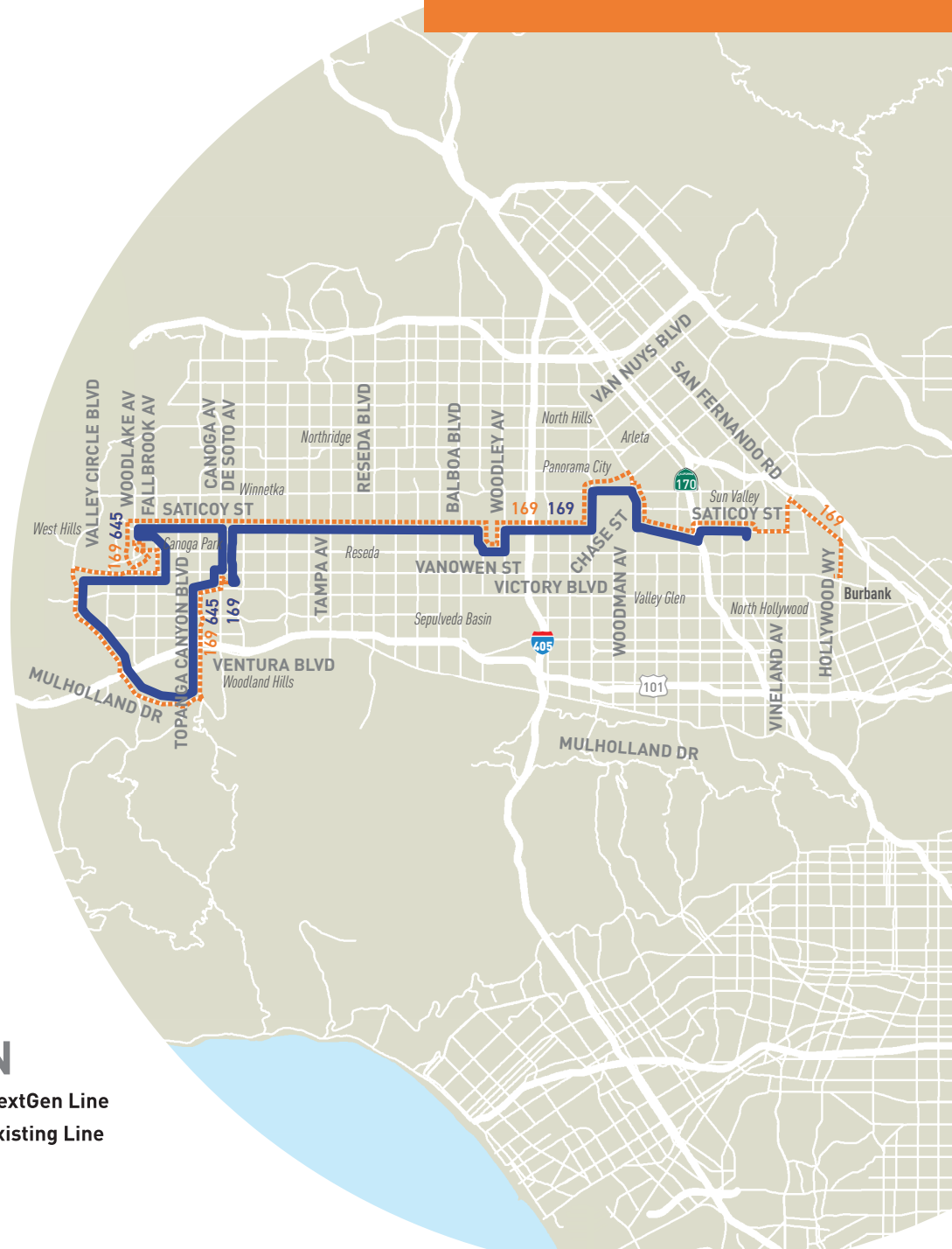
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Weekend Service**

New Line 169 would operate on Saticoy St and Canoga Av between Lankershim Bl and Canoga G Line (Orange) Station:

- The east end of new Line 169 would end at Saticoy St/ Lankershim Bl due to underutilized service east of Lankershim Bl
- A new line 645 bi-directional loop would link Canoga Station with Topanga Canyon Bl, Mulholland Dr, Valley Circle and West Hills Medical Center
- Additional trips serving El Camino High School would be maintained
- New Line 169 will include more weekday frequency and new weekend service.





### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 656</b>	Weekday	--	--	--	60 min
	Saturday	--	--	--	60 min
	Sunday	--	--	--	60 min
<b>Existing Line 656</b>	Weekday	--	--	--	60 min
	Saturday	--	--	--	60 min
	Sunday	--	--	--	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 656 Late Night Owl service would operate a modified route from Normandie Av/Santa Monica Bl to North Hollywood Station via Hollywood, Cahuenga and Lankershim Boulevards.

- Alternative Owl service for other areas currently served by Line 656 would be Lines 162, 233, 234, 240, and 901





# NEXTGEN

Updated Draft Proposals: July 2020



## New Line 660 Pasadena – Altadena via Fair Oaks Ave

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 660</b>	Weekday	20 min	20 min	20 min	--
	Saturday	20 min	20 min	20 min	--
	Sunday	20 min	20 min	20 min	--
<b>Existing Line 260</b>	Weekday	17 min	21 min	40 min	--
	Saturday	22 min	21 min	40 min	--
	Sunday	29 min	22 min	40 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link C Line (Green) Long Beach Bl Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



— NextGen Line  
- - - Existing Line



Metro



## New Line 662 Pasadena – Altadena via Lake Ave.

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 662</b>	Weekday	30 min	30 min	60 min	--
	Saturday	30 min	30 min	60 min	--
	Sunday	30 min	30 min	60 min	--
<b>Existing Line 687</b>	Weekday	40 min	40 min	60 min	--
	Saturday	45 min	60 min	60 min	--
	Sunday	45 min	60 min	60 min	--

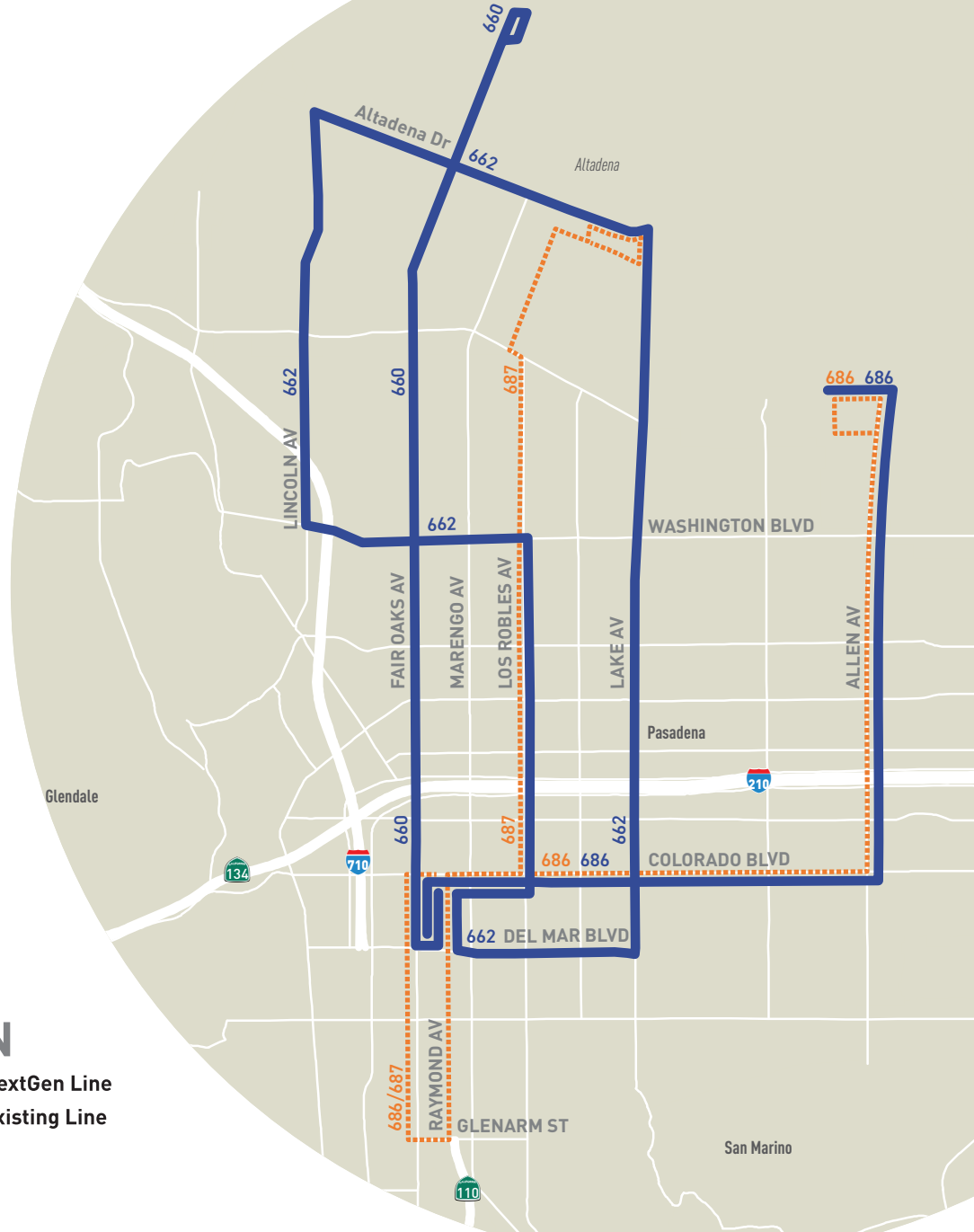
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 687 would be discontinued due to underutilized service and duplication of bus service or proximity to other bus routes. This line currently operates between Altadena and L Line (Gold) Del Mar and Fillmore Stations in Pasadena via Los Robles Av, Colorado Bl, and Fair Oaks Av/Raymond Av. Alternative bus service would be available as follows:

- Frequent New Line 660 will be available on Fair Oaks Av
- Frequent New Line 662 will be available on Washington Bl, Los Robles Av, and Lake Av
- Pasadena Transit will be available in the area



— NextGen Line  
- - - Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: September 2020



## Existing Line 665 CSULA - City Terrace Shuttle

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 182</b>	Weekday	30 min	30 min	30 min	--
	Saturday	30-60 min	30-60 min	40 min	--
	Sunday	30-60 min	30-60 min	40 min	--
<b>Existing Line 665</b>	Weekday	39 min	47 min	40 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency
- Simpler Network
- Improved Connections

Line 665 between Indiana/Olympic and Cal State University LA would become part of Line 182 with more frequent weekday service.

- Frequent Line 66 service would be available on Olympic Bl between Indiana St and Soto St in place of Line 665



# NEXTGEN

Updated Draft Proposals: July 2020



## New Line 684 Lincoln/Cypress Station – Eagle Rock

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 684</b>	<b>Weekday</b>	30 min	30 min	30 min	--
	<b>Saturday</b>	30 min	30 min	60 min	--
	<b>Sunday</b>	30 min	30 min	60 min	--
<b>Existing Line 28</b>	<b>Weekday</b>	18 min	27 min	36 min	60 min
	<b>Saturday</b>	15 min	14 min	33 min	60 min
	<b>Sunday</b>	20 min	18 min	31 min	60 min

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City, Downtown LA and Eagle Rock via Olympic Bl between Century City and Downtown LA. New Line 684 will link L Line (Gold) Lincoln/Cypress Station and Eagle Rock.

- More frequency during weekdays and weekends at all bus stops between Century City and Downtown LA with the highest frequency of service weekday peak and midday shown above available at all bus stops between Olympic Bl/Fairfax Av and downtown LA
- Underutilized stops between Century City and Downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility,
- New Line 684 would link L Line (Gold) Lincoln/Cypress Station and Eagle Rock via existing Line 28.
- Line 45 would serve the section of Line 28 on Broadway between Downtown LA and Av 26



Metro

▲ N  
— NextGen Line  
- - - Existing Line



## Existing Line 685 Glendale College - Glassell Park

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line</b>	Weekday	--	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 685</b>	Weekday	30 min	30 min	30 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

Line 685 would be discontinued due to underutilized service. This line currently operates between Glassell Park and Glendale City College via Eagle Rock Bl and Verdugo Rd:

- Line 28 will continue to serve Eagle Rock Bl
- Line 290 will link L Line (Gold) Lincoln/Cypress Station to Glendale City College
- New Metro MicroTransit service would also be available in the Verdugo Rd area of Glendale





## Existing Line 686 Allen - Colorado - Del Mar Station

### How often will my bus run?

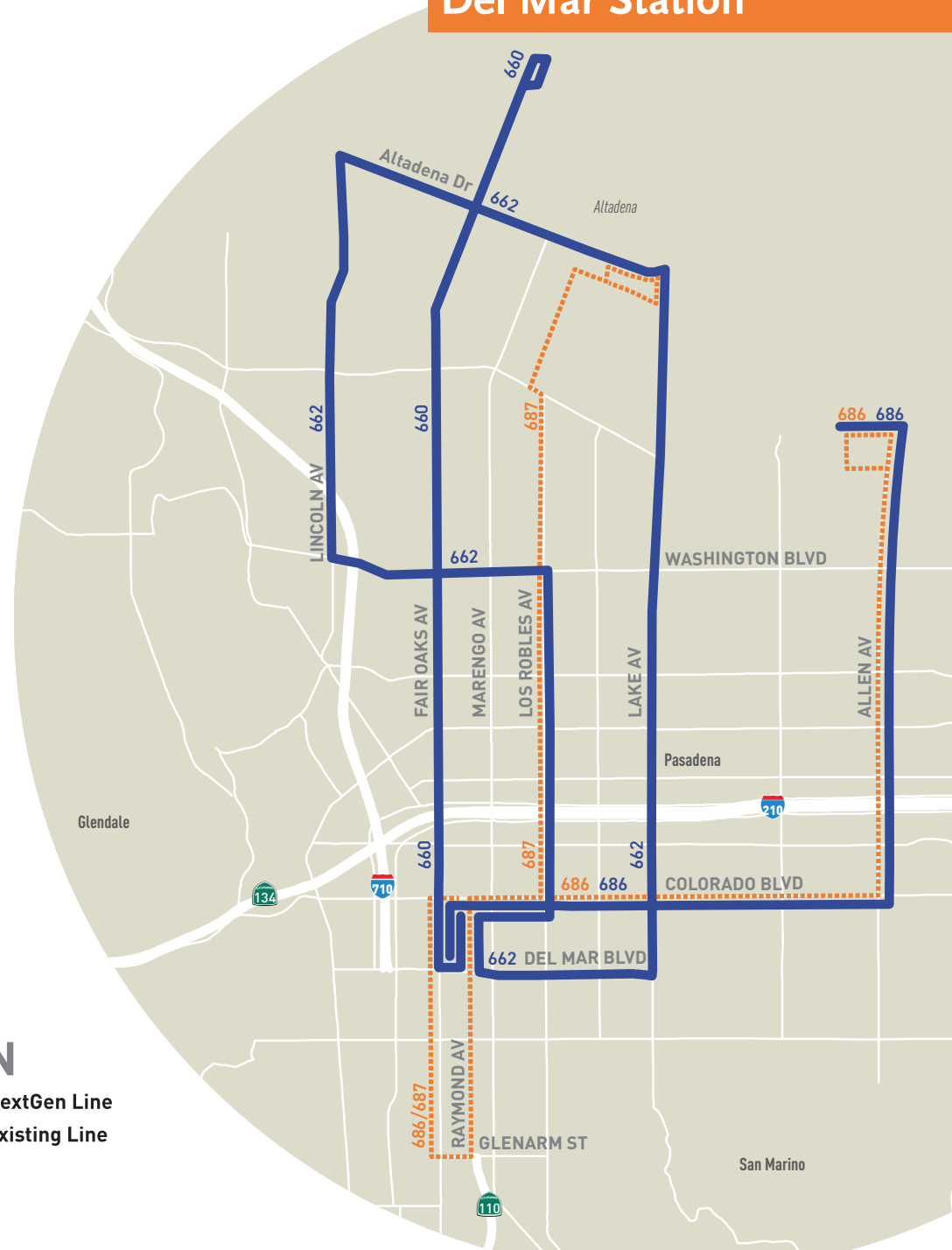
		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 686</b>	Weekday	30 min	30 min	30 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--
<b>Existing Line 686</b>	Weekday	36 min	40 min	60 min	--
	Saturday	60 min	60 min	60 min	--
	Sunday	60 min	60 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Line 686 would operate between Altadena (New York Dr/Allen Av) and L Line (Gold) Del Mar Station in Pasadena and would no longer continue to Fillmore Station, avoiding overlap with new Line 260 and providing improved frequency weekdays.





## Existing Line 687 Los Roble - Colorado - Del Mar Station

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 662</b>	Weekday	30 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
<b>Existing Line 687</b>	Weekday	40 min	40 min	60 min	--
	Saturday	45 min	60 min	60 min	--
	Sunday	45 min	60 min	60 min	--

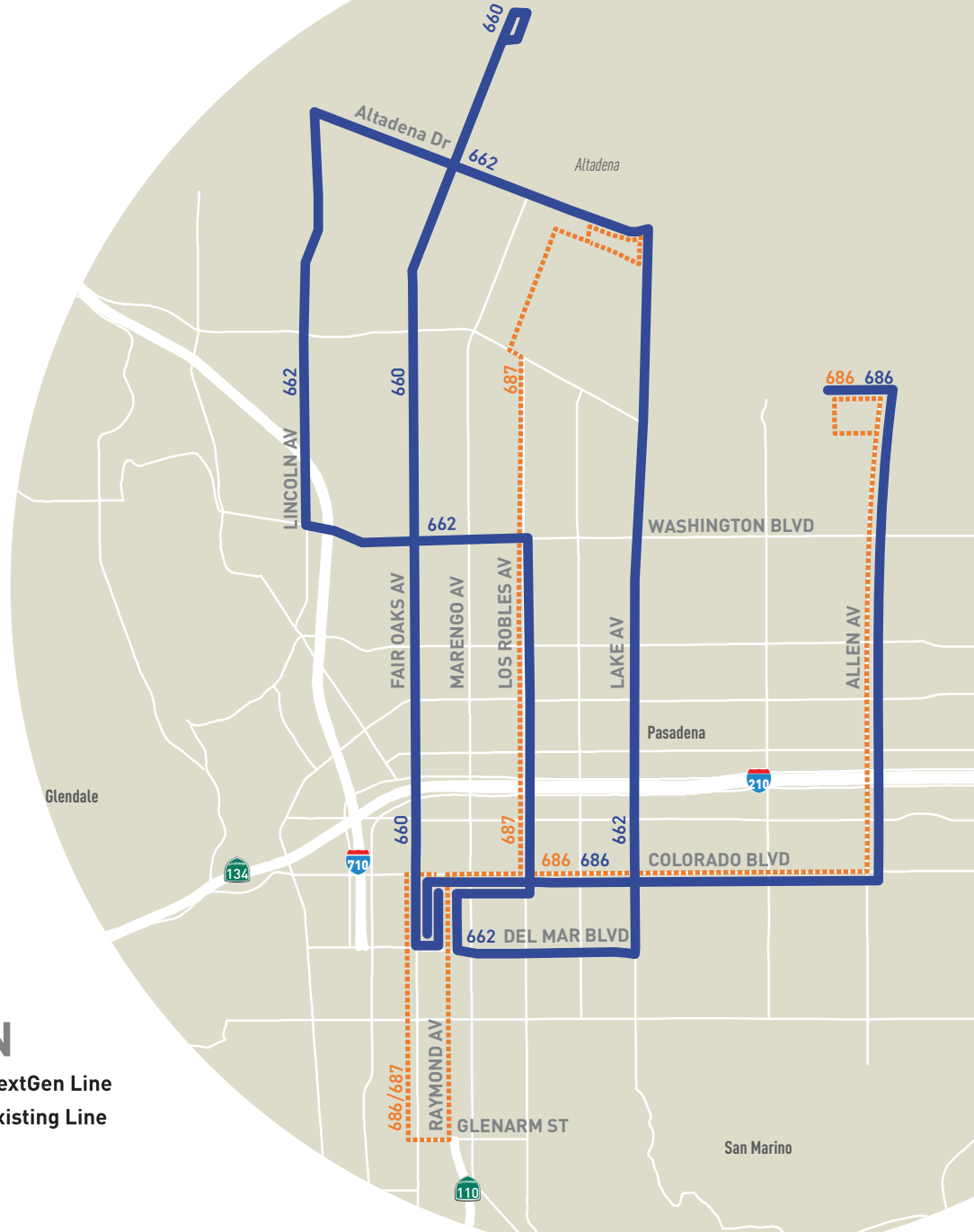
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

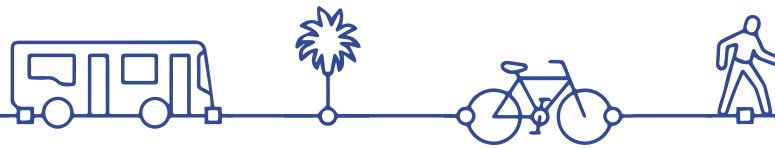
### How is my bus changing?

#### Simpler Network

Line 687 would be discontinued due to underutilized service and duplication of bus service or proximity to other bus routes. This line currently operates between Altadena and L Line (Gold) Del Mar and Fillmore Stations in Pasadena via Los Robles Av, Colorado Bl, and Fair Oaks Av/Raymond Av. Alternative bus service would be available as follows:

- Frequent New Line 660 will be available on Fair Oaks Av
- Frequent New Line 662 will be available on Washington Bl, Los Robles Av, and Lake Av
- Pasadena Transit will be available in the area





## New Line 690 Lakeview Terrace – Sylmar via Foothill Blvd.

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 690</b>	<b>Weekday</b>	30 min	30 min	30 min	--
	<b>Saturday</b>	30 min	30 min	30 min	--
	<b>Sunday</b>	30 min	30 min	30 min	--
<b>Existing Line 90</b>	<b>Weekday</b>	18 min	25 min	45 min	--
	<b>Saturday</b>	35 min	30 min	60 min	--
	<b>Sunday</b>	46 min	34 min	60 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**Simpler Network  
More Reliable Service**

Merge Lines 90 & 91 on Foothill Bl:

- New Line 90 (replacing existing Lines 90 and 91) would commence from Temple St & Baudry Av in downtown LA and follow the existing Line 90 to Sunland
- On the north end, new Line 90 would be routed on Vineland Av from Sunland to North Hollywood Station, for better connections to bus and rail service (replaces Lines 222).
- Line 90 north of Sunland Bl would be discontinued with new Line 690 operating on a segment of Foothill Bl between Sunland and Sylmar



▲ N  
— NextGen Line  
- - - Existing Line



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 704 Santa Monica Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 4</b>	Weekday	6 min	7.5 min	10 min	30 min
	Saturday	7.5 min	10 min	10 min	30 min
	Sunday	7.5 min	10 min	10 min	30 min
<b>Existing Line 704</b>	Weekday	15 min	15 min	15 min	--
	Saturday	24 min	23 min	25 min	--
	Sunday	28 min	23 min	28 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 4: Merge Lines 4 and 704 on Santa Monica Bl:

- New Line 4 would follow the existing Line 4 & 704 routes between Downtown Santa Monica and Downtown LA via Santa Monica Bl and Sunset Bl
- Bus stops between Westwood and Downtown LA would be adjusted through consolidation of underutilized stops to balance speed, reliability, and accessibility, with only bus stops for existing Line 704 retained between Westwood and Downtown Santa Monica.
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA.



Metro



## Existing Line 705 Vernon Ave – La Cienega Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 105</b>	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	30 min	60 min
	Sunday	15 min	15 min	30 min	60 min
<b>Existing Line 705</b>	Weekday	18 min	29 min	40 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

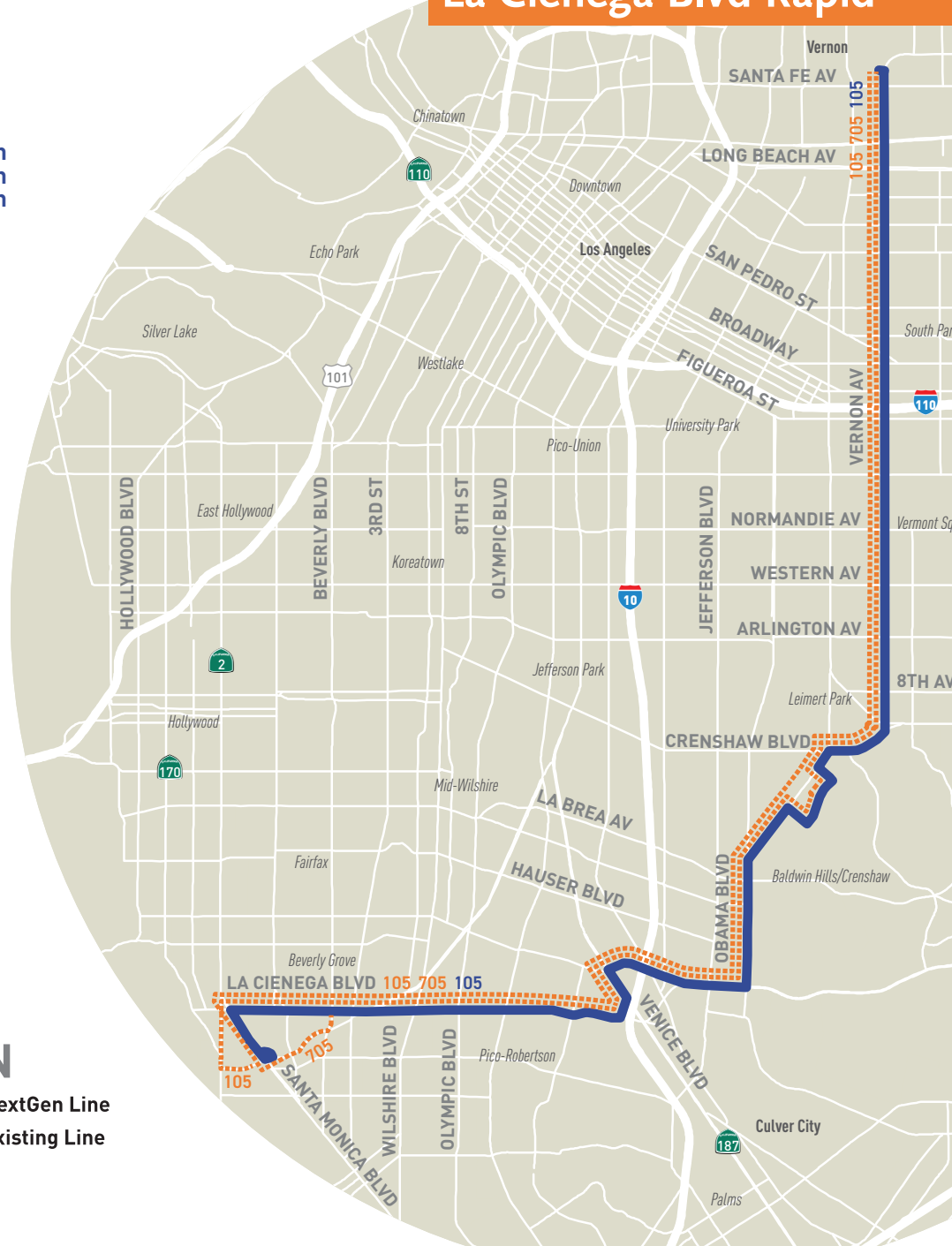
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Owl Service**

New High Frequency Line 105: Merge Lines 105 & 705 on Vernon Av, Martin Luther King, Jr. Bl, and La Cienega Bl between Vernon and West Hollywood:

- All New Line 105 trips would continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av
- Discontinue Line 705 segment on Martin Luther King Jr. Bl between Hillcrest Dr and Marlton Av
- High frequency service would be provided for all new Line 105 stops
- Underutilized bus stops would be consolidated to balance speed, reliability and accessibility.



▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 710 Crenshaw Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 210</b>	Weekday	10 min	10 min	15 min	60 min
	Saturday	10 min	10 min	15 min	60 min
	Sunday	10 min	10 min	15 min	60 min
<b>Existing Line 710</b>	Weekday	17 min	19 min	32 min	--
	Saturday	22 min	20 min	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency**
- Simpler Network**
- More Reliable Service**
- New Owl Service**

New High Frequency Line 210: Merge Lines 210 & 710. New Line 210 would operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach and via Redondo Beach Bl to South Bay Galleria:

- More frequency would be provided for all bus stops on Crenshaw Bl and Line 210 would provide new Owl service
- Underutilized bus stops on Crenshaw Bl would be consolidated to balance speed, reliability, and accessibility
- Torrance Transit Line 2 would replace the existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College
- New Metro Line 610 would replace existing Line 210 north of Wilshire Bl via Rossmore Av and Vine St to B Line (Red) Hollywood/Vine Station with 15 minute daytime and 30 minute evening service weekdays and weekends



▲ N  
— NextGen Line  
— Existing Line





## Existing Line 720 Wilshire Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 720</b>	Weekday	10 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 720</b>	Weekday	8 min	11 min	16 min	--
	Saturday	11 min	11 min	16 min	--
	Sunday	14 min	12 min	17 min	--

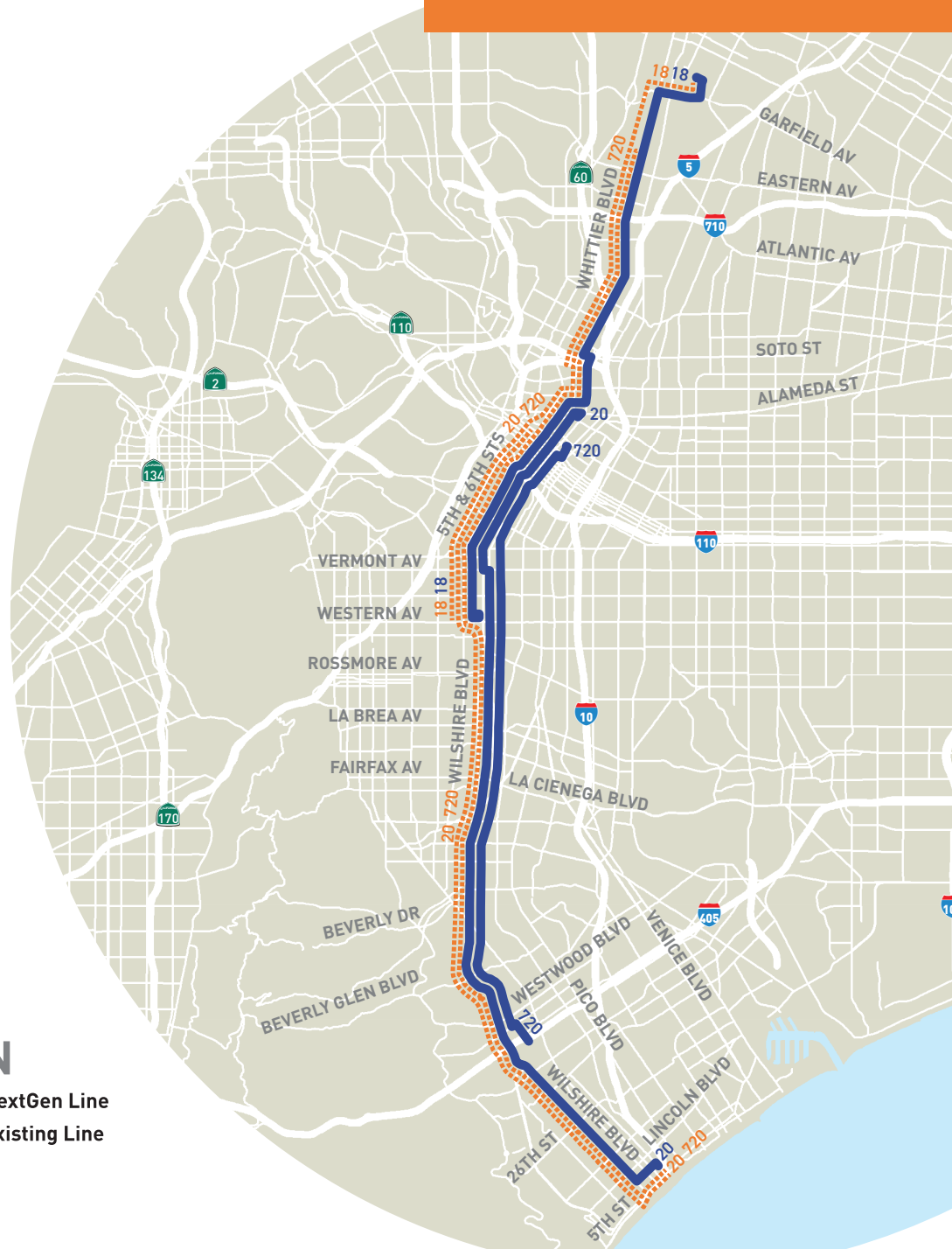
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 20: Merge Line 20 and Line 720 between Downtown Santa Monica and Downtown LA via Wilshire Bl., following the existing Line 20/720 route:

- The highest frequency of service shown above would be available at all bus stops between Westwood and downtown LA
- Underutilized Line 20 bus stops between Westwood and Downtown LA would be consolidated to balance speed, reliability, and accessibility, with Line 20 moving from 7th to 5th and 6th Sts in Downtown LA.
- New Line 20 would serve existing Line 720 stops west of Sepulveda Bl to Santa Monica
- Except during overnight OWL periods when all bus stops would be served in Santa Monica.
- New Line 720 would operate peak periods weekdays serving only existing Line 720 stops between Downtown LA and Westwood





## Existing Line 728 Olympic Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 28</b>	Weekday	7.5 min	10 min	15 min	--
	Saturday	15 min	15 min	15 min	--
	Sunday	15 min	15 min	15 min	--
<b>Existing Line 728</b>	Weekday	16 min	19 min	30 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 28: Merge Line 28 & Line 728. New Line 28 would operate between Century City, Downtown LA and Eagle Rock via Olympic Bl between Century City and Downtown LA. New Line 684 will link L Line (Gold) Lincoln/Cypress Station and Eagle Rock:

- More frequency during weekdays and weekends at all bus stops between Century City and Downtown LA with the highest frequency of service weekday peak and midday shown above available at all bus stops between Olympic Bl/Fairfax Av and downtown LA
- Underutilized stops between Century City and Downtown LA on Olympic Bl would be consolidated to balance speed, reliability, and accessibility
- New Line 684 would link L Line (Gold) Lincoln/Cypress Station and Eagle Rock via existing Line 28.
- Line 45 would serve the section of Line 28 on Broadway between Downtown LA and Av 26



Metro

NextGen Line
   
 Existing Line



## Existing Line 733 Venice Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 33</b>	<b>Weekday</b>	7.5 min	10 min	10 min	60 min
	<b>Saturday</b>	10 min	10 min	10 min	60 min
	<b>Sunday</b>	10 min	10 min	10 min	60 min
<b>Existing Line 733</b>	<b>Weekday</b>	19 min	20 min	31 min	--
	<b>Saturday</b>	23 min	21 min	31 min	--
	<b>Sunday</b>	23 min	21 min	28 min	--

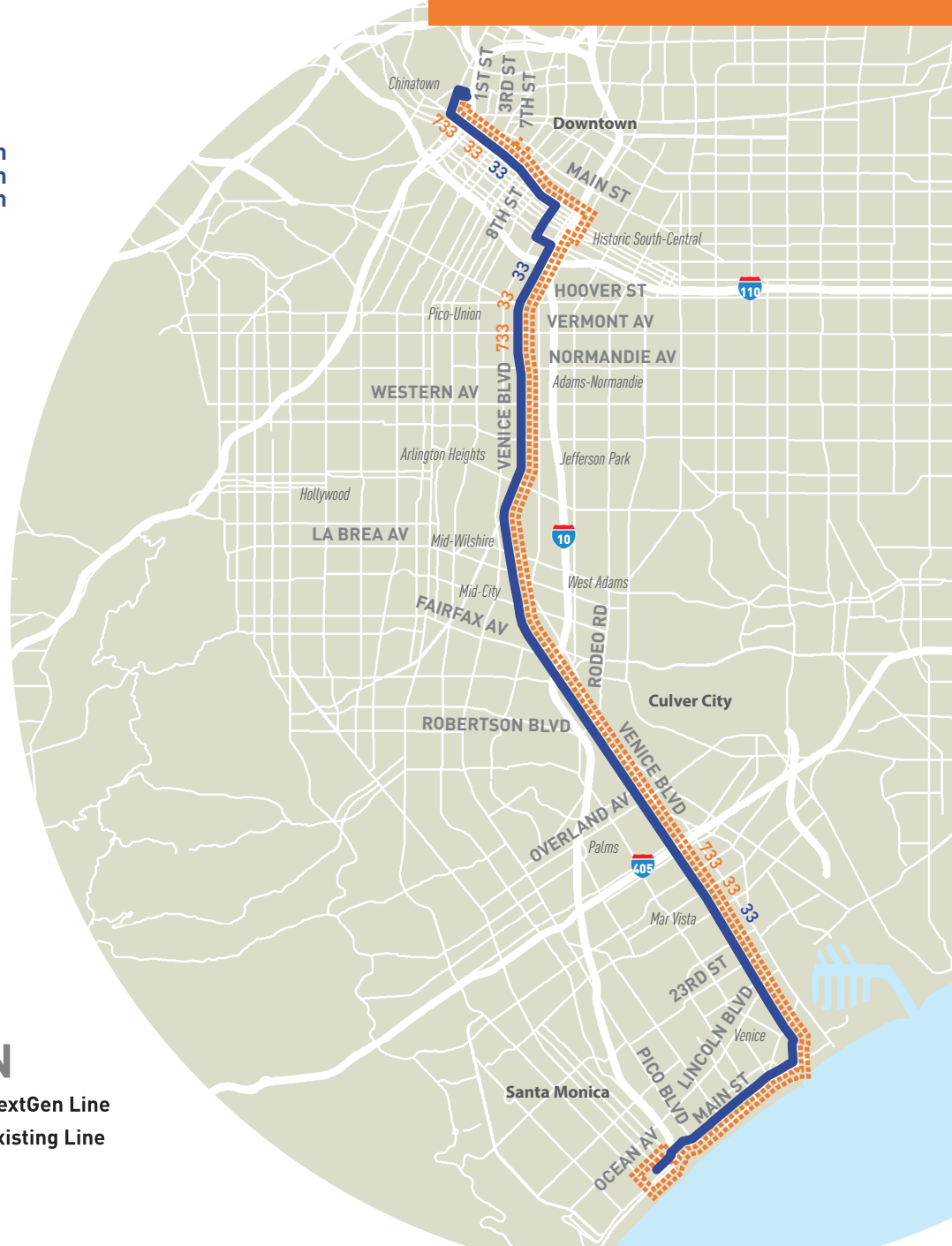
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Owl Service**

New Line 33: Merge Lines 33 & 733 on Venice Bl, following existing Line 33/733 alignment between Downtown Santa Monica and Downtown LA via Venice Bl:

- New Line 33 route would be modified to serve Pico Station in Downtown LA
- Increased service frequency for all new Line 33 bus stops between Santa Monica and Downtown LA
- Underutilized stops between Santa Monica and Downtown LA would be consolidated to balance speed, reliability, and accessibility
- Line 733 stops will be served in Santa Monica except during overnight OWL periods when all bus stops would be served.



**—** NextGen Line  
**- - -** Existing Line



**Metro**

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 734 Sepulveda Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 761</b>	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30 min	60 min
	Sunday	30 min	30 min	30 min	60 min
<b>Existing Line 734</b>	Weekday	20 min	20 min	25 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

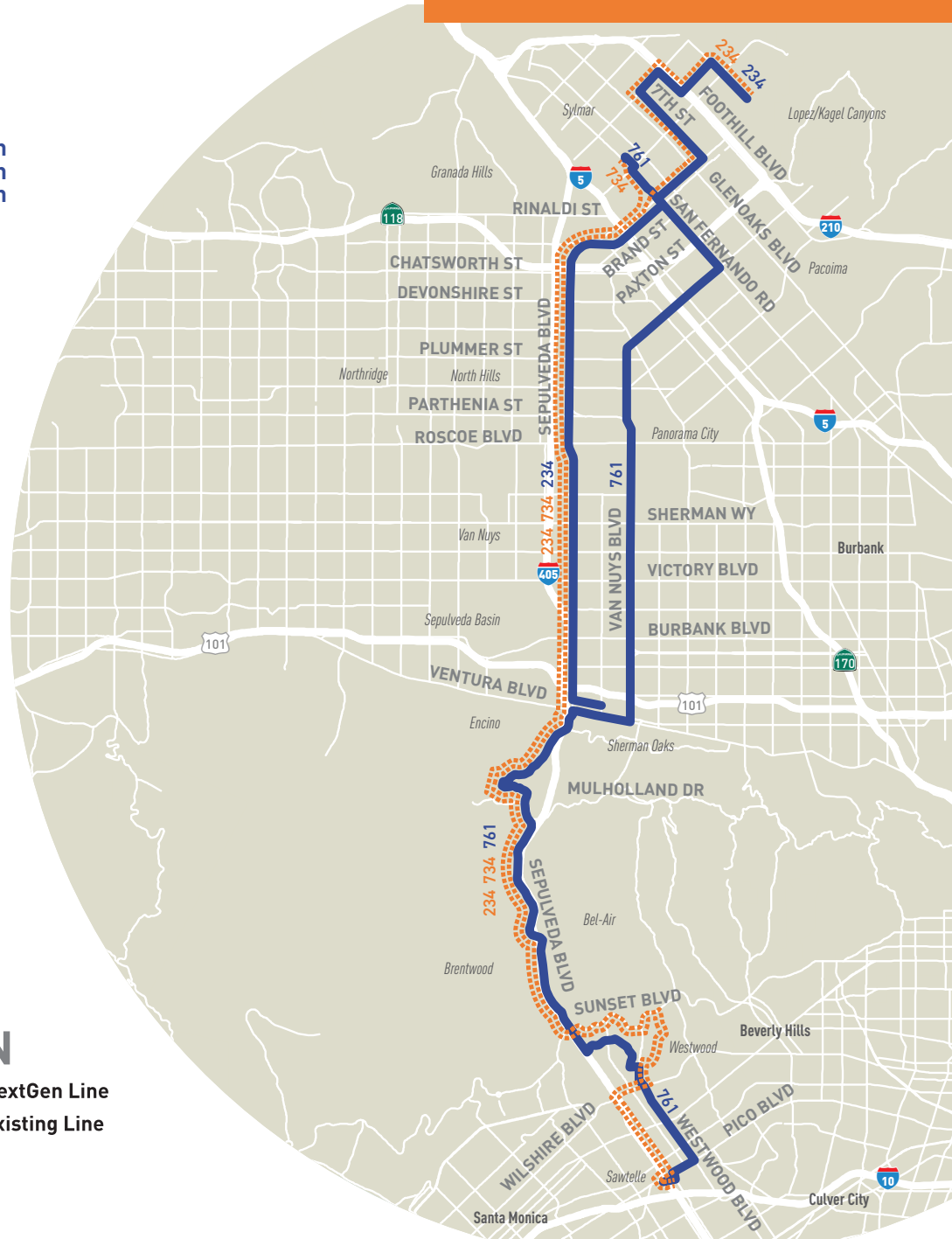
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**Simpler Network**  
**New Owl Service**

New Line 234: Merge Lines 234 and 734 on Sepulveda Bl:

- New Line 234 would end at Sherman Oaks Galleria (Ventura/ Sepulveda), following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College
- New Line 761 would provide service south of Ventura Bl to the Westside on Van Nuys Bl and Line 233 would provide overnight Owl service
- New Line 234 provides high frequency service at all bus stops with the highest frequency of Line 234 service weekday and weekend peak and midday shown above available at all bus stops between Ventura Bl and Sylmar/San Fernando Station
- Underutilized existing Line 234 bus stops between Sylmar and Sherman Oaks would be consolidated to balance speed, reliability, and accessibility.



Metro

▲ N  
— NextGen Line  
- - - Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 740 M L King – Crenshaw & Hawthorne Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 40</b>	<b>Weekday</b>	10 min	10 min	15 min	--
	<b>Saturday</b>	15 min	15 min	15 min	--
	<b>Sunday</b>	15 min	15 min	15 min	--
<b>Existing Line 740</b>	<b>Weekday</b>	23 min	30 min	21 min	--
	<b>Saturday</b>	27 min	35 min	35 min	--
	<b>Sunday</b>	--	--	--	--

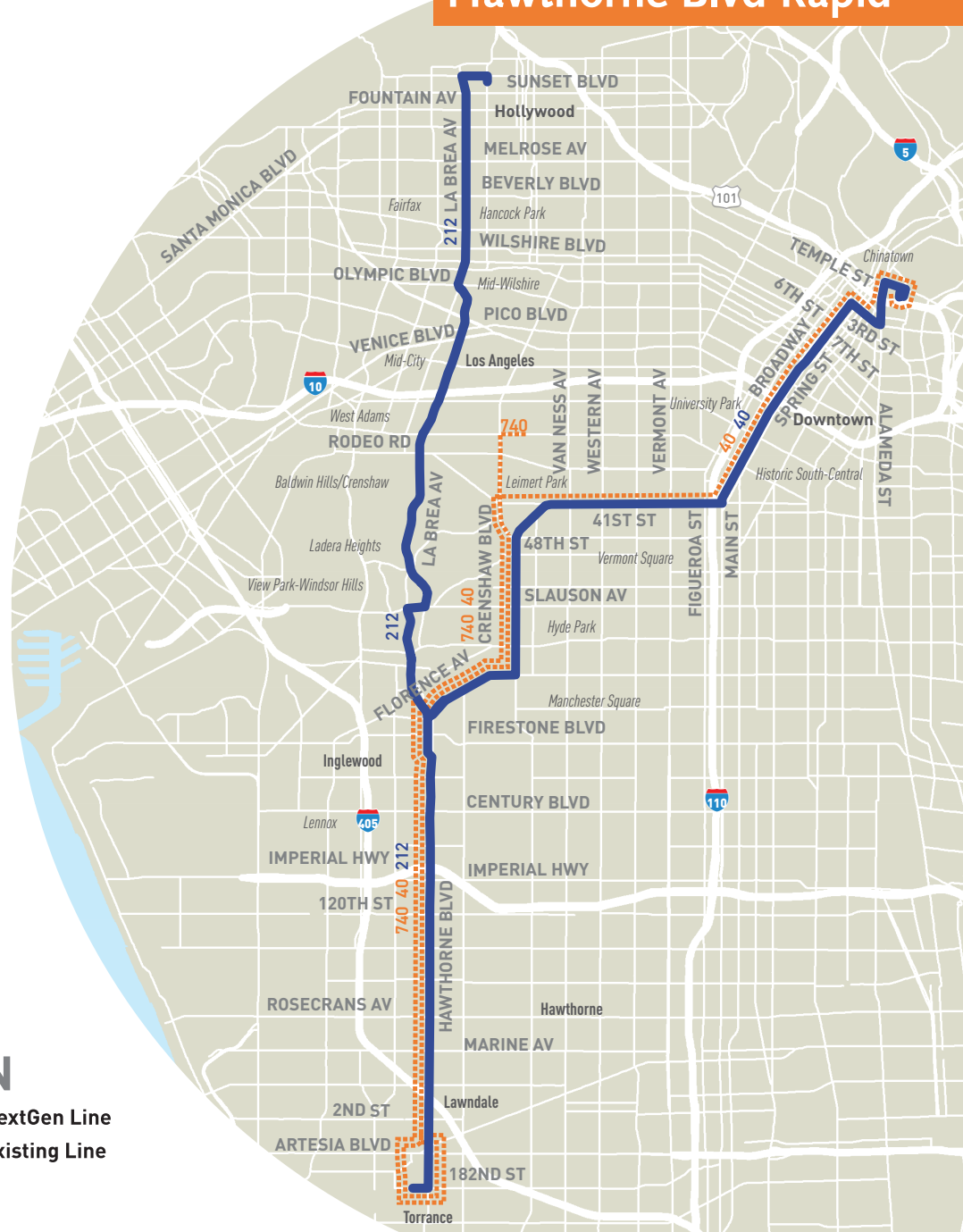
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

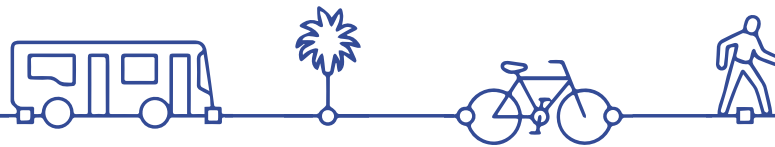
New High-Frequency Line 40: Merge Lines 40 & 740. This new line 40 would operate between LA Union Station and Downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av:

- More frequency for all bus stops on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av
- Underutilized bus stops will be consolidated on Broadway, ML King Jr Bl, Crenshaw Bl, and Florence Av to balance speed, reliability, and accessibility
- Line 40 Owl service between LAX and Downtown LA would be discontinued, with alternative Owl service available on Lines 45 and 111
- New Line 212 would serve La Brea Av, Hawthorne Bl south of Downtown Inglewood Station ending at South Bay Galleria



Metro





## Existing Line 744 Van Nuys Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 233</b>	Weekday	10 min	10 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
<b>Existing Line 744</b>	Weekday	22 min	20 min	27 min	--
	Saturday	31 min	30 min	30 min	--
	Sunday	31 min	30 min	30 min	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New High Frequency Line 233 would operate on Van Nuys Bl between Foothill Bl in Pacoima and Ventura Bl in Sherman Oaks, similar to existing Line 233. Line 761 would replace existing Line 744 by operating between Sylmar/San Fernando Station and Expo/Sepulveda Station via Van Nuys Bl and Sepulveda Bl:

- Every second trip daytime will serve Lakeview Terrace with other trips ending at Van Nuys Bl/Foothill Bl
- Line 744 would no longer continue along Ventura Bl and Reseda Bl. This segment would be served by new Line 240
- Underutilized new Line 233 bus stops between Pacoima and Sherman Oaks would be consolidated to balance speed, reliability and accessibility
- Owl service between Van Nuys Bl, Sepulveda Bl and Westside/E Line (Expo) would be provided by Line 233.



# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 745 Broadway Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 45</b>	<b>Weekday</b>	5 min	7.5 min	10-30 min	60 min
	<b>Saturday</b>	7.5 min	7.5 min	15-30 min	60 min
	<b>Sunday</b>	7.5 min	7.5 min	15-30 min	60 min
<b>Existing Line 745</b>	<b>Weekday</b>	12 min	14 min	29 min	--
	<b>Saturday</b>	20 min	20 min	--	--
	<b>Sunday</b>	31 min	30 min	--	--

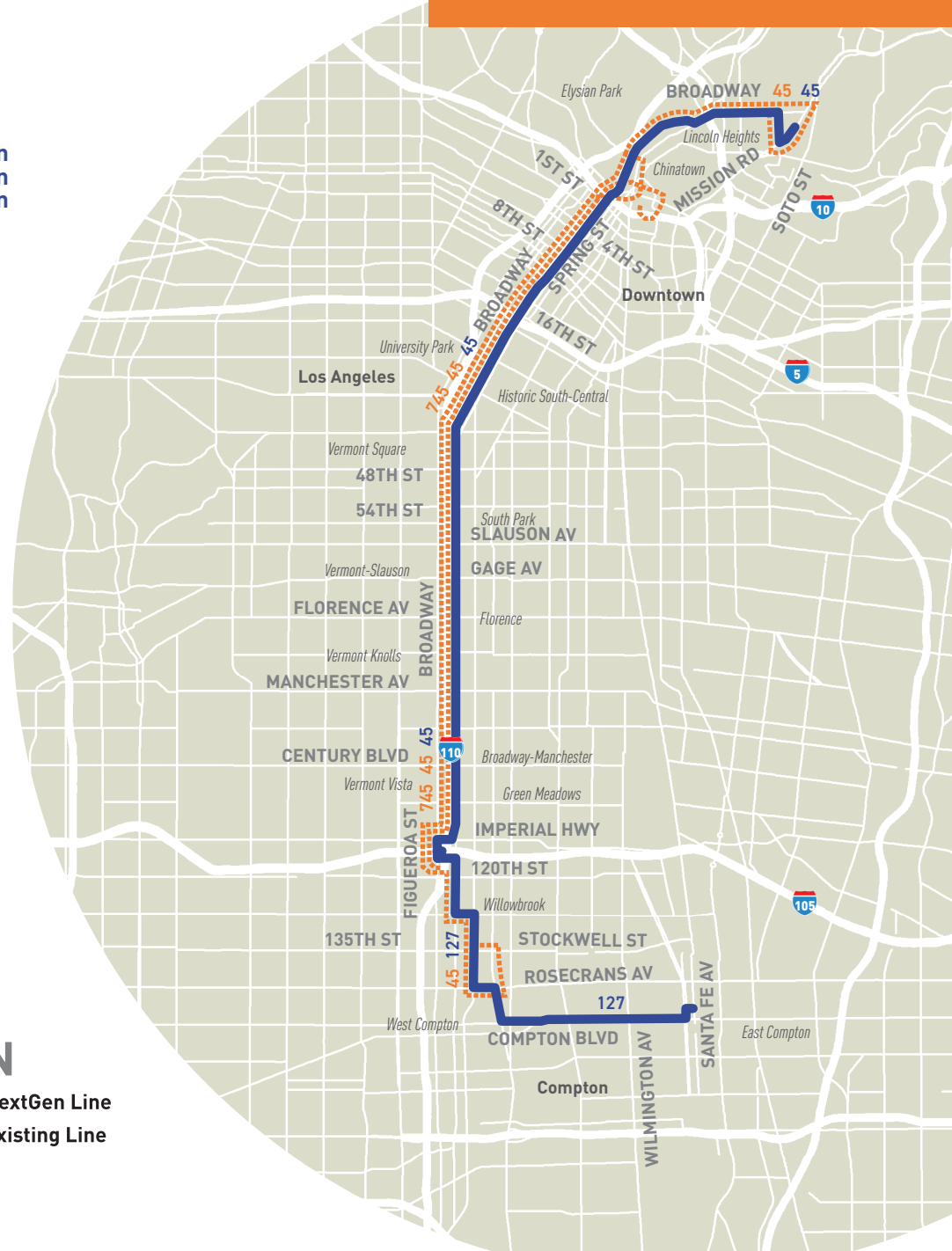
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 45: Merge Lines 45 & 745 on Broadway St:

- New Line 45 would follow existing route between Harbor Freeway Station, Downtown LA, and Lincoln Heights via Broadway St
- More frequency for all new Line 45 bus stops
- Underutilized bus stops on Broadway St would be consolidated to balance speed, reliability, and accessibility
- Line 127 will replace the segment of Line 45 south of Harbor Freeway Station on 117th St, Broadway St, El Segundo Bl, and Main St to San Pedro & Rosecrans (see Line 127 information sheet)



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 750 Ventura Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 240</b>	Weekday	10 min	10 min	15-30 min	60 min
	Saturday	15 min	15 min	15-30 min	60 min
	Sunday	15 min	15 min	15-30 min	60 min
<b>Existing Line 750</b>	Weekday	23 min	28 min	35 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Lines 150 and 240: Merge Lines 150, 240 and 750:

- New Line 150 would operate frequent service from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl (replacing Line 245 segment)
- New Line 240 would operate frequent service on the existing alignment between Northridge and Universal City/Studio City Station on Ventura Bl and Reseda Bl
- More frequent service would be provided at all new Line 150 and 240 bus stops
- Underutilized bus stops would be consolidated on new Line 150 and 240 to balance speed, reliability, and accessibility.



Metro

NextGen Line
   
 Existing Line



## Existing Line 751 Soto St Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 251</b>	Weekday	10 min	10 min	15 min	30-60 min
	Saturday	15 min	15 min	20-30 min	30-60 min
	Sunday	15 min	15 min	20-30 min	30-60 min
<b>Existing Line 751</b>	Weekday	18 min	20 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

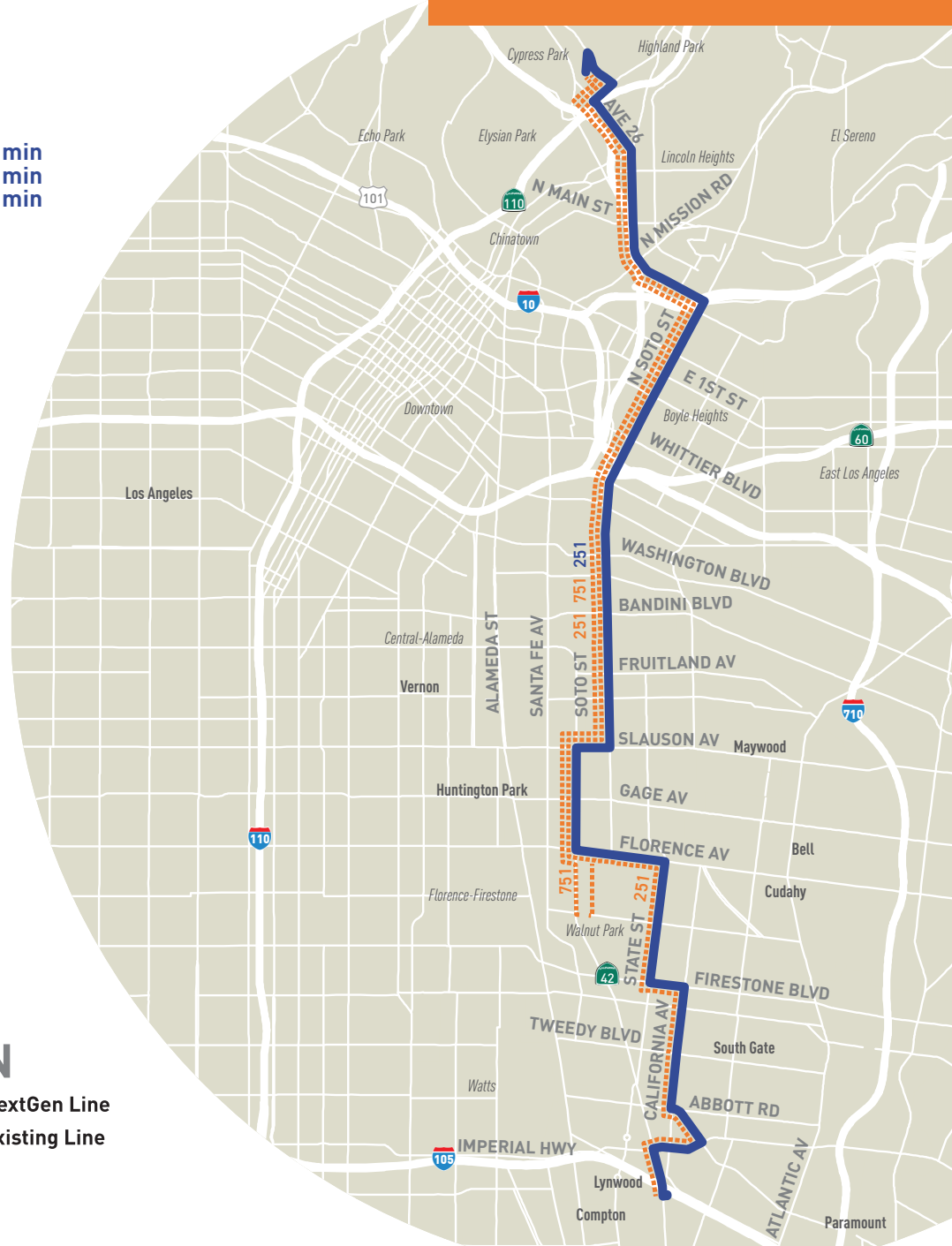
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Line 251: Merge Lines 251 & 751; New Line 251 would operate between Cypress Park (Av 28 & Idell), Huntington Park (Palm/Seville), and south to C Line (Green) Long Beach BI Station via existing Line 251 on Av 26, Daly St, Soto St, Pacific Bl, Florence Av, State St and California Av:

- Underutilized bus stops would be consolidated to balance speed, reliability, and accessibility
- New Line 251 would operate more frequent service weekdays





## Existing Line 754 Vermont Ave Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 754</b>	Weekday	10 min	--	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--
<b>Existing Line 754</b>	Weekday	9 min	15 min	22 min	--
	Saturday	15 min	13 min	20 min	--
	Sunday	24 min	18 min	15 min	--

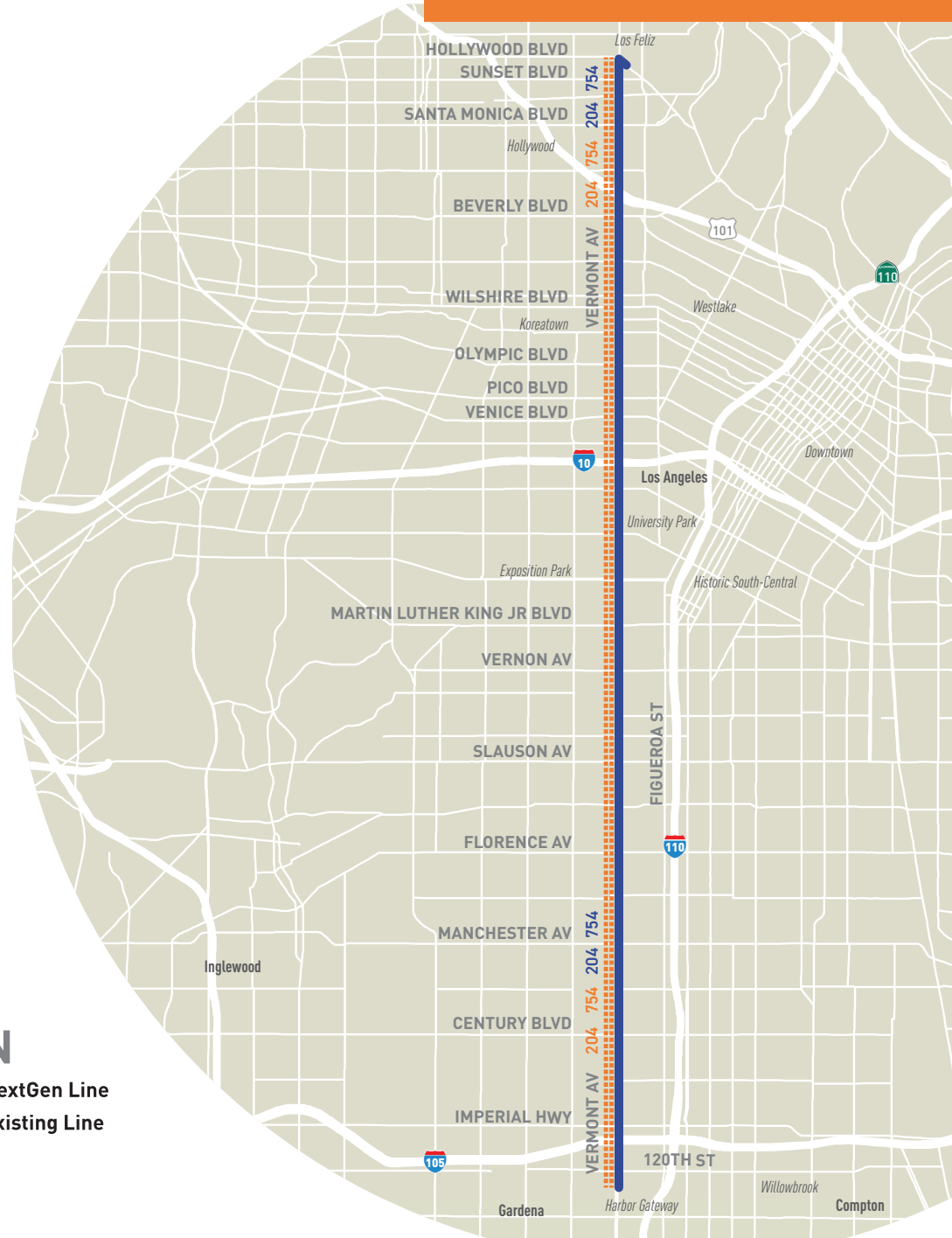
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New Lines 204 and 754 would follow the existing route between Hollywood and the C Line (Green) Vermont/Athens Station via Vermont Av:

- More frequency would be provided for all New Line 204 bus stops on Vermont Av
- New Line 754 would operate weekday peak service serving existing Line 754 stops
- Underutilized existing Line 204 bus stops would be consolidated to balance speed, reliability, and accessibility





## Existing Line 757 Western Ave Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 207</b>	Weekday	6 min	7.5 min	12 min	30 min
	Saturday	12 min	12 min	15 min	30 min
	Sunday	12 min	12 min	15 min	30 min
<b>Existing Line 757</b>	Weekday	11 min	14 min	--	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

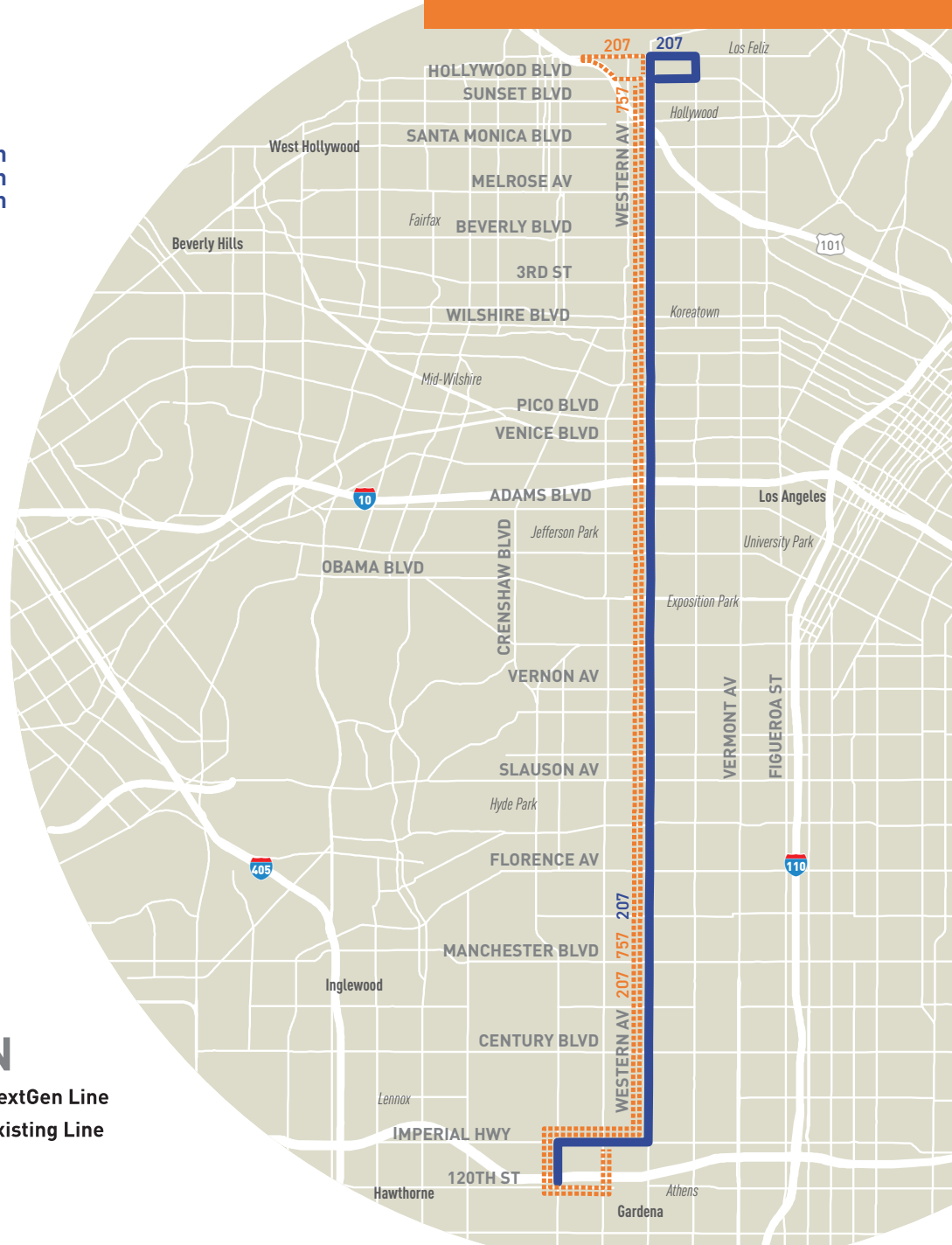
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 207: Merge Lines 207 and 757. New Line 207 would operate between Hollywood and the C Line (Green) Crenshaw Station:

- More frequency for all new Line 207 bus stops on Western Av
- Underutilized bus stops would be consolidated on Western Av to balance speed, reliability, and accessibility



**—** NextGen Line  
**- - -** Existing Line



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 760 Long Beach Blvd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 60</b>	<b>Weekday</b>	5 min	10 min	15-30 min	60 min
	<b>Saturday</b>	10 min	10 min	15-30 min	60 min
	<b>Sunday</b>	10 min	10 min	15-30 min	60 min
<b>Existing Line 760</b>	<b>Weekday</b>	18 min	20 min	32 min	--
	<b>Saturday</b>	28 min	31 min	37 min	--
	<b>Sunday</b>	--	--	--	--

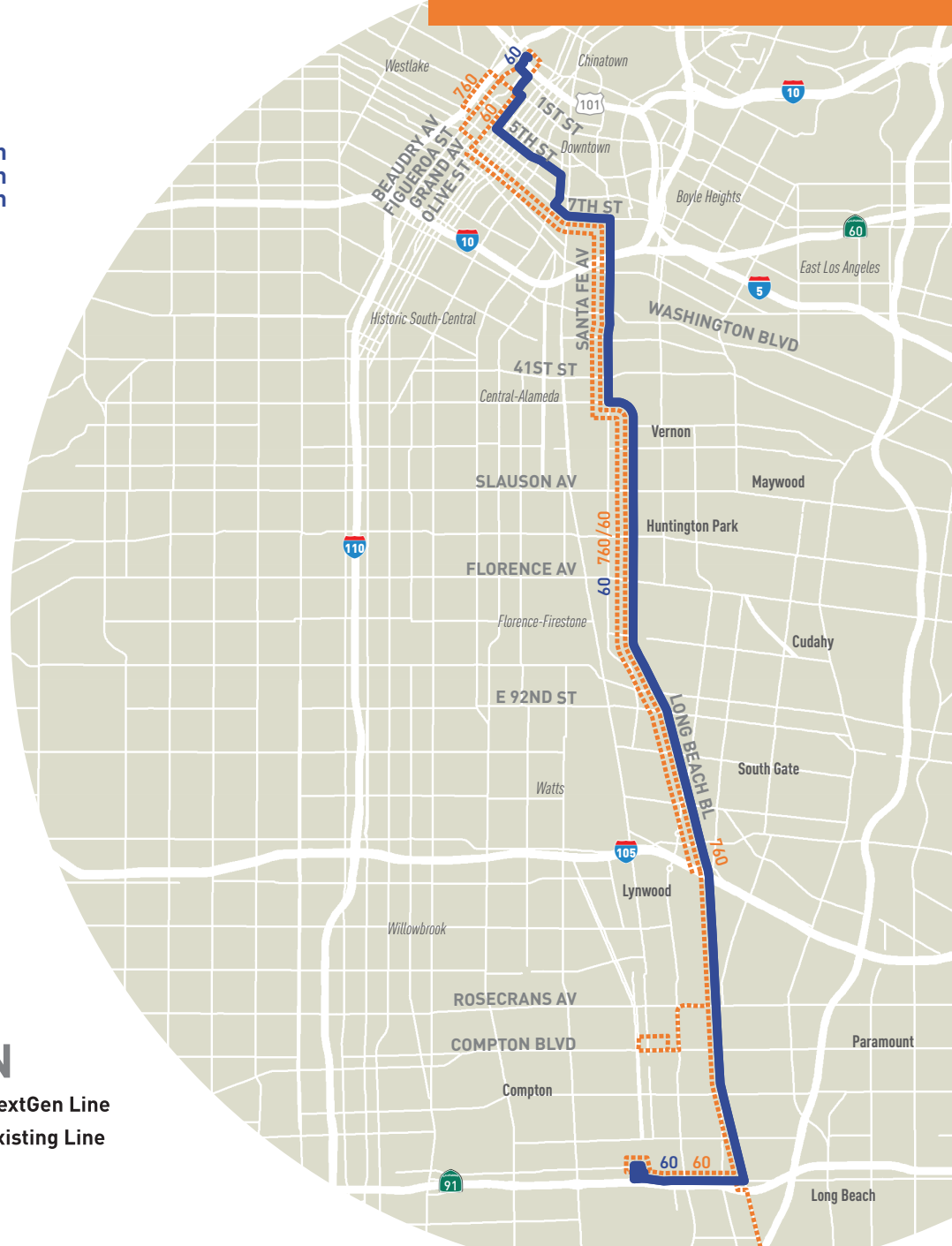
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

New High Frequency Line 60: Merge Lines 60 & 760 on Long Beach Bl between Downtown LA, C Line (Green) Long Beach Bl and A Line (Blue) Artesia Stations:

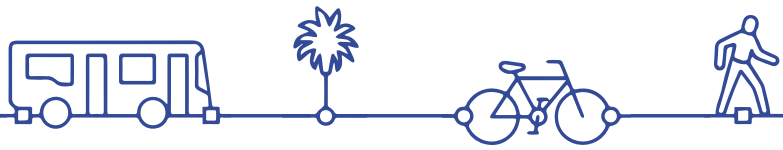
- New Line 60 would follow the existing Line 60 route between Downtown LA and A Line (Blue) Artesia Station and would include a reroute in Downtown LA from 7th and Figueroa St to 7th St, Central, 5th, and Grand/Olive
- High frequency service would be provided for all new Line 60 bus stops
- More high frequency would be available north of C Line (Green) Long Beach Bl Station and Owl service would continue to be provided south to Downtown Long Beach
- Underutilized bus stops on Santa Fe Av and Long Beach Bl would be consolidated to balance speed, reliability and accessibility, omitting the low utilization OWL deviation to Compton Station.



Metro

# NEXTGEN

Updated Draft Proposals: September 2020



## New Line 761 Van Nuys Blvd. Sepulveda Pass Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 761</b>	<b>Weekday</b>	10-15 min	15 min	30-60 min	60 min
	<b>Saturday</b>	30 min	30 min	30 min	60 min
	<b>Sunday</b>	30 min	30 min	30 min	60 min
<b>Existing Line 788</b>	<b>Weekday</b>	20 min	--	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

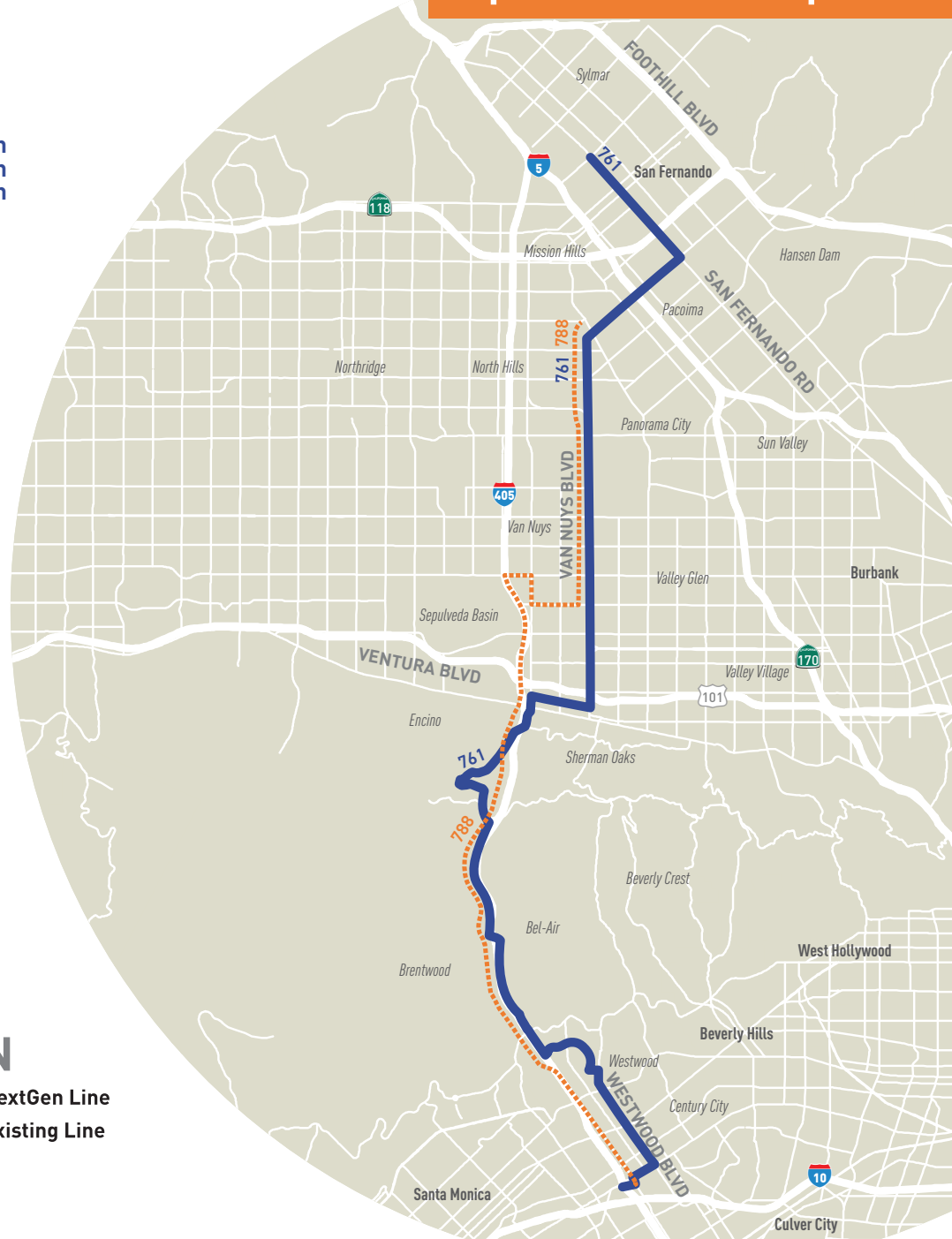
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New Line 761 would replace existing Line 788, serving high travel demand between San Fernando Valley and the Westside:

- New Line 761 would feature similar service to former peak hour only Line 788 but would now operate frequent service all day on weekdays and provide weekend service
- Service through the Sepulveda Pass will operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods
- Owl service between Discovery Cube, Van Nuys Bl, Sepulveda Bl and Westside/E Line (Expo) would be provided by Line 233.
- Peak frequency will be 10 min. southbound AM Peak/northbound PM Peak with 15 min. in the opposite peak direction.



▲ N

— NextGen Line

- - - Existing Line





# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 762 Atlantic Blvd – Fair Oaks Ave Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 260</b>	Weekday	12 min	12 min	15 min	30-60 min
	Saturday	20 min	20 min	30 min	30-60 min
	Sunday	20 min	20 min	30 min	30-60 min
<b>Existing Line 762</b>	Weekday	29 min	32 min	60 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

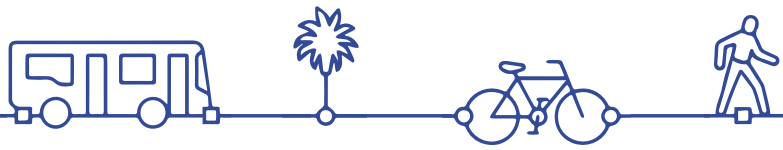
New Line 260: Merge Lines 260 & 762 between Altadena, Pasadena, Alhambra, East LA, Lynwood and Compton via Fair Oaks Av and Atlantic Bl; would provide more frequent and more reliable service following the existing Line 260/762 route between L Line (Gold) Memorial Park Station and Imperial Highway then travel west to Willowbrook/Rosa Parks A Line (Blue) & C Line (Green) Station:

- A new frequent Line 261 would link A Line (Blue) & C Line (Green) Willowbrook/Rosa Parks Station and A Line (Blue) Artesia Station via Imperial Hwy, Atlantic Bl, and Artesia Bl
- A new frequent Line 660 would operate between L Line (Gold) Memorial Park Station and Altadena via Fair Oaks Av



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 770 Garvey Ave – Cesar E. Chavez Ave Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 70</b>	Weekday	7.5 min	7.5 min	10-30 min	60 min
	Saturday	10 min	10 min	15-30 min	60 min
	Sunday	10 min	10 min	15-30 min	60 min
<b>Existing Line 770</b>	Weekday	16 min	18 min	20 min	--
	Saturday	21 min	23 min	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

- More Frequency
- Simpler Network
- New Owl Service

New Higher Frequency Line 70: Merge Lines 70 and 770; new Line 70 would operate between Downtown LA and El Monte Station via Garvey Av.

- Alternative New Line 106 would Replace Line 70 service on Ramona Bl and Marengo St.
- Underutilized bus stops on Garvey Av, Atlantic Bl, and Cesar Chavez Av would be consolidated to balance speed, reliability and accessibility,
- New Owl service on Cesar Chavez Av



 N  
 NextGen Line  
 Existing Line

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 780 Fairfax - Hollywood - Colorado Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 180</b>	<b>Weekday</b>	7.5 min	7.5 min	10 min	30-60 min
	<b>Saturday</b>	15 min	15 min	15 min	60 min
	<b>Sunday</b>	15 min	15 min	15 min	60 min
<b>Existing Line 780</b>	<b>Weekday</b>	16 min	24 min	30 min	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

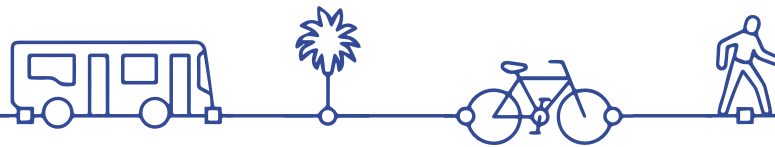
New Frequent Line 180: Merge Lines 180, 181, 217, 780. New Line 180 would operate between Pasadena, Glendale, Hollywood via Colorado Bl, Broadway, Los Feliz Bl, Hollywood Bl, Fairfax Av, following existing Lines 217, 180, 181 between La Cienega/Jefferson E Line (Expo) Station and Pasadena City College:

- Underutilized bus stops on new Line 180 would be consolidated to balance speed, reliability, and accessibility
- Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service
- Line 81 would replace Line 181 on Yosemite Dr
- Pasadena Transit Line 20 and New Line 662 would replace Line 180 on Lake Av while Foothill Transit Line 187 would replace Line 181 service on Colorado Bl east of Pasadena City College



▲ N  
— NextGen Line  
- - - Existing Line





## Existing Line 788 Sepulveda Pass Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 761</b>	<b>Weekday</b>	10-15 min	15 min	30-60 min	60 min
	<b>Saturday</b>	30 min	30 min	30 min	60 min
	<b>Sunday</b>	30 min	30 min	30 min	60 min
<b>Existing Line 788</b>	<b>Weekday</b>	20 min	--	--	--
	<b>Saturday</b>	--	--	--	--
	<b>Sunday</b>	--	--	--	--

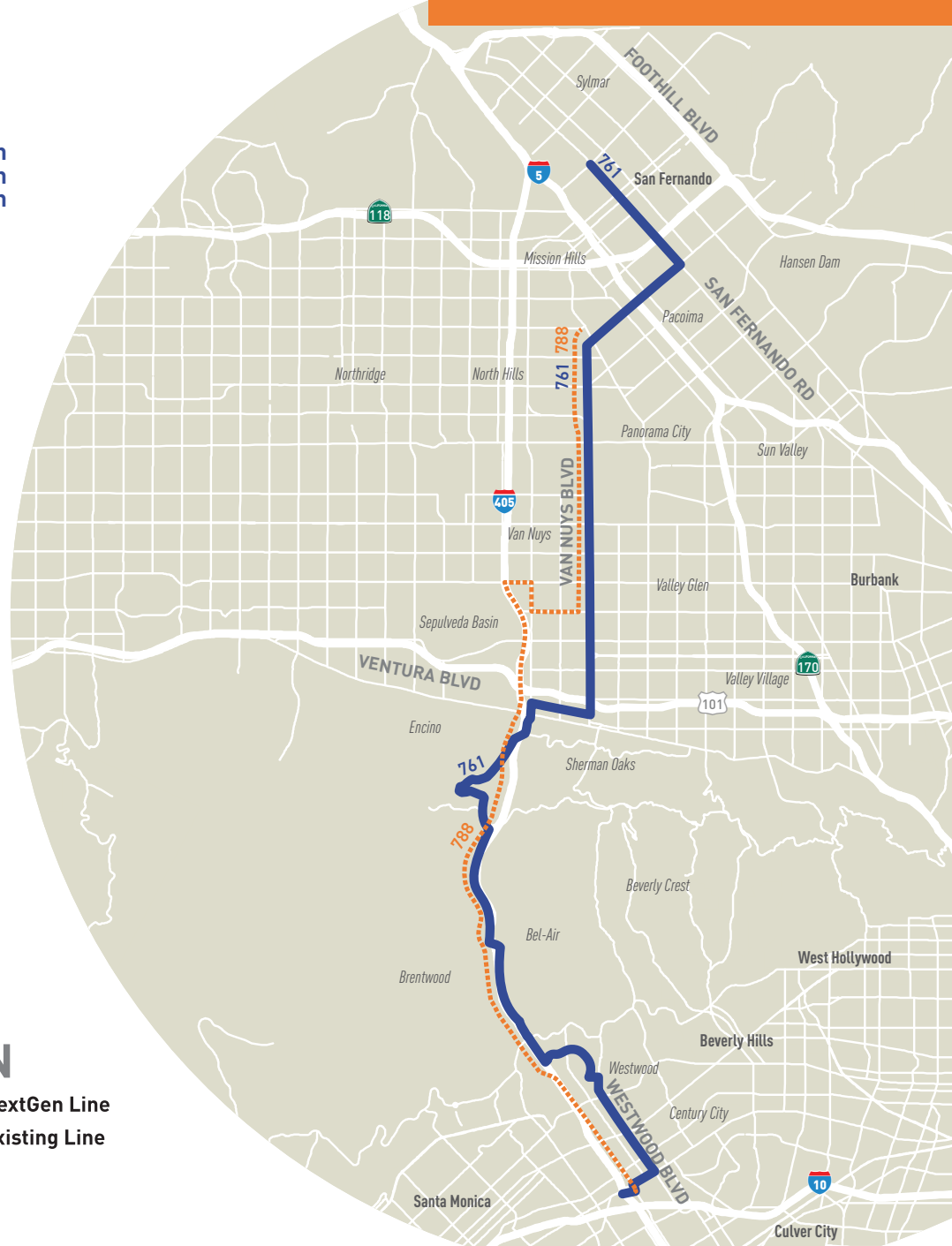
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### Simpler Network

New Line 761 would replace existing Line 788, serving high travel demand between San Fernando Valley and the Westside:

- New Line 761 would feature similar service to former peak hour only Line 788 but would now operate frequent service all day on weekdays and provide weekend service
- Service through the Sepulveda Pass will operate along Sepulveda Bl instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods
- Owl service between Discovery Cube, Van Nuys Bl, Sepulveda Bl and Westside/E Line (Expo) would be provided by Line 233.
- Peak frequency will be 10 min. southbound AM Peak/northbound PM Peak with 15 min. in the opposite peak direction





## Existing Line 794 San Fernando Rd Rapid

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 94</b>	Weekday	15 min	15 min	30-60 min	60 min
	Saturday	30 min	30 min	30-60 min	60 min
	Sunday	30 min	30 min	30-60 min	60 min
<b>Existing Line 794</b>	Weekday	29 min	31 min	53 min	--
	Saturday	--	--	--	--
	Sunday	--	--	--	--

\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

**More Frequency**  
**More Reliable Service**

New Line 94: Merge Lines 94 and 794 on San Fernando Rd:

- New Line 94 would operate mostly via the existing Line 94 route between Downtown LA and Burbank but include a routing via Brand Bl and Broadway in Downtown Glendale. From Downtown Burbank, new Line 94 would extend west on Magnolia Bl to end at the B Line (Red) North Hollywood Station. This new route would provide more service between Glendale, Burbank and North Hollywood.
- A new Line 294 would operate along San Fernando Rd between Sylmar and Downtown Burbank.
- Underutilized bus stops on new Line 94 would be consolidated between North Hollywood and Downtown LA to balance speed, reliability, and accessibility, and frequent service would be available at the new Line 94 bus stops



▲ N  
— NextGen Line  
- - - Existing Line



**Metro**

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 901 G Line (Orange)

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 901</b>	<b>Weekday</b>	5 min	10 min	10-15 min	30 min
	<b>Saturday</b>	10 min	10 min	10-15 min	30 min
	<b>Sunday</b>	10 min	10 min	10-15 min	30 min
<b>Existing Line 901</b>	<b>Weekday</b>	5 min	9 min	20 min	35 min
	<b>Saturday</b>	12 min	10 min	20 min	35 min
	<b>Sunday</b>	12 min	10 min	20 min	35 min

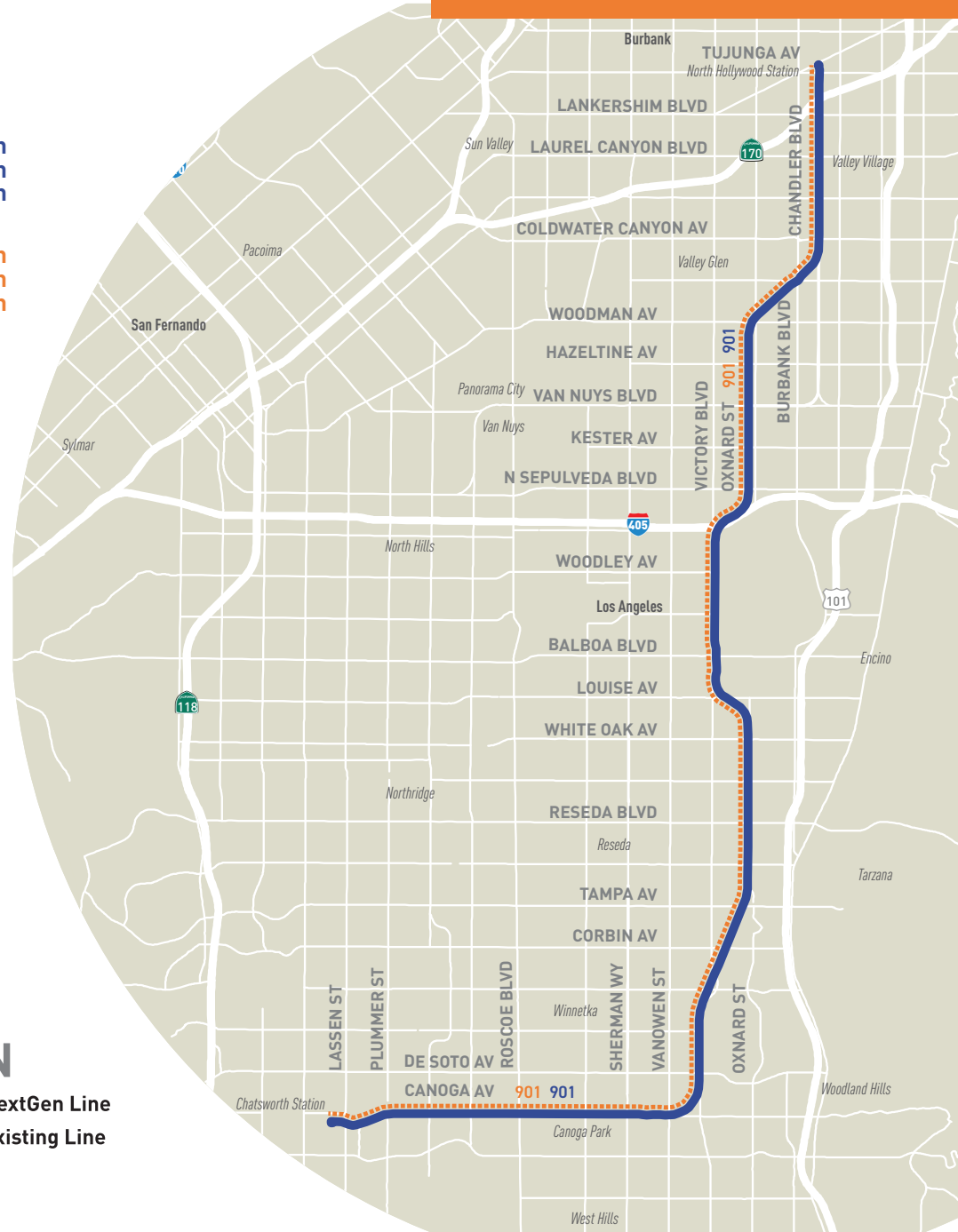
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency

The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley.

- The highest frequency of G Line (Orange) service shown would be available at all stations between Canoga and North Hollywood Stations



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 910 Harbor Transitway - El Monte

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 910</b>	Weekday	5 min	10 min	10 min	15-30 min
	Saturday	15 min	15 min	20 min	30-60 min
	Sunday	15 min	15 min	20 min	30-60 min
<b>Existing Line 910</b>	Weekday	6 min	12 min	25 min	60 min
	Saturday	19 min	15 min	25 min	60 min
	Sunday	19 min	15 min	25 min	60 min

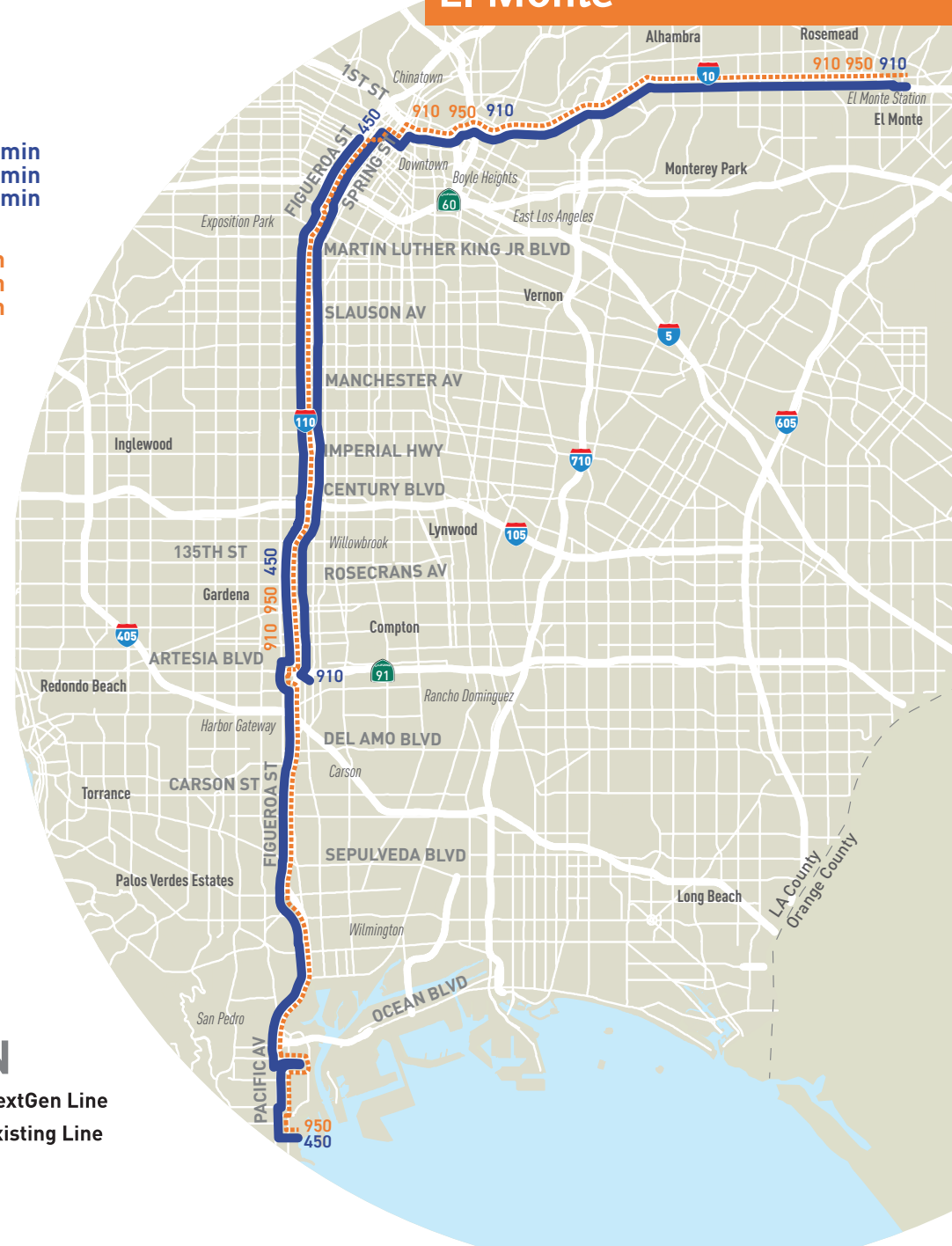
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Additional J Line (Silver) 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve J Line (Silver) 910 reliability and allow for the transition to operating new Zero Emission Buses on the J Line (Silver).

- New Line 450 would replace Line 950 and operate between Harbor Freeway Station and San Pedro via the I-110 Freeway.
- The J Line (Silver) 910 will continue operating as usual between El Monte, Downtown LA and Harbor Gateway Transit Center. During weekday peak periods Line 450 would extend to serve the Harbor Transitway to downtown LA (7th/Flower & Figueroa).



Metro

# NEXTGEN

Updated Draft Proposals: July 2020



## Existing Line 950 San Pedro - Harbor Transitway - El Monte

### How often will my bus run?

		Frequency*			
		Peak	Midday	Evening	Owl
<b>NextGen Line 450</b>	Weekday	20 min	30 min	30 min	--
	Saturday	30 min	30 min	30 min	--
	Sunday	30 min	30 min	30 min	--
<b>Existing Line 950</b>	Weekday	12 min	30 min	40 min	--
	Saturday	30 min	30 min	40 min	--
	Sunday	30 min	30 min	40 min	--

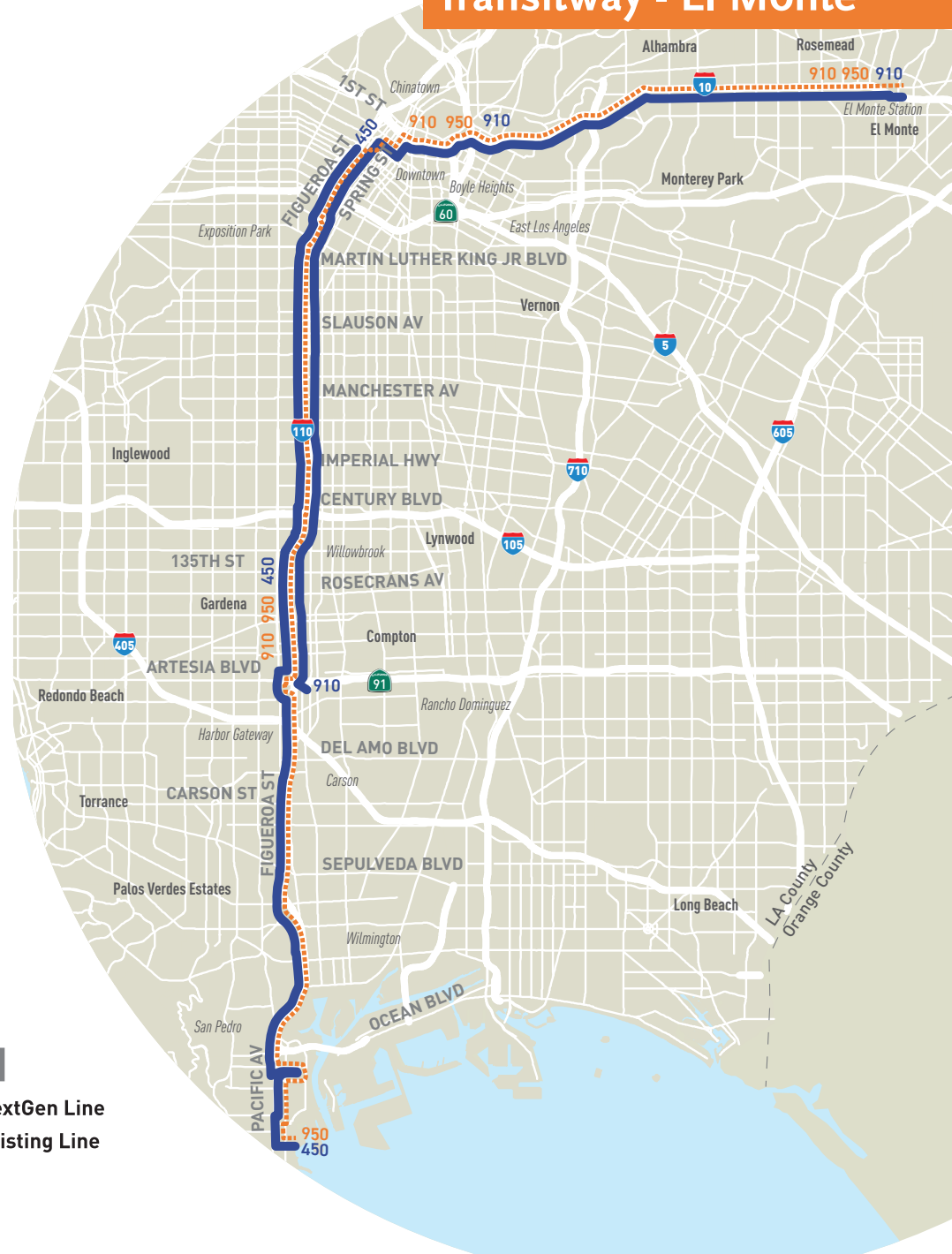
\*Peak: 6-9am/3-7pm, Midday: 9am-3pm, Evening: 7pm-12am, Owl: 12-4am

### How is my bus changing?

#### More Frequency Simpler Network

Additional J Line (Silver) 910 trips would operate in place of Line 950 between El Monte and Harbor Gateway Transit Center. This change would improve J Line (Silver) 910 reliability and allow for the transition to operating new Zero Emission Buses on the J Line (Silver).

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Metro

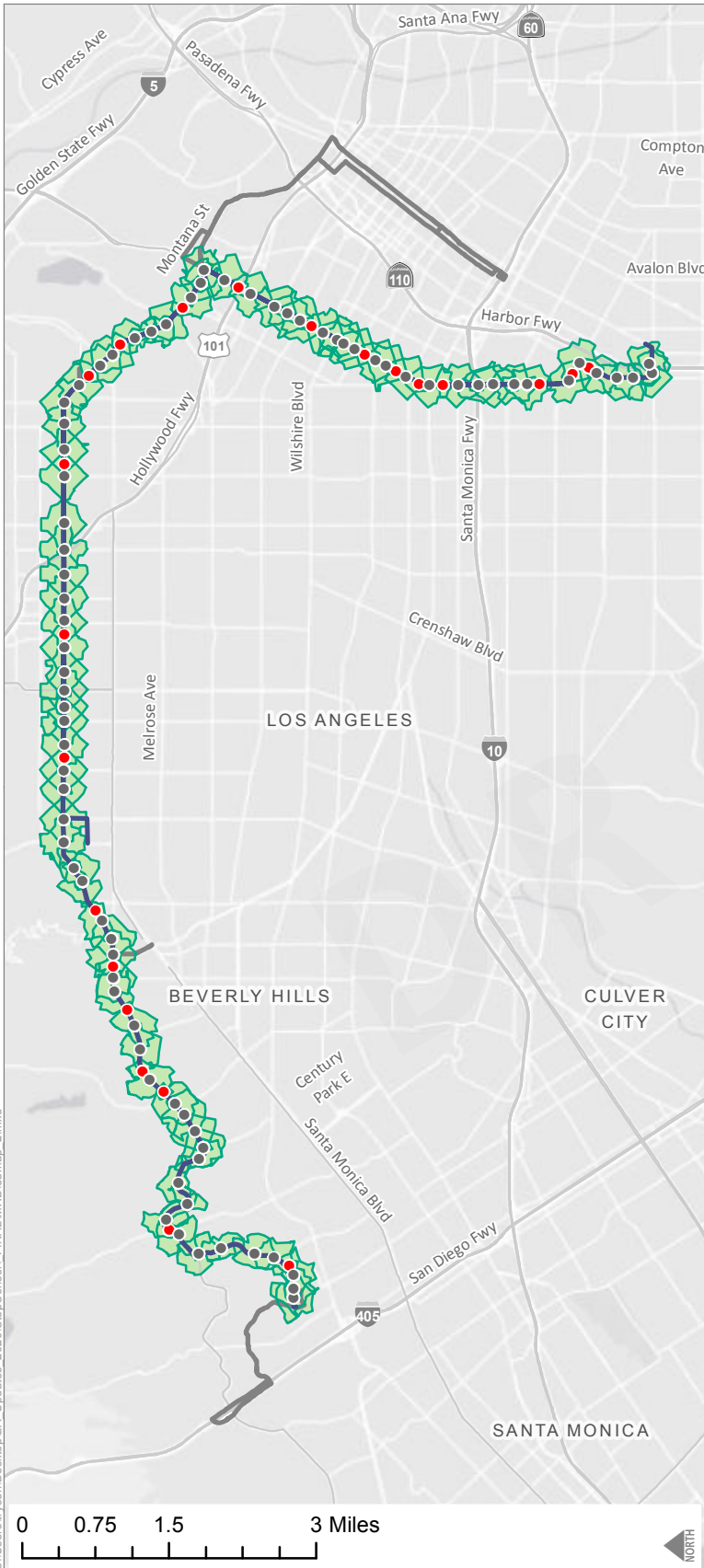


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# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
HILGARD / LE CONTE	19	0
SUNSET / BEVERLY GLEN	0	1
SUNSET / REXFORD	7	6
SUNSET / FOOTHILL	14	4
SUNSET / ALTA	5	3
SUNSET / HAMMOND	36	8
SUNSET / ALTA LOMA	14	1
SUNSET / MARTEL	52	35
SUNSET / IVAR	99	71
SUNSET / ALEXANDRIA	88	89
SUNSET / BATES	9	15
SUNSET / MALTMAN	49	55
SUNSET / BENTON	26	47
ALVARADO / HOLLYWOOD FWY	8	6
ALVARADO / MARYLAND	72	75
ALVARADO / JAMES M WOOD	123	138
ALVARADO / 12TH	44	101
ALVARADO / HOOVER	49	106
HOOVER / 18TH	12	48
HOOVER / 30TH	N/A	N/A
JEFFERSON / ROYAL	3	14
FIGUEROA / USC MCCARTHY 1 13	1	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
92%	0.19	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

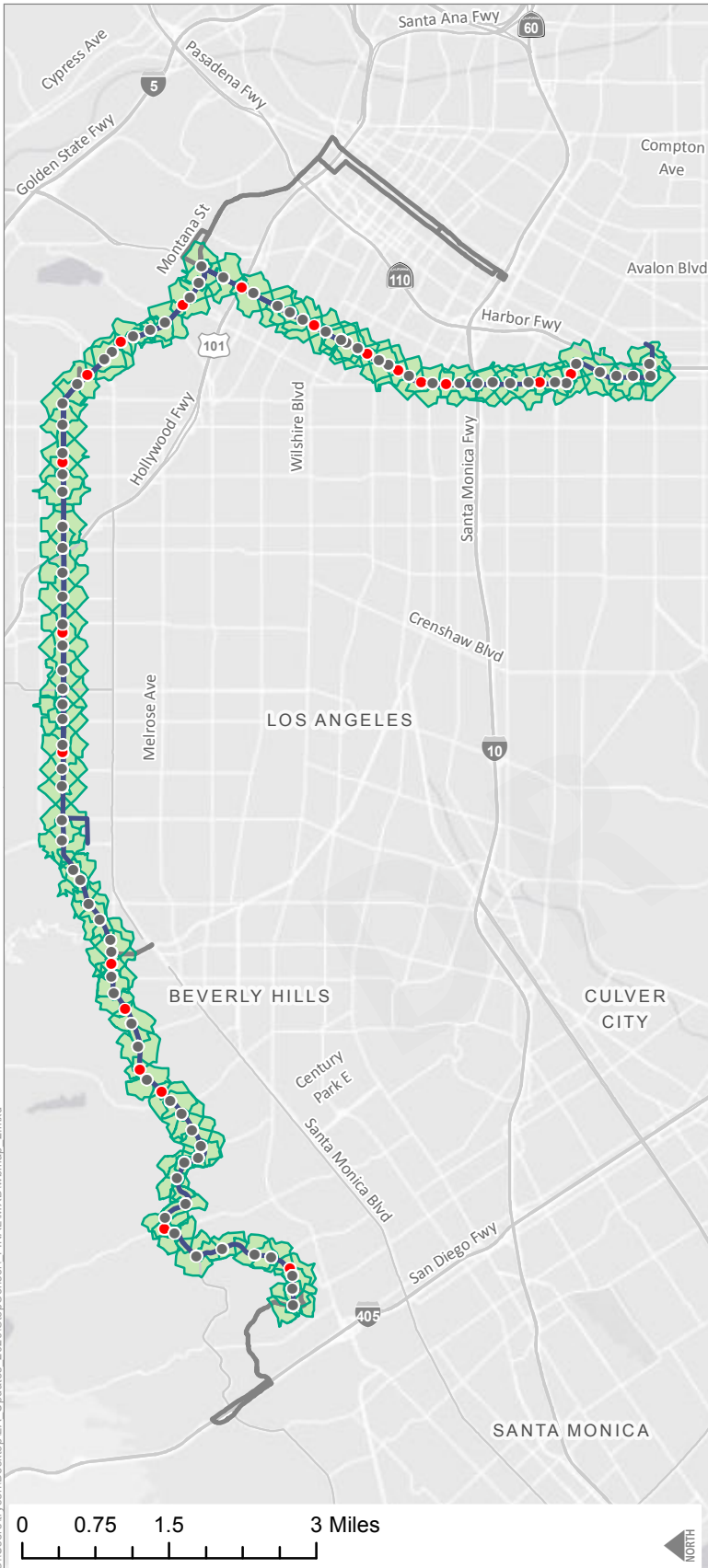
# LINE 2 - SUNSET/ALVARADO



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# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
JEFFERSON / ROYAL	14	9
HOOVER / 30TH	13	1
HOOVER / 18TH	28	8
ALVARADO \ ALVARADO TERRACE	55	48
ALVARADO / 12TH	112	38
ALVARADO / JAMES M WOOD	126	129
ALVARADO / MARYLAND	73	155
ALVARADO \ HOLLYWOOD FWY	6	20
SUNSET / BENTON	44	31
SUNSET / MALTMAN	50	53
SUNSET / BATES	33	54
SUNSET / ALEXANDRIA	75	94
SUNSET / IVAR	52	90
SUNSET / MARTEL	14	28
SUNSET / HAMMOND	3	38
SUNSET / ALTA	0	4
SUNSET / FOOTHILL	9	23
SUNSET / REXFORD	6	13
SUNSET / BEVERLY GLEN	2	5
LE CONTE / HILGARD	2	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
93%	0.18	0.23

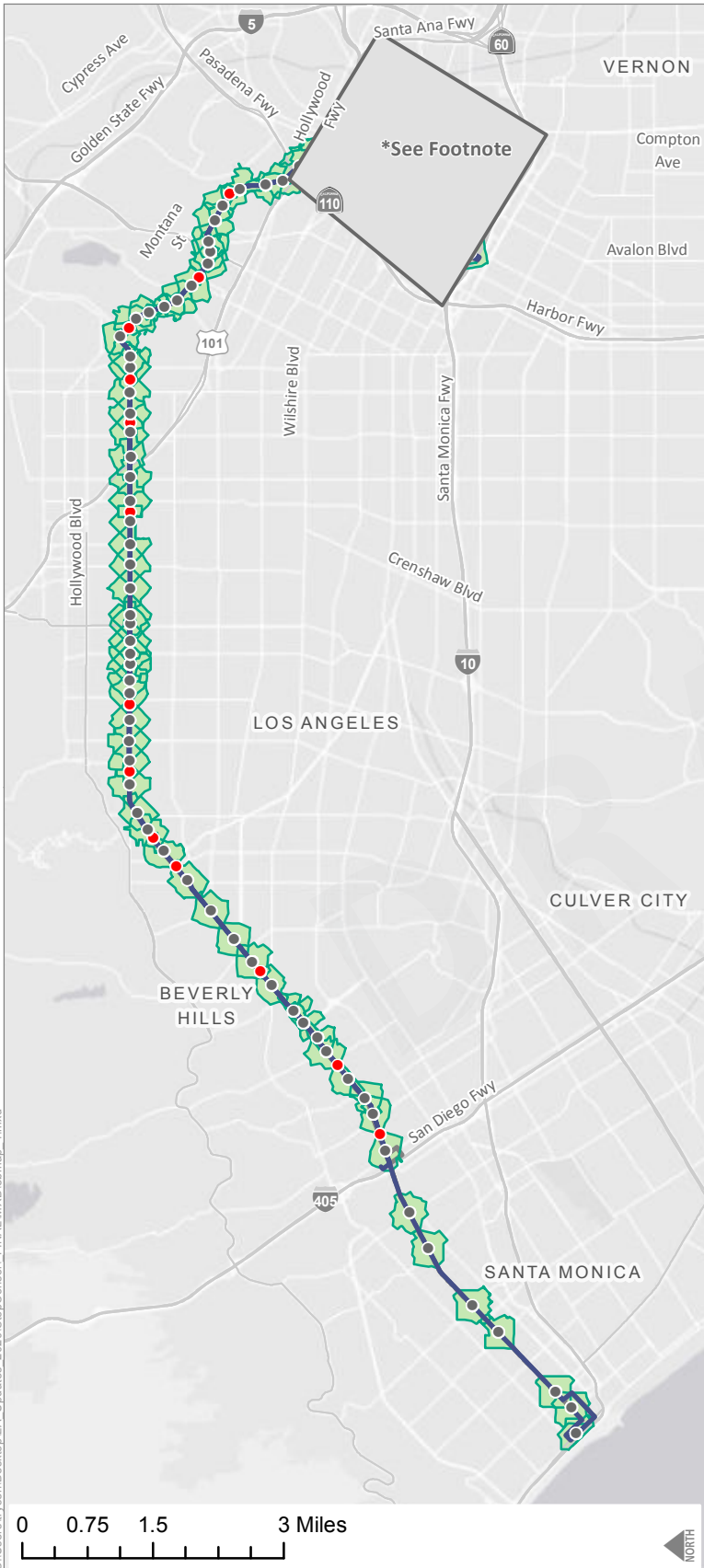
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 2 - SUNSET/ALVARADO

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SANTA MONICA / VETERAN	44	2
SANTA MONICA / THAYER	15	27
SANTA MONICA / ROXBURY	26	30
SANTA MONICA / LA PEER	42	12
SANTA MONICA / HANCOCK	28	25
SANTA MONICA / LA JOLLA	54	31
SANTA MONICA / SIERRA BONITA	53	42
SANTA MONICA / VAN NESS	123	90
SANTA MONICA / ALEXANDRIA	40	54
SANTA MONICA / MADISON	43	62
SUNSET / LUCILE	65	48
SUNSET / CORONADO	65	57
SUNSET / DOUGLAS	32	39

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.23	0.30

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.  
 \*During overnight hours Line 4 (or Line 20) will make all local bus stops west of Sepulveda Bl through the City of Santa Monica

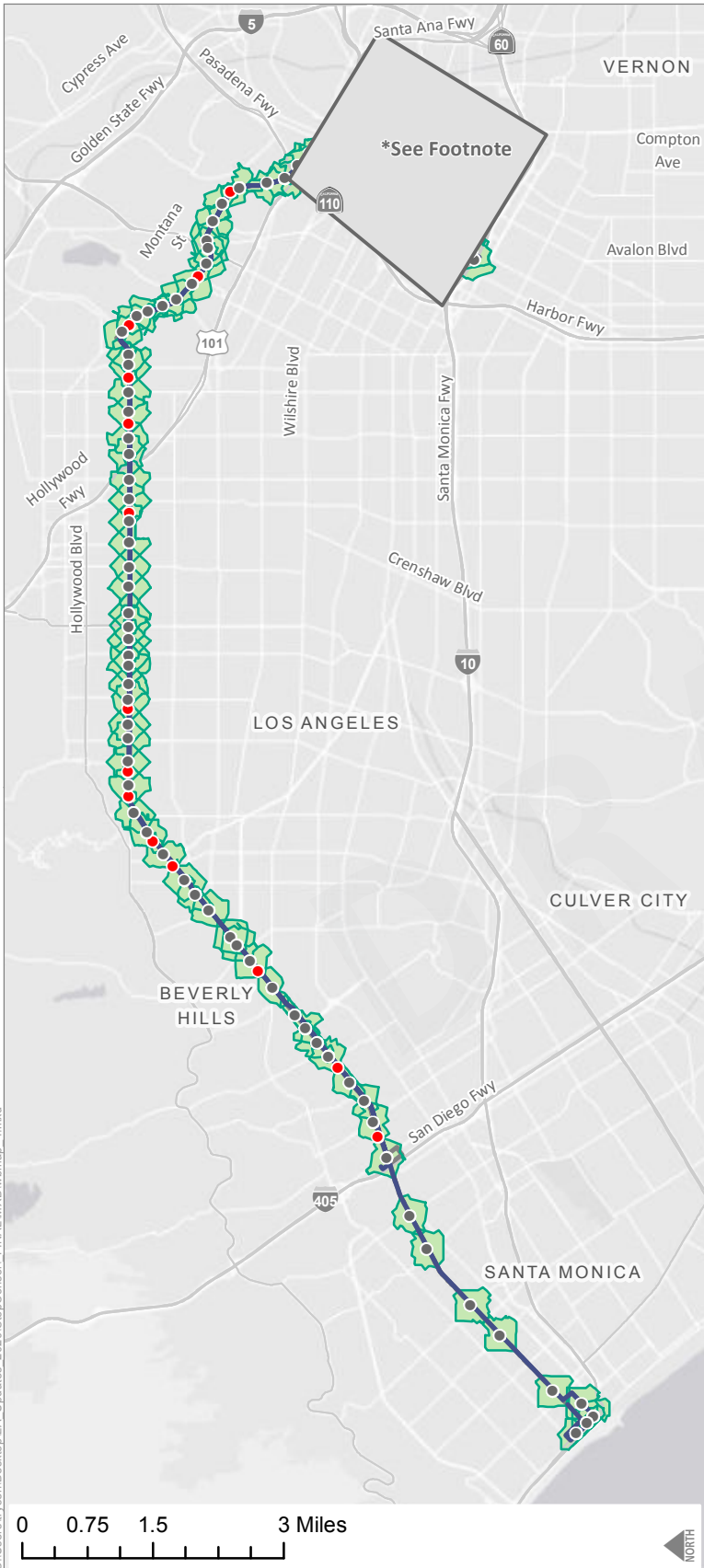
# LINE 4 - SANTA MONICA



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# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SUNSET / DOUGLAS	29	47
SUNSET / CORONADO	52	46
SUNSET / LUCILE	27	30
SANTA MONICA / MADISON	67	45
SANTA MONICA / ALEXANDRIA	56	84
SANTA MONICA / VAN NESS	62	91
SANTA MONICA / CURSON	43	58
SANTA MONICA / LA JOLLA	13	57
SANTA MONICA / KINGS	10	31
SANTA MONICA / HANCOCK	12	42
SANTA MONICA / LA PEER	30	56
SANTA MONICA / ROXBURY	1	4
SANTA MONICA / THAYER	8	21
SANTA MONICA / VETERAN	5	37

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.18	0.27

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.  
 \*During overnight hours Line 4 (or Line 20) will make all local bus stops west of Sepulveda Bl through the City of Santa Monica

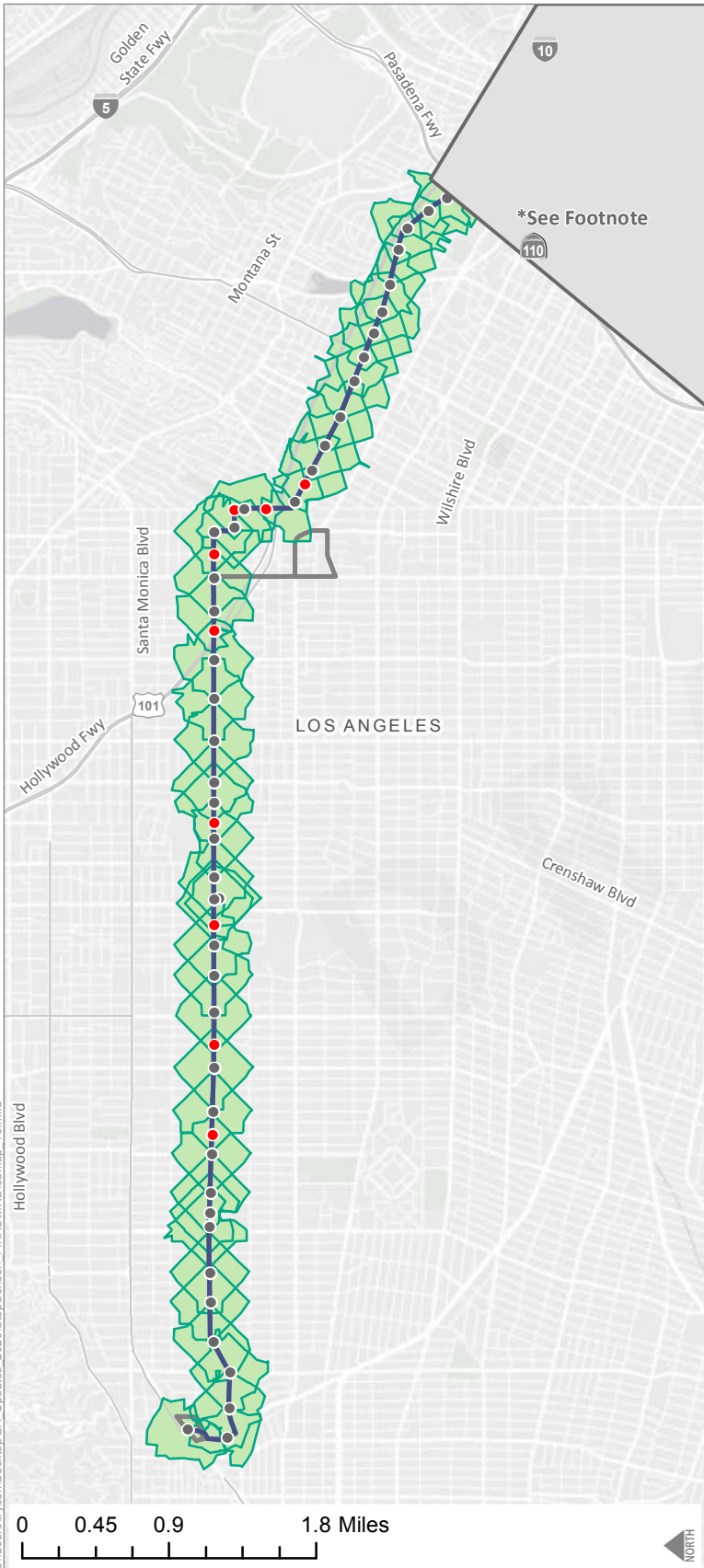
# LINE 4 - SANTA MONICA



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# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
MELROSE / MARTEL	22	8
MELROSE / ORANGE	9	1
MELROSE / CAHUENGA	13	5
MELROSE / BRONSON	8	6
MELROSE / ALEXANDRIA	27	17
MELROSE / MADISON	19	14
CLINTON / HOOVER	18	3
HOOVER / PLATA	23	24
TEMPLE / ROBINSON	32	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.21

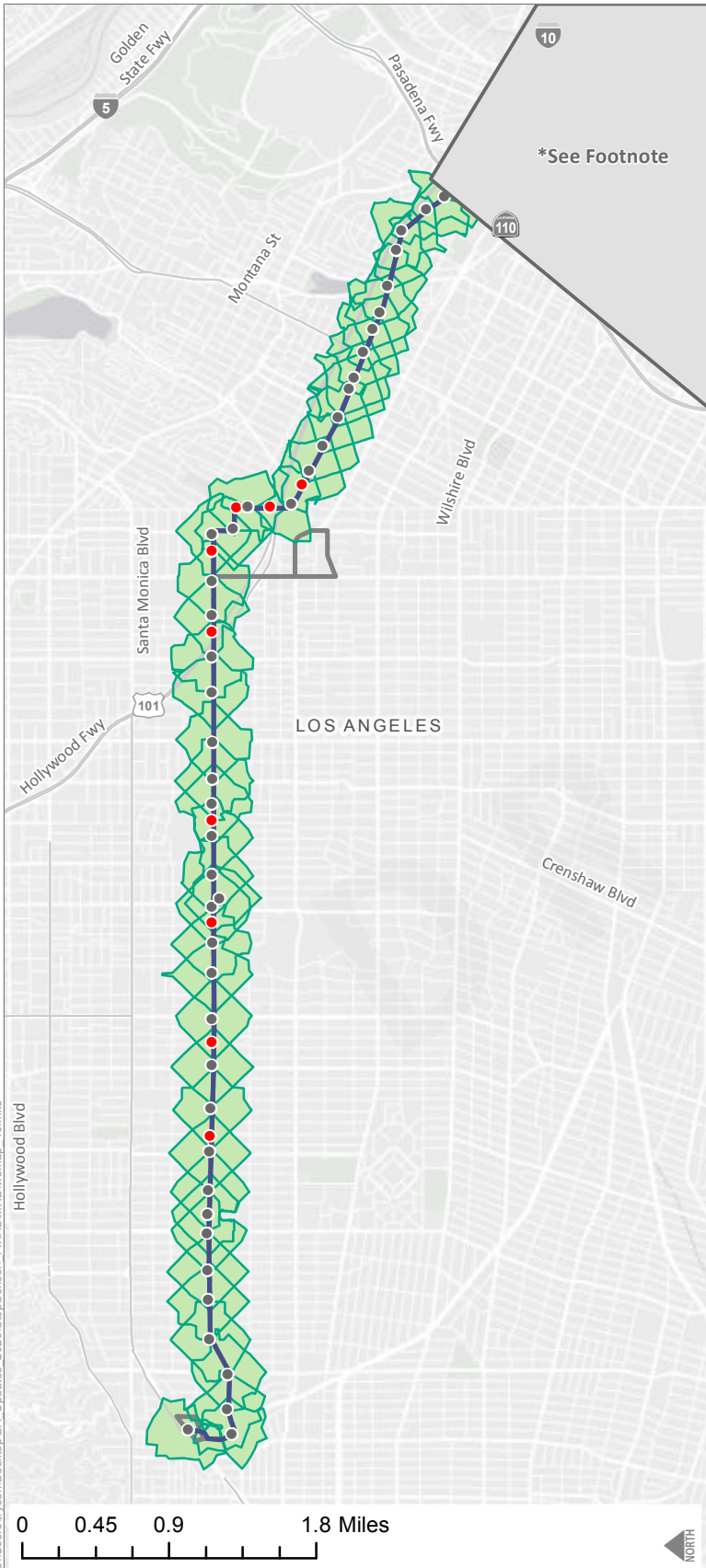
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 10 - MELROSE

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
TEMPLE / ROBINSON	8	21
HOOVER / PLATA	25	26
HOOVER / CLINTON	13	6
MELROSE / MADISON	24	22
MELROSE / ALEXANDRIA	13	27
MELROSE / BRONSON	6	13
MELROSE / CAHUENGA	2	17
MELROSE / ORANGE	2	13
MELROSE / MARTEL	7	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.19

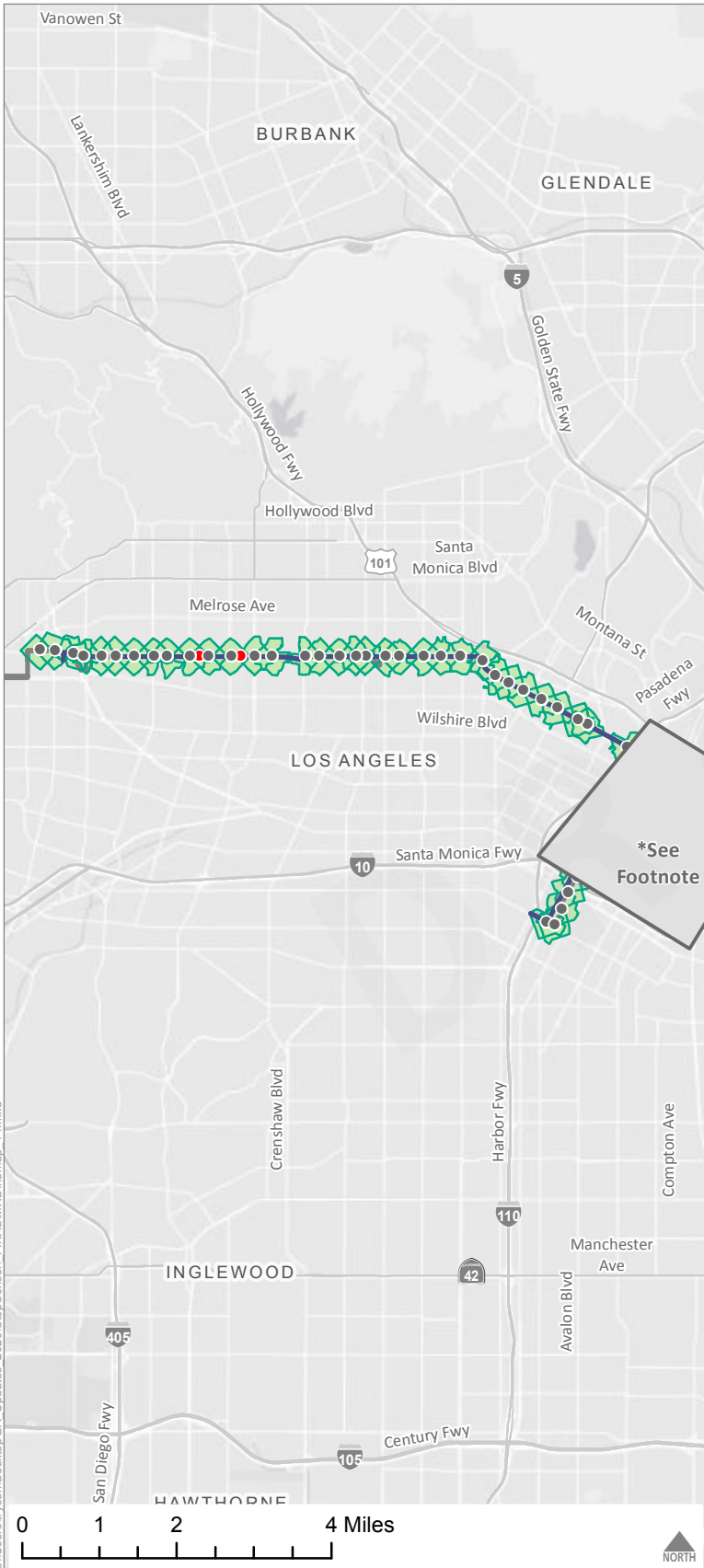
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 10 - MELROSE

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BEVERLY \ ORANGE	5	16
BEVERLY \ MARTEL	7	26

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

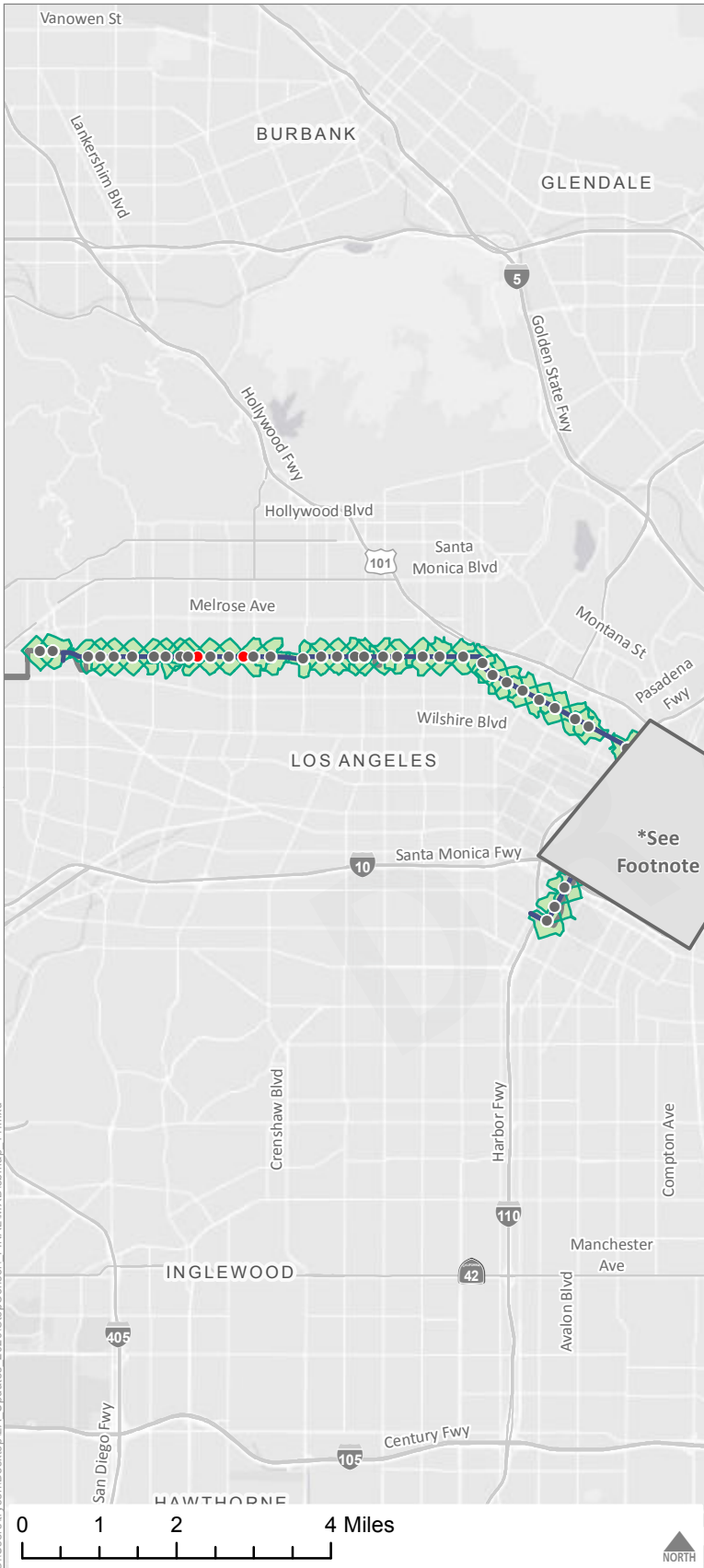
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 14 - BEVERLY



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BEVERLY / MARTEL	30	6
BEVERLY / MANSFIELD	17	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.21	0.23

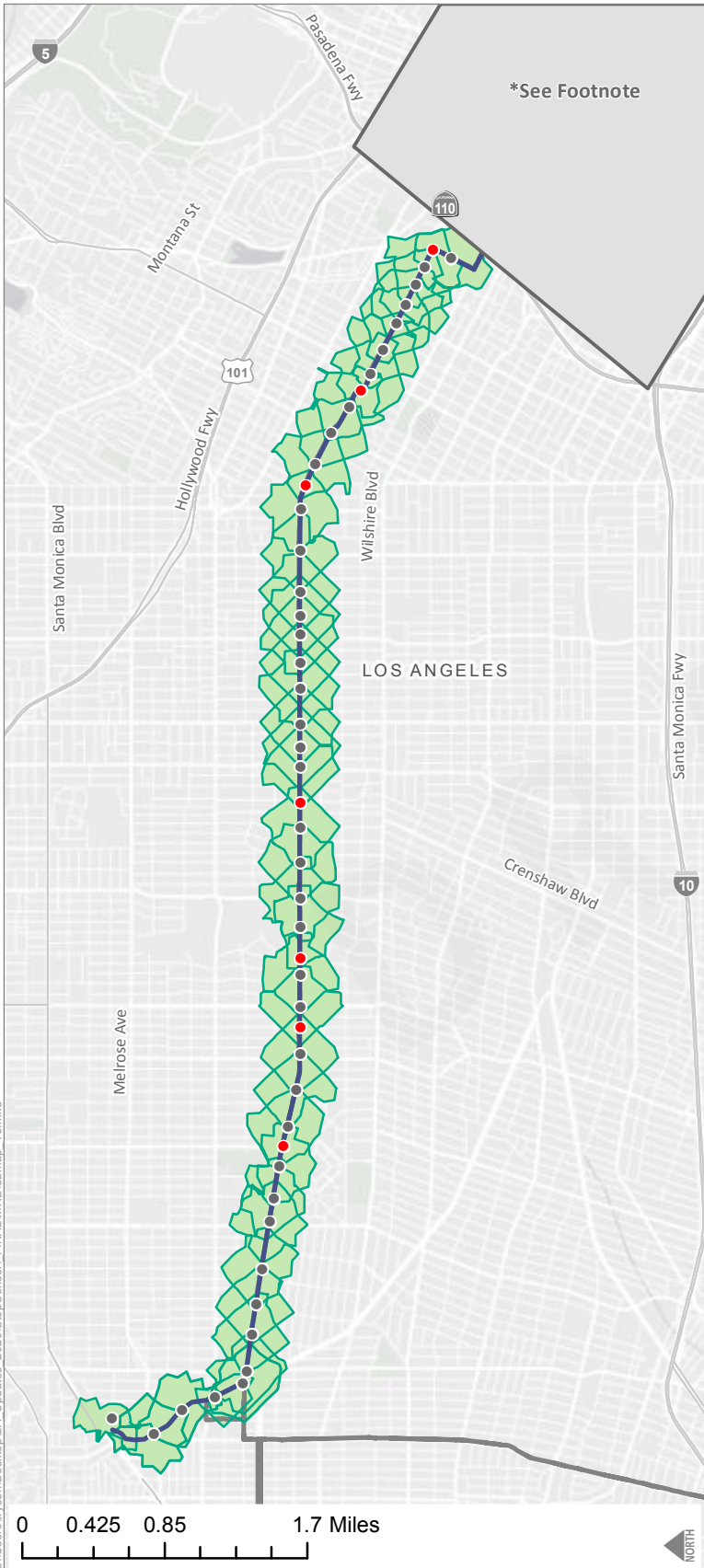
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 14 - BEVERLY

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
3RD / GARDNER	51	20
3RD / MANSFIELD	20	2
3RD / HUDSON	5	0
3RD / NORTON	13	13
3RD / HOOVER	79	100
3RD / GRAND VIEW	7	50
3RD / BIXEL	37	90

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.17	0.20

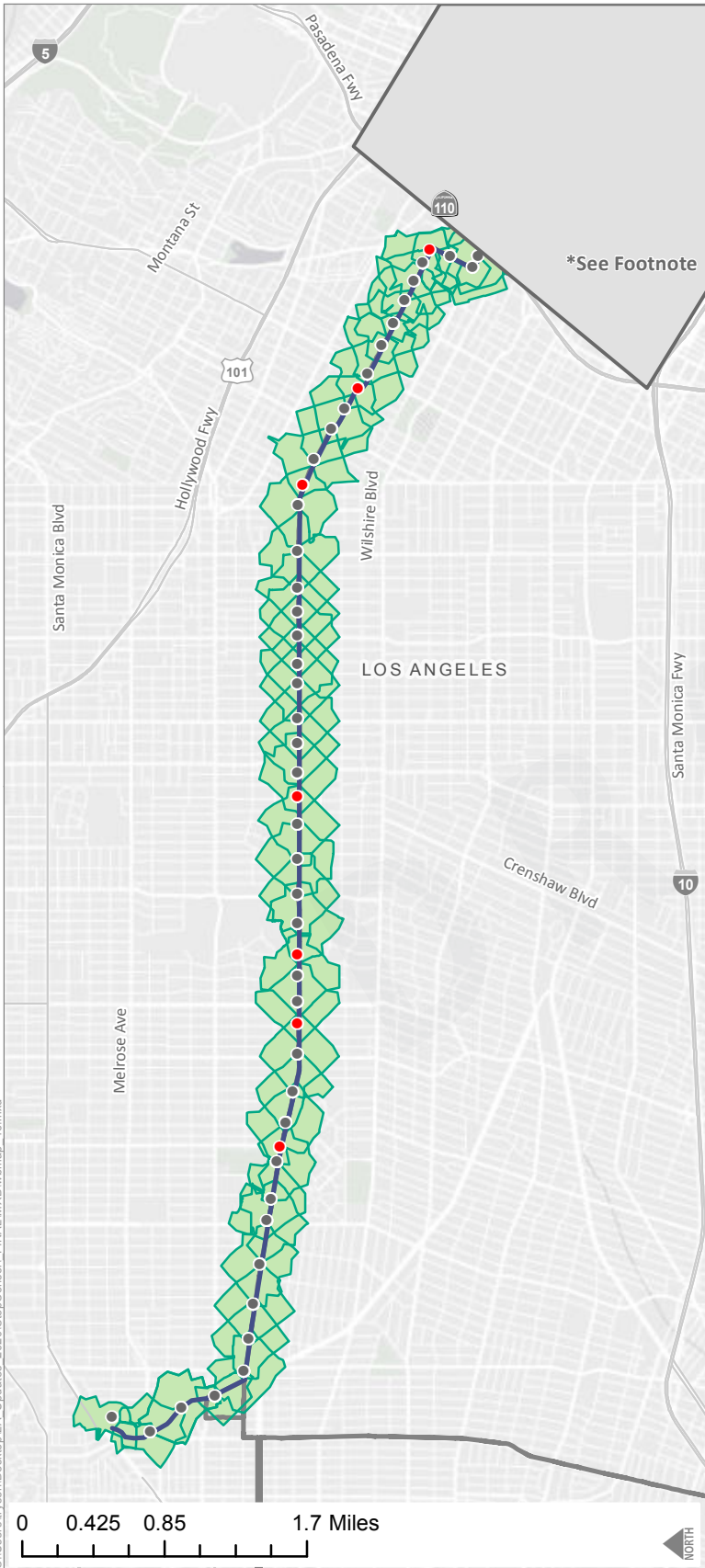
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 16 - 3RD

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
3RD / BIXEL	165	29
3RD / GRAND VIEW	21	13
3RD \ HOOVER	68	64
3RD / NORTON	10	14
3RD / HUDSON	4	8
3RD / MANSFIELD	0	4
3RD / GARDNER	12	71

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.16	0.20

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

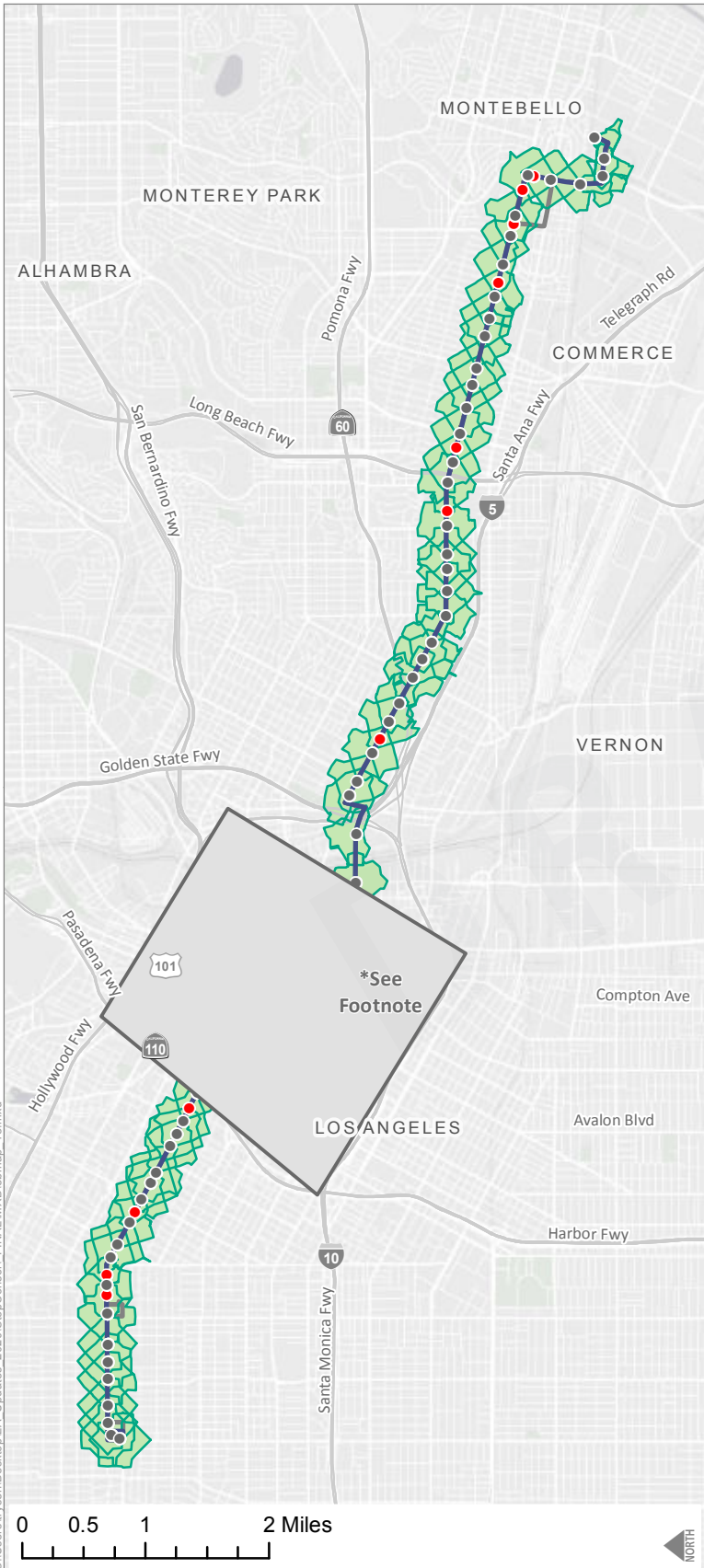
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 16 - 3RD

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# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
6TH / WESTMORELAND	100	17
6TH / COMMONWEALTH	18	26
6TH / GRAND VIEW	87	57
6TH / BIXEL	N/A	N/A
WHITTIER / CAMULOS	66	70
WHITTIER / BRANNICK	10	12
WHITTIER / MCBRIDE	43	64
WHITTIER / KEENAN	8	27
WHITTIER / WESTSIDE	2	15
WHITTIER / VIA DEL ORO	1	21
GARFIELD / ALLSTON	0	1

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.16	0.20

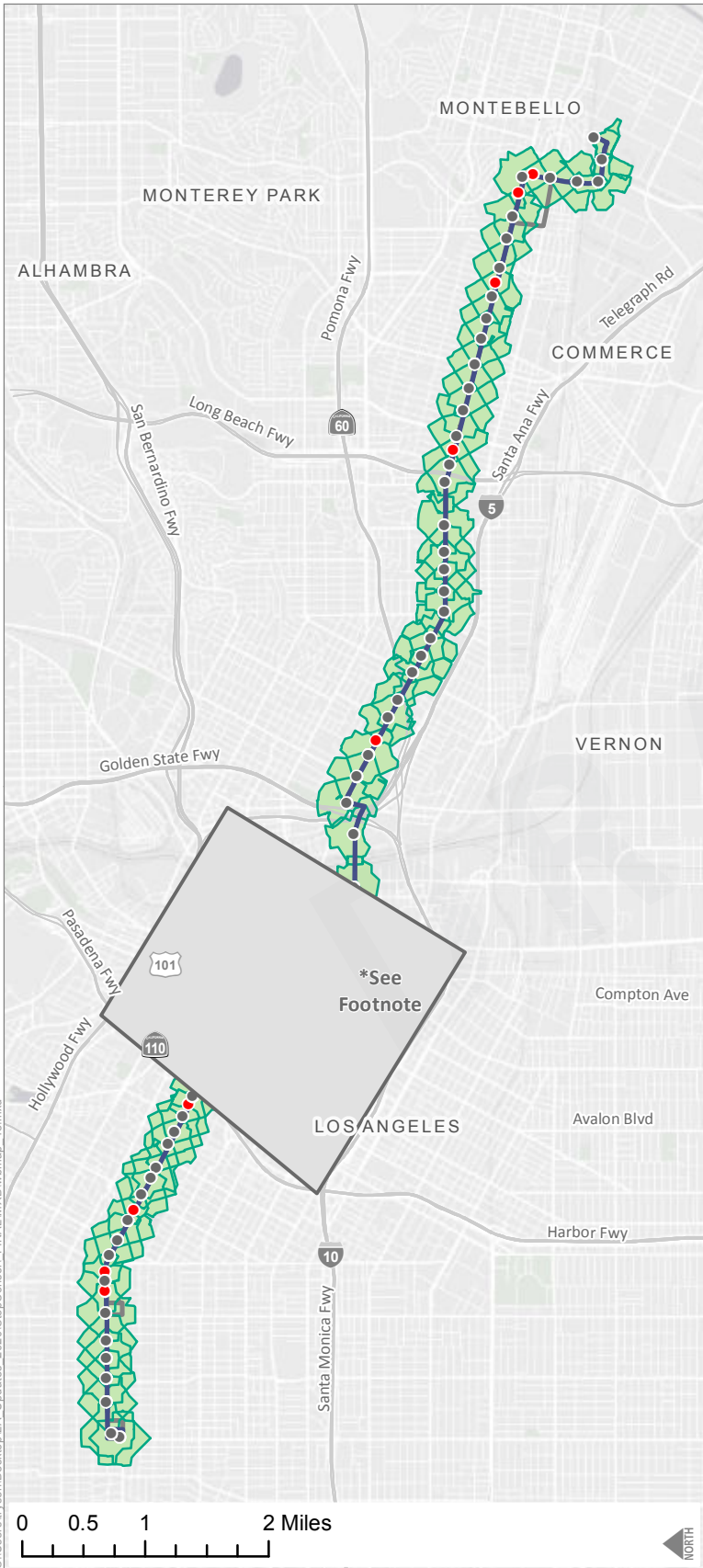
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 18 - WHITTIER

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
GARFIELD / ALLSTON	2	1
WHITTIER / VIA DEL ORO	32	3
WHITTIER / KEENAN	38	2
WHITTIER / MCBRIDE	73	73
WHITTIER / CAMULOS	53	60
6TH / BIXEL	38	46
6TH / GRAND VIEW	53	57
6TH / COMMONWEALTH	28	42
6TH / WESTMORELAND	17	73

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.20

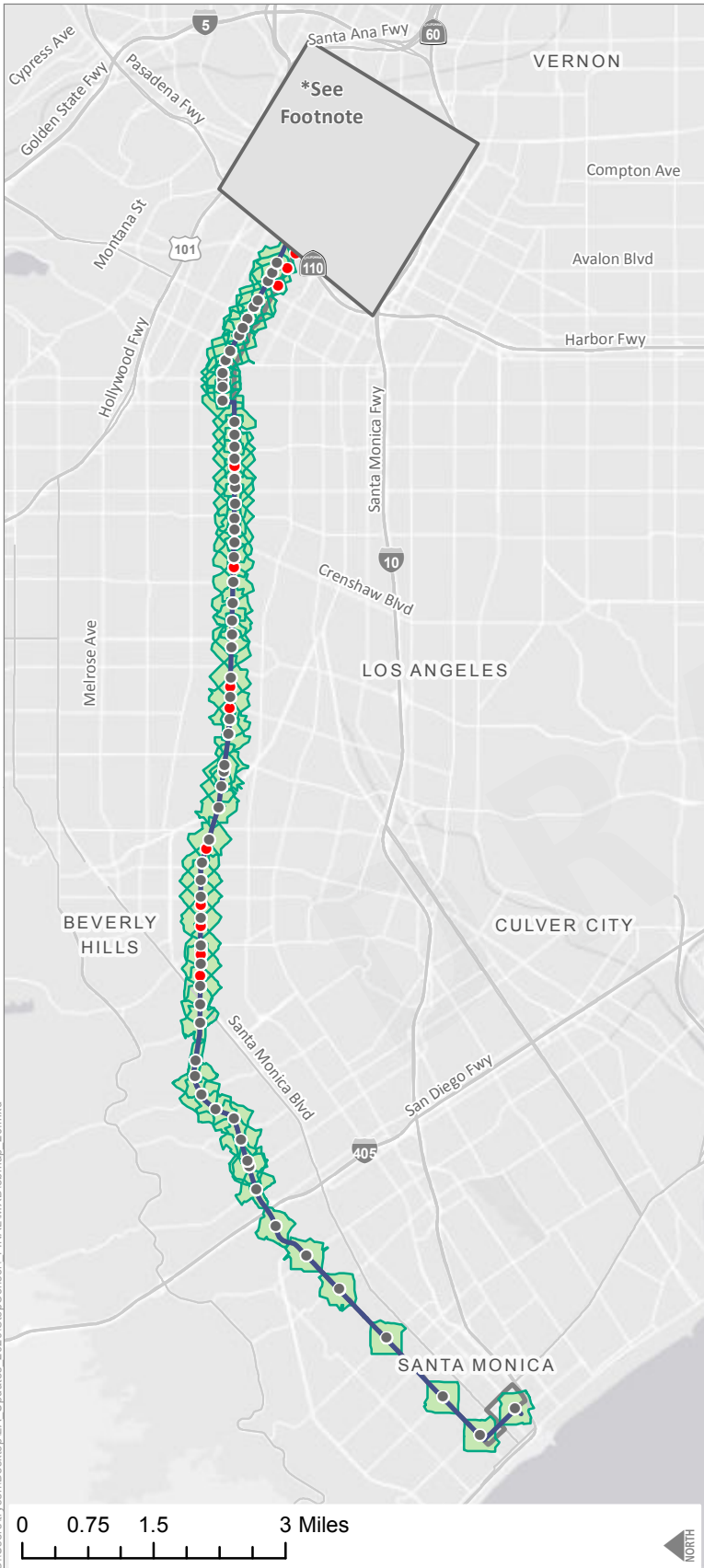
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 18 - WHITTIER

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
WILSHIRE / ROXBURY	45	13
WILSHIRE / RODEO	N/A	N/A
WILSHIRE / EL CAMINO	34	17
WILSHIRE / CRESCENT	52	16
WILSHIRE / PALM	26	12
WILSHIRE / WILLAMAN	23	18
WILSHIRE / MASSELIN	119	39
WILSHIRE / DUNSMUIR	52	30
WILSHIRE / LUCERNE	18	8
WILSHIRE / HARVARD	52	59
WILSHIRE / VALENCIA	22	51
WILSHIRE / LUCAS	40	136
WILSHIRE / SAINT PAUL	21	36

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.26

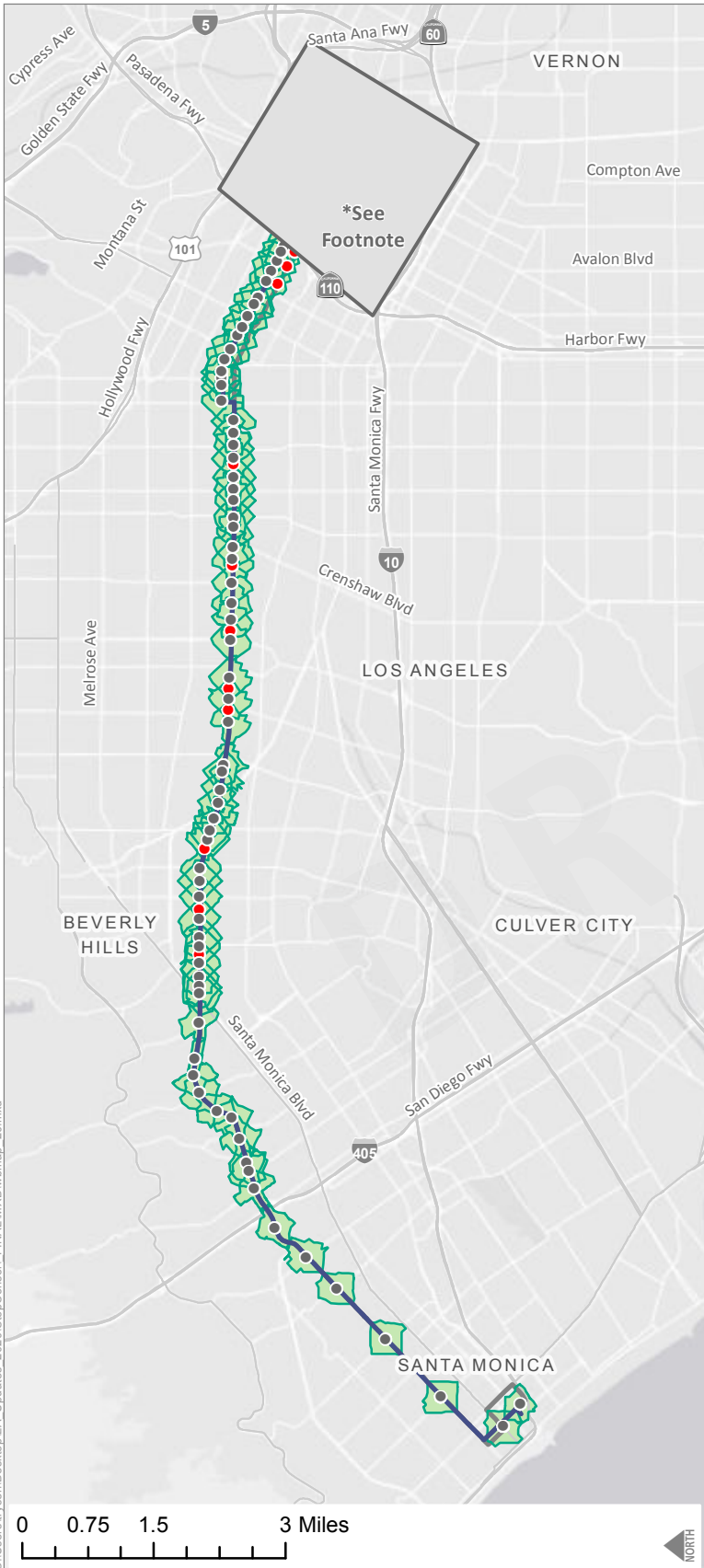
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.  
 \*During overnight hours Line 4 (or Line 20) will make all local bus stops west of Sepulveda Bl through the City of Santa Monica

# LINE 20 - WILSHIRE/WHITTIER

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday	Weekday
	Ons	Offs
WILSHIRE / SAINT PAUL	38	28
WILSHIRE / LUCAS	69	36
WILSHIRE / VALENCIA	20	10
WILSHIRE / HARVARD	32	41
WILSHIRE / LUCERNE	5	18
WILSHIRE / MC CADDEN	9	170
WILSHIRE / DUNSMUIR	47	66
WILSHIRE / MASSELIN	39	129
WILSHIRE / WILLAMAN	13	9
WILSHIRE / PALM	6	26
WILSHIRE / RODEO	6	25

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

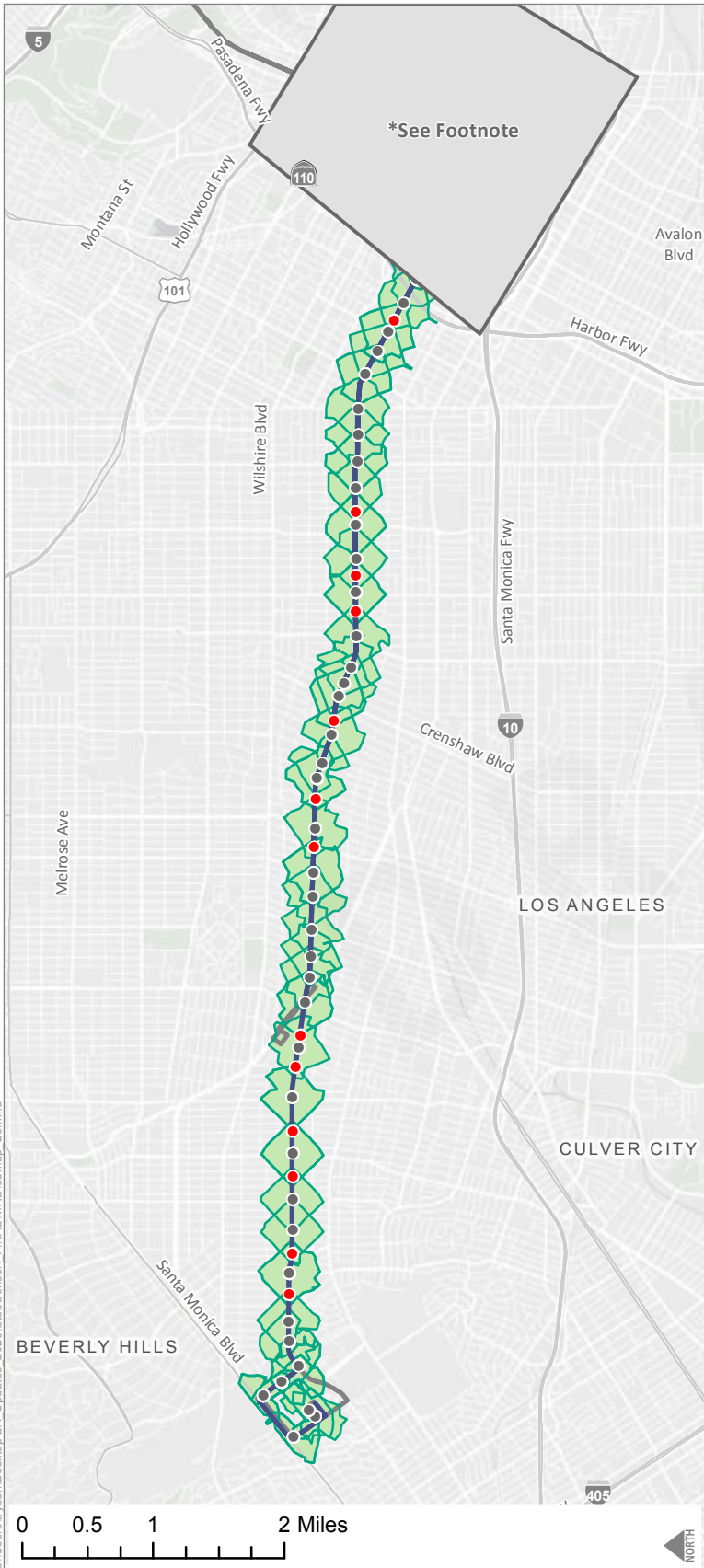
\*Footnote: Downtown stop consolidation will be part of a separate effort.

\*During overnight hours Line 4 (or Line 20) will make all local bus stops west of Sepulveda Bl through the City of Santa Monica

# LINE 20 - WILSHIRE/WHITTIER

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
OLYMPIC / CAMDEN	9	1
OLYMPIC / CANON	7	1
OLYMPIC / LA PEER	12	3
OLYMPIC / BEDFORD	9	5
OLYMPIC / LA JOLLA	0	1
OLYMPIC / STEARNS	1	1
OLYMPIC / MANSFIELD	0	1
OLYMPIC / KENISTON	8	2
OLYMPIC / WINDSOR	4	0
OLYMPIC / SAINT ANDREWS	12	17
OLYMPIC / SERRANO	11	7
OLYMPIC / FEDORA	22	23
OLYMPIC / VALENCIA	22	27

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

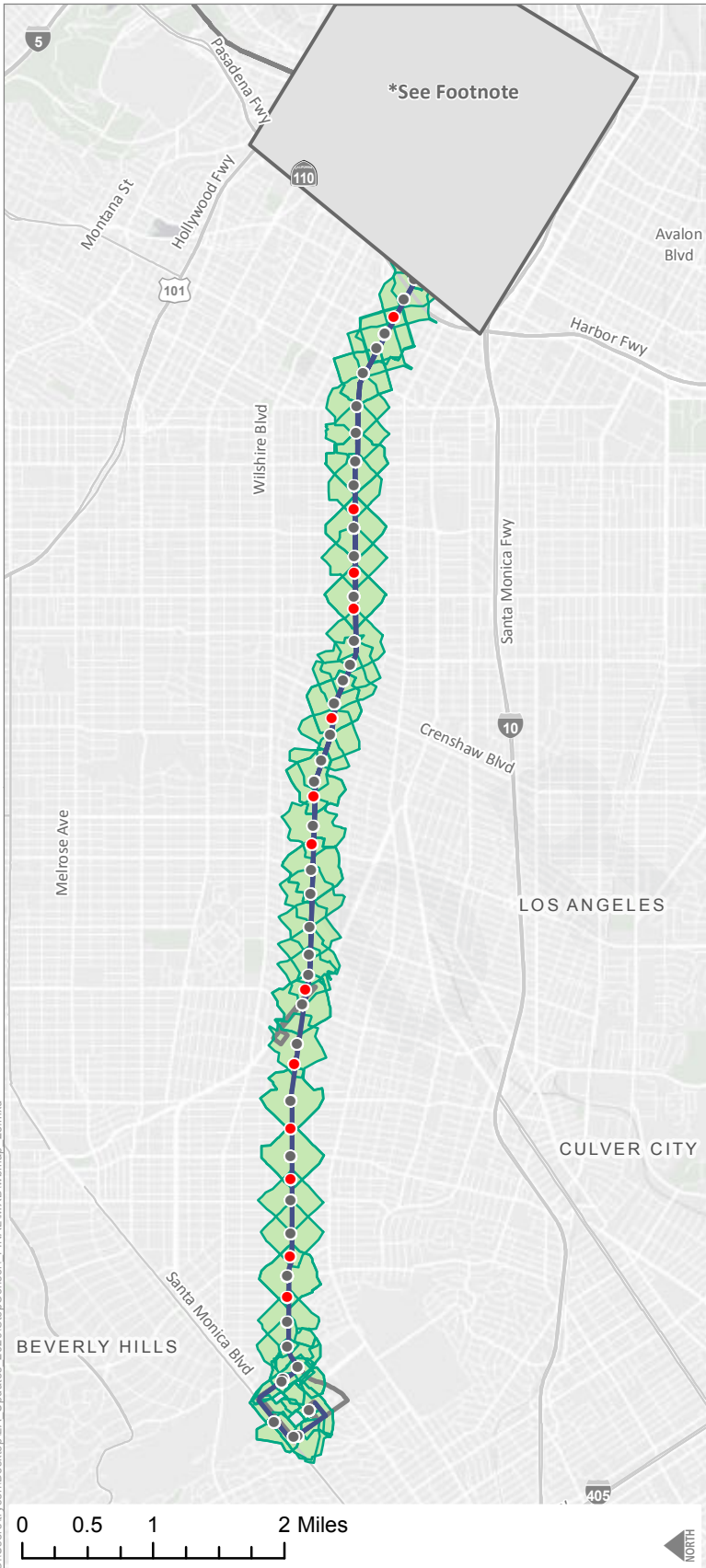
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 28 - OLYMPIC



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
OLYMPIC / VALENCIA	32	42
OLYMPIC / FEDORA	34	56
OLYMPIC / SERRANO	10	55
OLYMPIC / SAINT ANDREWS	2	4
OLYMPIC / WINDSOR	0	3
OLYMPIC / KENISTON	3	3
OLYMPIC / MANSFIELD	0	3
OLYMPIC / OGDEN	1	22
OLYMPIC / LA JOLLA	0	2
OLYMPIC / BEDFORD	1	16
OLYMPIC / LA PEER	4	14
OLYMPIC / CANON	1	9
OLYMPIC / CAMDEN	4	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.19	0.25

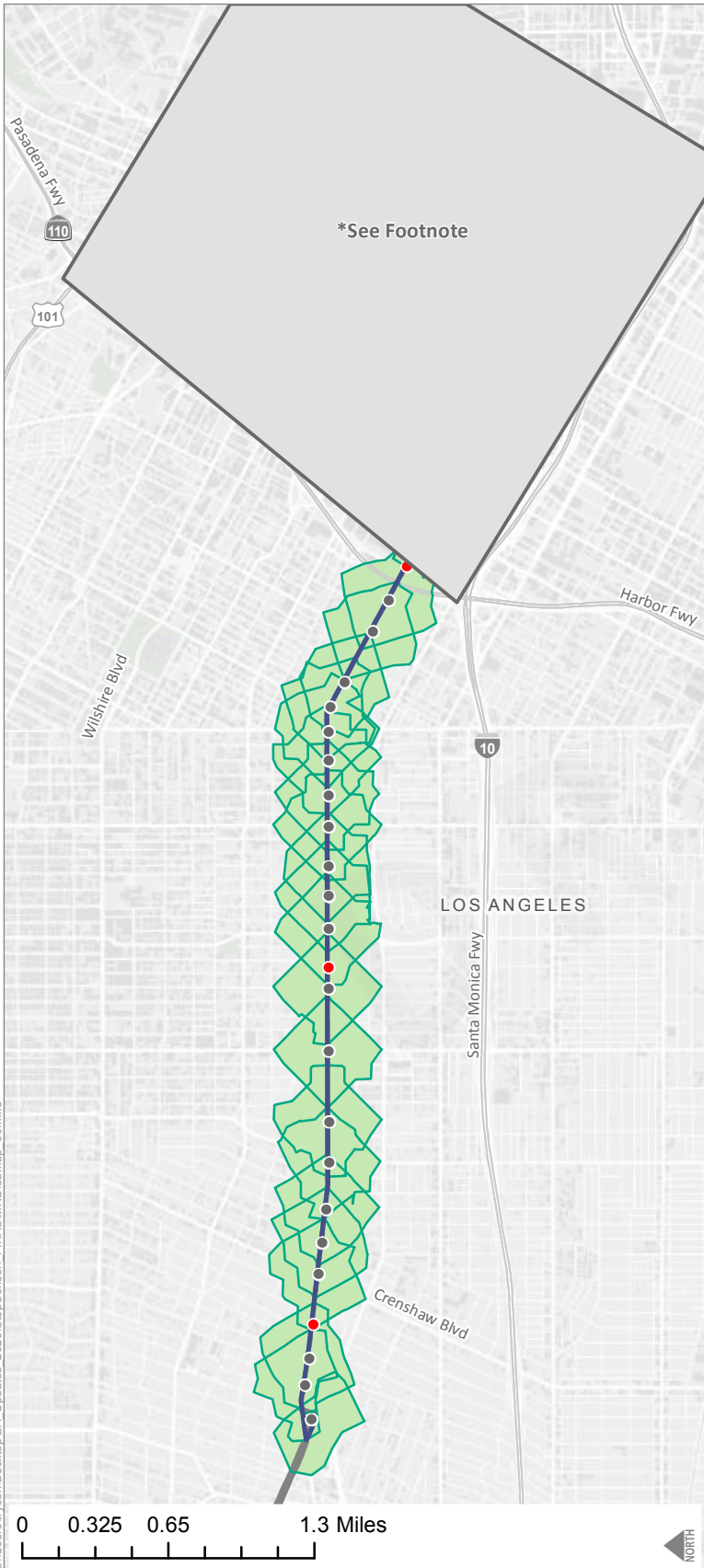
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 28 - OLYMPIC

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
PICO / WINDSOR	32	7
PICO / ARDMORE	59	24
PICO / L.A. LIVE	9	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.18	0.19

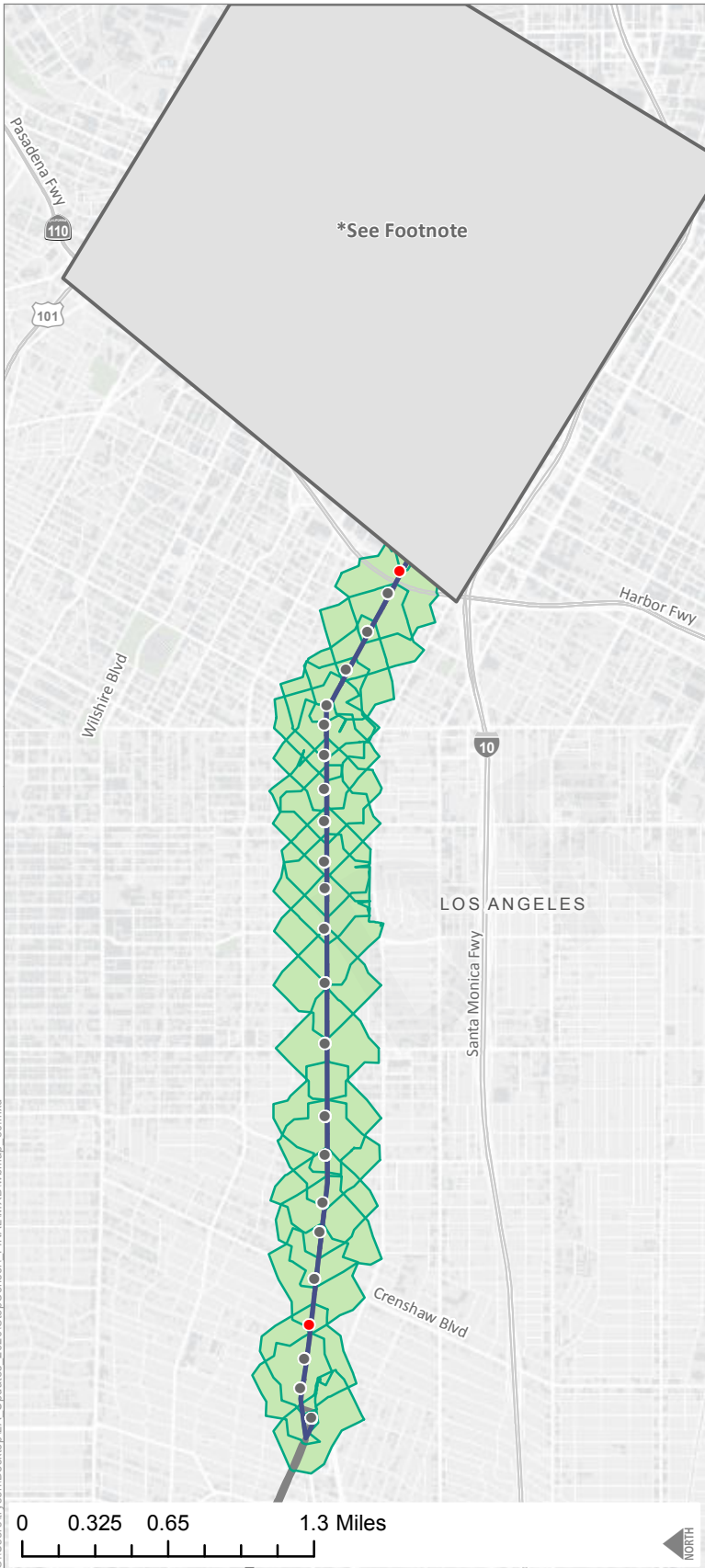
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 30 - PICO

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
PICO / L.A. LIVE	9	3
PICO / PLYMOUTH	5	46

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.20

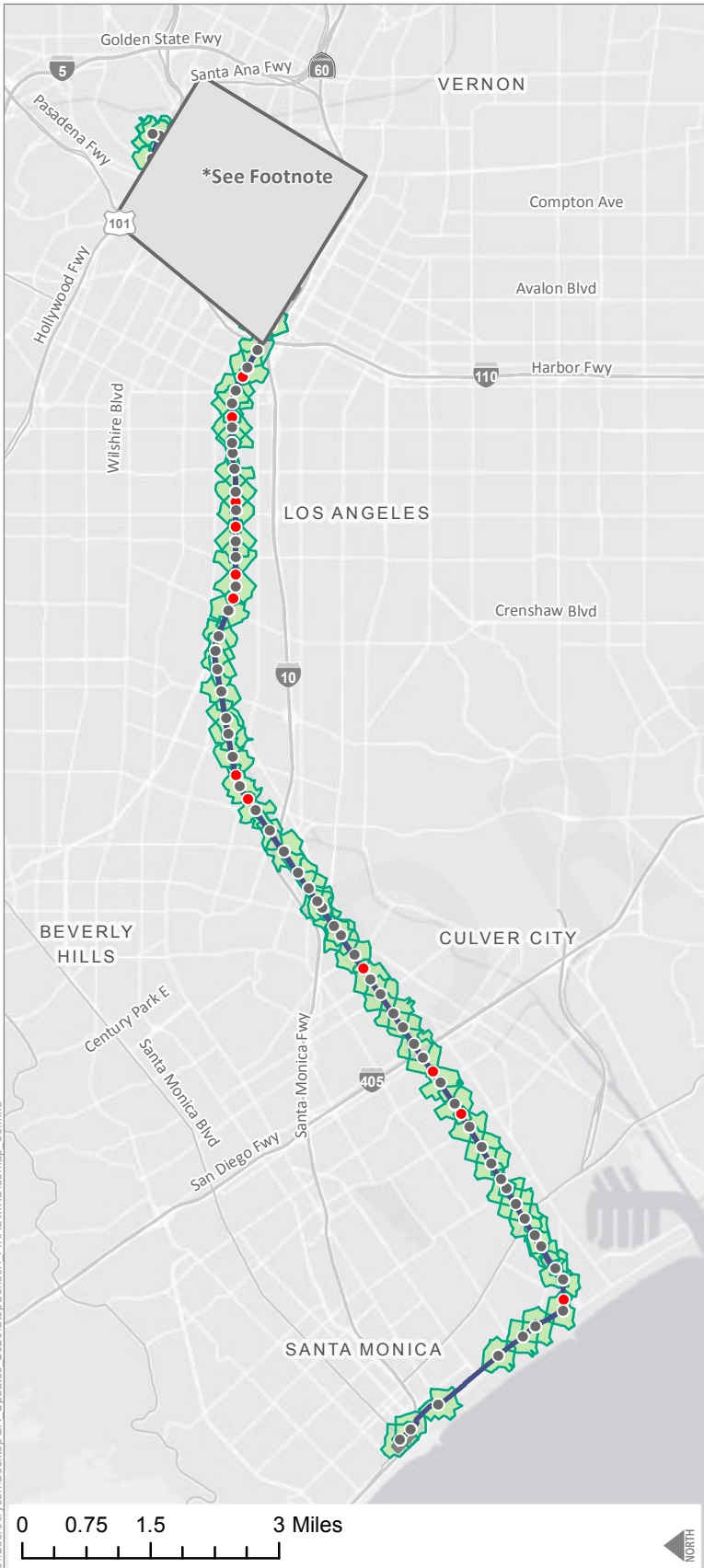
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 30 - PICO

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VENICE WAY / RIVIERA	9	0
VENICE / GRAND VIEW	43	19
VENICE / MINERVA	9	6
VENICE / JASMINE	22	22
VENICE / GENESEE	2	1
VENICE / CURSON	13	15
VENICE / 12TH	34	44
VENICE / 4TH	40	53
VENICE / SAINT ANDREWS	29	49
VENICE / WESTMORELAND	6	9
VENICE / WESTMORELAND	21	32
VENICE / BURLINGTON	37	38

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.22	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

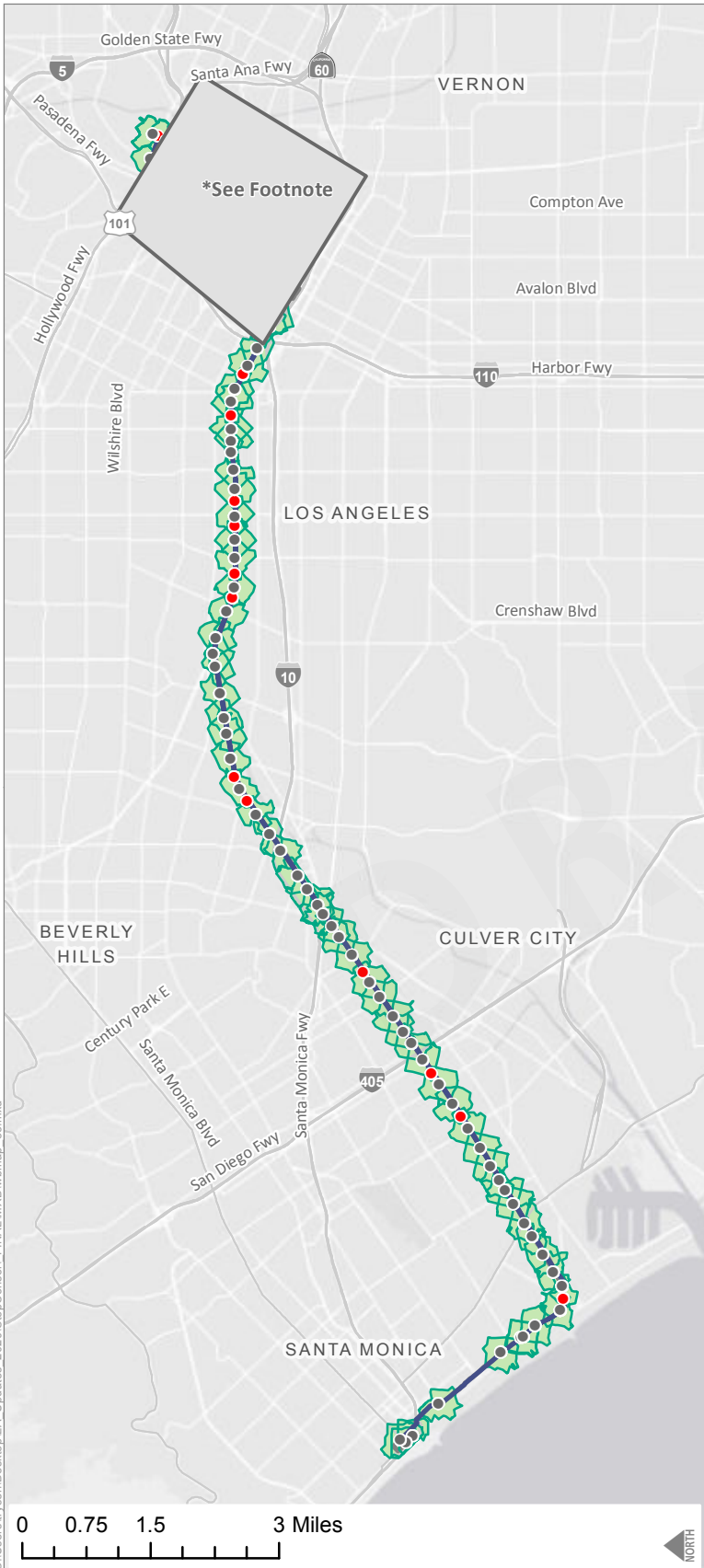
# LINE 33 - VENICE



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# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CESAR E CHAVEZ / VIGNES	6	0
VENICE / BURLINGTON	43	49
VENICE / WESTMORELAND	23	40
VENICE / WESTMORELAND	16	18
VENICE / SAINT ANDREWS	23	27
VENICE / 4TH	46	37
VENICE / 12TH	38	39
VENICE / ELLSMERE	5	16
VENICE / OGDEN	5	4
VENICE / JASMINE	14	59
VENICE / BUTLER	18	18
VENICE / GRAND VIEW	12	77
VENICE WAY / RIVIERA	1	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.22	0.25

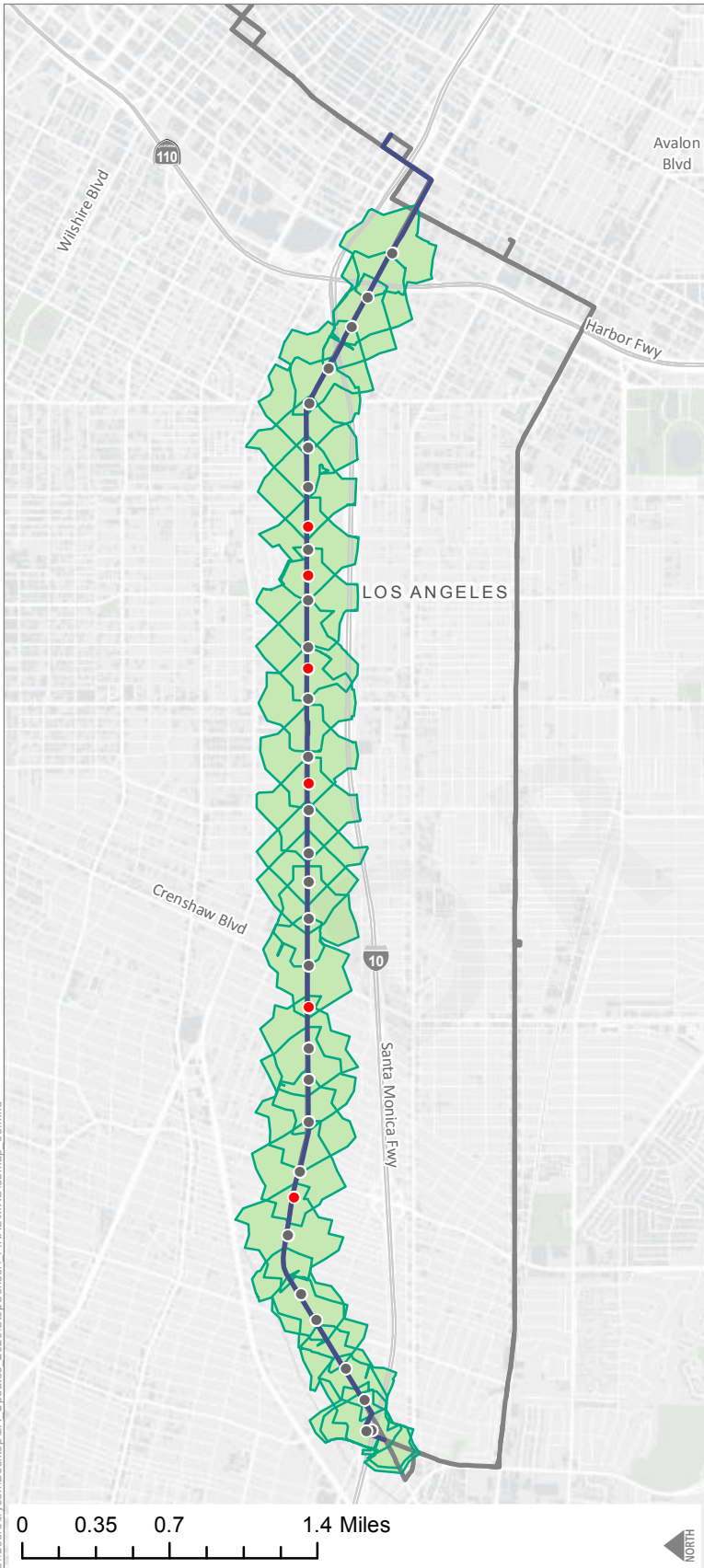
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 33 - VENICE

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
WASHINGTON / ORANGE	18	6
WASHINGTON / WELLINGTON	6	9
WASHINGTON / CIMARRON	11	8
WASHINGTON / WESTMORELAND	20	5
WASHINGTON / MARIPOSA	43	11
WASHINGTON / CATALINA	0	3

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.23

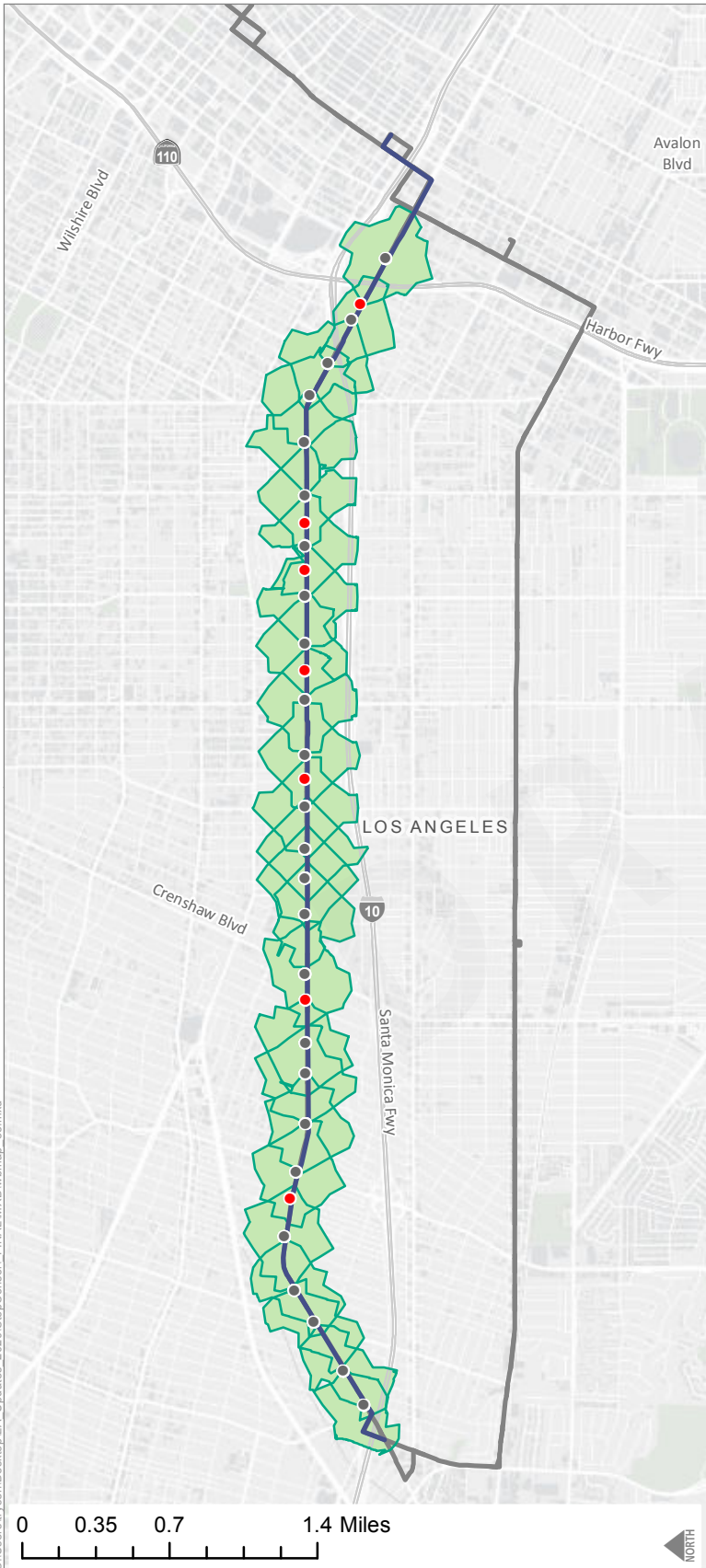
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 35 - WASHINGTON

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
WASHINGTON / CHERRY	25	18
WASHINGTON / CATALINA	7	2
WASHINGTON \ MARIPOSA	0	11
WASHINGTON / WESTMORELAND	4	15
WASHINGTON / CIMARRON	7	11
WASHINGTON / WELLINGTON	1	6
WASHINGTON / ORANGE	10	34

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.24

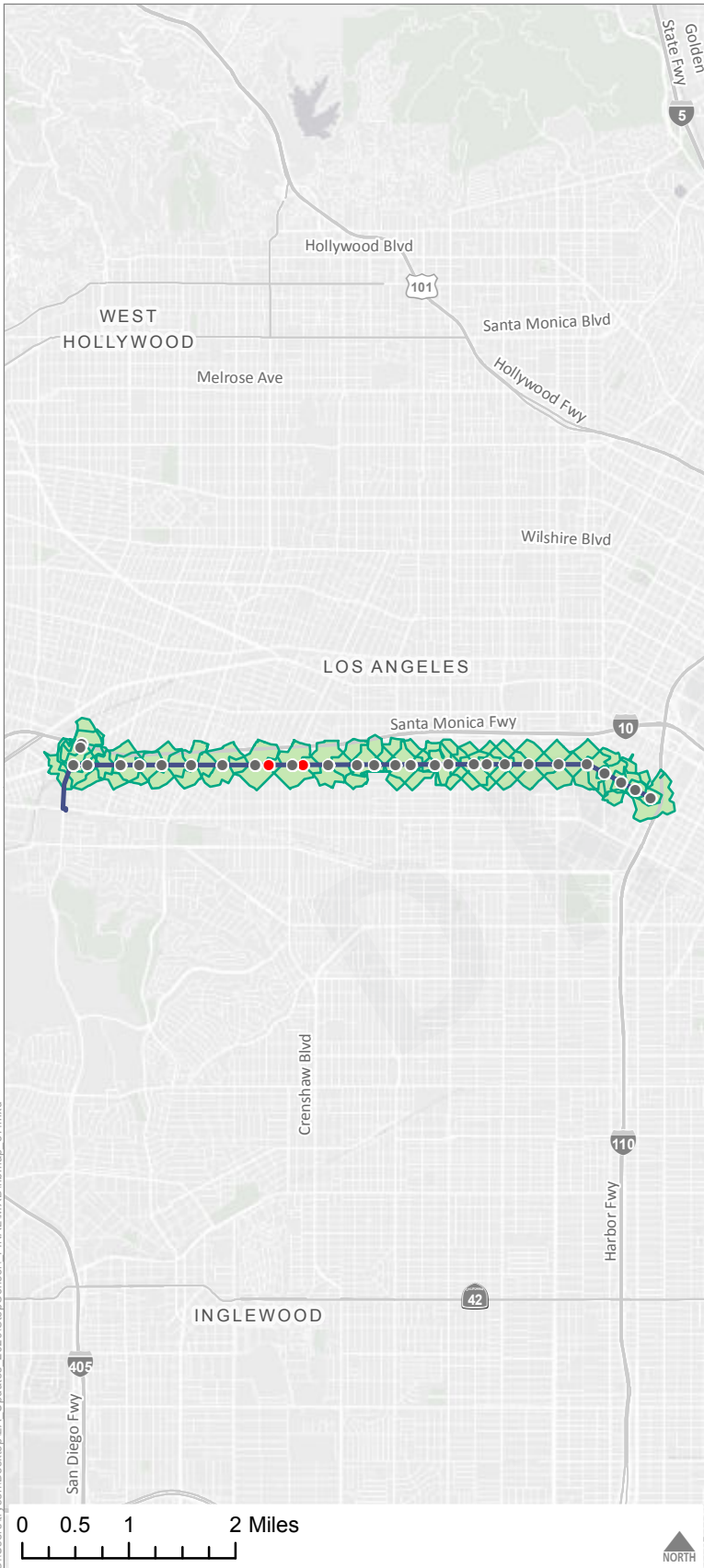
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 35 - WASHINGTON

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ADAMS / WELLINGTON	18	8
ADAMS / MONTCLAIR	58	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.21	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

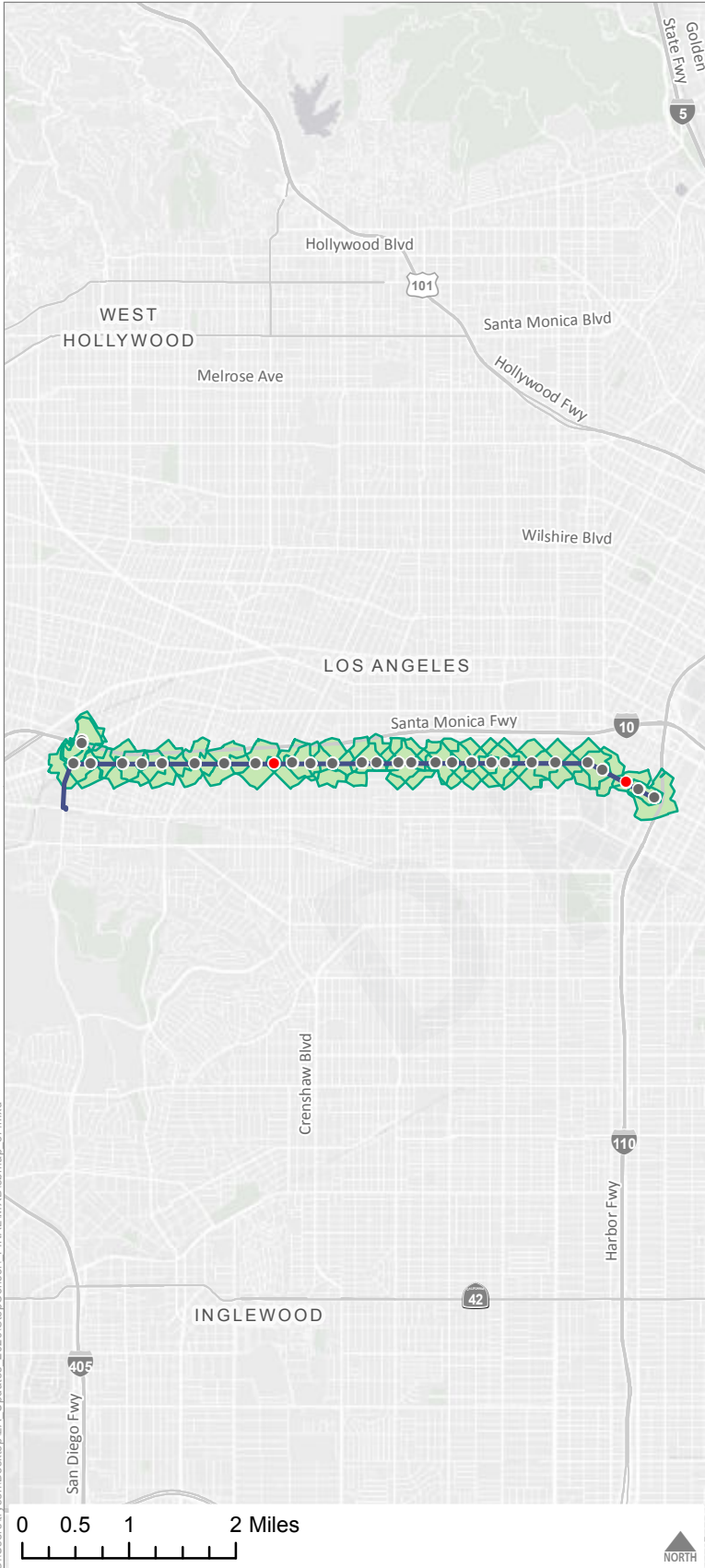
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 37 - ADAMS



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ADAMS / SAINT JAMES	19	19
ADAMS / WELLINGTON	12	31

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.20	0.21

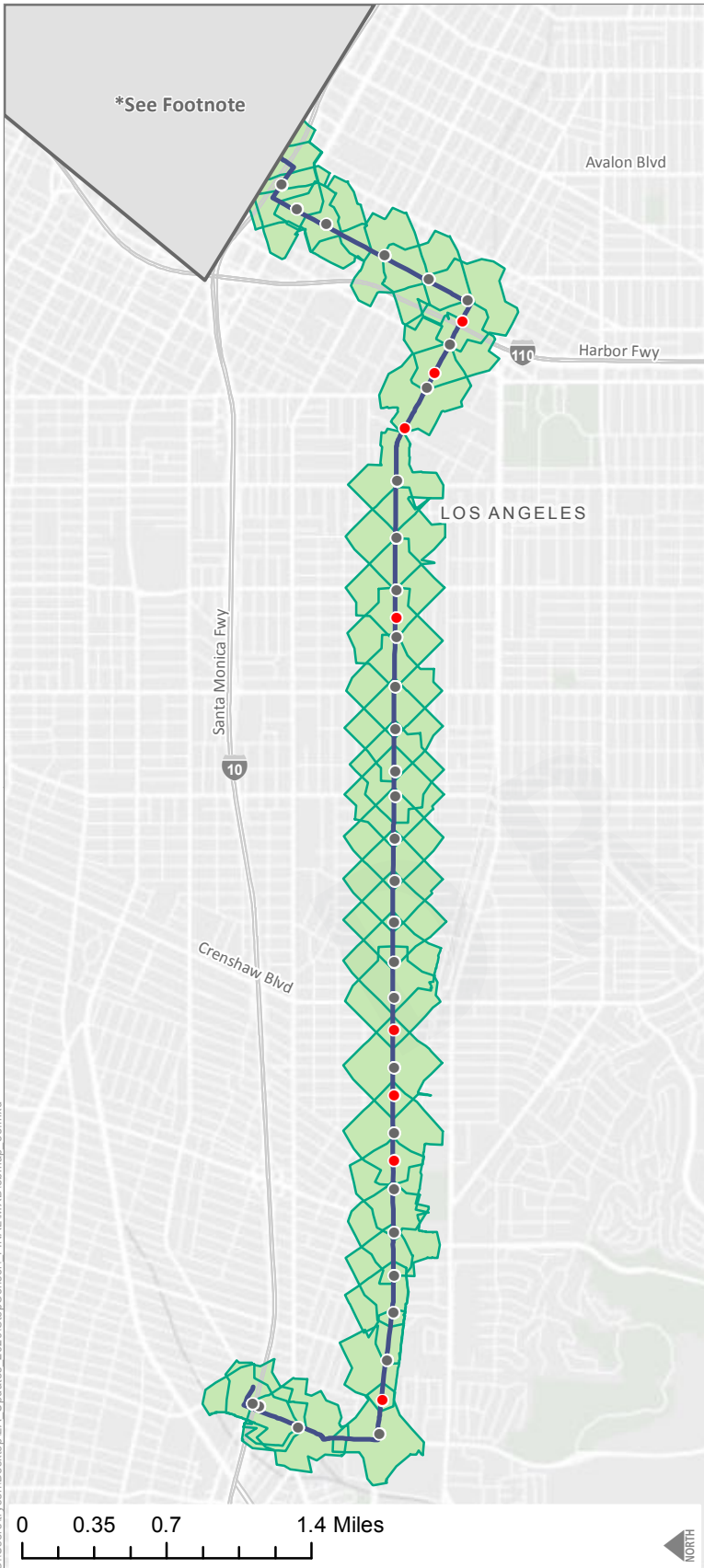
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 37 - ADAMS

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
JEFFERSON / CLYDE	1	0
JEFFERSON / VINEYARD	5	0
JEFFERSON / HILLCREST	7	7
JEFFERSON / SOMERSET	2	4
JEFFERSON / HALDDALE	4	6
JEFFERSON / MC CLINTOCK	4	22
JEFFERSON / ROYAL	0	0
JEFFERSON / HOPE	0	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

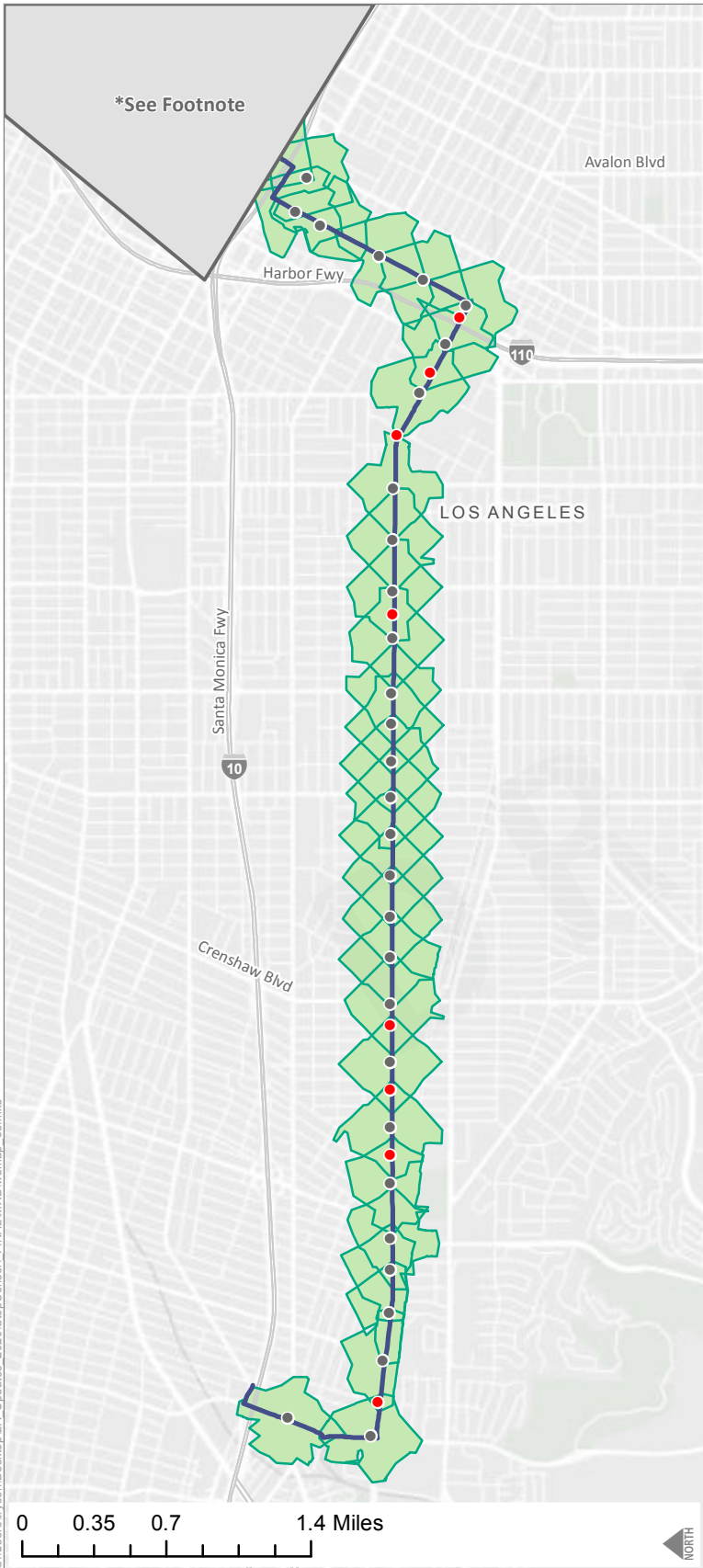
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 38 - JEFFERSON

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# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
JEFFERSON / HOPE	14	5
JEFFERSON / ROYAL	3	1
JEFFERSON / MC CLINTOCK	N/A	N/A
JEFFERSON / HALDDALE	14	17
JEFFERSON / SOMERSET	3	5
JEFFERSON / HILLCREST	4	11
JEFFERSON / VINEYARD	1	0
JEFFERSON / CLYDE	0	1

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.19	0.23

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

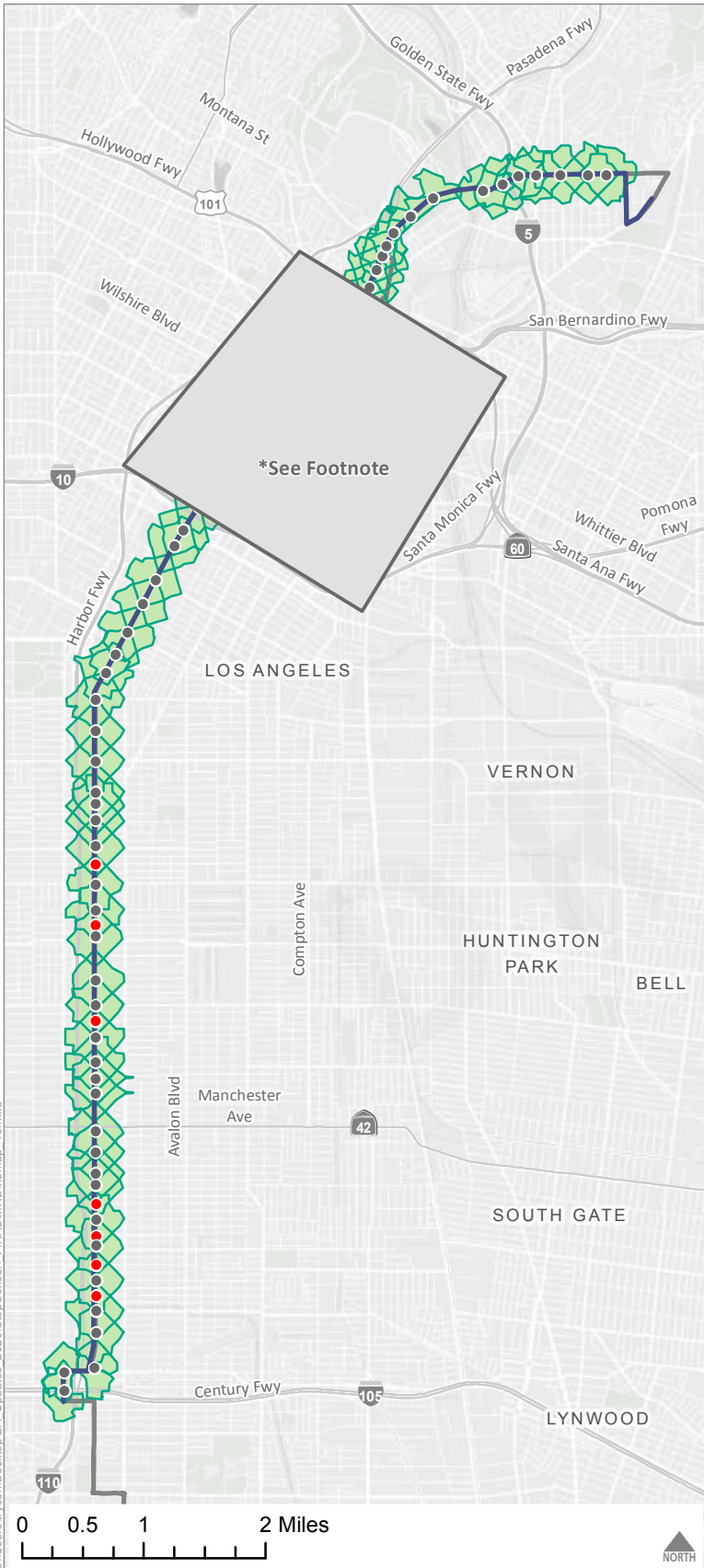
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 38 - JEFFERSON

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# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BROADWAY / 106TH	44	24
BROADWAY / 102ND	21	26
BROADWAY / 98TH	20	15
BROADWAY / 94TH	56	29
BROADWAY / 74TH	16	9
BROADWAY / 61ST	36	16
BROADWAY / 56TH	74	17

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.25

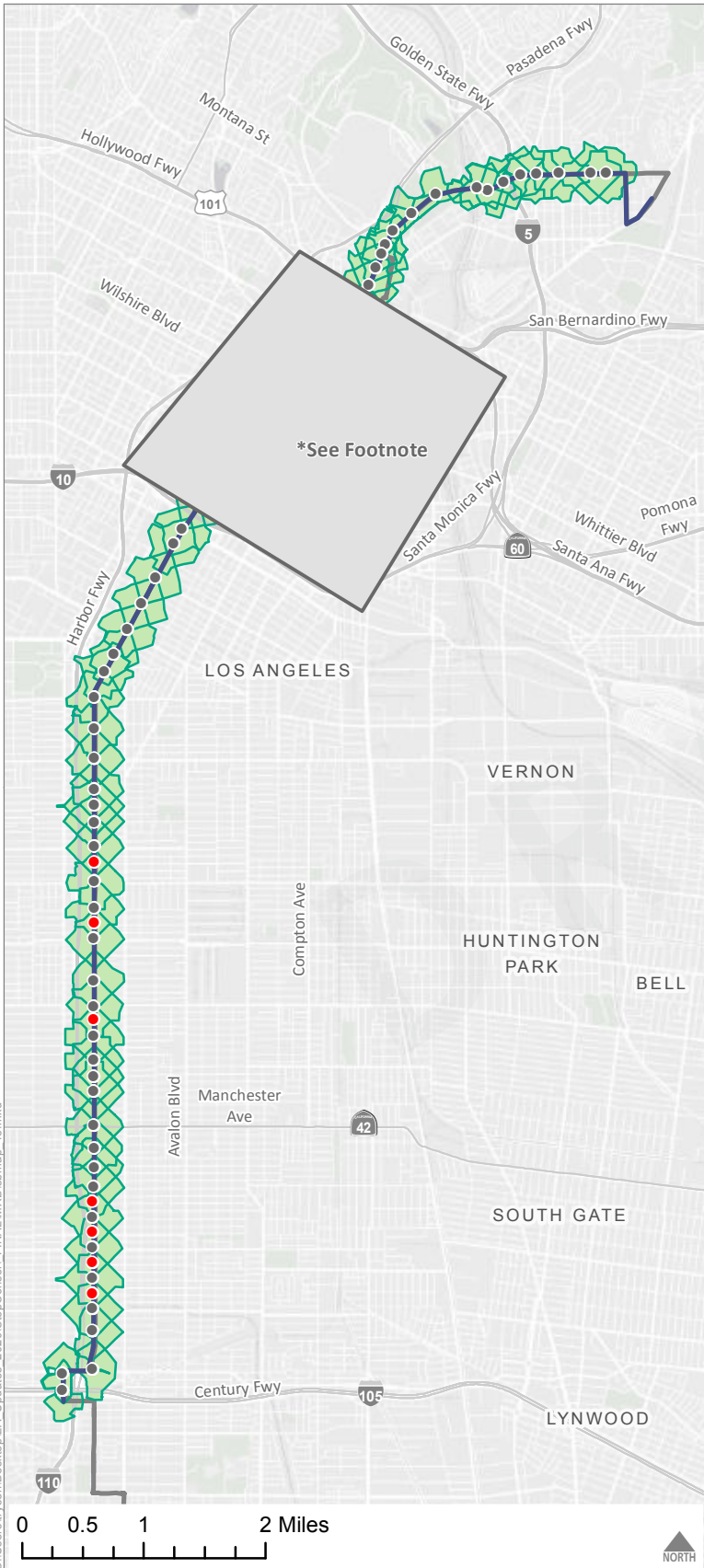
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 45 - BROADWAY

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BROADWAY / 56TH	14	65
BROADWAY / 61ST	19	59
BROADWAY / 74TH	4	17
BROADWAY / 94TH	25	55
BROADWAY / 98TH	10	30
BROADWAY / 102ND	19	27
BROADWAY / 106TH	15	34

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.20	0.22

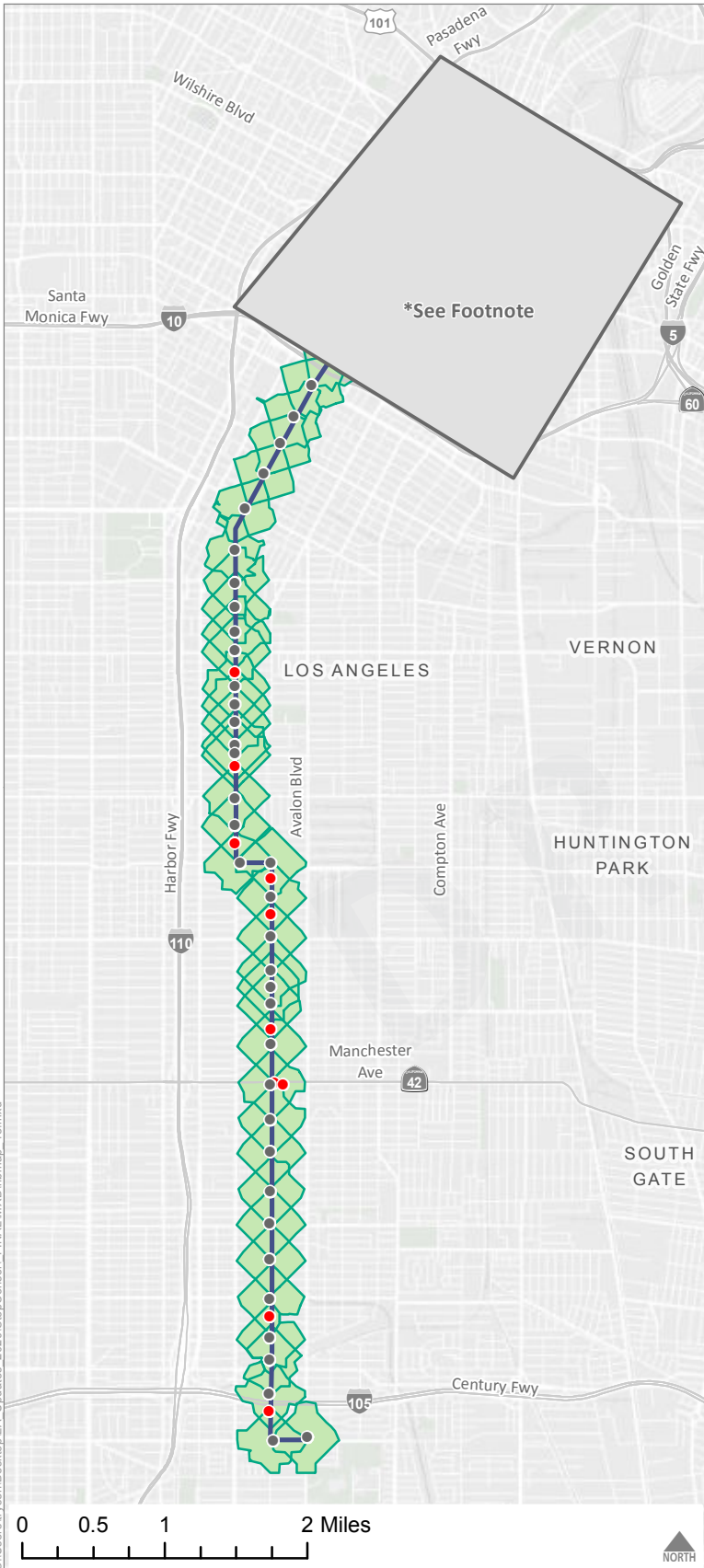
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 45 - BROADWAY

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SAN PEDRO / 118TH	4	17
SAN PEDRO / 109TH	11	38
MANCHESTER LAYOVER	0	16
MANCHESTER / SAN PEDRO	2	66
SAN PEDRO \ 82ND	20	47
SAN PEDRO / 69TH	3	21
SAN PEDRO / 65TH	9	29
MAIN / 61ST	17	45
MAIN / 55TH	12	50
MAIN / 46TH	35	50

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.21

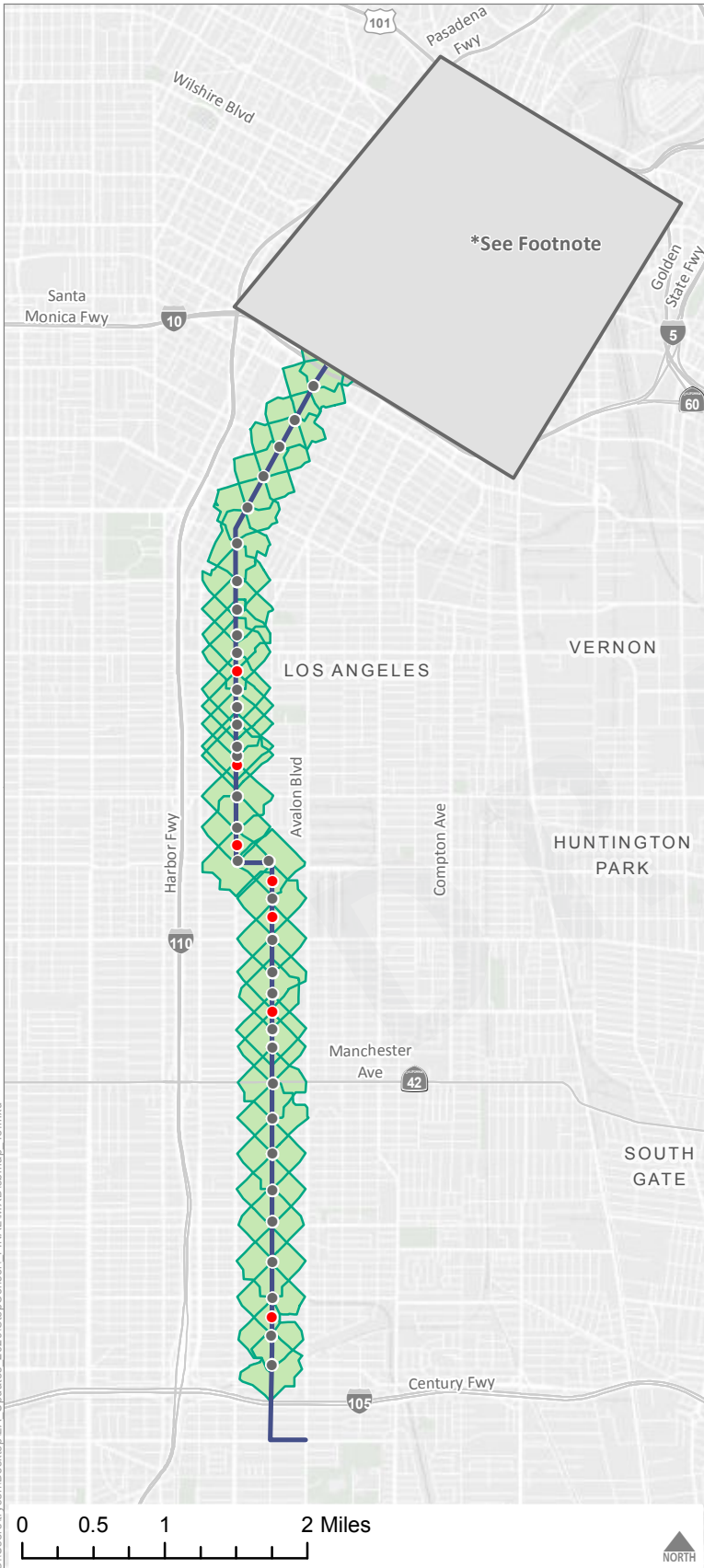
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 48 - SAN PEDRO

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
MAIN / 46TH	24	20
MAIN / 55TH	63	14
MAIN / 61ST	32	16
SAN PEDRO / 65TH	39	11
SAN PEDRO / 69TH	32	12
SAN PEDRO / 79TH	47	11
SAN PEDRO / 110TH	48	14

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.17	0.20

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

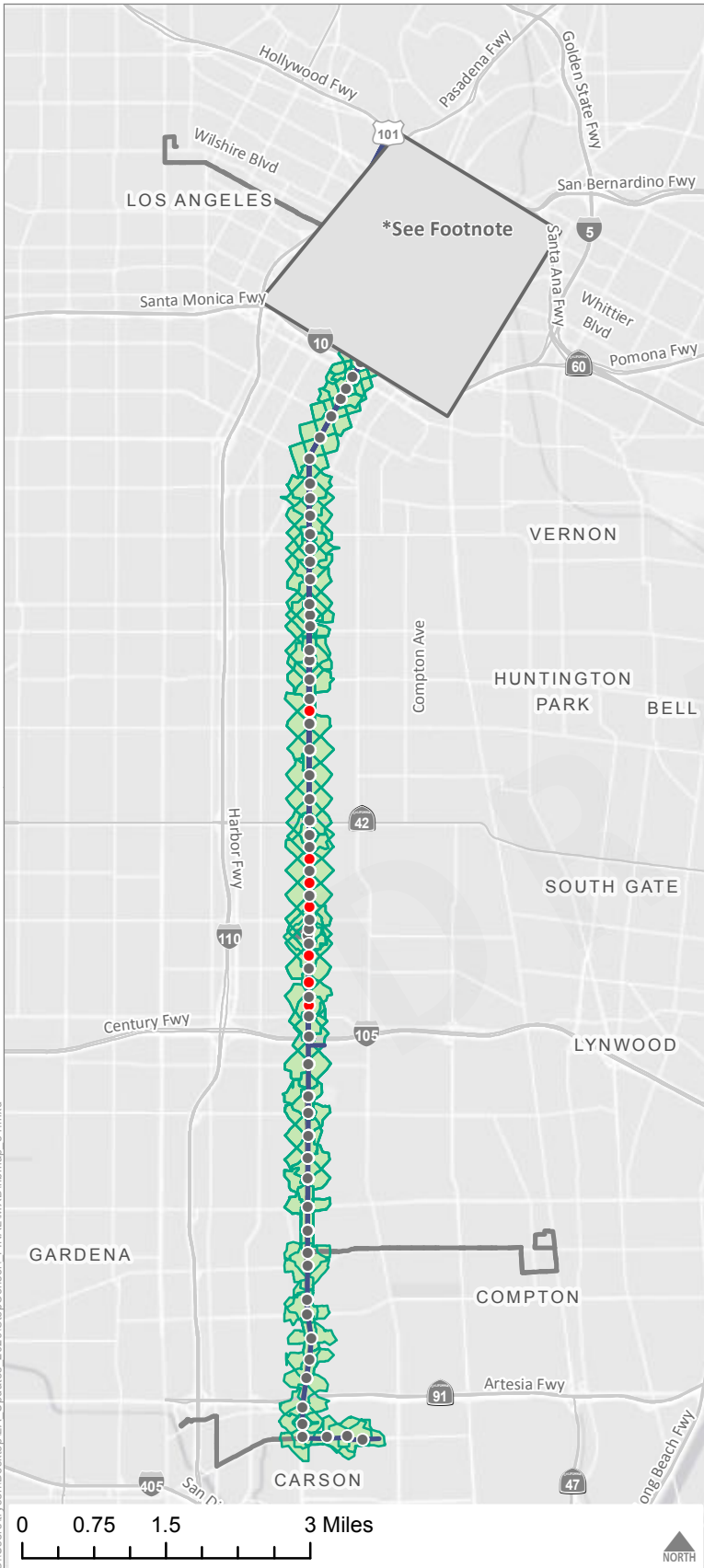
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 48 - SAN PEDRO



# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
AVALON / LANZIT	19	16
AVALON / 110TH	47	14
AVALON / 106TH	20	15
AVALON / 98TH	21	11
AVALON / 94TH	57	38
AVALON / 90TH	46	21
AVALON / 69TH	5	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.18	0.20

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

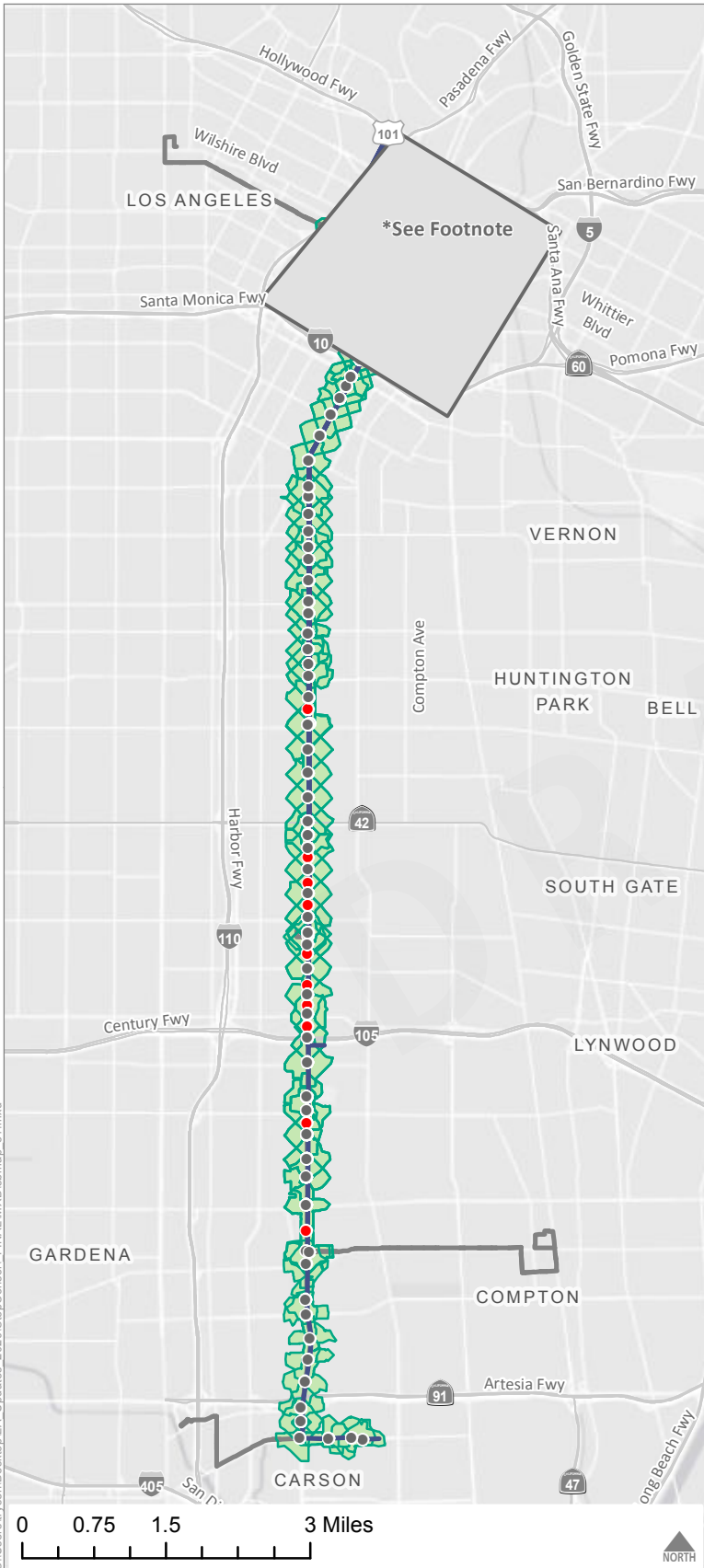
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 51 - AVALON



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
AVALON / 69TH	2	12
AVALON / 90TH	32	38
AVALON / 94TH	44	52
AVALON / 98TH	10	32
AVALON / 106TH	12	19
AVALON / 110TH	18	45
AVALON / LANZIT	7	20
AVALON / 116TH	1	2
AVALON / 130TH	17	30
14715 AVALON	2	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.18	0.21

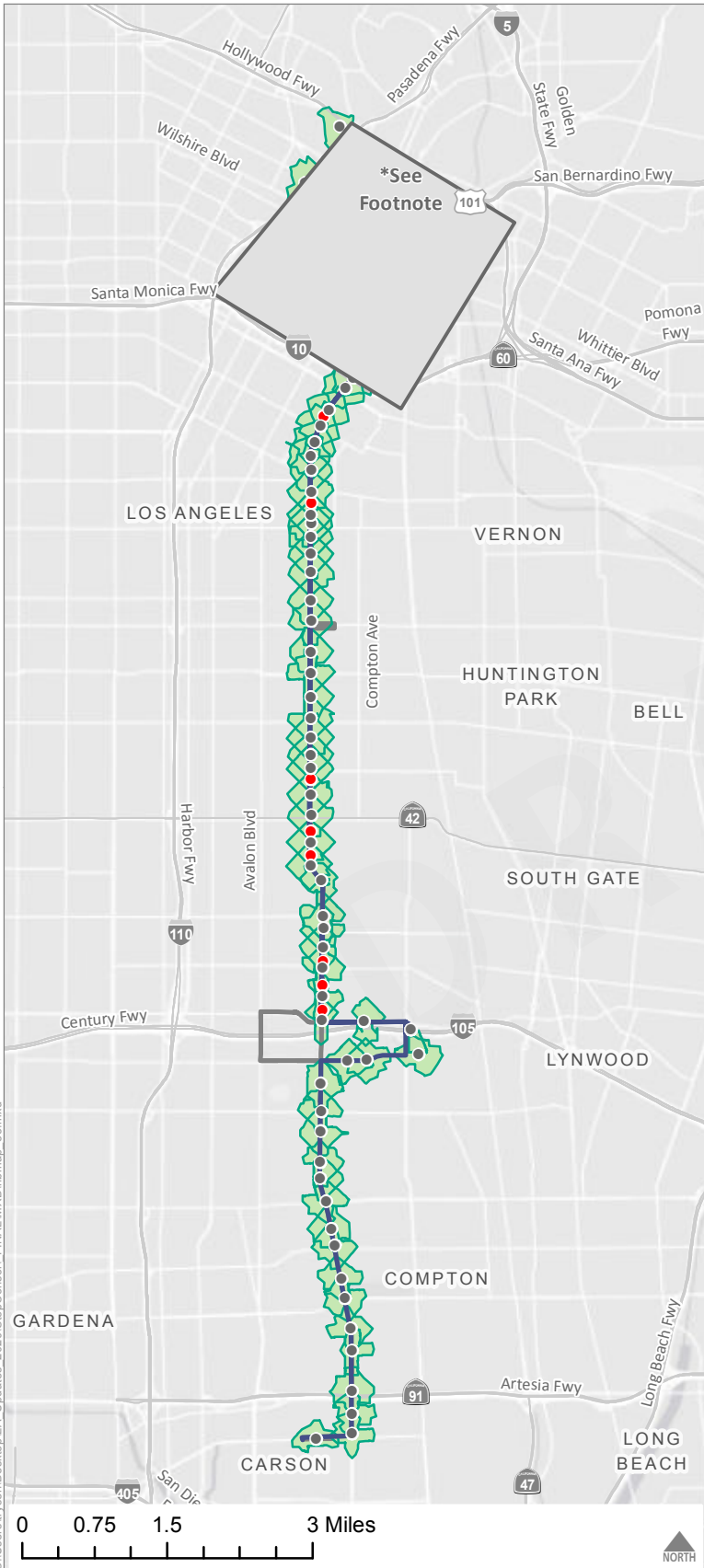
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 51 - AVALON

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CENTRAL / 114TH	82	41
CENTRAL / LANZIT	38	7
CENTRAL / 107TH	60	16
CENTRAL / 90TH	57	33
CENTRAL / 87TH PL	32	13
CENTRAL / 81ST	36	14
CENTRAL / 42ND	51	34
CENTRAL / 24TH	53	37

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.21	0.24

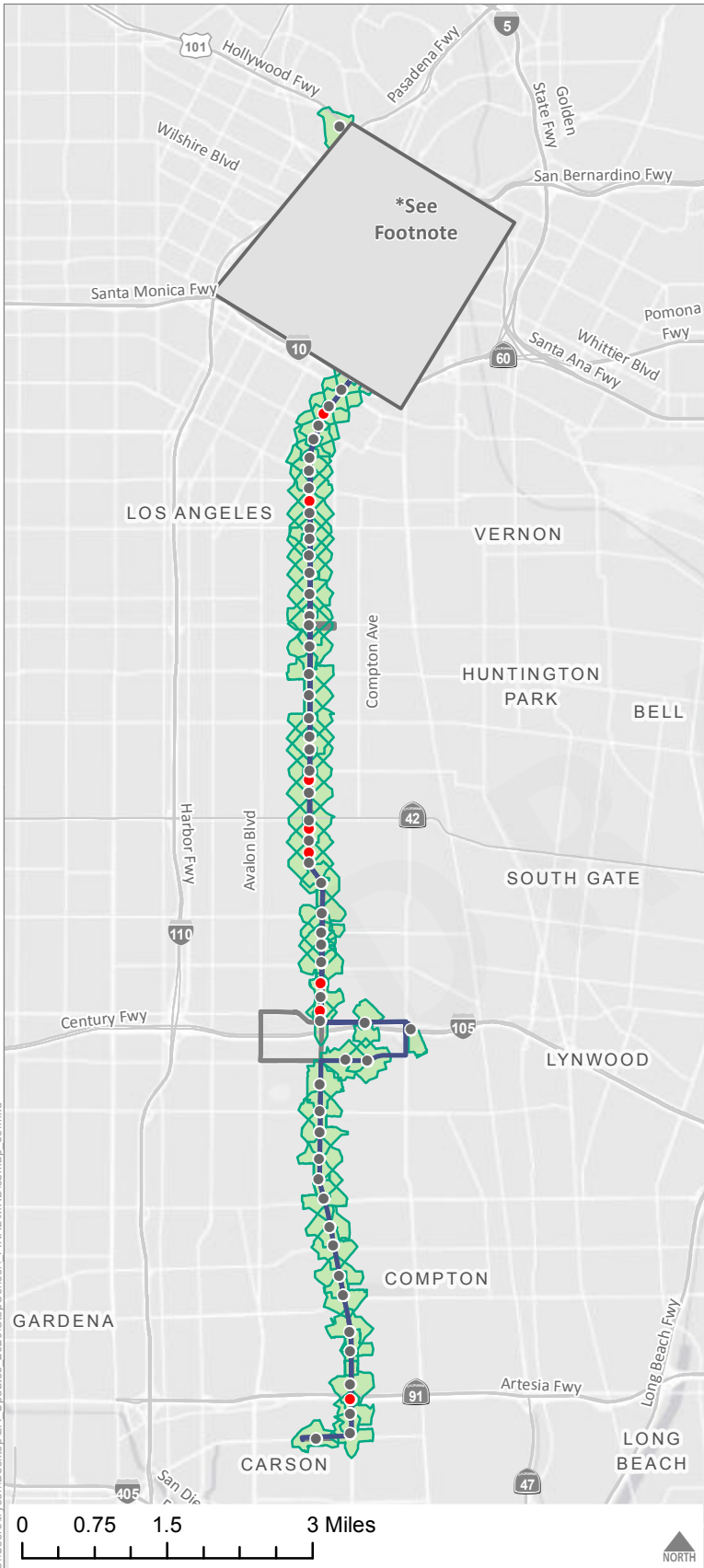
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 53 - CENTRAL AVE

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CENTRAL / 24TH	50	60
CENTRAL / 42ND	37	65
CENTRAL / 81ST	13	35
CENTRAL / 87TH	12	25
CENTRAL / 90TH	26	41
CENTRAL \ LANZIT	10	40
CENTRAL / 114TH	44	64
CENTRAL / ALBERTONI	1	19

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.21	0.23

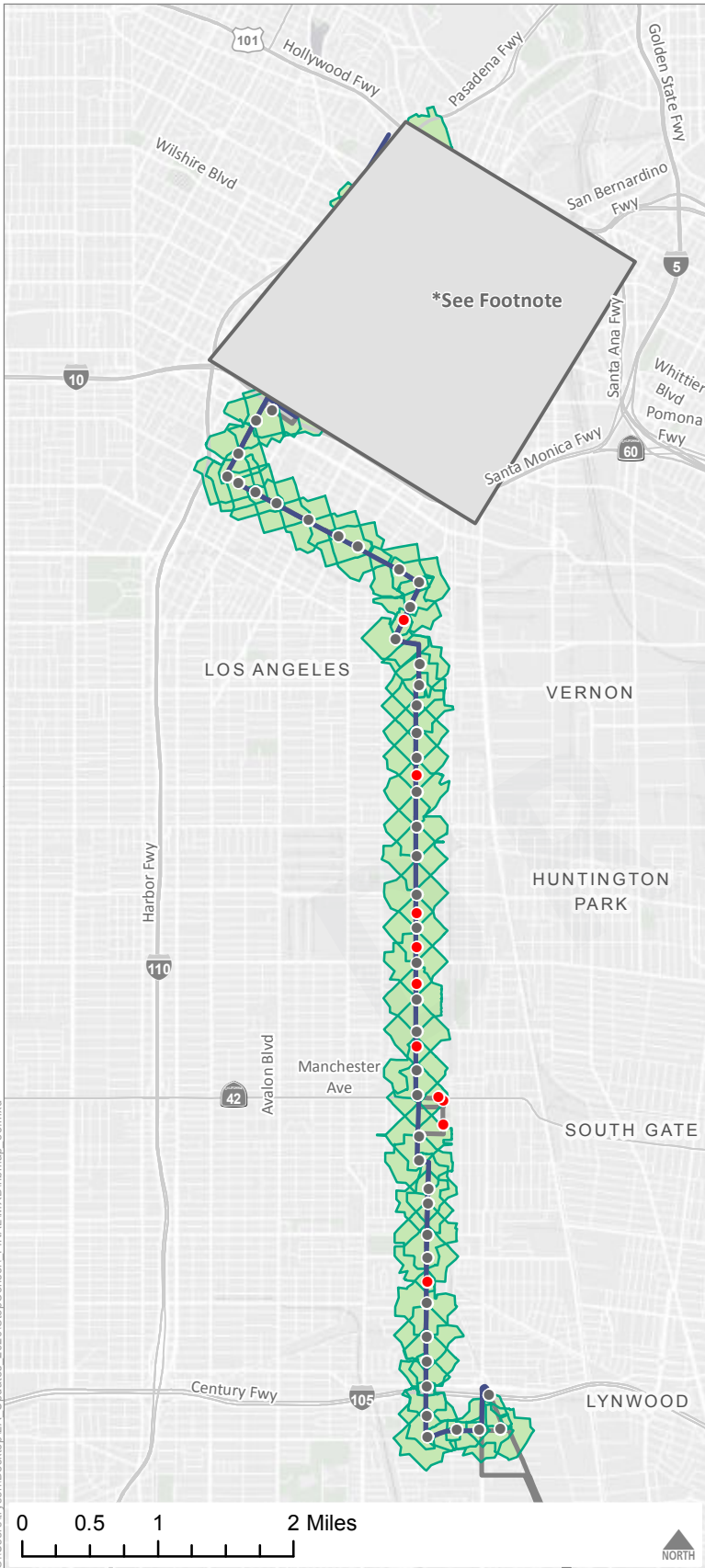
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 53 - CENTRAL AVE

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
COMPTON / 105TH	7	13
MAIE / 88TH	12	1
MAIE / FIRESTONE	115	90
FIRESTONE / MAIE	19	12
COMPTON / 81ST	20	9
COMPTON / 75TH	13	11
COMPTON / 70TH	20	10
COMPTON / 66TH	17	10
COMPTON / 53RD	54	27
COMPTON / MARTIN LUTHER KING JR	23	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.19	0.22

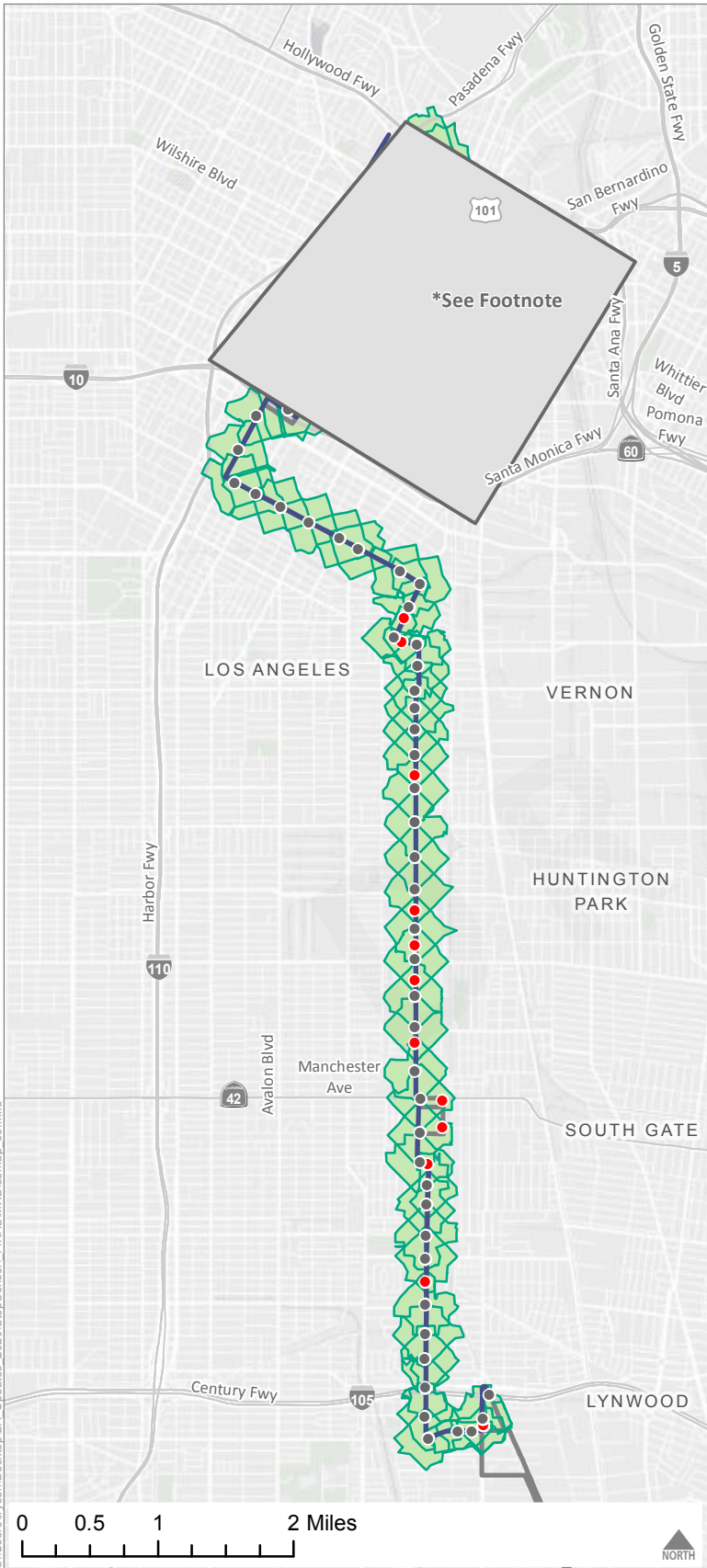
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 55 - ADAMS/COMPTON

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
COMPTON / MARTIN LUTHER KING JR	5	33
41ST / ASCOT	10	34
COMPTON / 53RD	32	48
COMPTON / 66TH	13	17
COMPTON / 70TH	6	13
COMPTON / 75TH	32	19
COMPTON / 81ST	12	16
MAIE / FIRESTONE	96	119
MAIE / 88TH	7	18
COMPTON / 92ND	11	16
COMPTON / 105TH	9	14
WILMINGTON / 119TH	1	27

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
92%	0.19	0.23

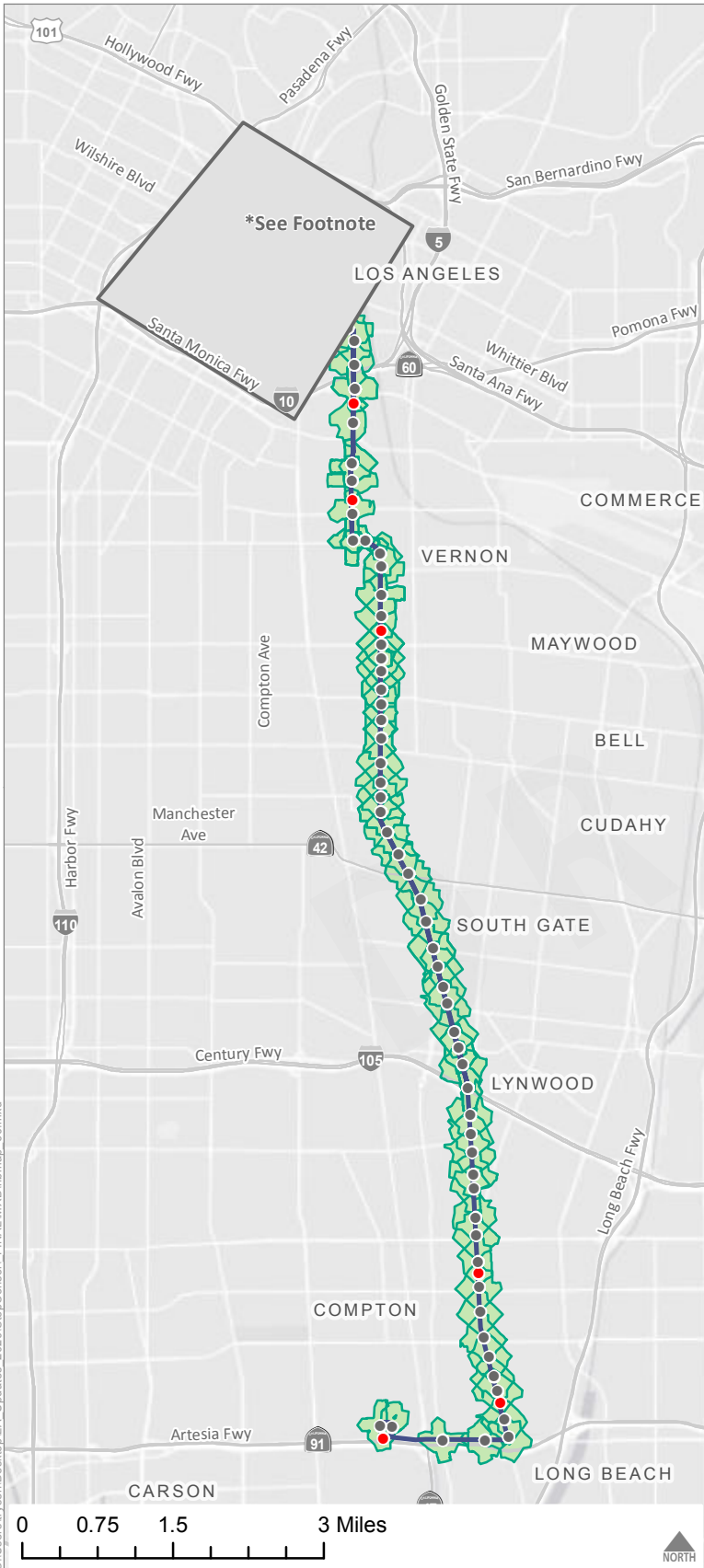
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 55 - ADAMS/COMPTON

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ARTESIA / ACACIA	0	0
LONG BEACH / 69TH	31	13
LONG BEACH / PALMER	24	15
PACIFIC / 57TH	34	29
SANTA FE / 30TH	20	11
SANTA FE / 11TH	3	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.20	0.22

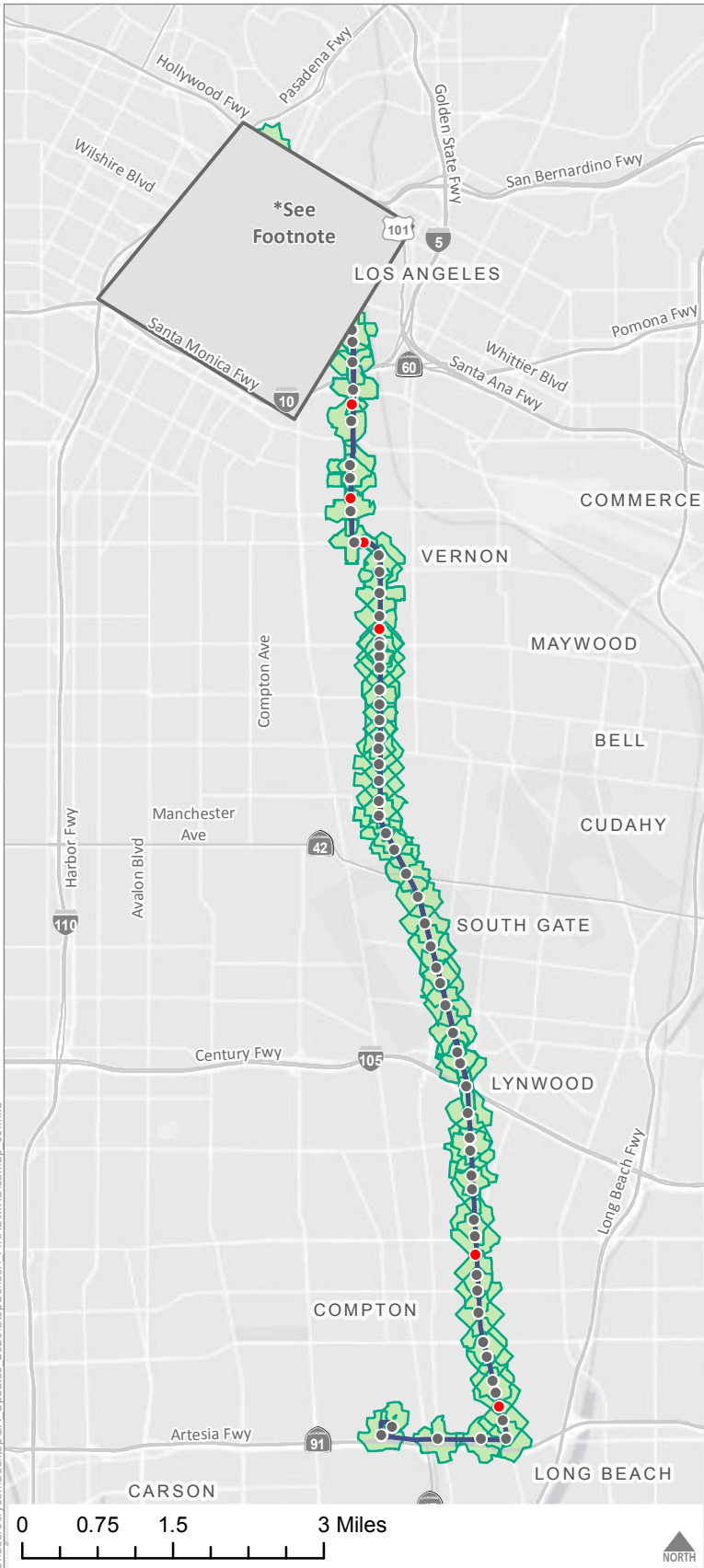
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 60 - LONG BEACH BLVD

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SANTA FE / 11TH	16	17
SANTA FE / 30TH	6	21
PACIFIC / RR XING	21	9
PACIFIC / 57TH	18	27
LONG BEACH / ELM	5	16
LONG BEACH / 69TH	4	33

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.21	0.23

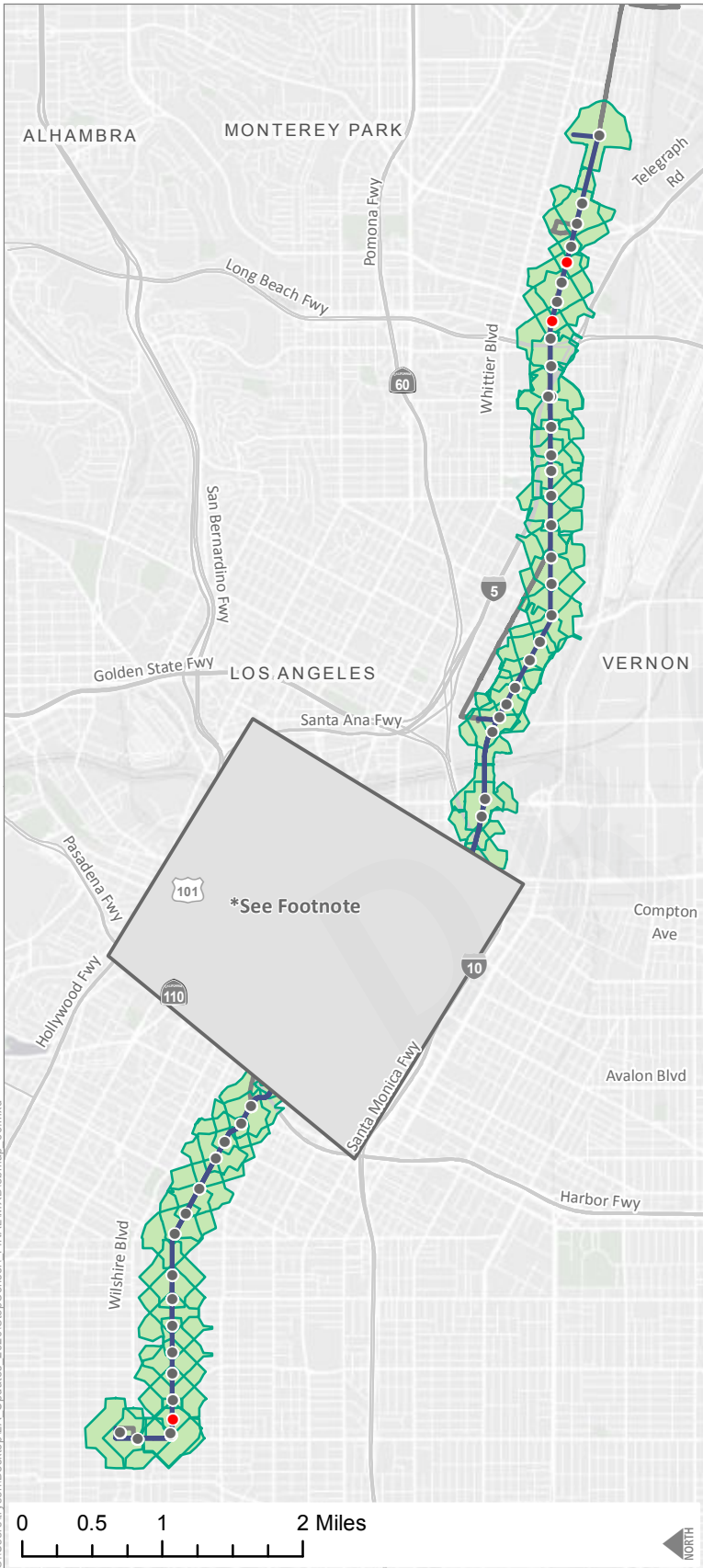
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 60 - LONG BEACH BLVD

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
8TH / SERRANO	86	8
OLYMPIC / MCBRIDE	10	19
OLYMPIC / FRASER	8	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.18	0.20

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

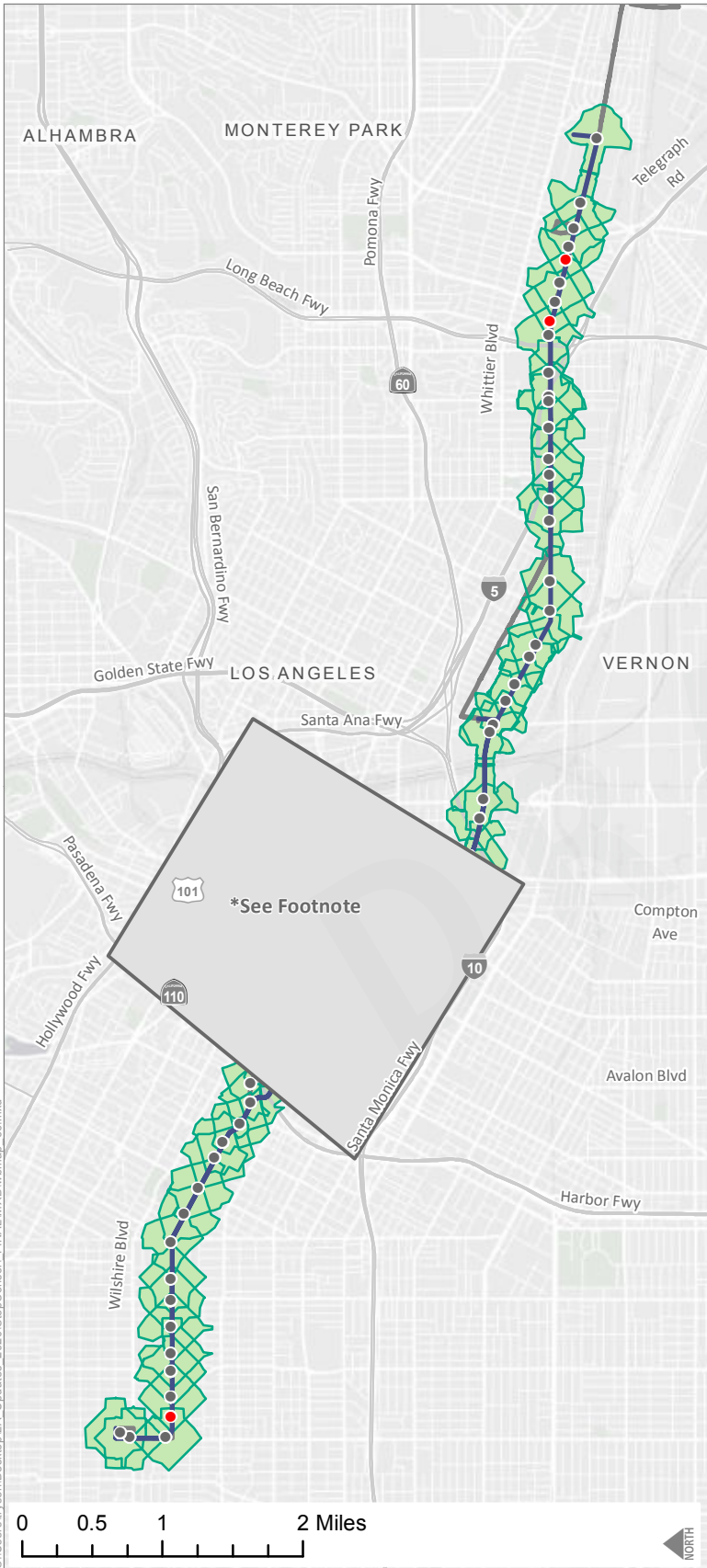
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 66 - OLYMPIC



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
OLYMPIC / FRASER	14	4
OLYMPIC / MCBRIDE	21	7
8TH / SERRANO	8	91

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.17	0.19

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

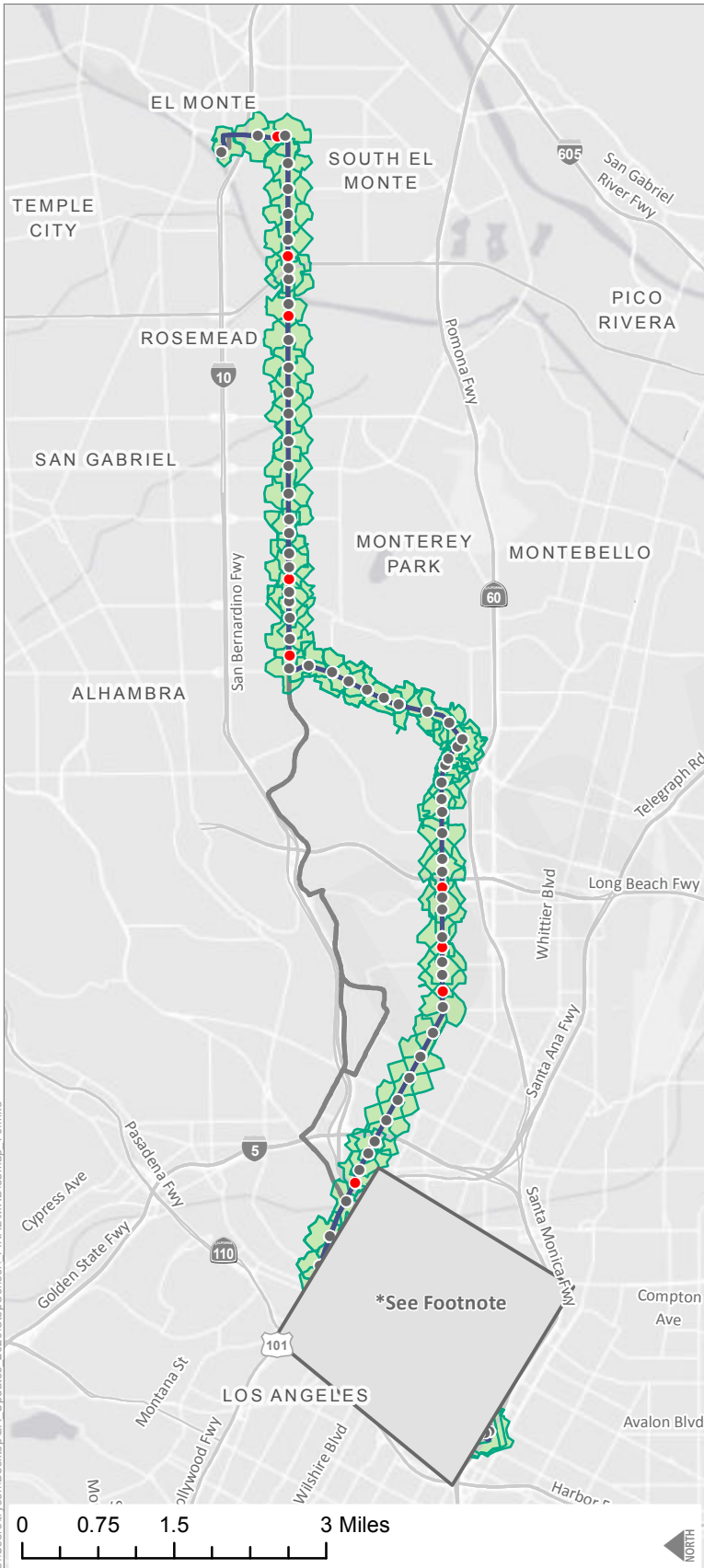
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 66 - OLYMPIC



# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CESAR E CHAVEZ / PROGRESS	10	14
CESAR E CHAVEZ / DITMAN	12	25
CESAR E CHAVEZ / RECORD	42	62
CESAR E CHAVEZ / HUMPHREYS	8	23
GARVEY / CHANDLER	67	35
GARVEY / NICHOLSON	28	51
GARVEY \ RIVER	34	69
GARVEY / LASHBROOK	24	55
SANTA ANITA / BODGER	19	27

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

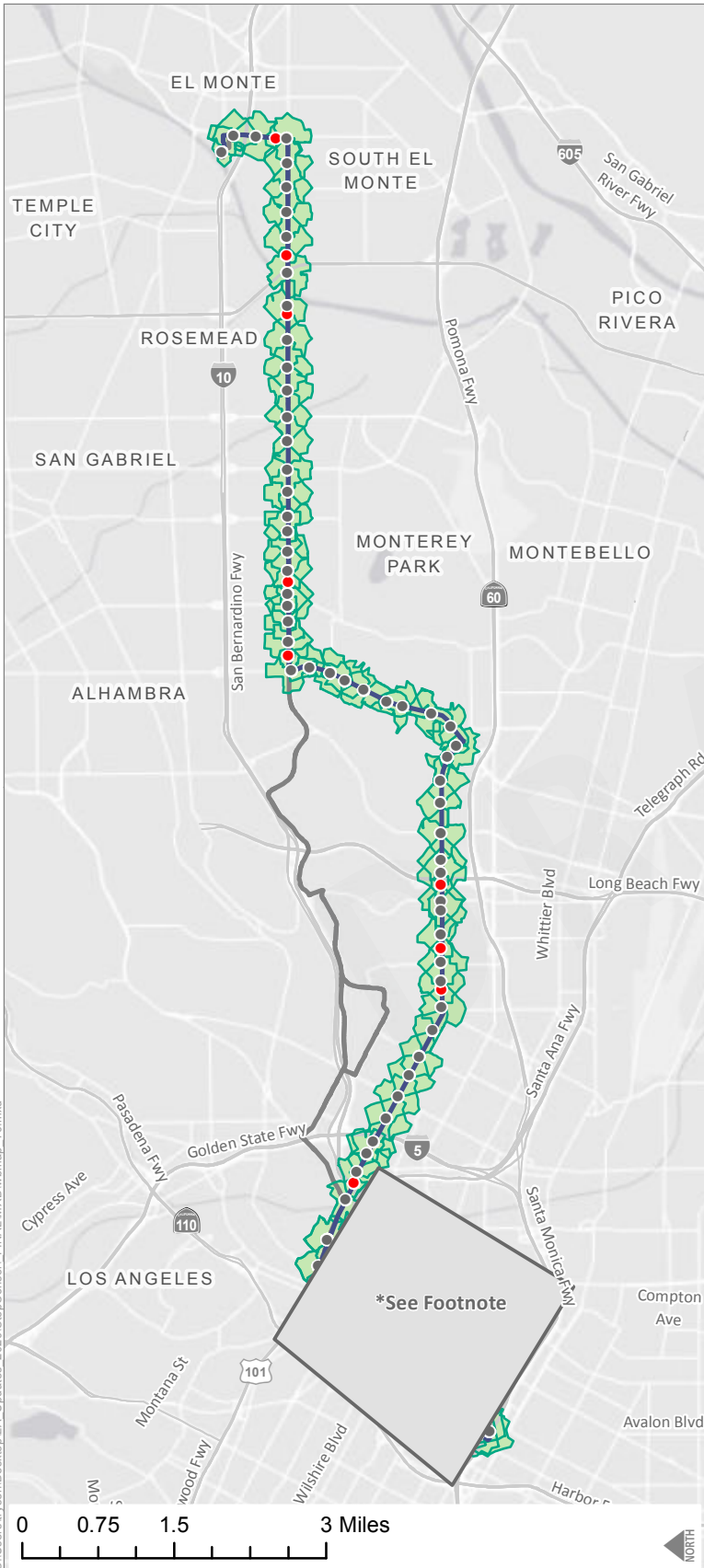
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 70 - GARVEY/CESAR CHAVEZ



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SANTA ANITA / BODGER	58	24
GARVEY / LASHBROOK	24	55
GARVEY \ ROSEMEAD PL	63	38
GARVEY / NICHOLSON	22	21
GARVEY / CHANDLER	38	184
CESAR E CHAVEZ / HUMPHREYS	18	21
CESAR E CHAVEZ / RECORD	54	36
CESAR E CHAVEZ / DITMAN	6	15
CESAR E CHAVEZ / PROGRESS	13	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.22

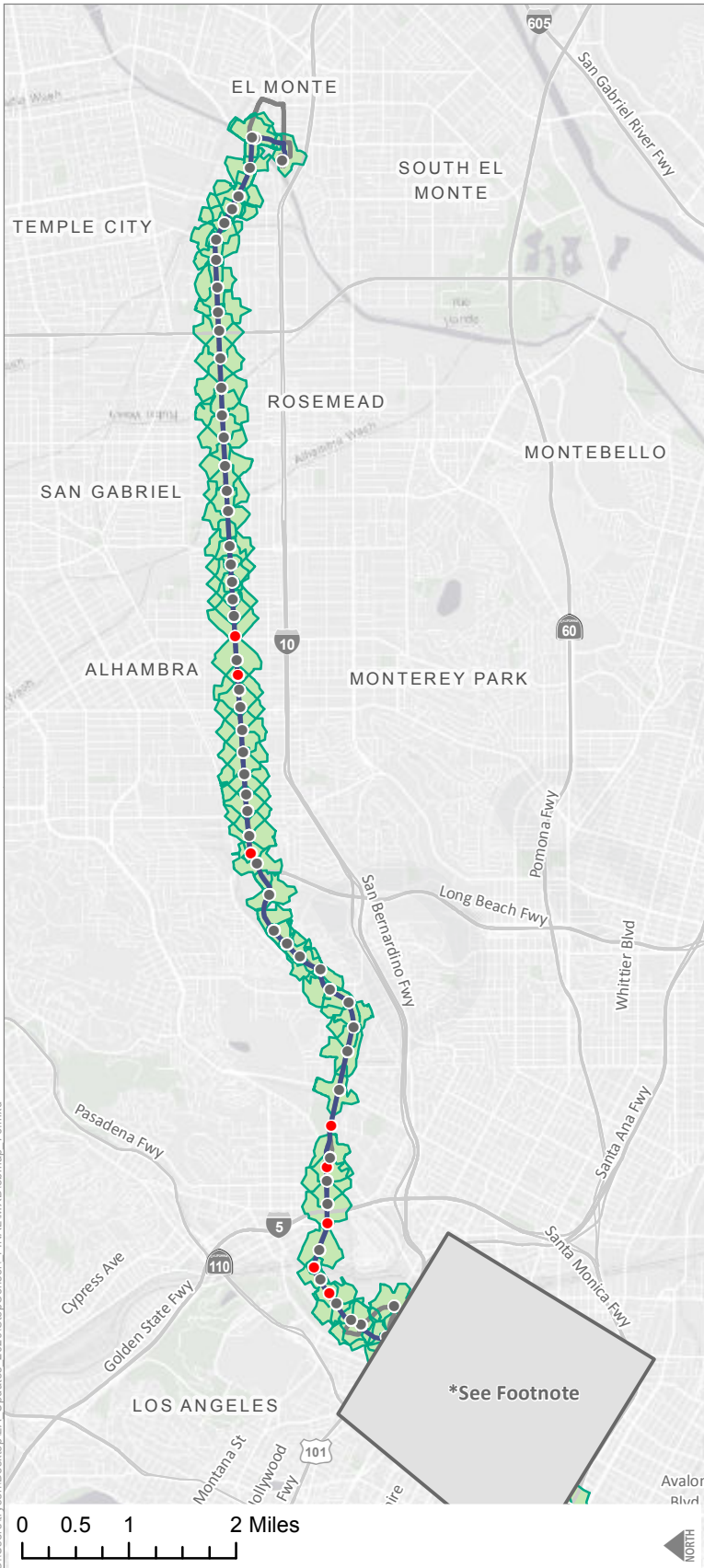
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 70 - GARVEY/CESAR CHAVEZ

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
MAIN / LEROY	25	31
MAIN / CHAVEZ	0	0
MAIN / AVENUE 20	18	36
MAIN / HANCOCK	19	17
VALLEY / SAN PABLO	50	32
VALLEY / CABRILLO	11	15
VALLEY / 6TH	39	30
VALLEY / GARFIELD	145	93

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.22	0.24

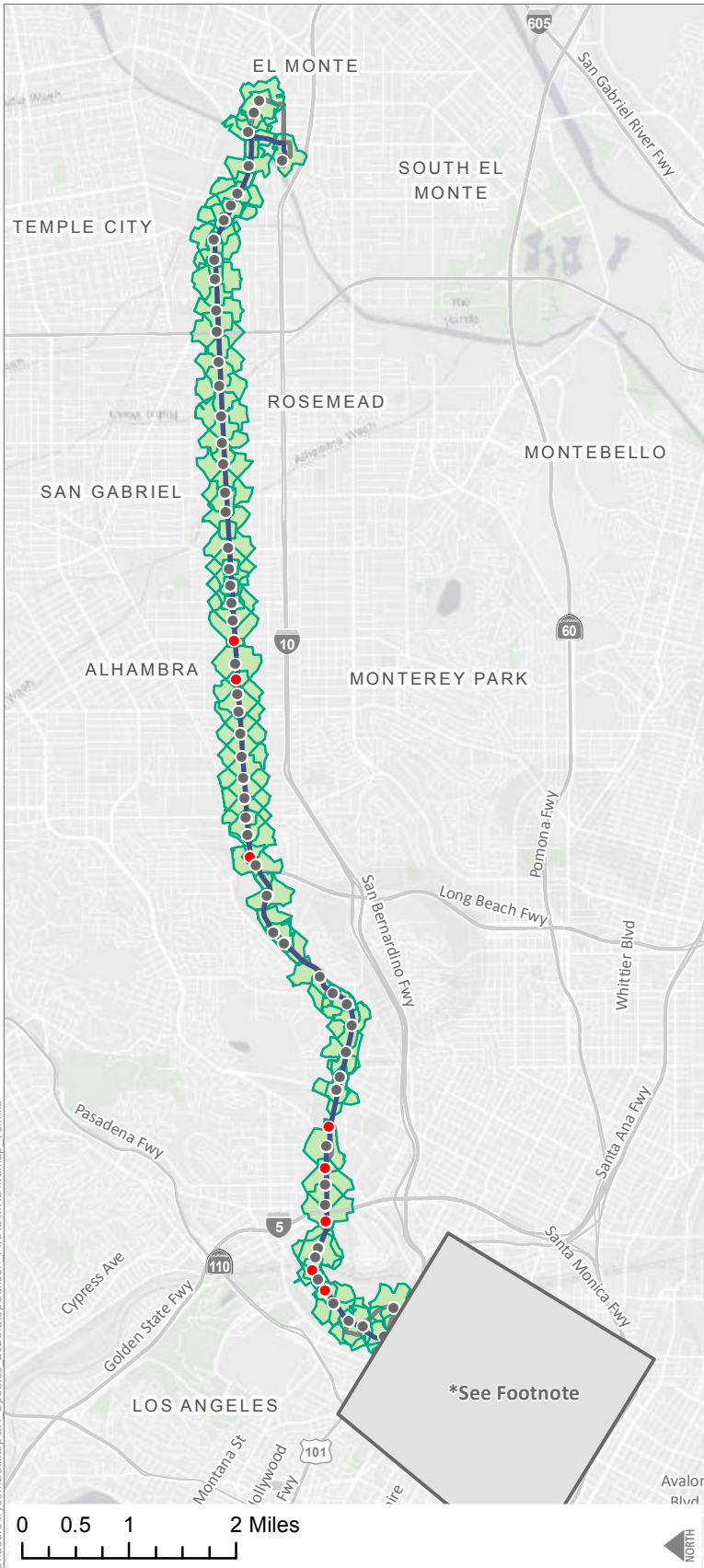
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 76 - VALLEY

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VALLEY / GARFIELD	134	119
VALLEY / 6TH	33	42
VALLEY / WESTMINSTER	19	9
VALLEY / SAN PABLO	38	42
MAIN / HANCOCK	25	30
MAIN / AVENUE 20	42	13
MAIN / WILHARDT	8	3
MAIN / SOTELLO	18	17

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.20	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

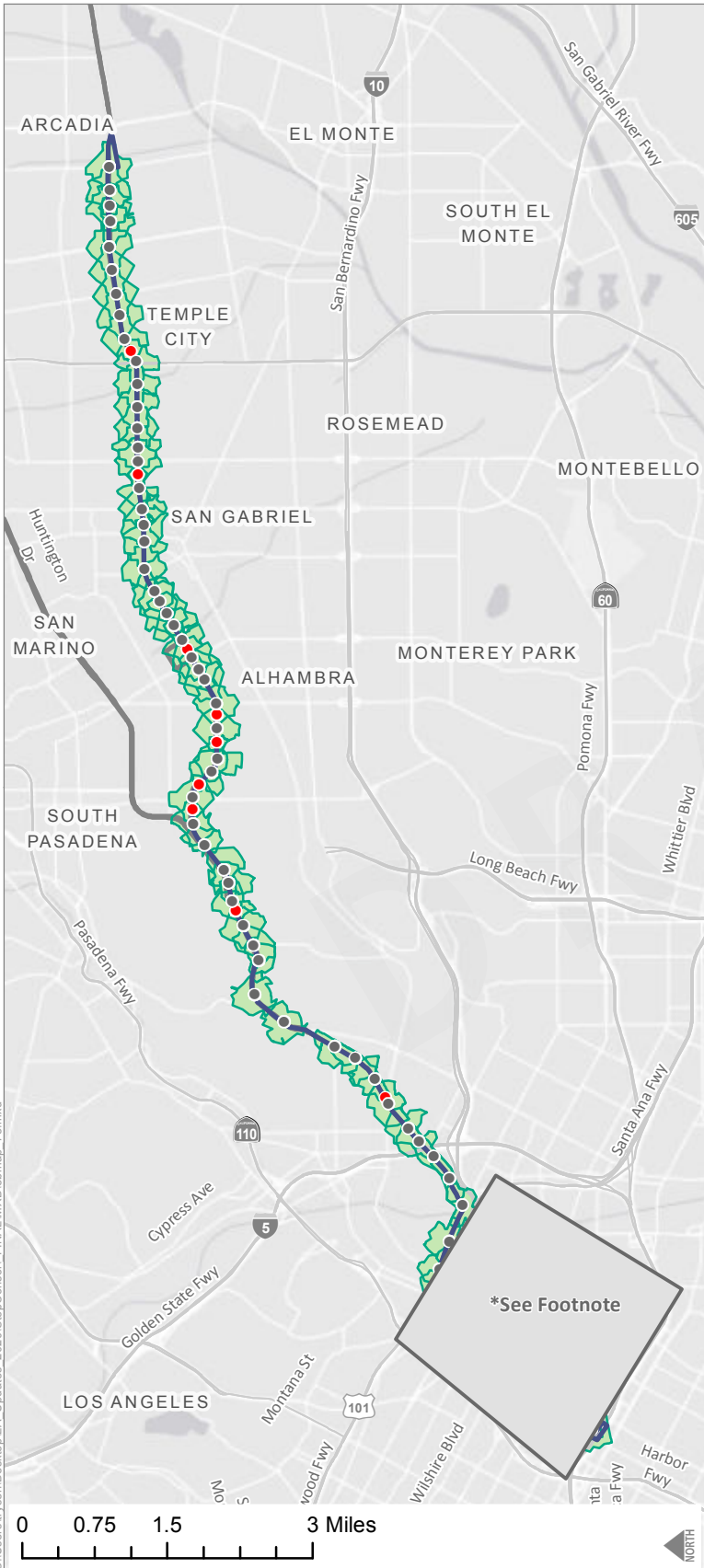
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 76 - VALLEY



# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
MISSION / MAIN	41	21
HUNTINGTON / PORTOLA	22	53
MAIN / MERIDIAN	9	13
MAIN / PRIMROSE	10	19
MAIN / MARENGO	28	48
MAIN / CURTIS	6	14
MAIN / STONEMAN	21	22
LAS TUNAS / CALIFORNIA	5	4
LAS TUNAS / SULTANA	2	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.22	0.24

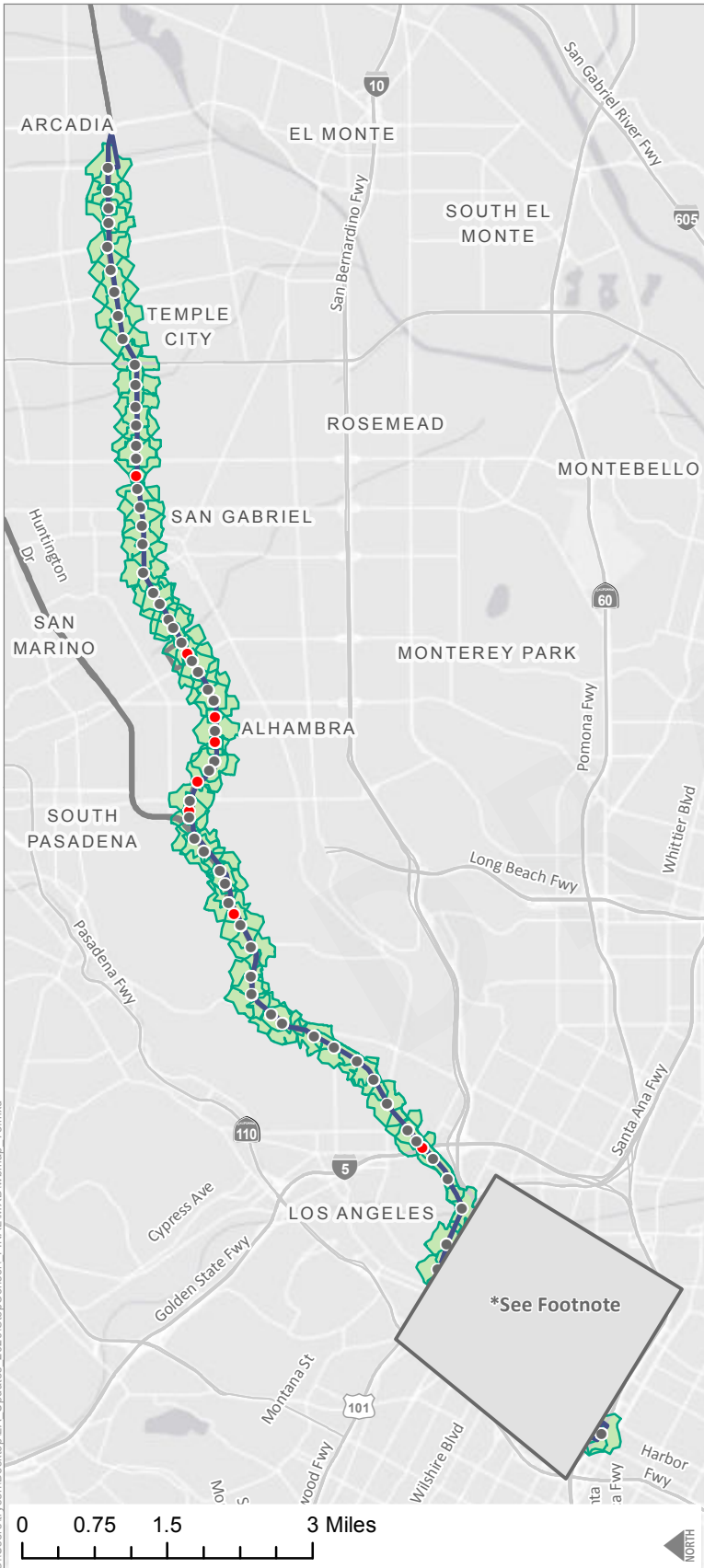
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 78 - LAS TUNAS

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LAS TUNAS / CALIFORNIA	12	8
MAIN / STONEMAN	47	18
MAIN / CURTIS	26	10
MAIN / MARENGO	49	30
MAIN / CEDAR	19	19
MAIN \ MERIDIAN	8	10
HUNTINGTON / TAMPICO	36	19
MISSION / DALY	32	99

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
93%	0.21	0.22

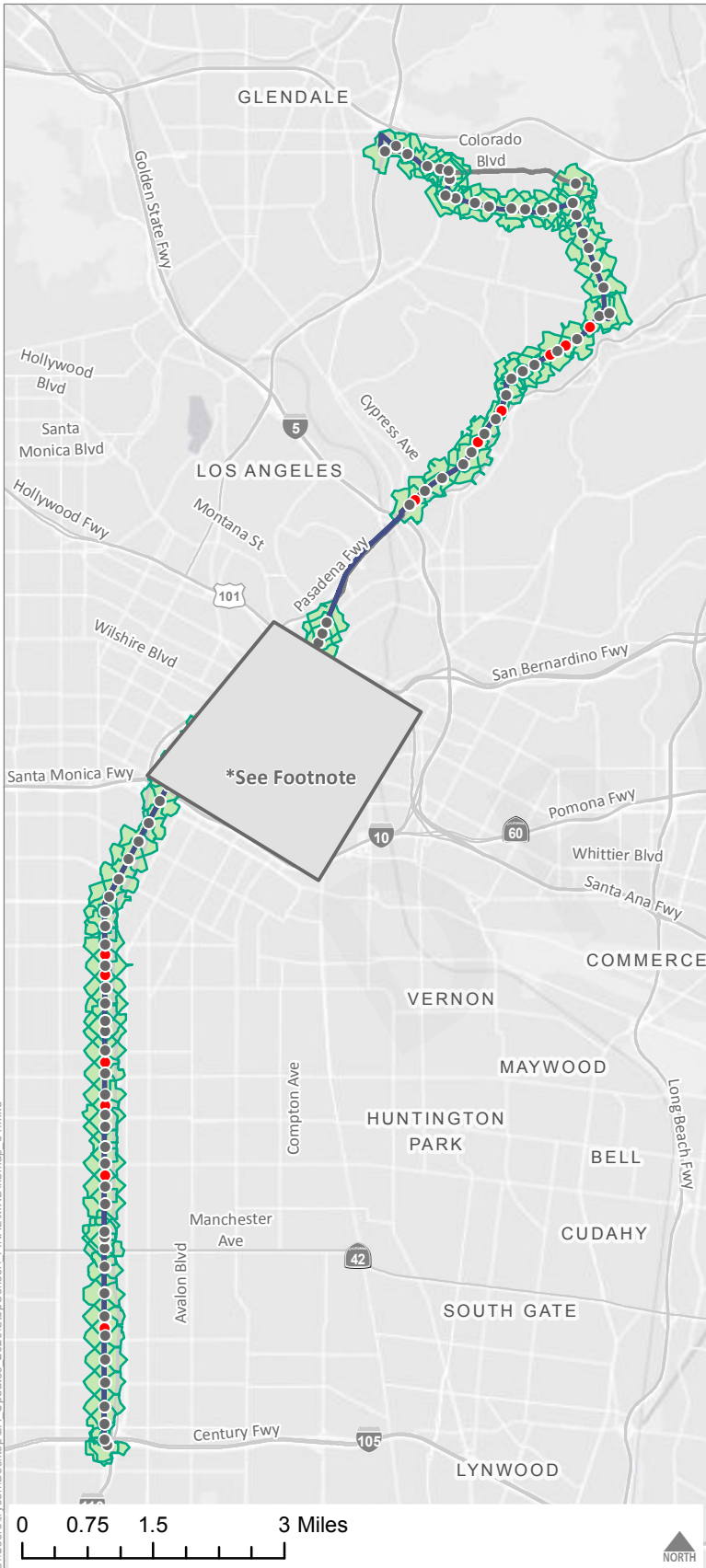
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 78 - LAS TUNAS

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FIGUEROA / 98TH	41	23
FIGUEROA / 74TH	23	14
FIGUEROA / 61ST	44	8
FIGUEROA / 56TH	44	10
FIGUEROA / 43RD	59	25
FIGUEROA / 41ST	22	24
FIGUEROA / AVENUE 28	81	24
FIGUEROA / AVENUE 43	56	84
FIGUEROA \ SYCAMORE GROVE PARK	10	11
FIGUEROA / AVENUE 56	47	87
FIGUEROA / AVENUE 59	81	71
FIGUEROA / ARROYO GLEN	6	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.20	0.26

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

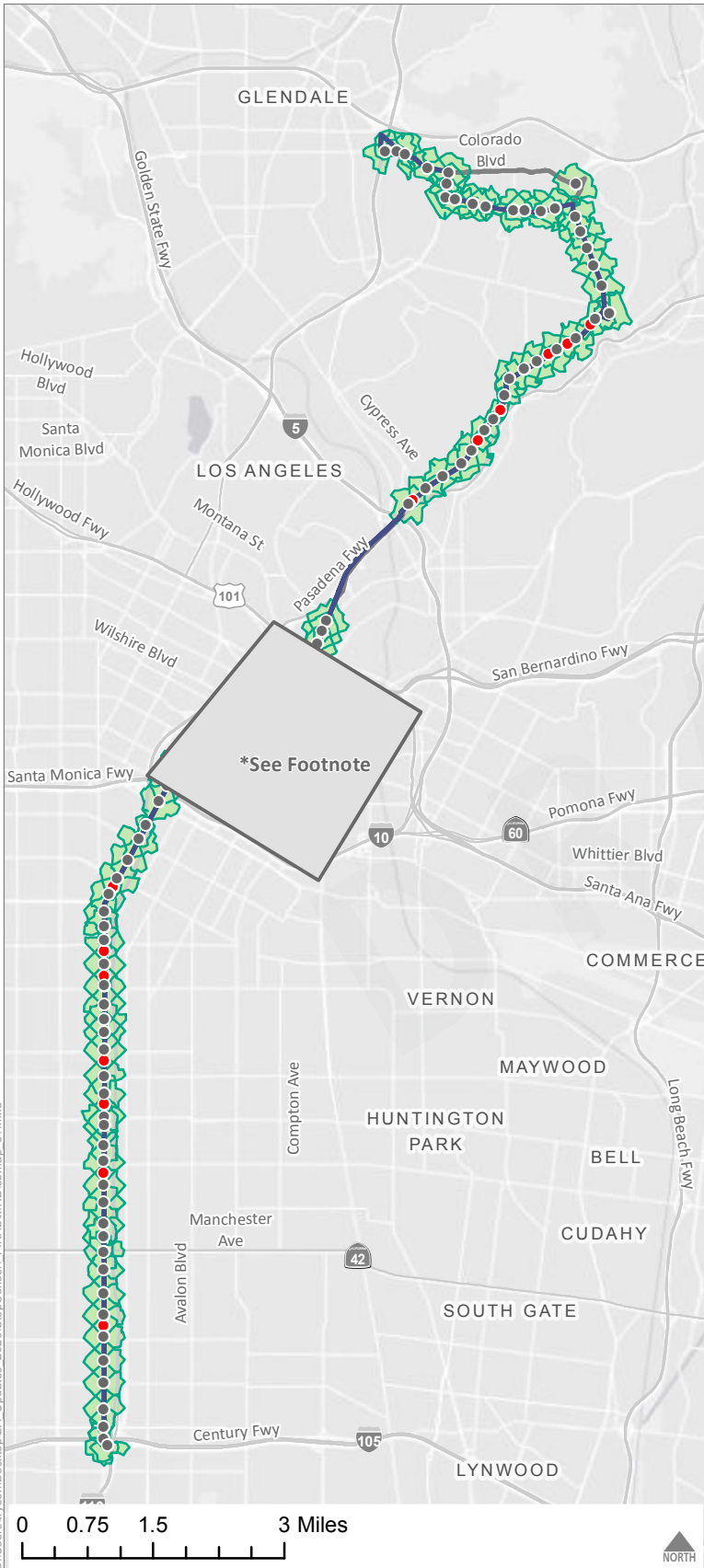
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 81 - FIGUEROA



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FIGUEROA / PIEDMONT	28	13
FIGUEROA / AVENUE 59	63	99
FIGUEROA / AVENUE 56	92	26
FIGUEROA \ SYCAMORE GROVE PARK	13	6
FIGUEROA / AVENUE 43	83	51
FIGUEROA / AVENUE 28	64	129
FIGUEROA / USC MCCARTHY	20	21
FIGUEROA / 41ST	70	46
FIGUEROA / 43RD	25	87
FIGUEROA / 56TH	16	55
FIGUEROA / 61ST	29	56
FIGUEROA / 74TH	21	32
FIGUEROA / 98TH	7	43

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
92%	0.20	0.26

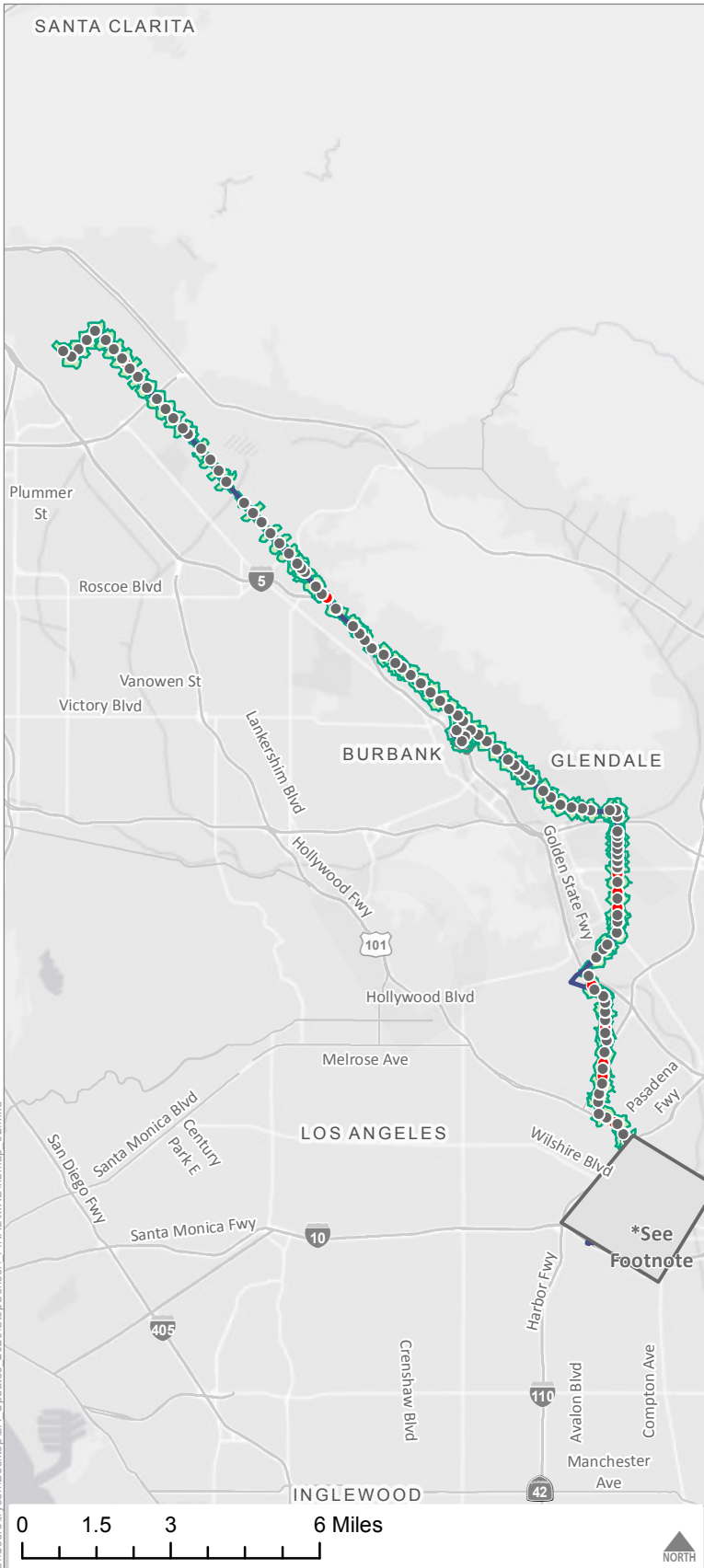
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 81 - FIGUEROA

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BELLEVUE / DOUGLAS	4	5
GLENDALE / RESERVOIR	12	8
GLENDALE / SCOTT	13	6
GLENDALE / EFFIE	3	9
GLENDALE / EARL	1	1
GLENDALE / WAVERLY	4	4
BRAND / MAGNOLIA	6	3
BRAND / GARFIELD	18	5
BRAND / LOMITA	23	18
GLENOAKS / ROSCOE SOUTH JOG	0	5
GLENOAKS / BRAND (San Fernando)	0	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.21	0.24

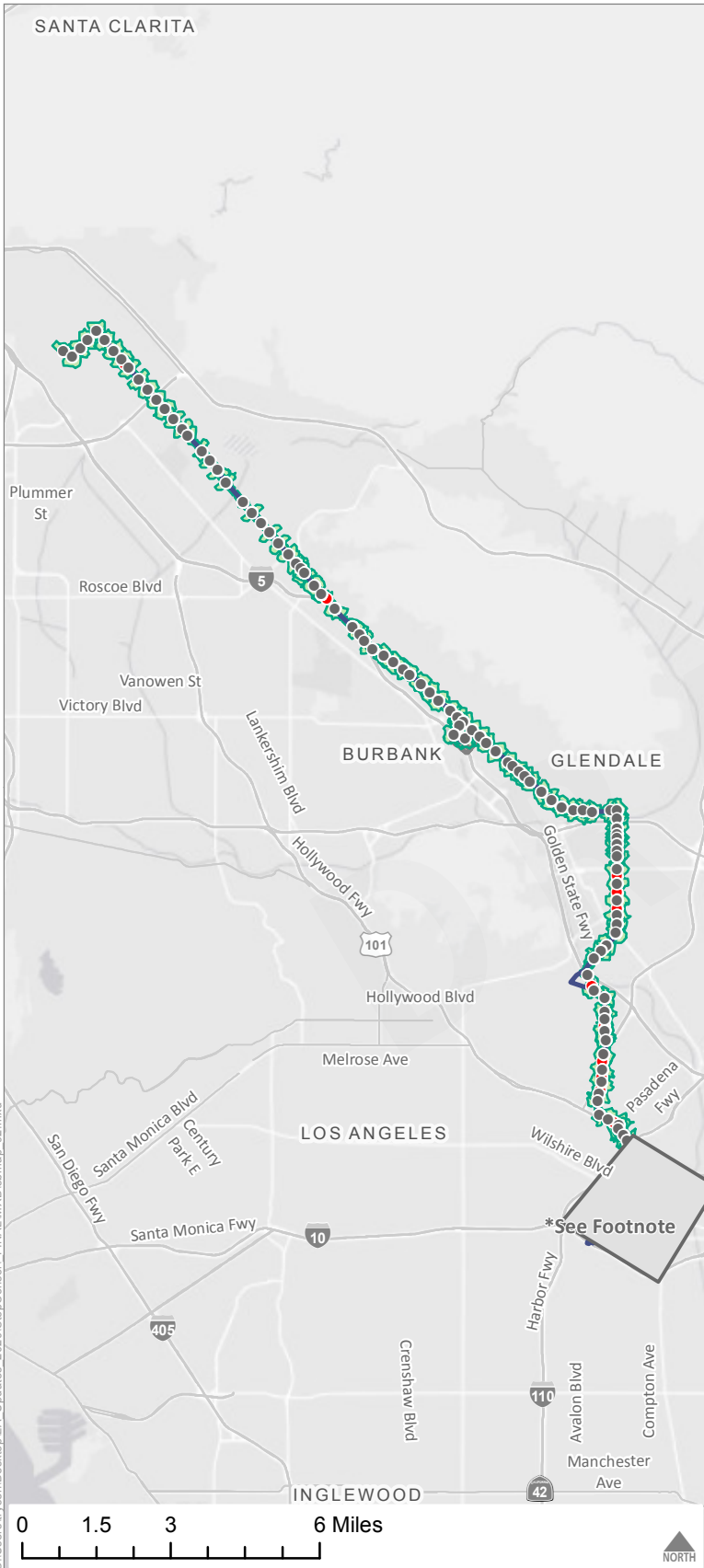
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 92 - GLENOAKS

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
GLENOAKS / BRAND (San Fernando)	0	1
GLENOAKS / ROSCOE SOUTH JOG	3	0
BRAND / LOMITA	16	26
BRAND / GARFIELD	7	23
BRAND / MAGNOLIA	3	4
GLENDALE / WAVERLY	5	11
GLENDALE / EARL	4	0
GLENDALE / EFFIE	6	3
GLENDALE / SCOTT	5	15
GLENDALE / RESERVOIR	8	31
BELLEVUE / DOUGLAS	1	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.21	0.23

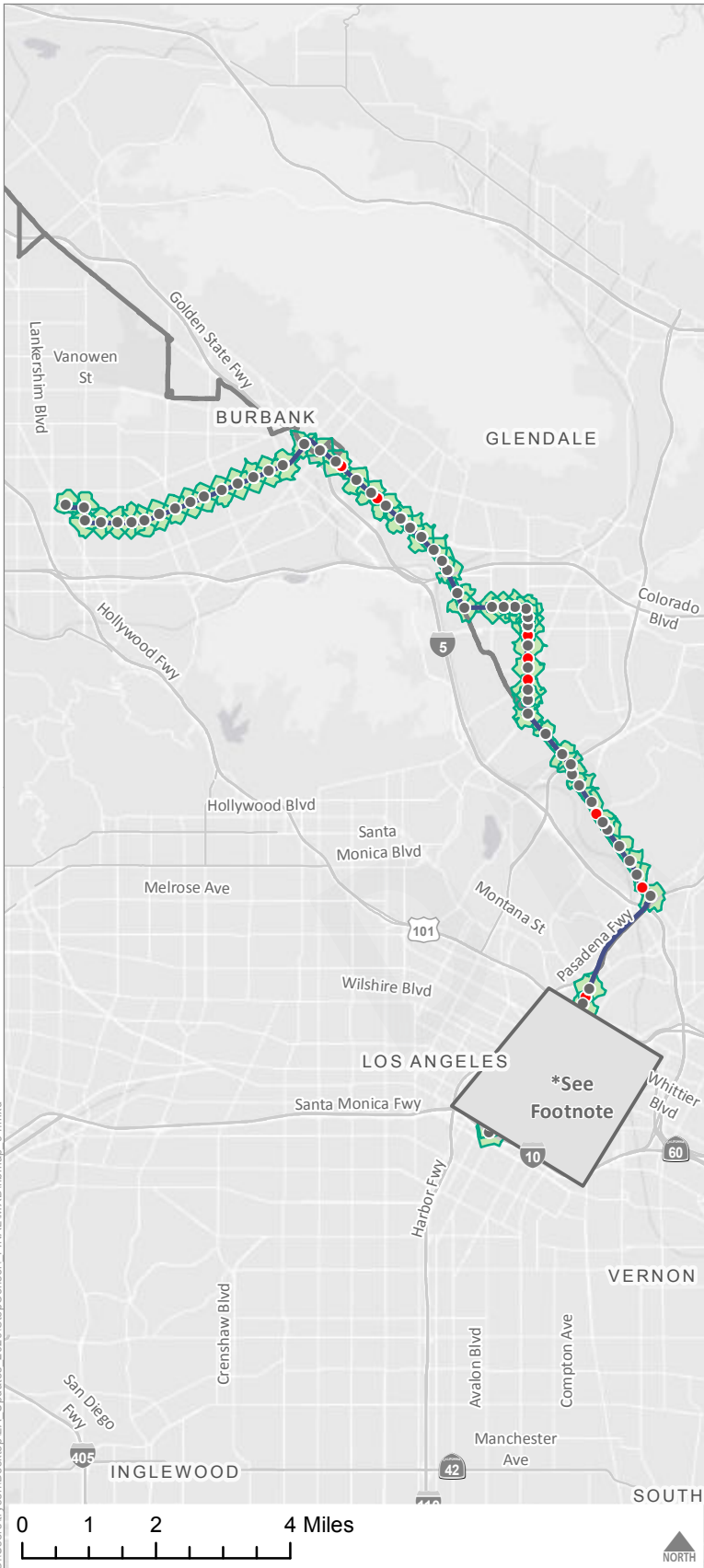
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 92 - GLENOAKS

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
HILL / ALPINE	22	28
AVENUE 26 / IDELL	9	6
SAN FERNANDO / DIVISION	20	48
BRAND / MAGNOLIA	6	3
BRAND / GARFIELD	18	5
BRAND / LOMITA	23	18
SAN FERNANDO / THOMPSON	6	13
SAN FERNANDO / PROVIDENCIA	10	23

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.24	0.26

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

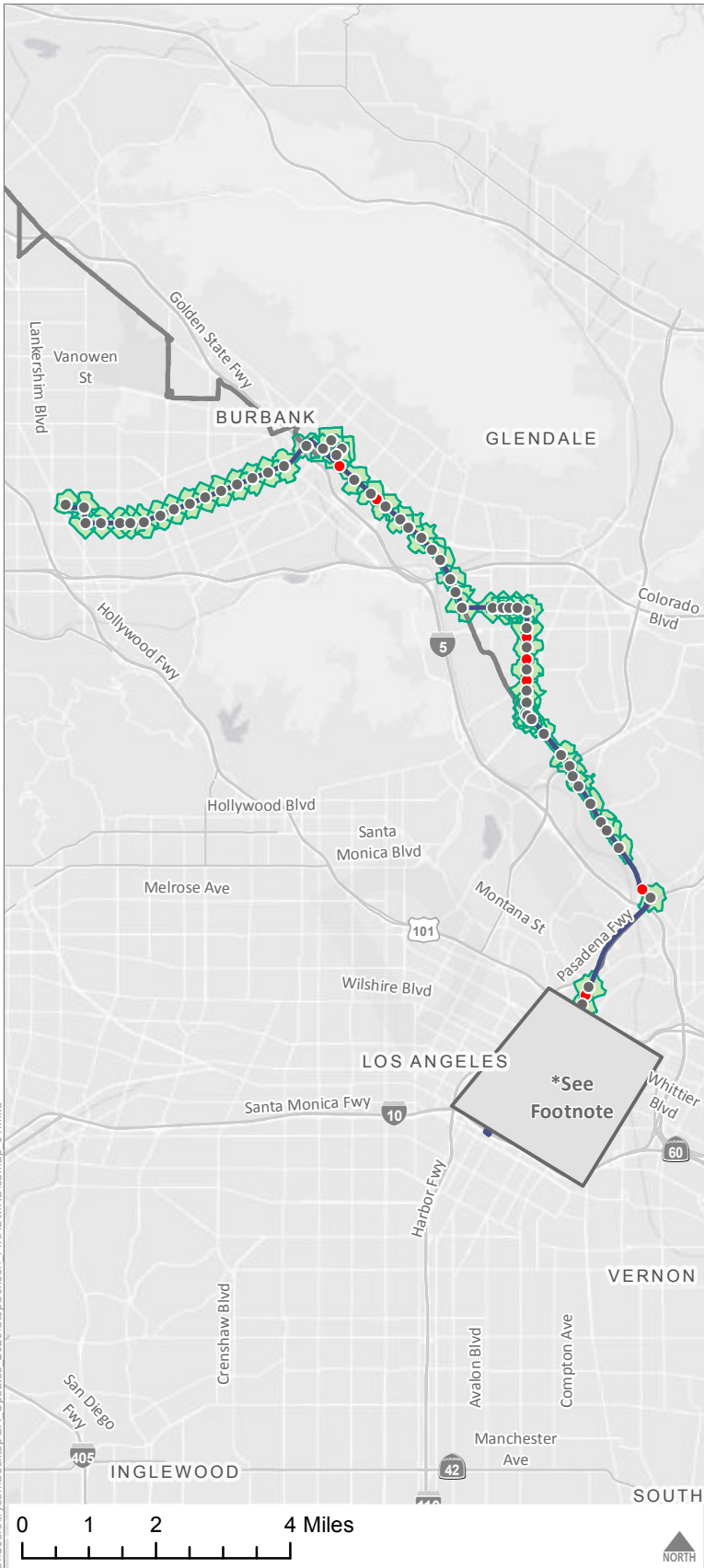
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 94 - SAN FERNANDO



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO / PROVIDENCIA	26	7
SAN FERNANDO / THOMPSON	6	2
BRAND / LOMITA	16	26
BRAND / GARFIELD	7	23
BRAND / MAGNOLIA	3	4
AVENUE 26 / IDELL	6	19
HILL / ALPINE	27	21

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.25	0.27

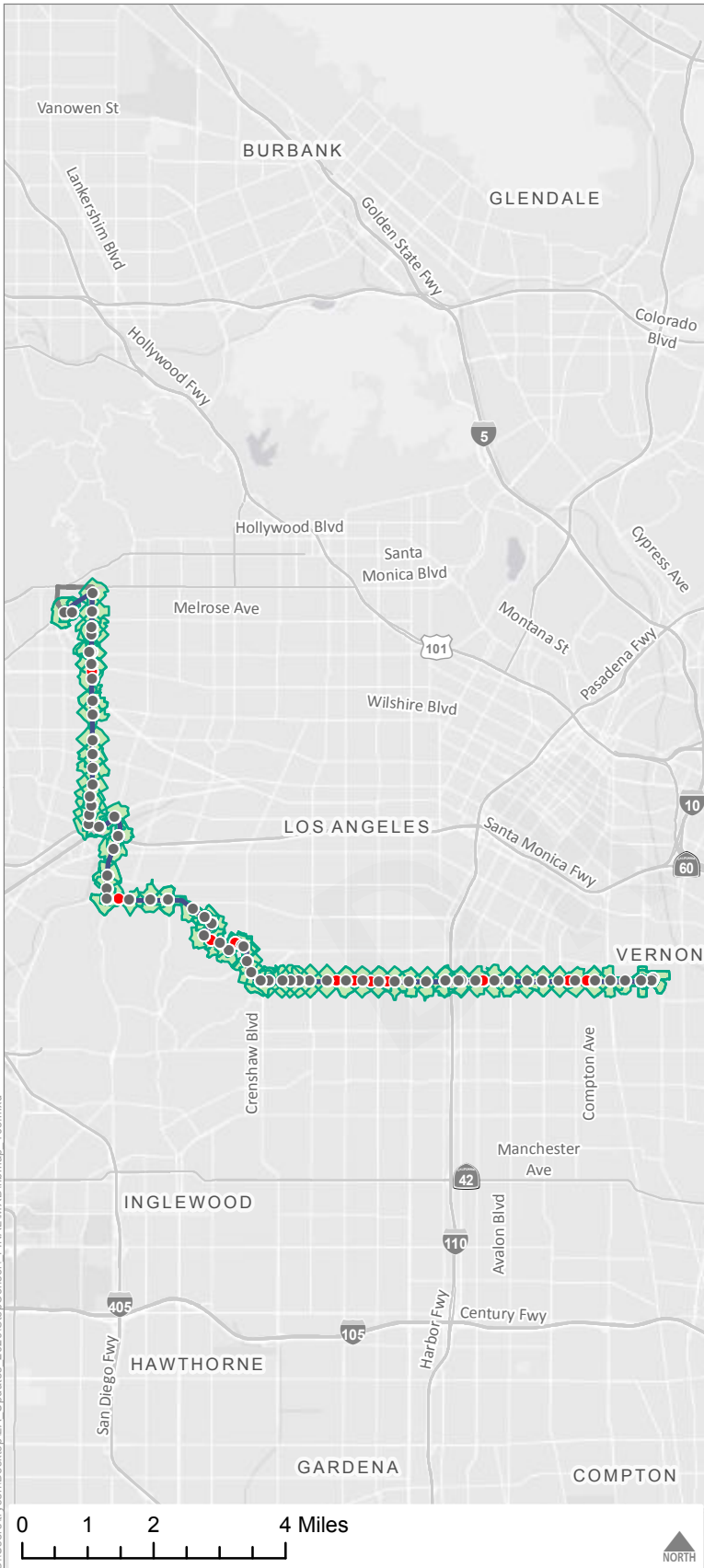
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 94 - SAN FERNANDO

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VERNON / MORGAN	22	4
VERNON / ASCOT	42	21
VERNON \ SAN PEDRO PL	24	40
VERNON / RAYMOND	11	29
VERNON / HALLDALE	9	23
VERNON / HARVARD	4	14
VERNON / SAINT ANDREWS	14	14
MARLTON / MARTIN LUTHER KING JR	10	8
SANTA ROSALIA / WEST	36	42
OBAMA / CLYDE	2	3
LA CIENEGA / 4TH	4	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.20	0.23

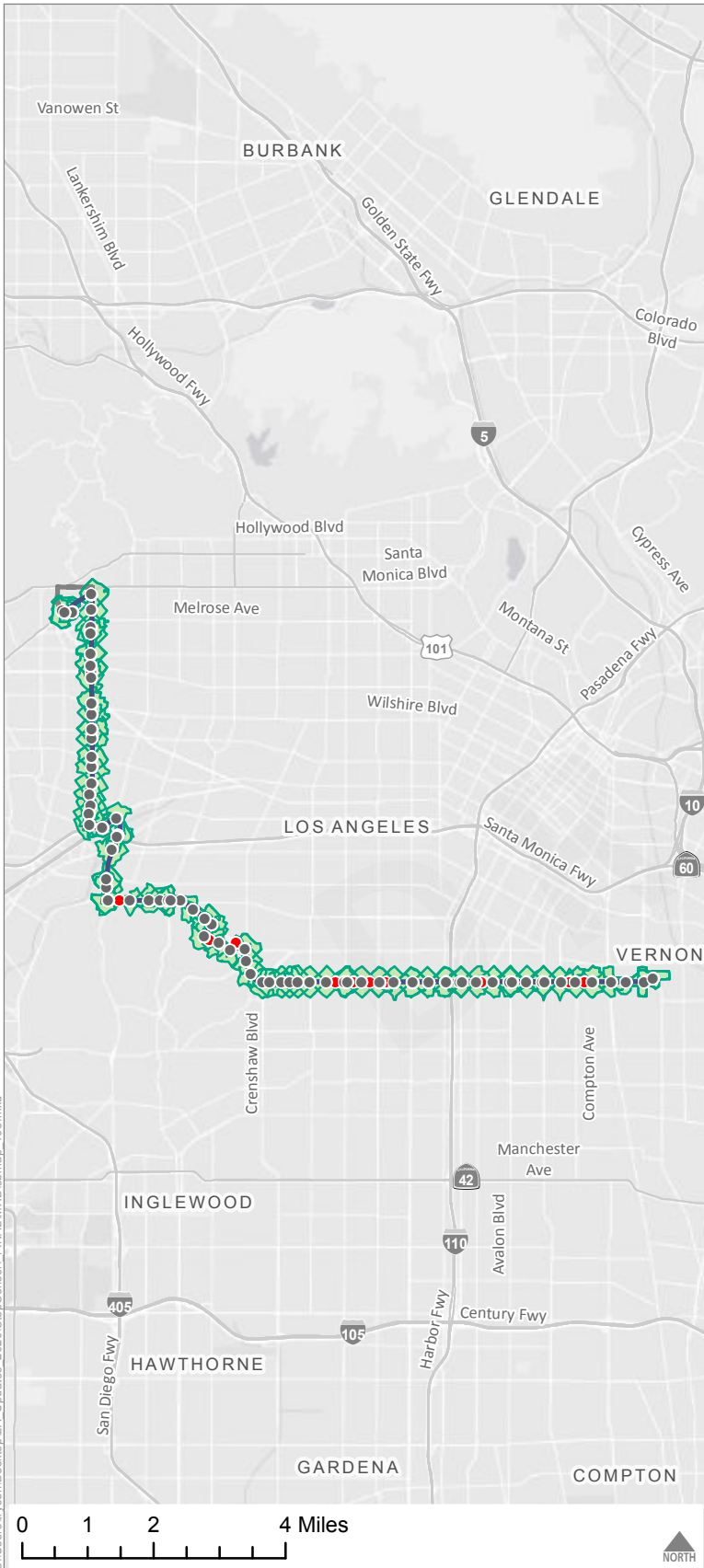
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 105 - VERNON

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LA CIENEGA / SAN VICENTE	7	2
OBAMA / CLYDE	8	3
SANTA ROSALIA / WEST	42	28
MARLTON / MARTIN LUTHER KING JR	7	16
VERNON / SAINT ANDREWS	16	14
VERNON / HARVARD	19	9
VERNON / HALLDALE	18	19
VERNON / RAYMOND	17	28
VERNON \ SAN PEDRO PL	20	28
VERNON / ASCOT	17	29
VERNON / MORGAN	2	20

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.23

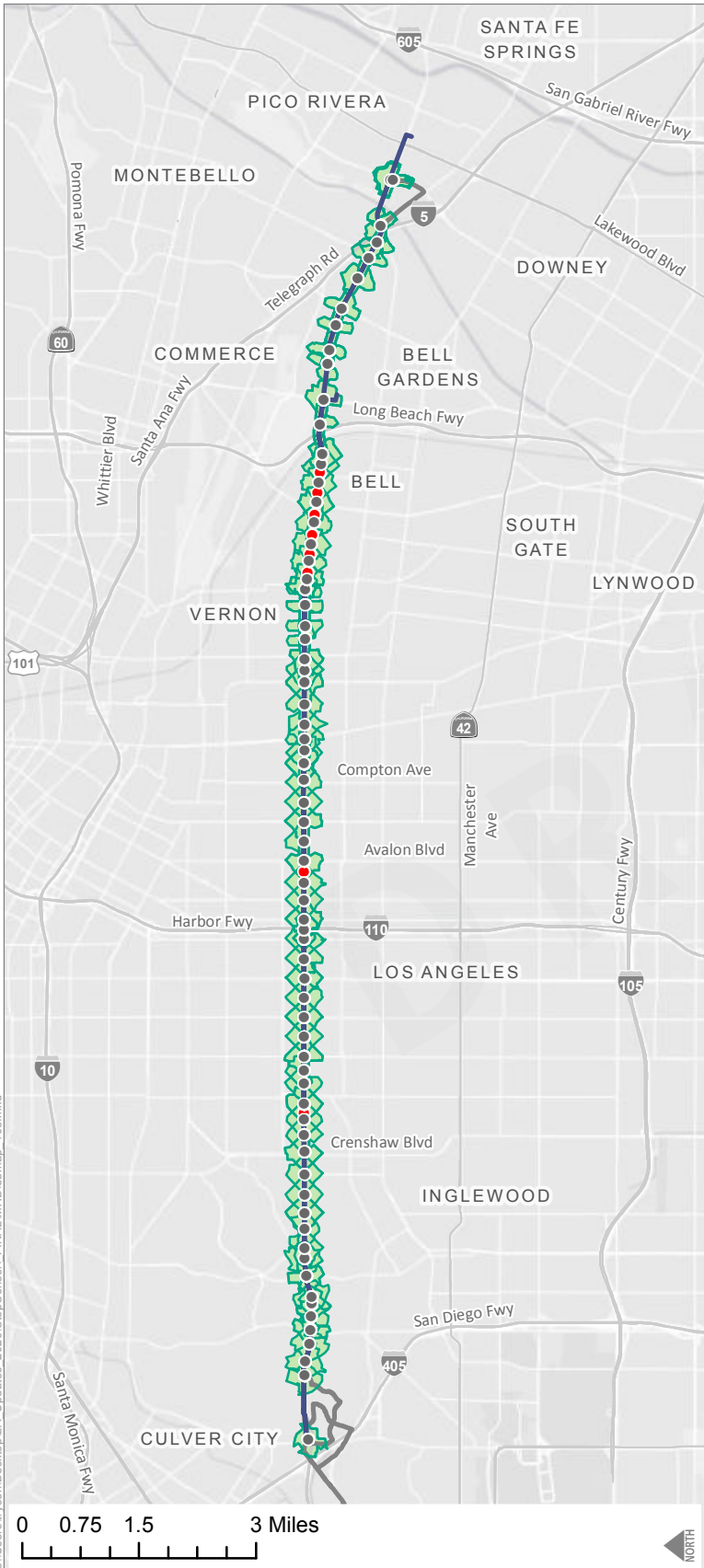
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 105 - VERNON

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SLAUSON / 4TH	97	44
SLAUSON / TOWNE	15	22
SLAUSON / EVERETT	32	40
SLAUSON / CARMELITA	52	72
SLAUSON / GIFFORD	19	51
SLAUSON / PINE	11	96
SLAUSON / KING	5	21
SLAUSON / HELIOTROPE	3	26

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.23

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

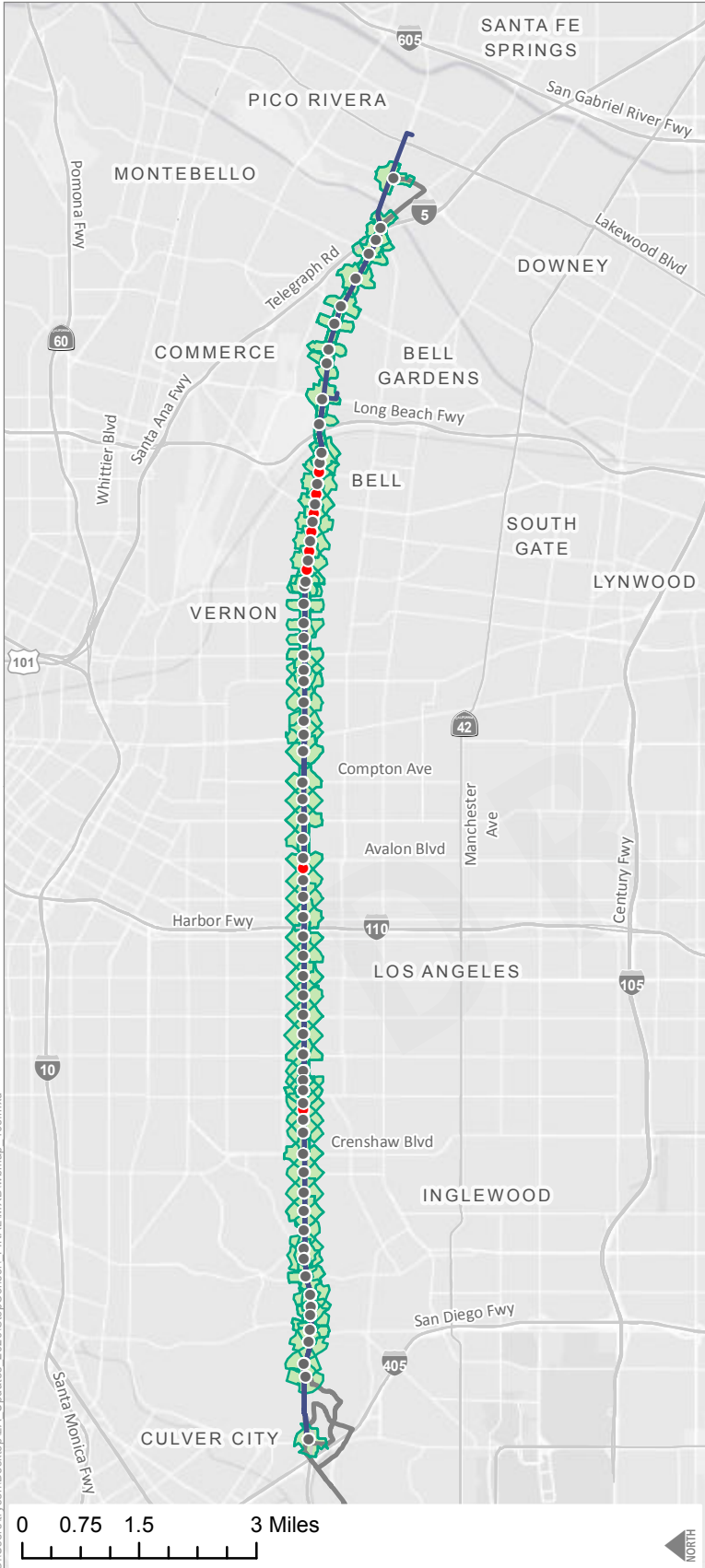
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 108 - SLAUSON



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SLAUSON / HELIOTROPE	32	4
SLAUSON / KING	59	16
SLAUSON / PINE	56	5
SLAUSON / GIFFORD	75	19
SLAUSON / CARMELITA	109	49
SLAUSON / EVERETT	50	27
SLAUSON / TOWNE	6	13
SLAUSON / 4TH	33	60

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.23

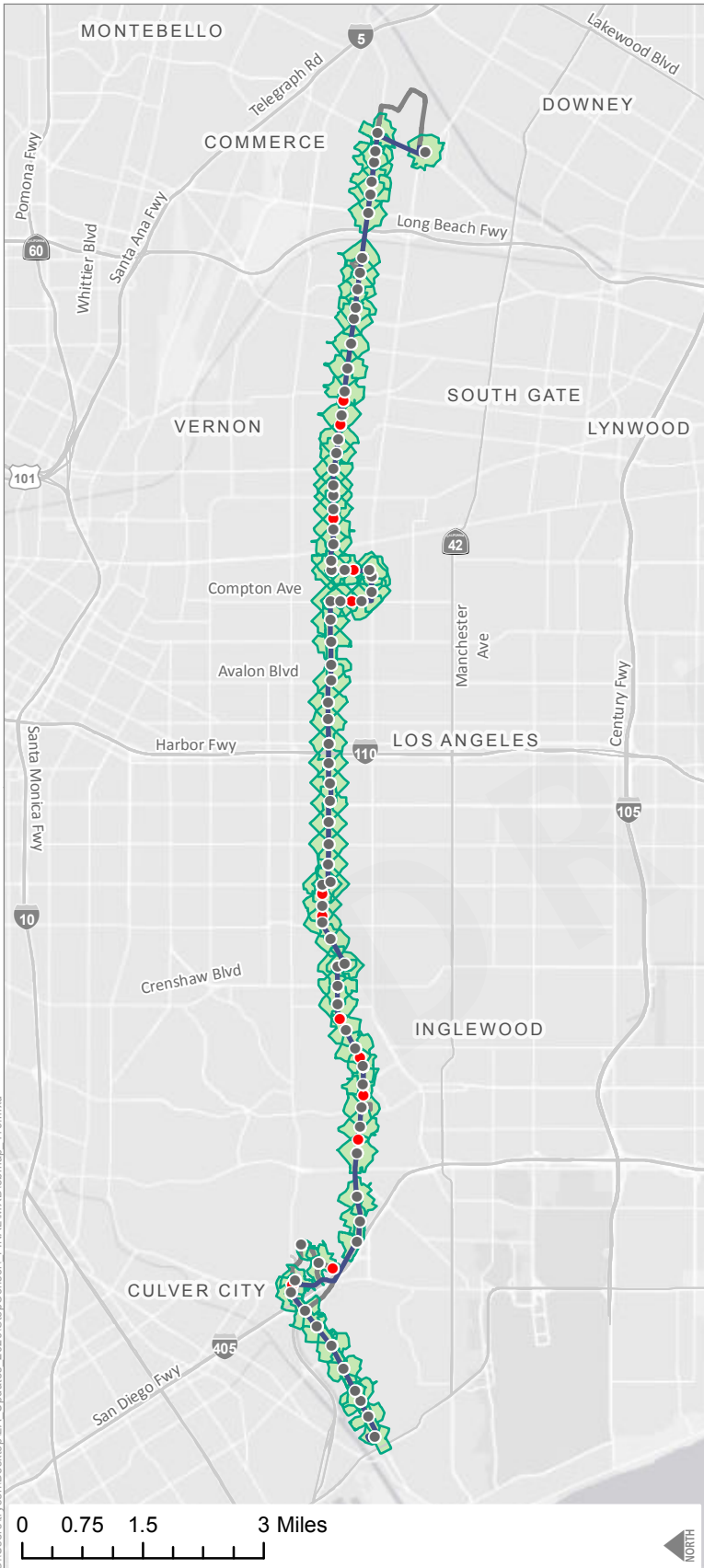
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 108 - SLAUSON

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SLAUSON / SEPULVEDA	41	13
BRISTOL PKWY / DOVERWOOD	13	1
CENTINELA / ACACIA	8	16
CENTINELA / EDGEWOOD	6	14
HYDE PARK / MARLBOROUGH	23	23
HYDE PARK / LONG	11	25
62ND / CIMARRON	7	6
62ND / SAINT ANDREWS	5	3
COMPTON / 68TH	12	3
HOLMES / 68TH	13	5
GAGE / SANTA FE	31	40
GAGE / HOOD	16	74
GAGE / SALT LAKE	5	24

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.22	0.26

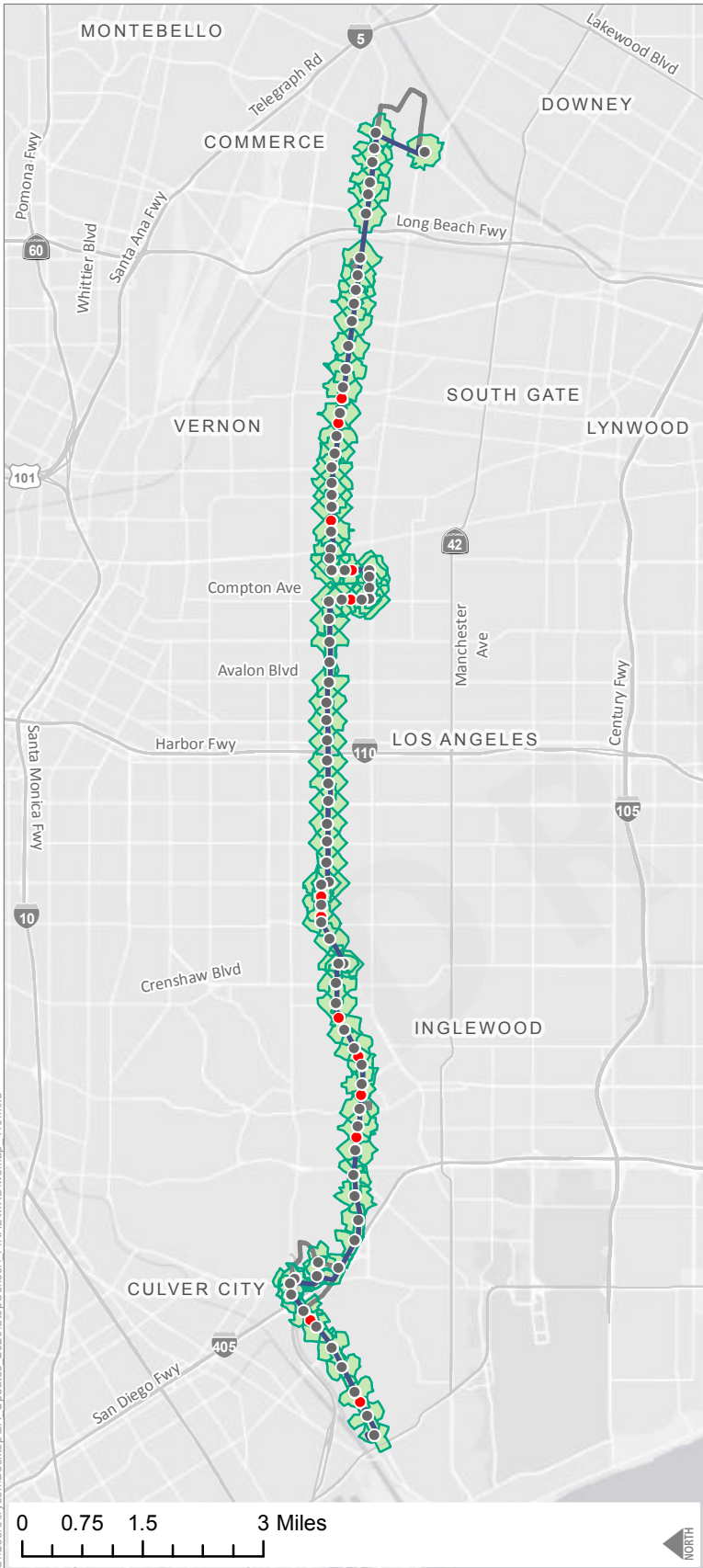
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 110 - GAGE

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
GAGE / SALT LAKE	26	13
GAGE / HOOD	66	14
GAGE / SANTA FE	51	35
HOLMES / 68TH	4	13
COMPTON / 68TH	10	19
62ND / SAINT ANDREWS	4	10
62ND / CIMARRON	1	10
HYDE PARK / LONG	33	10
HYDE PARK / MARLBOROUGH	15	26
CENTINELA / EDGEWOOD	10	6
CENTINELA / ACACIA	7	12
JEFFERSON / MARGARET	1	4
JEFFERSON / BEETHOVEN	0	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.21	0.26

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

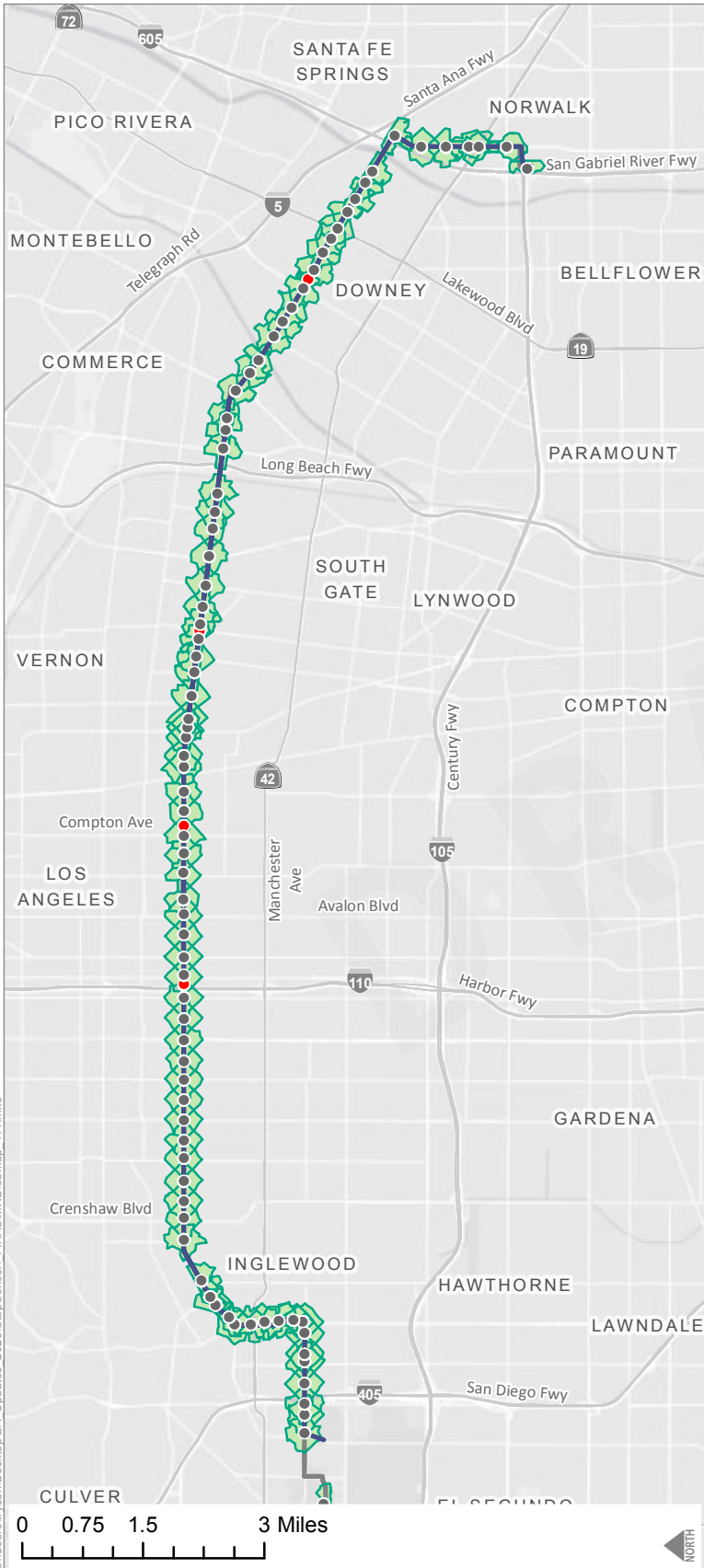
# LINE 110 - GAGE



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# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FLORENCE / GRAND	8	26
FLORENCE / MIRAMONTE	82	52
FLORENCE / CALIFORNIA	35	55
FLORENCE / WESTERN	6	14

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.24	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

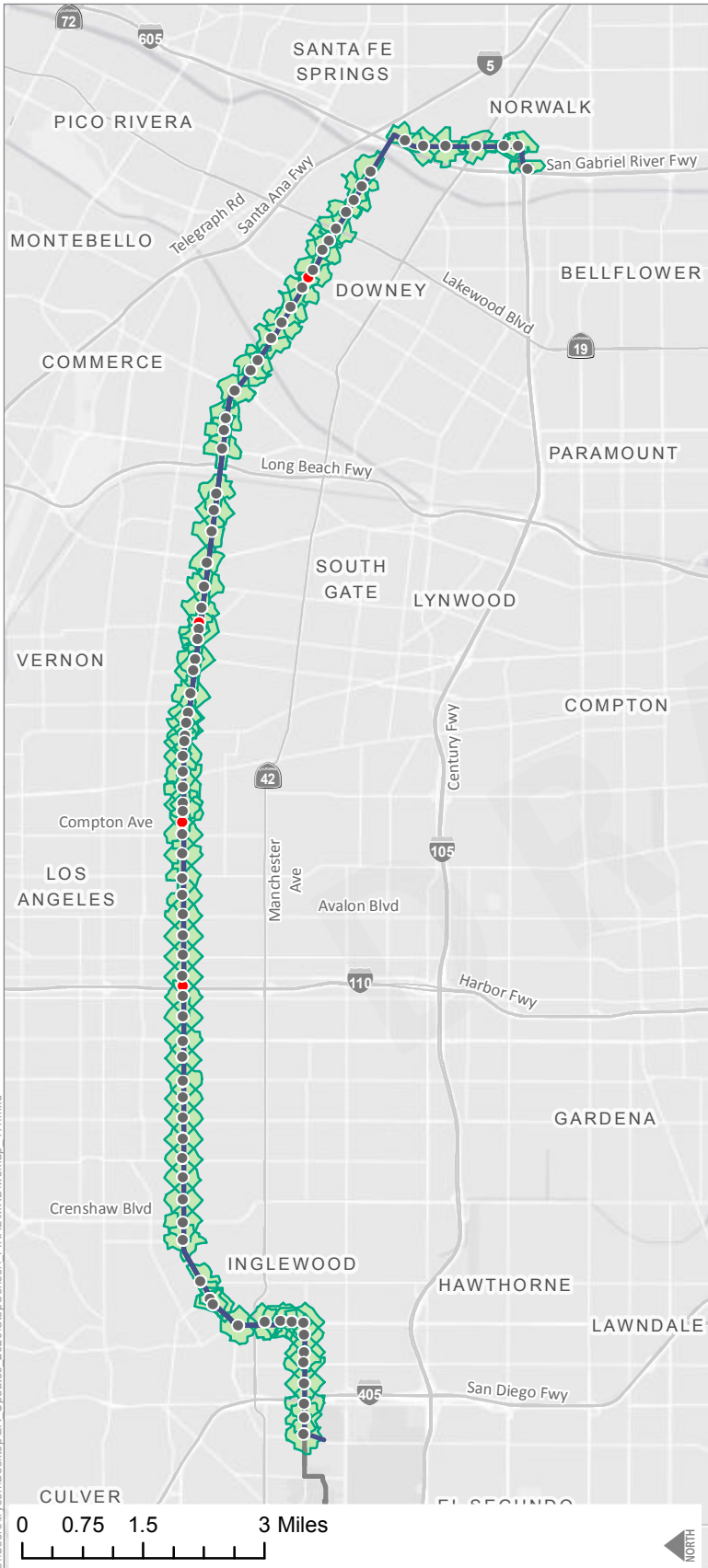
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 111 - FLORENCE

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# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FLORENCE / ORIZABA	9	5
FLORENCE / CALIFORNIA	39	28
FLORENCE / MIRAMONTE	47	49
FLORENCE / GRAND	7	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

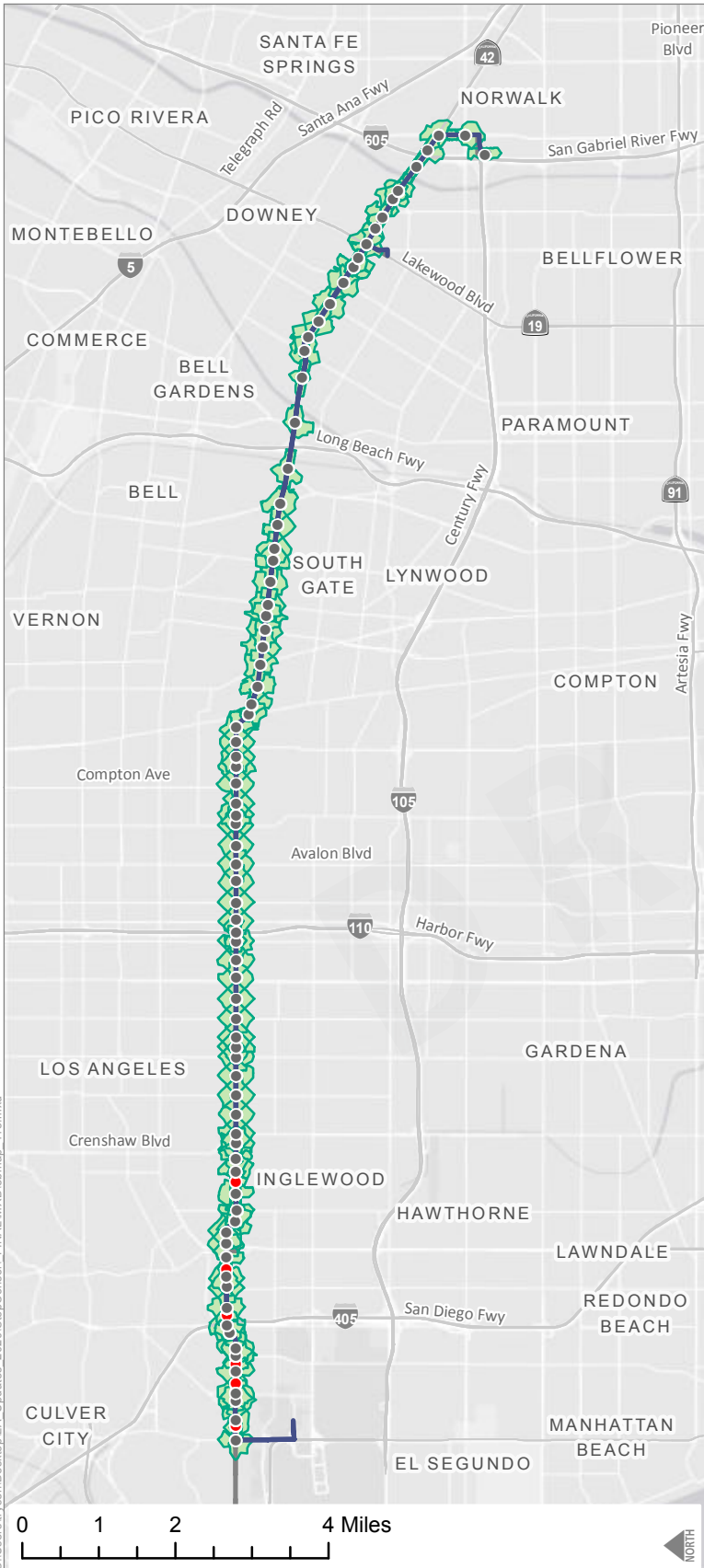
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 111 - FLORENCE

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# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
MANCHESTER / TRUXTON	31	6
MANCHESTER / BELFORD	31	26
MANCHESTER / OSAGE	9	1
MANCHESTER / ASH	26	19
MANCHESTER / FIR	10	8
MANCHESTER / CARLTON	7	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

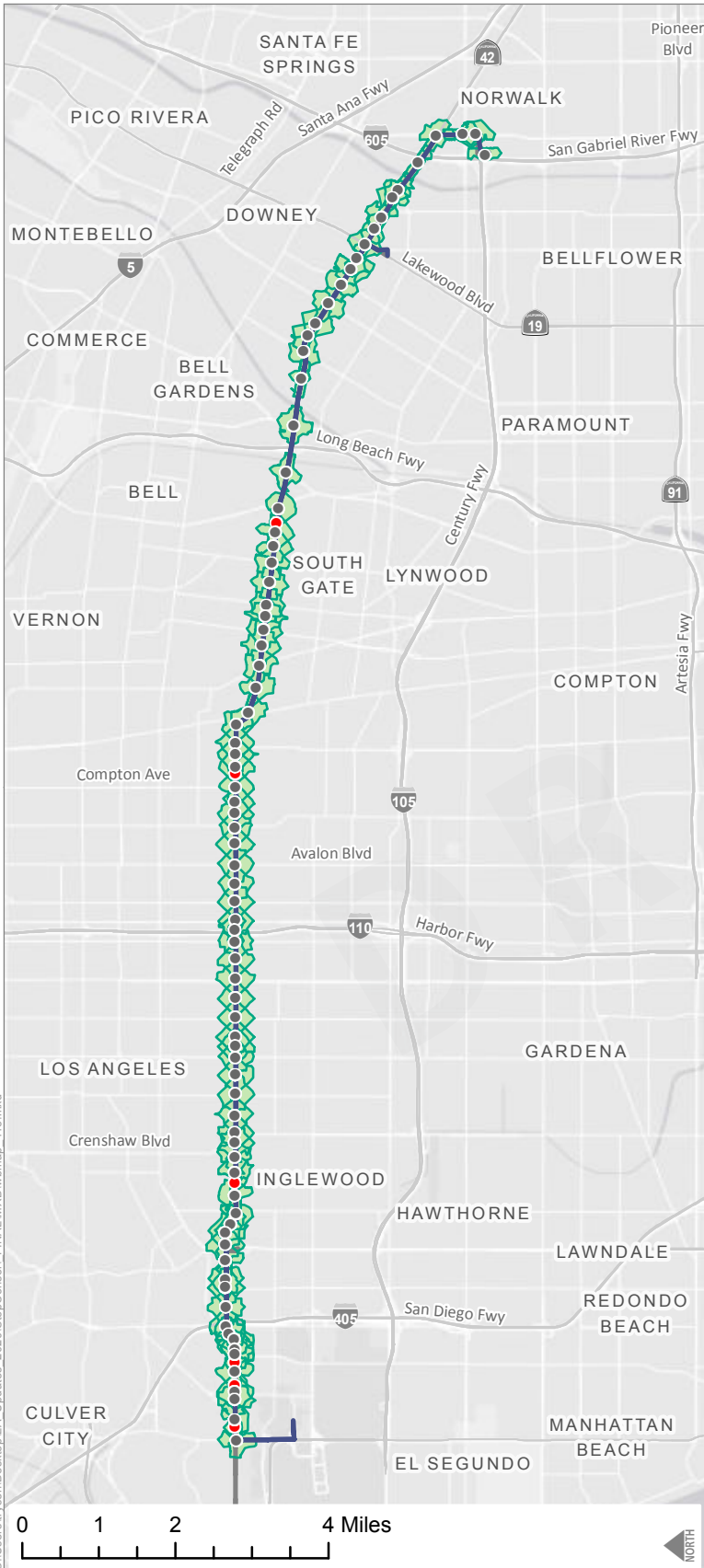
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 115 - MANCHESTER



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FIRESTONE \ ANNETTA	0	0
FIRESTONE / MAIE	70	33
MANCHESTER / CARLTON	4	8
MANCHESTER / OSAGE	9	38
MANCHESTER / BELFORD	23	30
MANCHESTER / TRUXTON	1	52

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.22	0.24

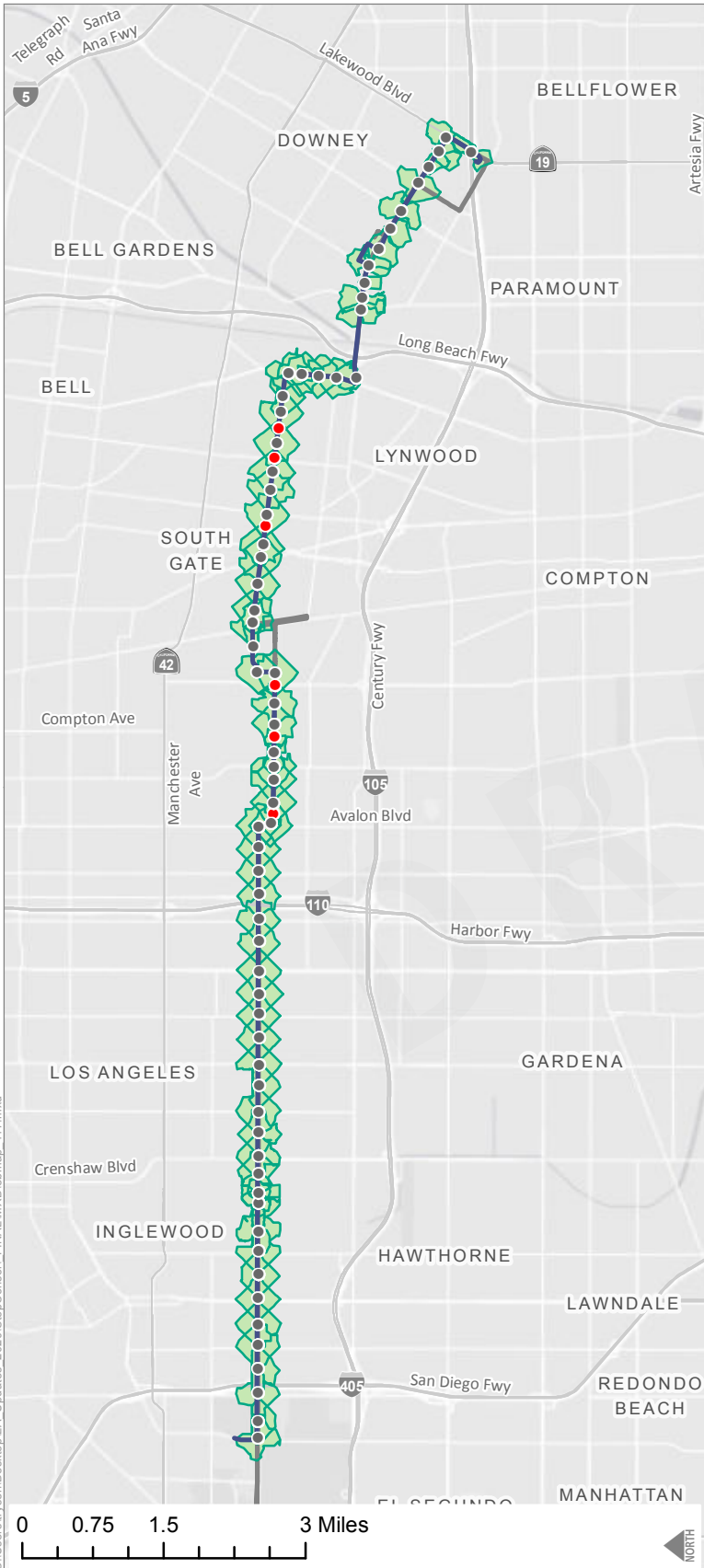
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 115 - MANCHESTER

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
103RD / STANFORD	5	4
103RD / SUCCESS	21	17
103RD / WILMINGTON	16	58
TWEEDY / ELIZABETH	26	26
TWEEDY / OTIS	29	49
TWEEDY / DOROTHY	15	20

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.22	0.27

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

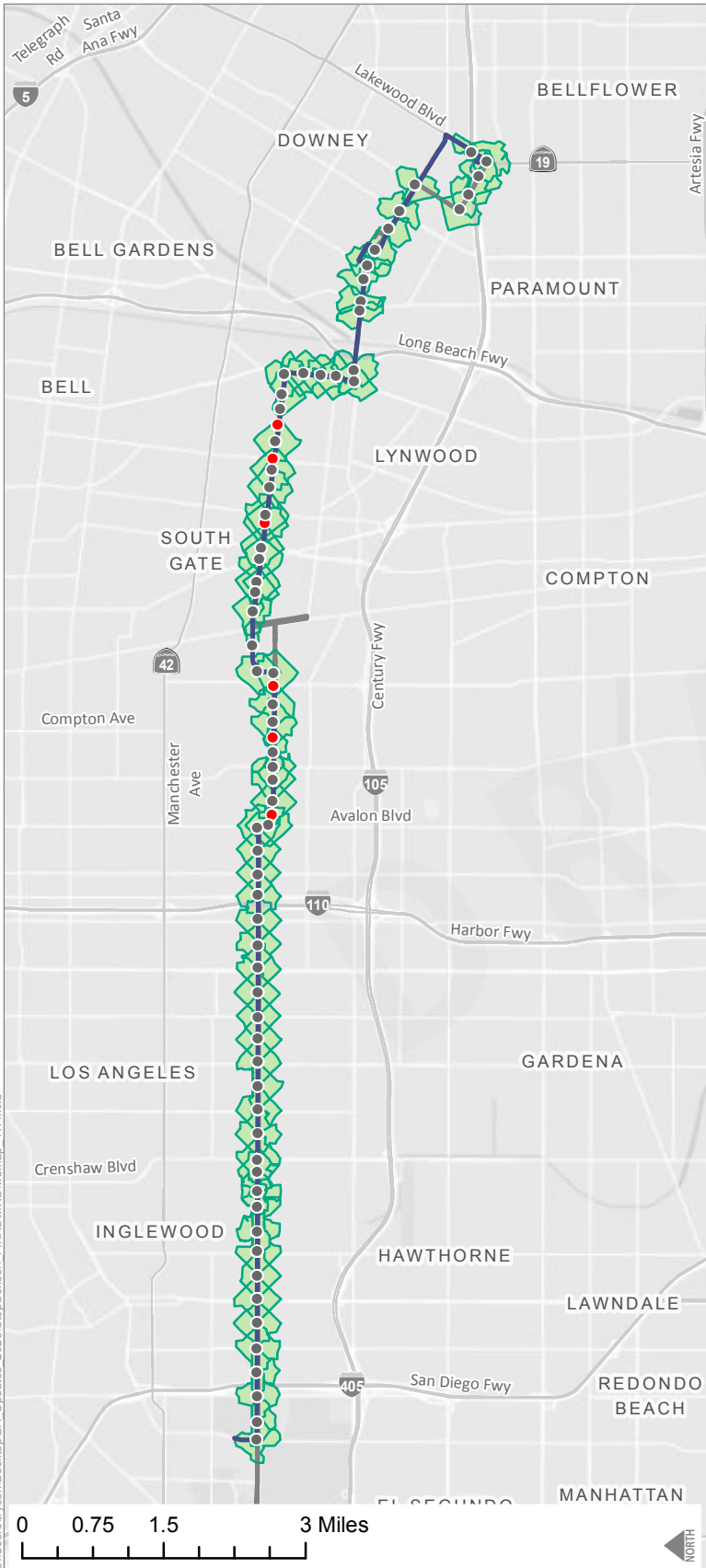
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 117 - CENTURY



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
TWEEDY / DOROTHY	15	10
TWEEDY / OTIS	41	26
TWEEDY / ELIZABETH	16	27
103RD / WILMINGTON	53	14
103RD / SUCCESS	15	15
103RD / STANFORD	1	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.21	0.24

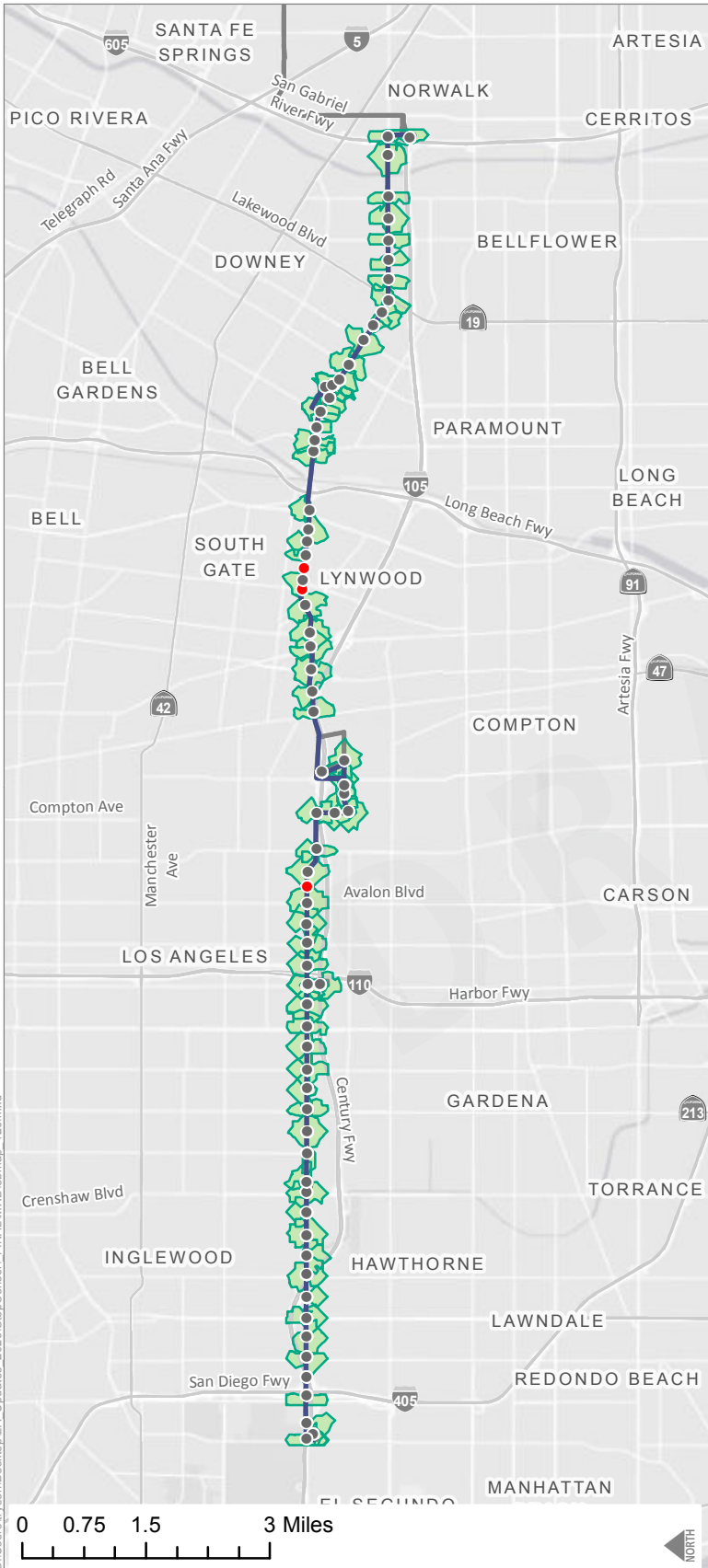
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 117 - CENTURY

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
IMPERIAL / STANFORD	0	0
IMPERIAL / BENWELL	4	5
IMPERIAL / LEWIS	1	3

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.26	0.27

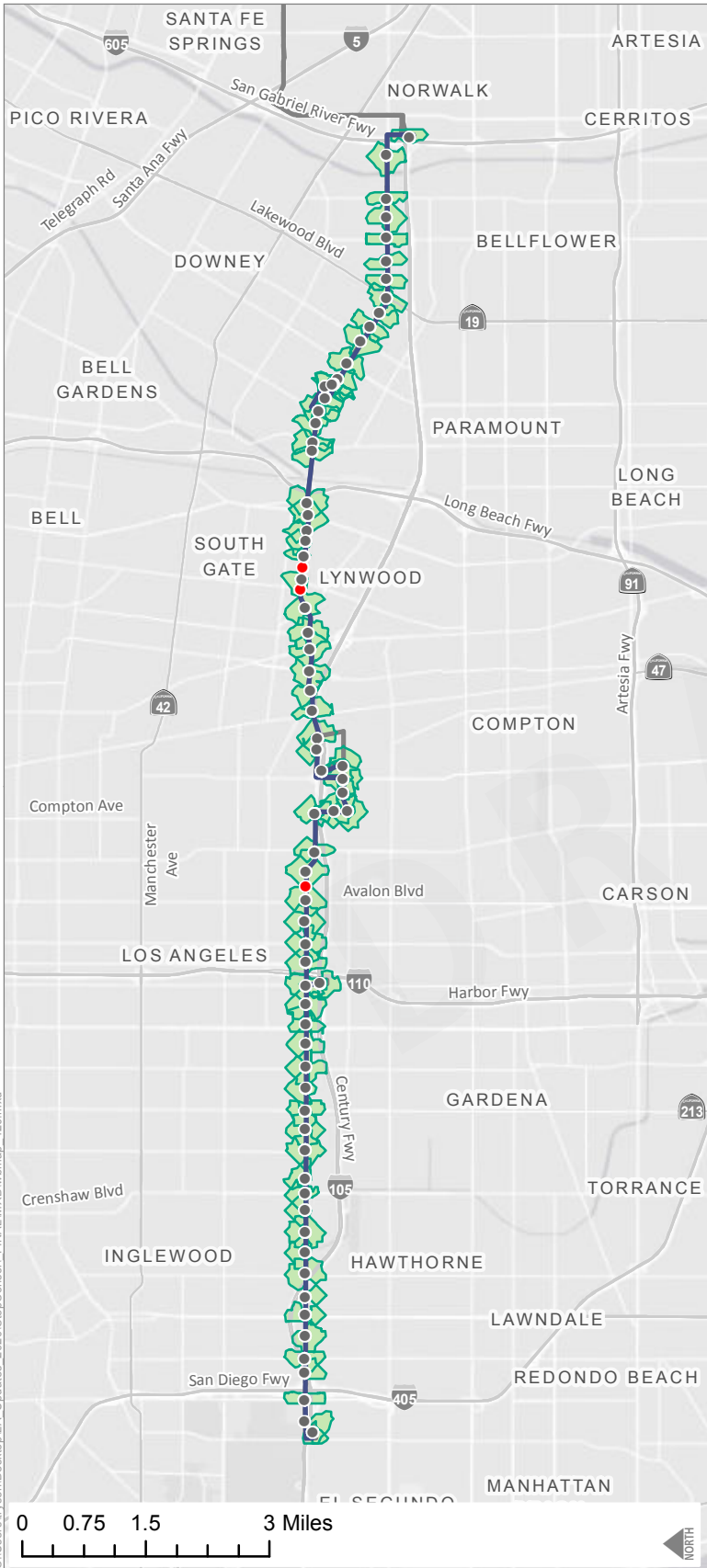
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 120 - IMPERIAL

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
IMPERIAL / LEWIS	6	2
IMPERIAL / BENWELL	4	9
IMPERIAL / STANFORD	0	0

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.26	0.27

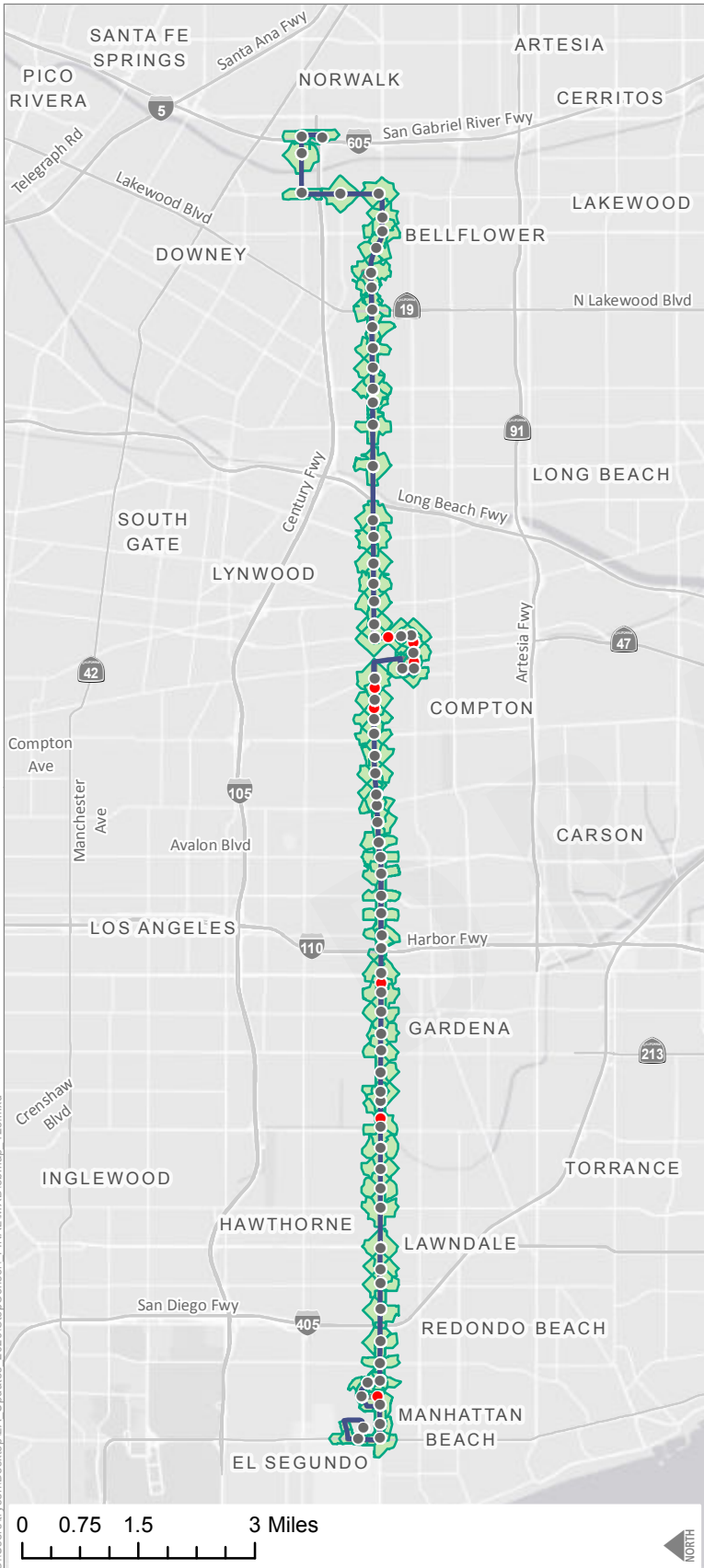
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 120 - IMPERIAL

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
APOLLO / ROSECRANS	5	0
ROSECRANS / ARDATH	5	2
ROSECRANS / BERENDO	24	31
ROSECRANS / ARANBE	19	9
ROSECRANS / ACACIA	21	22
COMPTON \ DOUGLAS DOLLARHIDE	18	9
COMPTON / WILLOW	10	4
SANTA FE / ELM	5	11

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.26	0.29

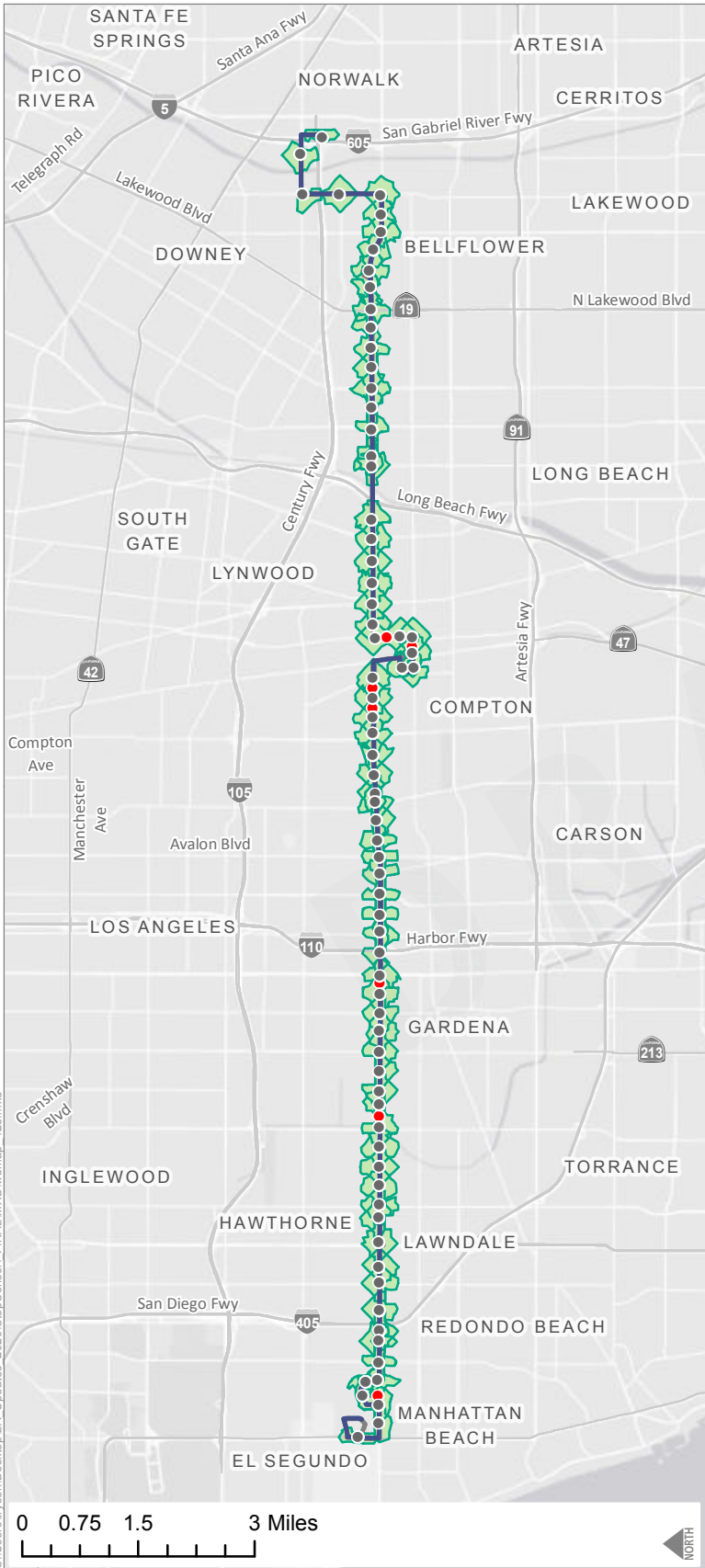
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 125 - ROSECRANS

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SANTA FE / ELM	10	5
COMPTON / SPRING	0	4
ROSECRANS / ACACIA	25	15
ROSECRANS / ARANBE	17	11
ROSECRANS / BERENDO	9	3
ROSECRANS / ARDATH	0	4
APOLLO / ROSECRANS	1	8

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.26	0.28

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

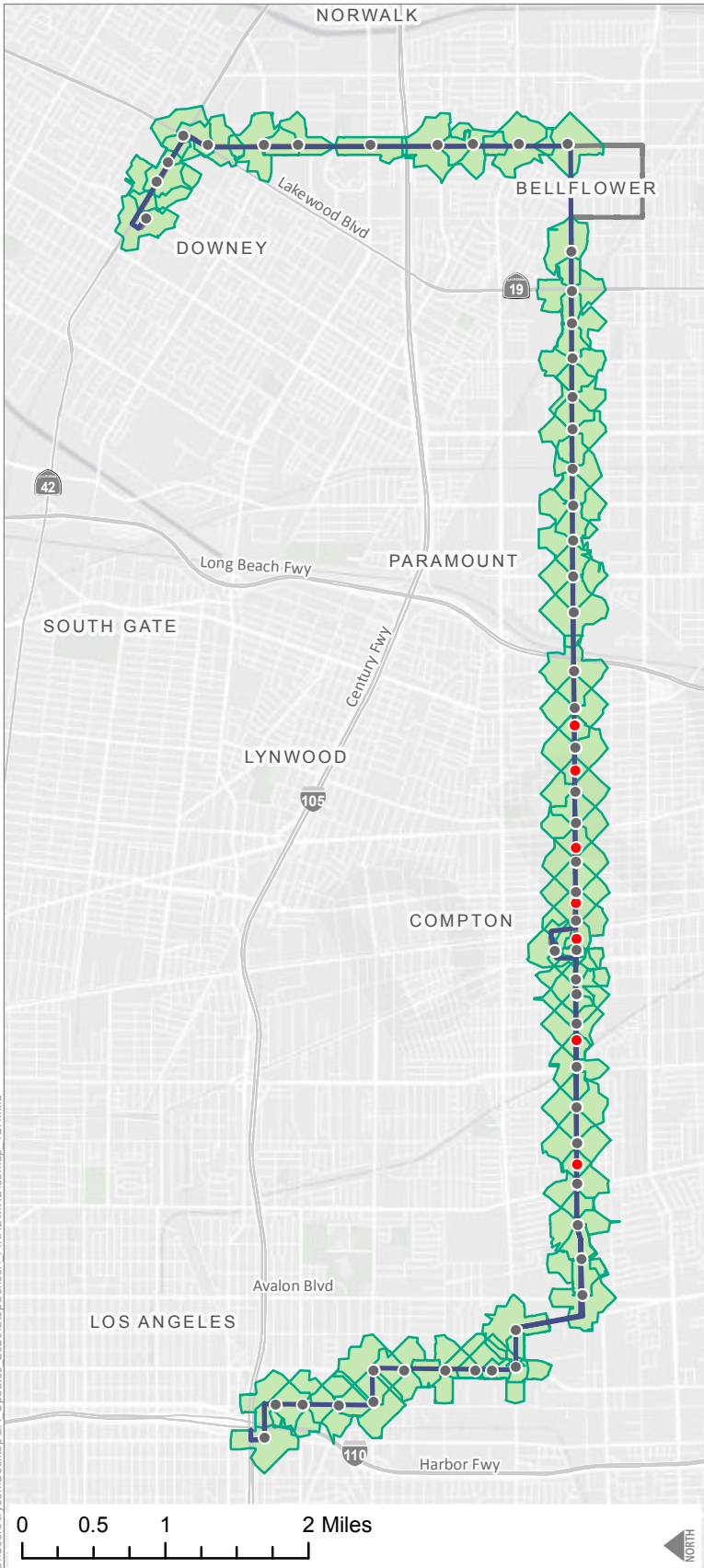
# LINE 125 - ROSECRANS



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# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
COMPTON / NESTOR	7	8
COMPTON / MATTHISEN	1	7
COMPTON \ DOUGLAS DOLLARHIDE	18	1
COMPTON / WILLOW	4	1
COMPTON / SLOAN	9	2
COMPTON / HOLLY	6	8
COMPTON / WHITE	2	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.25	0.28

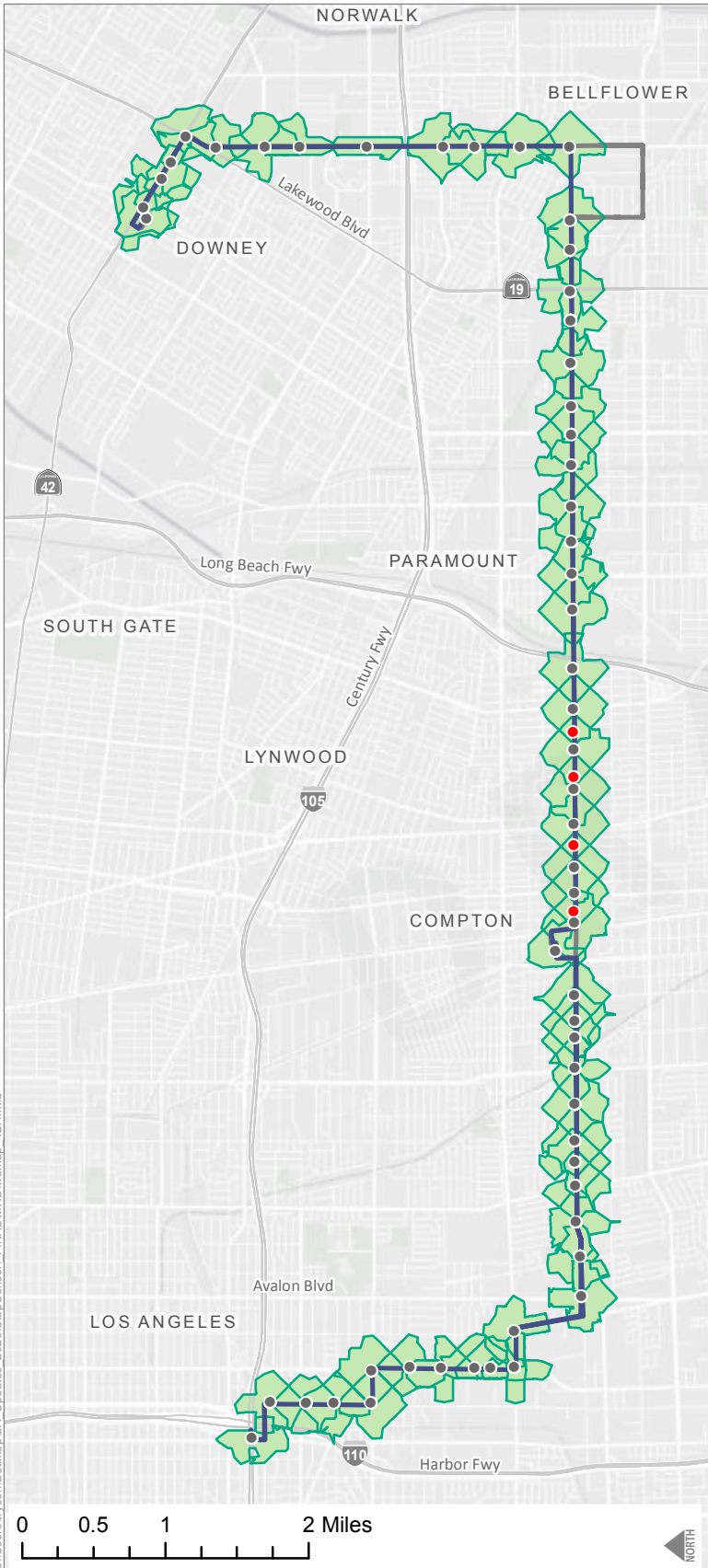
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 127 - COMPTON AVE

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
COMPTON / CASTLEGATE	3	5
COMPTON / HOLLY	4	7
COMPTON / SLOAN	4	9
COMPTON / SPRING	1	3

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.25	0.28

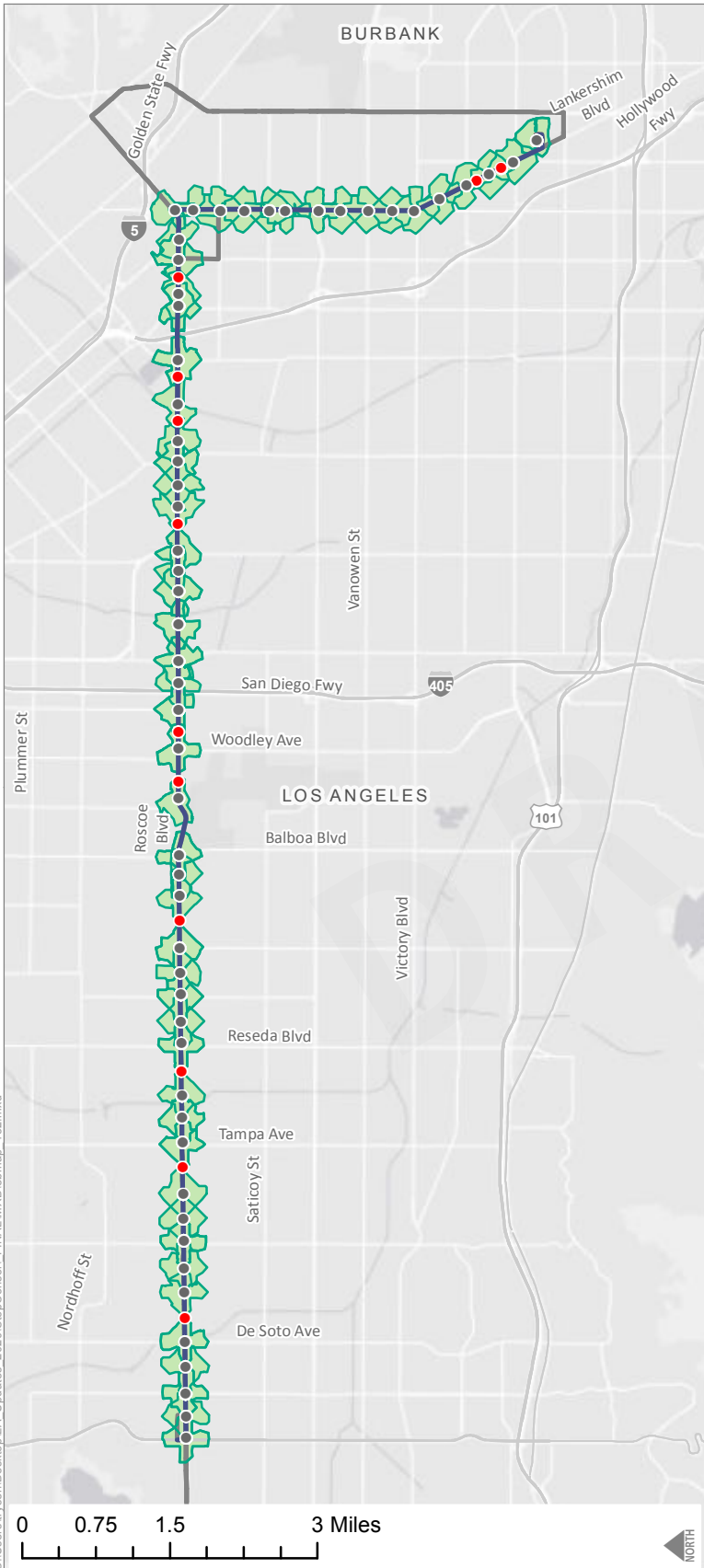
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 127 - COMPTON AVE

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ROSCOE / IRONDALE	12	10
ROSCOE / SHIRLEY	7	5
ROSCOE / YOLANDA	11	5
ROSCOE / ENCINO	8	13
ROSCOE / GOTHIC	5	7
ROSCOE / GLORIA	0	2
ROSCOE / WAKEFIELD	14	12
ROSCOE / SPARTON	2	4
ROSCOE / CANTERBURY	4	7
ROSCOE / ST CLAIR	3	7
LANKERSHIM / CALIFA	15	8
LANKERSHIM / COLLINS	2	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.24	0.29

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

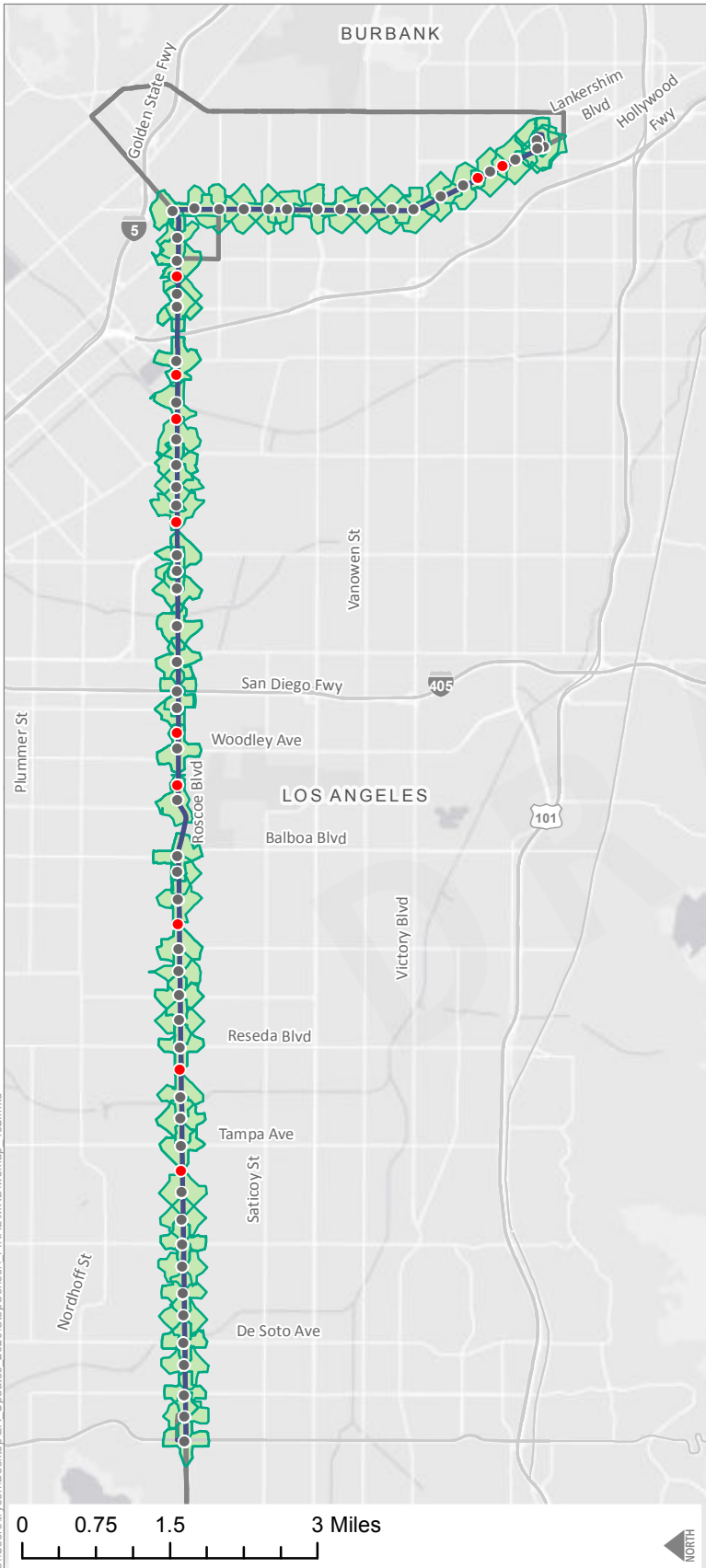
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 152 - ROSCOE



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ROSCOE / SHARP	1	7
ROSCOE / CANTERBURY	5	5
ROSCOE / SPARTON	7	10
ROSCOE / WAKEFIELD	12	9
ROSCOE / GLORIA	0	6
ROSCOE / GOTHIC	4	6
ROSCOE / ENCINO	5	7
ROSCOE / YOLANDA	4	4
ROSCOE / SHIRLEY	2	1
LANKERSHIM / COLLINS	0	0
LANKERSHIM / CALIFA	19	36

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.31

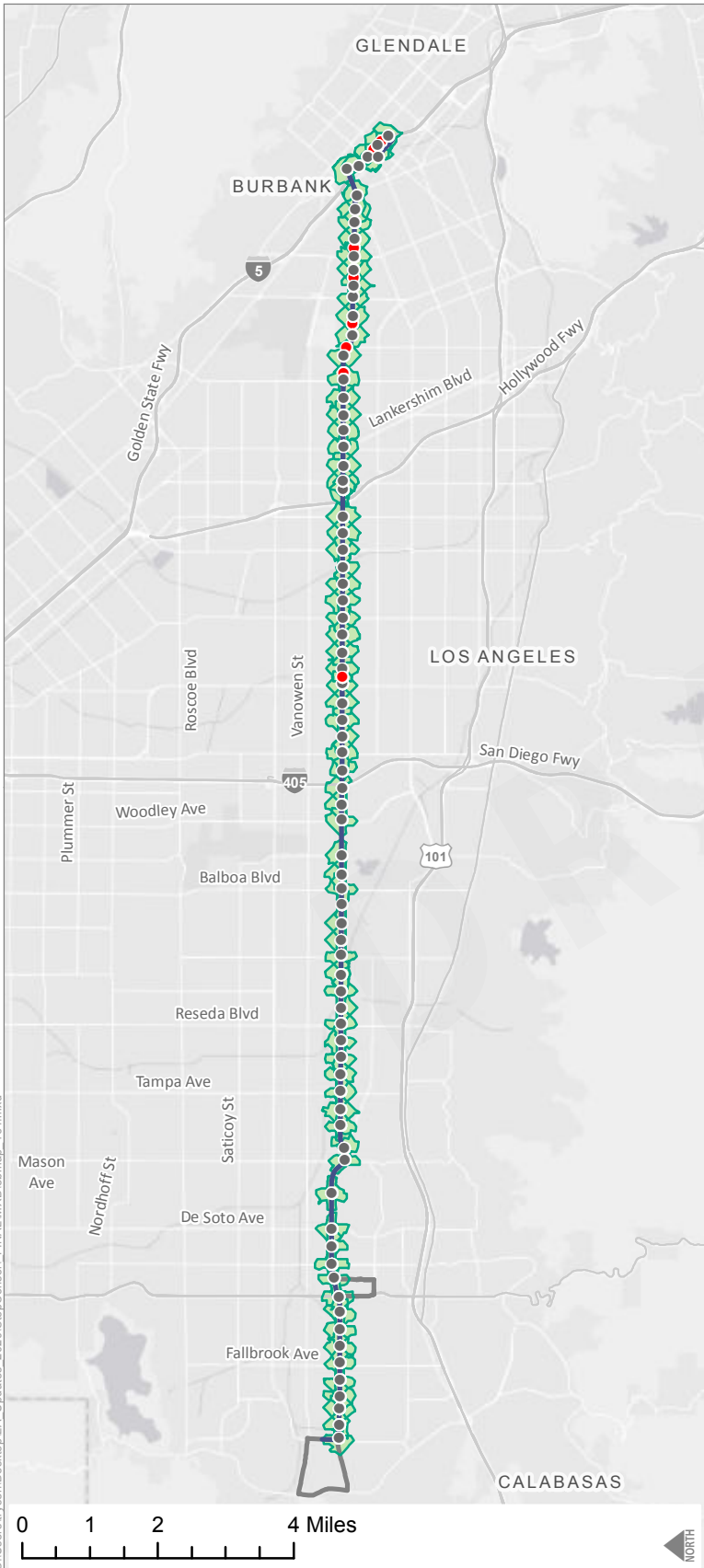
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 152 - ROSCOE

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VICTORY / SYLMAR	37	30
VICTORY / CLEON	5	8
VICTORY / CAHUENGA	7	29
VICTORY / EVERGREEN	0	2
VICTORY / FAIRVIEW	4	7
VICTORY / LINCOLN	3	1
1ST / ORANGE GROVE	1	18
IKEA / ANGELENO	1	11

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.24	0.26

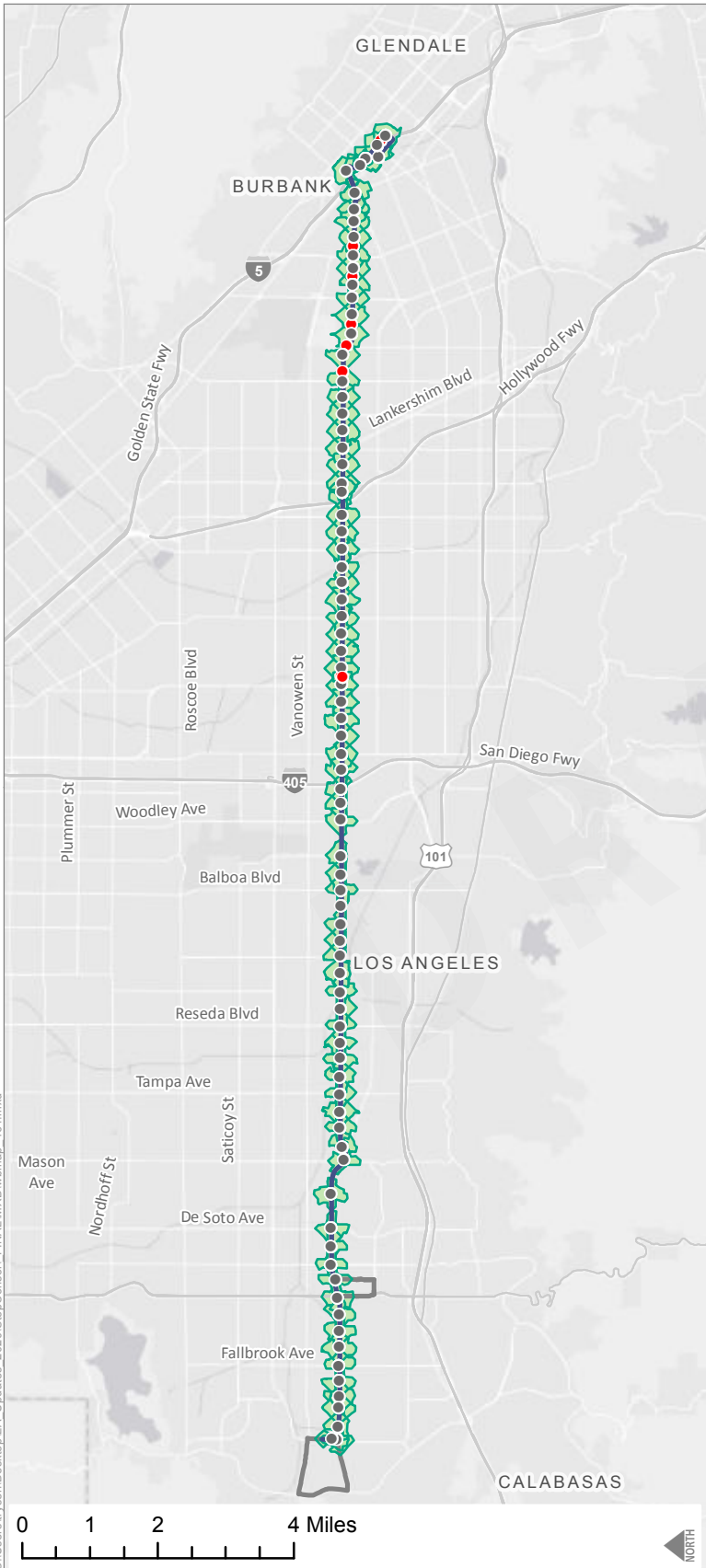
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 164 - VICTORY

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
IKEA / ANGELENO	7	0
VICTORY / LINCOLN	3	3
VICTORY / FAIRVIEW	4	6
VICTORY / EVERGREEN	2	1
VICTORY / CAHUENGA	28	14
VICTORY / CLEON	14	15
VICTORY / SYLMAR	36	50

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.24	0.26

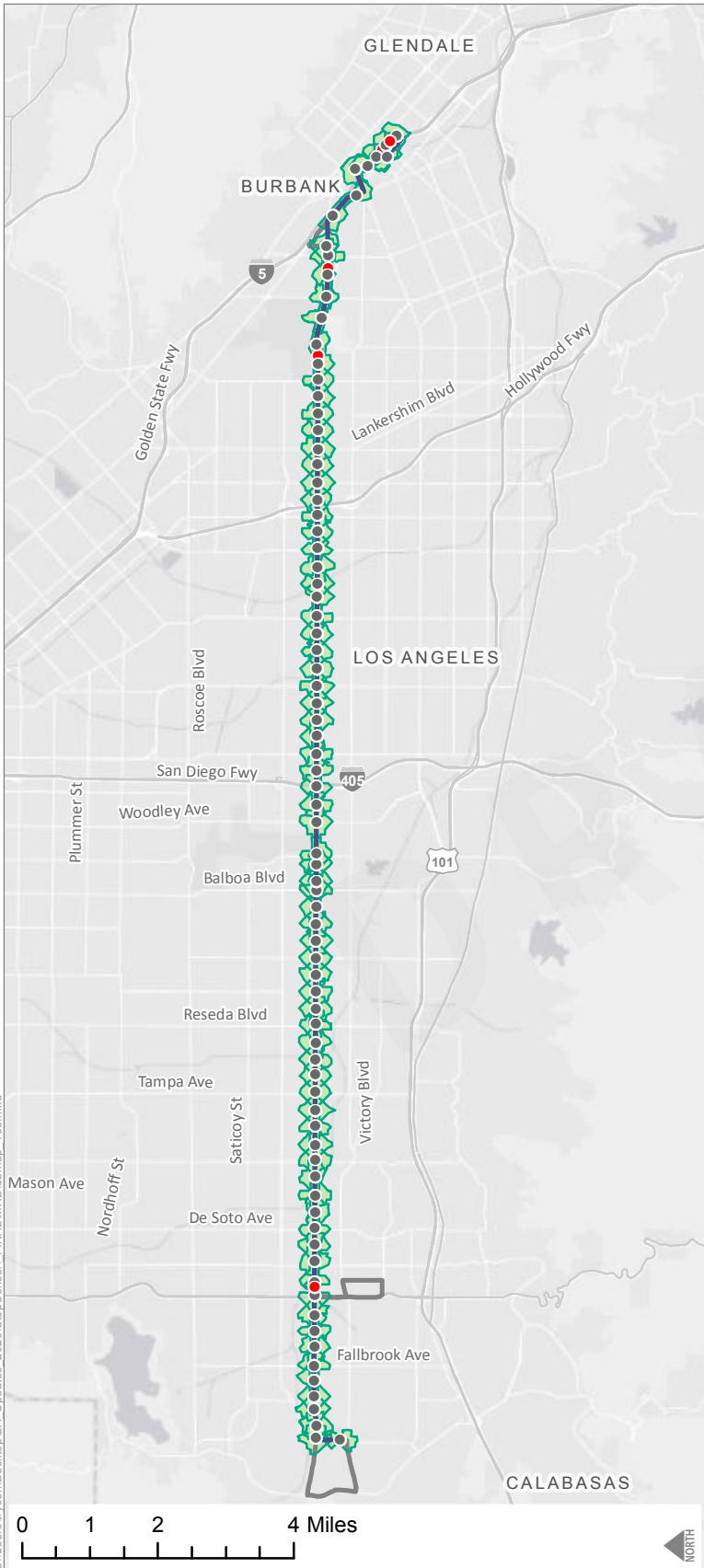
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 164 - VICTORY

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VANOWEN \ MALL	8	2
VANOWEN / CLYBOURN	3	14
EMPIRE / CATALINA	11	11
1ST / ORANGE GROVE	0	19
IKEA / ANGELENO	0	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.25	0.26

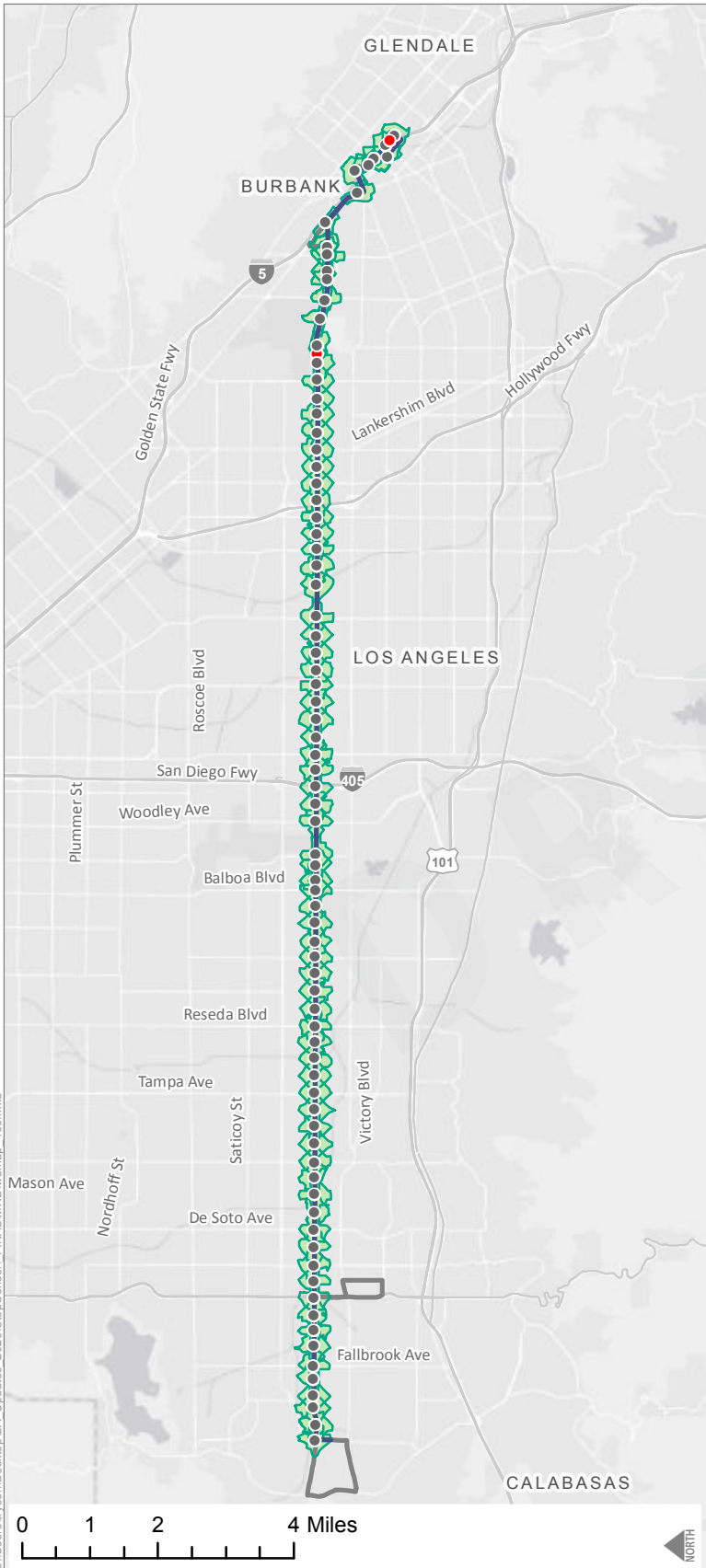
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 165 - VANOWEN

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
IKEA / ANGELENO	9	0
VANOWEN / CLYBOURN	6	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.25	0.26

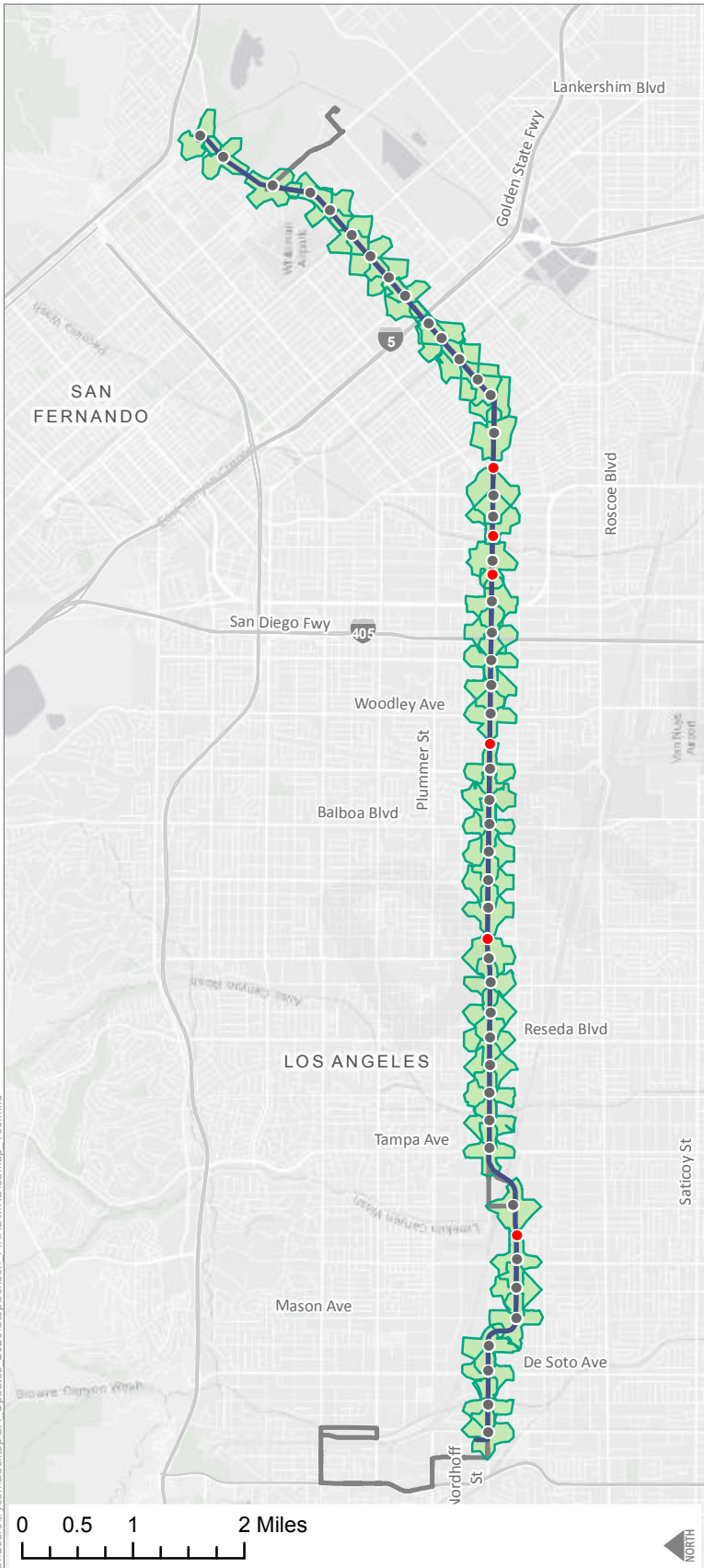
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 165 - VANOWEN

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
NORDHOFF / OAKDALE	1	2
NORDHOFF / WHITE OAK	4	2
NORDHOFF / GOTHIC	5	9
NORDHOFF / BURNET	28	28
NORDHOFF / KESTER	6	42
NORDHOFF / SYLMAR	3	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.25	0.28

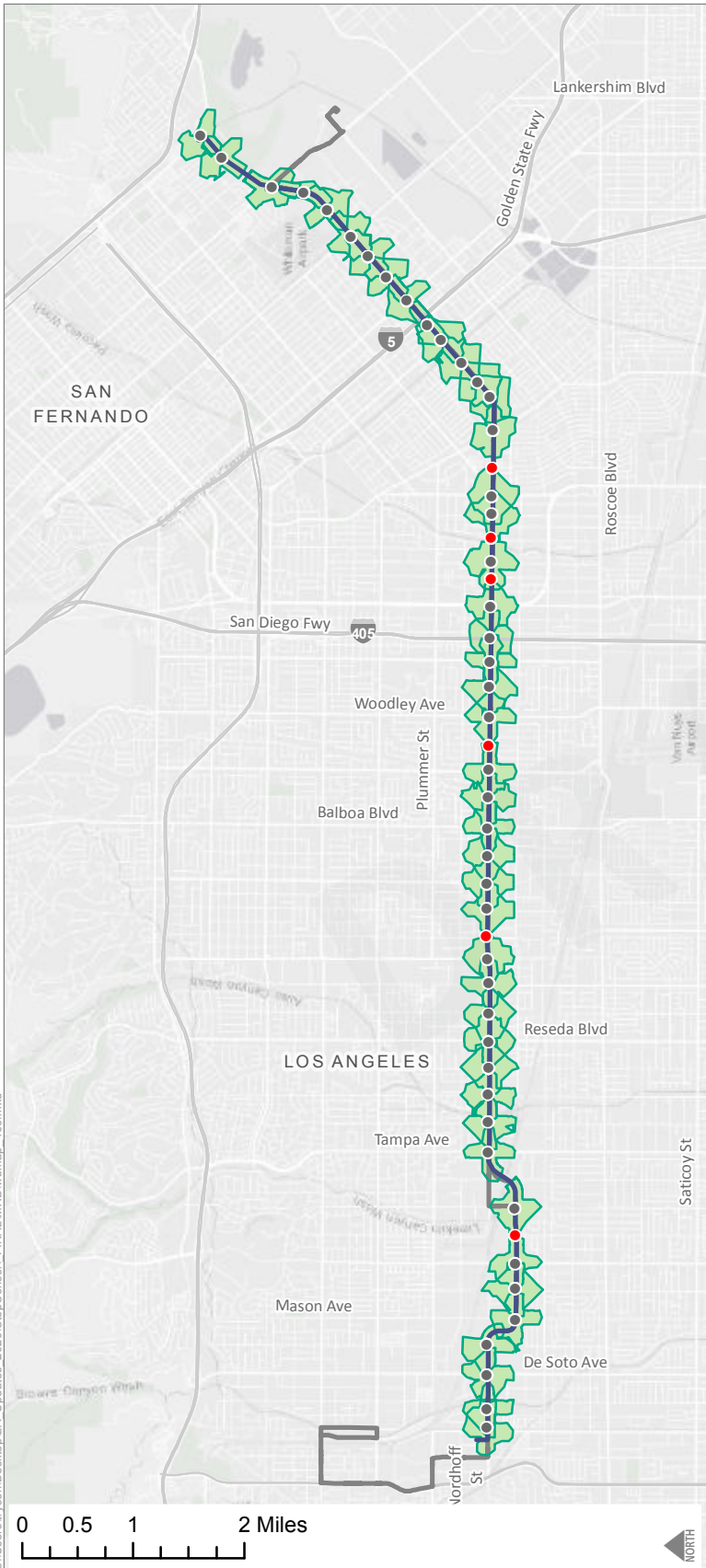
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 166 - NORDHOFF

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
NORDHOFF / SYLMAR	7	2
NORDHOFF / KESTER	17	8
NORDHOFF / BURNET	28	27
NORDHOFF / GOTHIC	6	4
NORDHOFF / WHITE OAK	1	3
NORDHOFF / OAKDALE	1	11

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.24	0.28

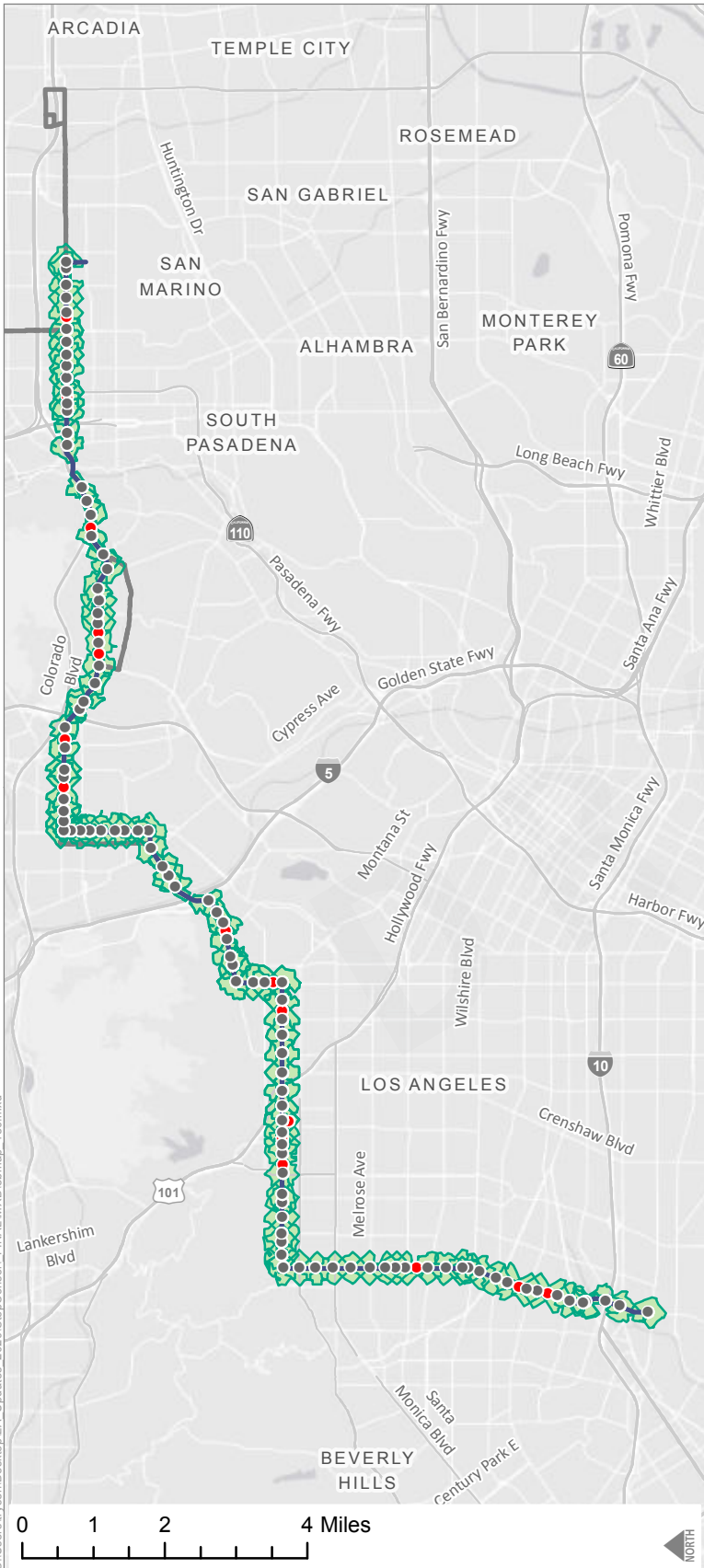
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 166 - NORDHOFF

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FAIRFAX / PICKFORD	5	11
FAIRFAX / PACKARD	6	5
FAIRFAX / 1ST	25	12
HOLLYWOOD / LAS PALMAS	16	32
HOLLYWOOD / CAHUENGA	6	38
HOLLYWOOD / VINE STATION	117	0
HOLLYWOOD / ALEXANDRIA	35	17
VERMONT / MELBOURNE	8	15
LOS FELIZ / LOWRY	2	3
BROADWAY / CEDAR	8	27
BROADWAY / SINCLAIR	10	28
COLORADO / MAYWOOD	17	8
COLORADO / ARGUS	21	5
COLORADO / AVENUE 64	3	1
COLORADO / RAYMOND	50	36
COLORADO / CATALINA	9	8

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.19	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

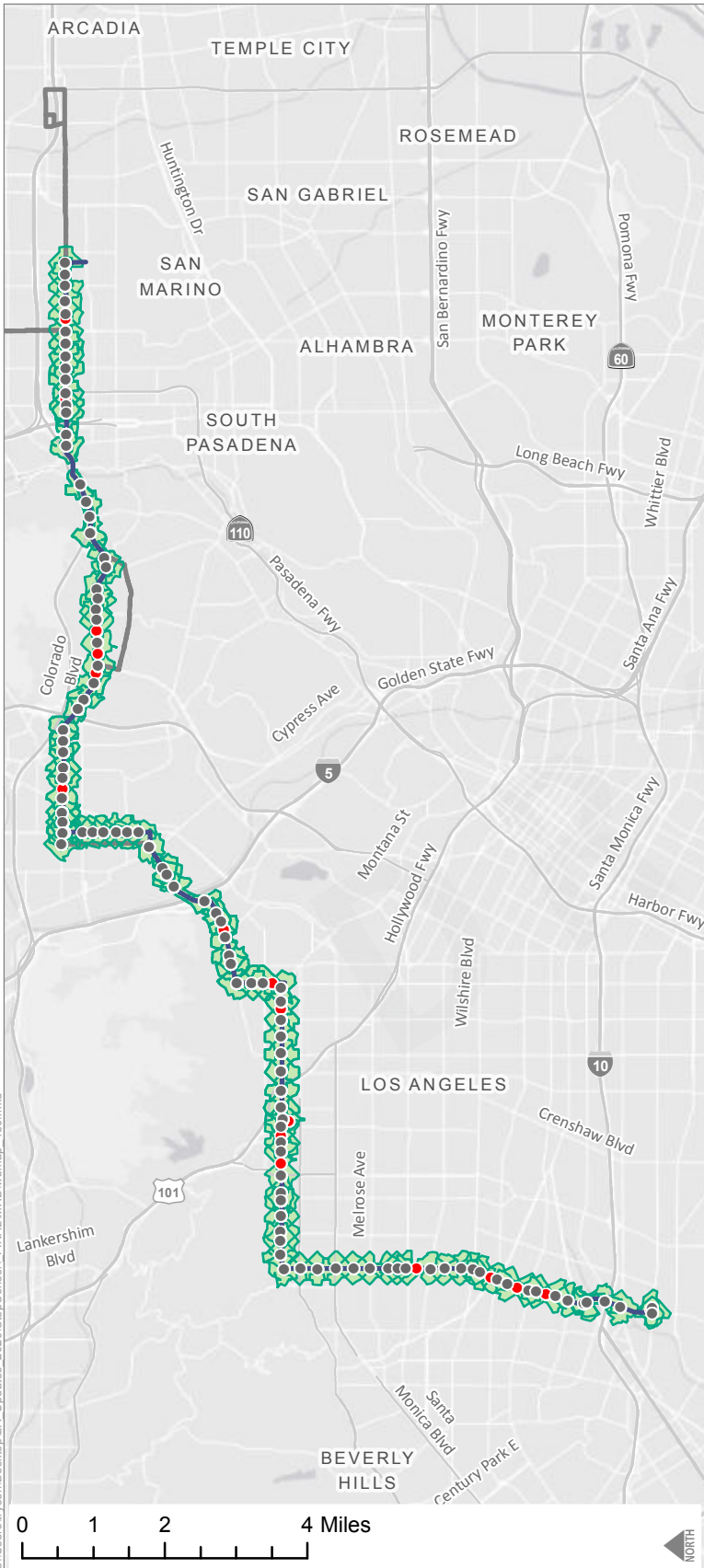
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 180 - COLORADO/FAIRFAX



# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
COLORADO / CATALINA	11	6
COLORADO / RAYMOND	45	25
COLORADO / ARGUS	14	4
COLORADO / MAYWOOD	4	8
COLORADO / EL RIO	5	1
BROADWAY / CEDAR	18	8
LOS FELIZ / LOWRY	16	3
VERMONT / MELBOURNE	20	33
HOLLYWOOD / ALEXANDRIA	19	34
HOLLYWOOD / VINE STATION	0	96
HOLLYWOOD / CAHUENGA	25	2
HOLLYWOOD / LAS PALMAS	31	18
FAIRFAX / 1ST	15	34
FAIRFAX / SAN VICENTE	3	26
FAIRFAX / PACKARD	10	29
FAIRFAX / PICKFORD	9	3
JEFFERSON / LA CIENEGA	6	205

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.20	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

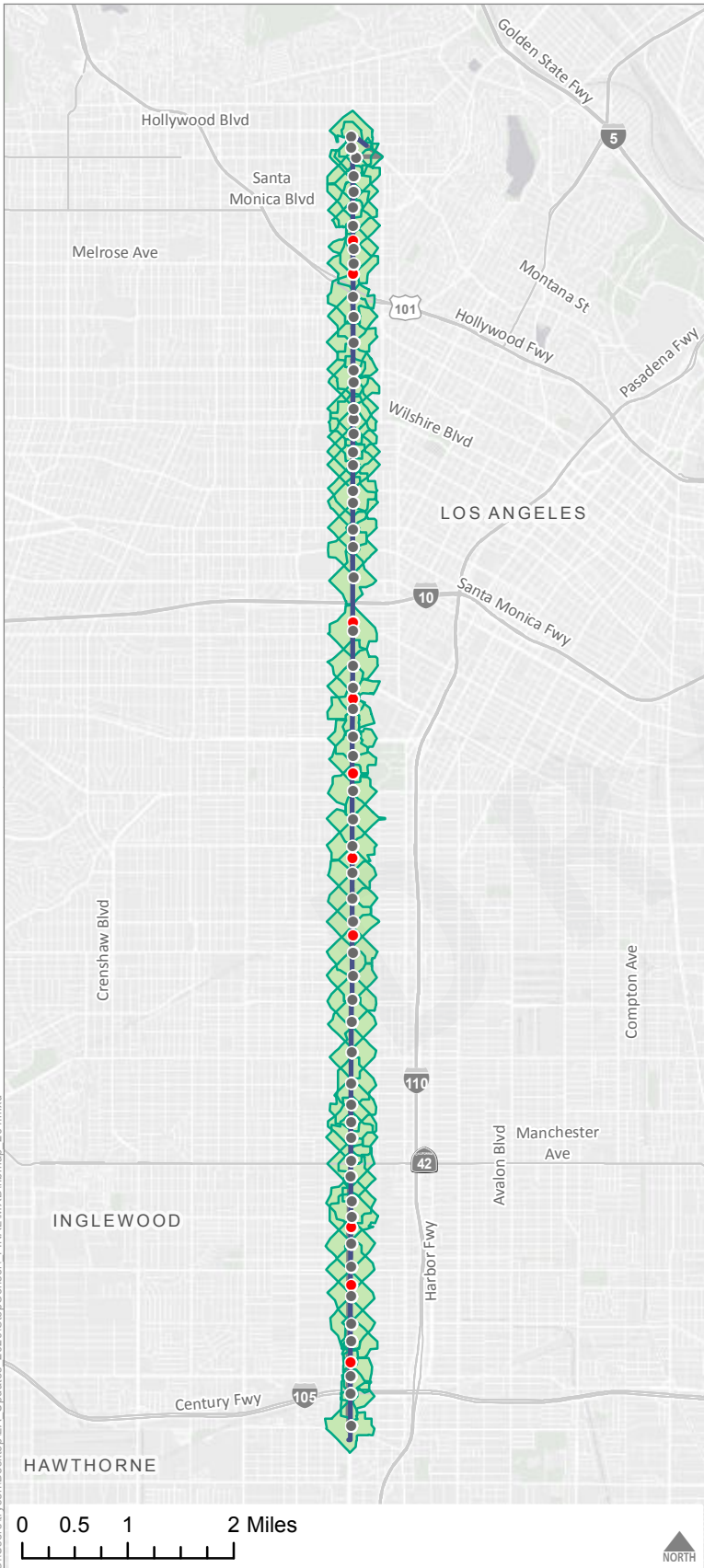
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 180 - COLORADO/FAIRFAX



# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VERMONT / 112TH	41	7
VERMONT / 103RD	13	21
VERMONT / 94TH	53	26
VERMONT / 56TH	68	31
VERMONT / 46TH	20	27
VERMONT / LEIGHTON	12	14
VERMONT / 35TH	3	15
VERMONT / 24TH	32	21
VERMONT / CLINTON	13	88
VERMONT / NORMAL	61	207

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.19	0.24

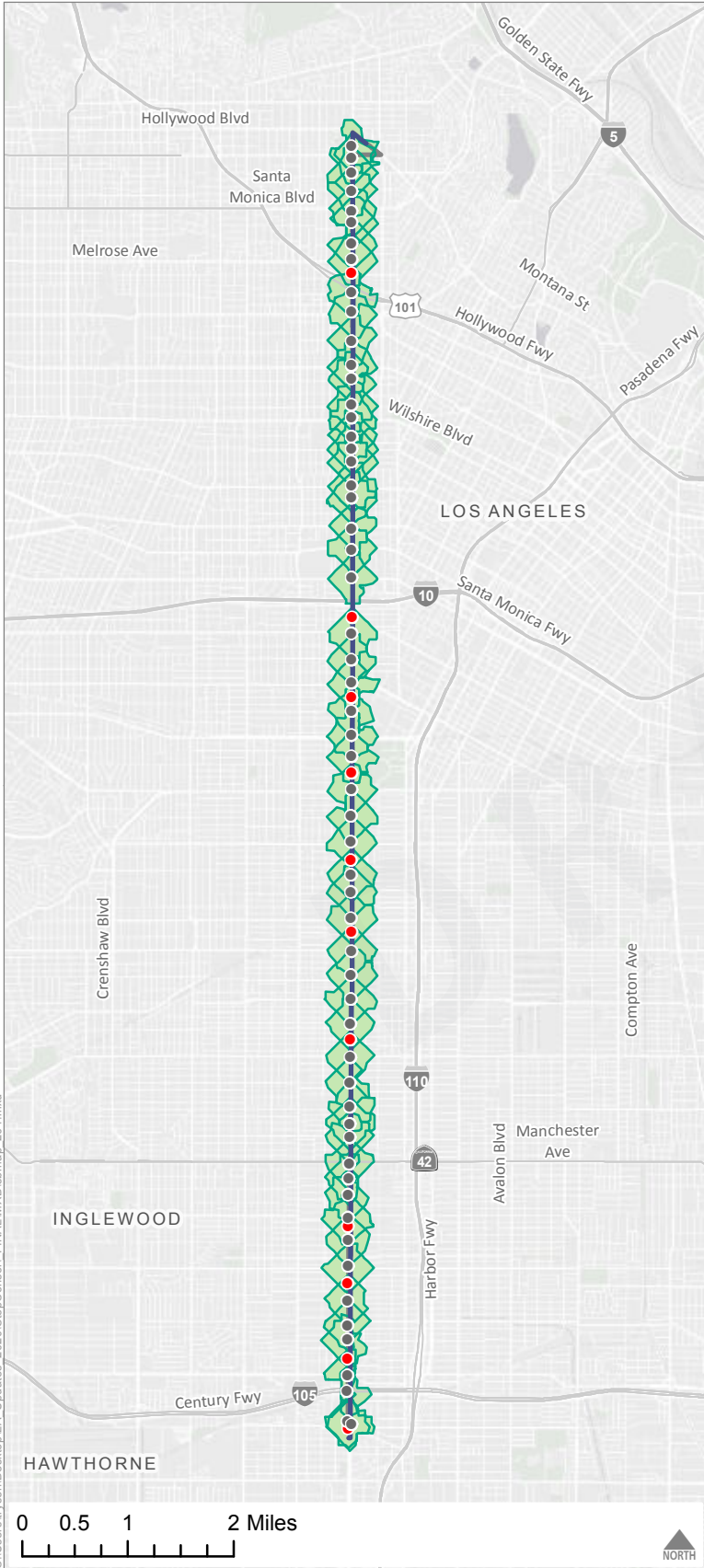
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 204 - VERMONT

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VERMONT / CLINTON	40	44
VERMONT / 24TH	36	153
VERMONT / 35TH	19	39
VERMONT / LEIGHTON	21	28
VERMONT / 46TH	32	64
VERMONT / 56TH	19	91
VERMONT / 69TH	12	41
VERMONT / 94TH	19	32
VERMONT / 103RD	39	53
VERMONT / 112TH	9	47
VERMONT / 120TH	1	63

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.18	0.23

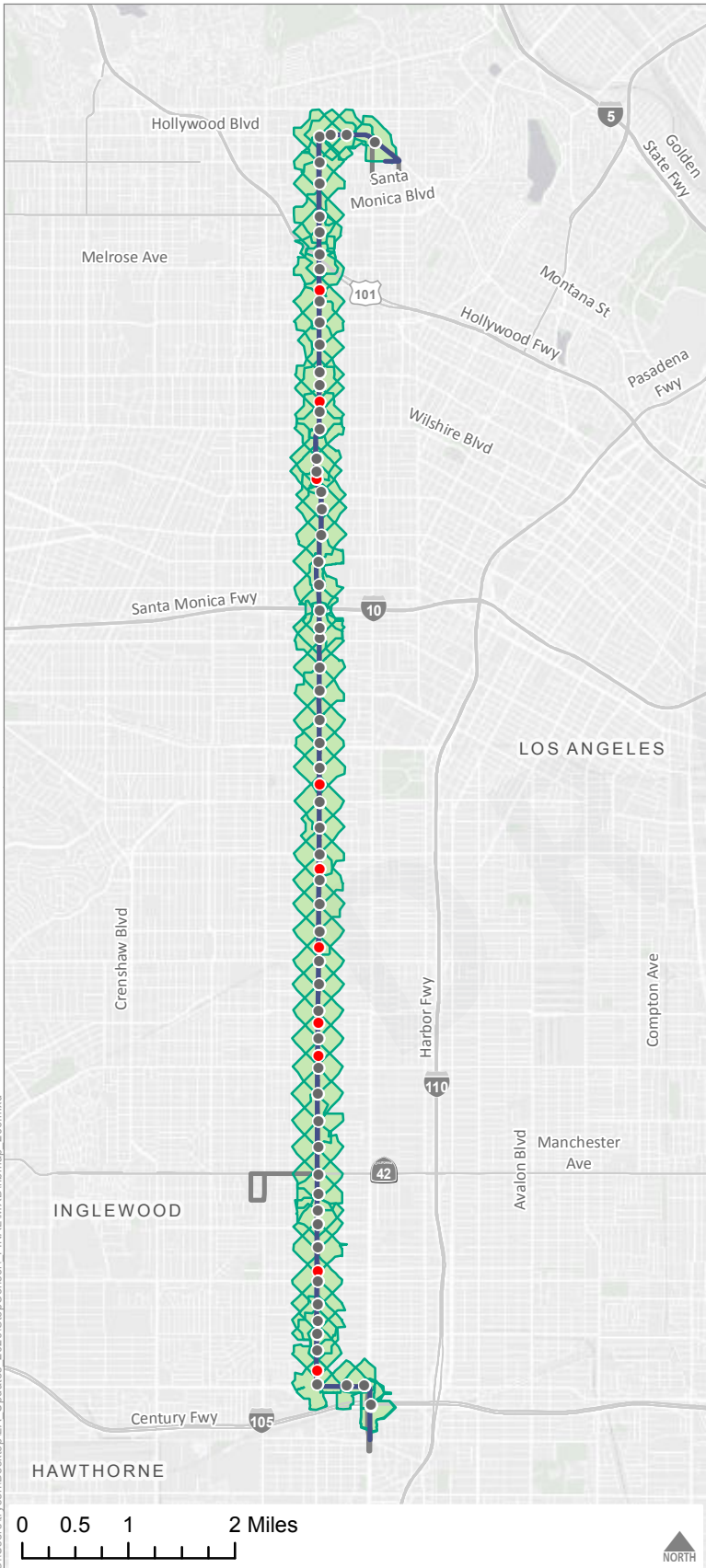
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 204 - VERMONT

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
NORMANDIE / 112TH	28	15
NORMANDIE / 98TH	24	15
NORMANDIE / 70TH	28	6
NORMANDIE / 65TH	31	23
NORMANDIE / 57TH	41	9
NORMANDIE / 46TH	8	11
NORMANDIE / LEIGHTON	25	11
IROLO / SAN MARINO	19	13
NORMANDIE / 5TH	33	32
NORMANDIE / MAPLEWOOD	10	42

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.19	0.22

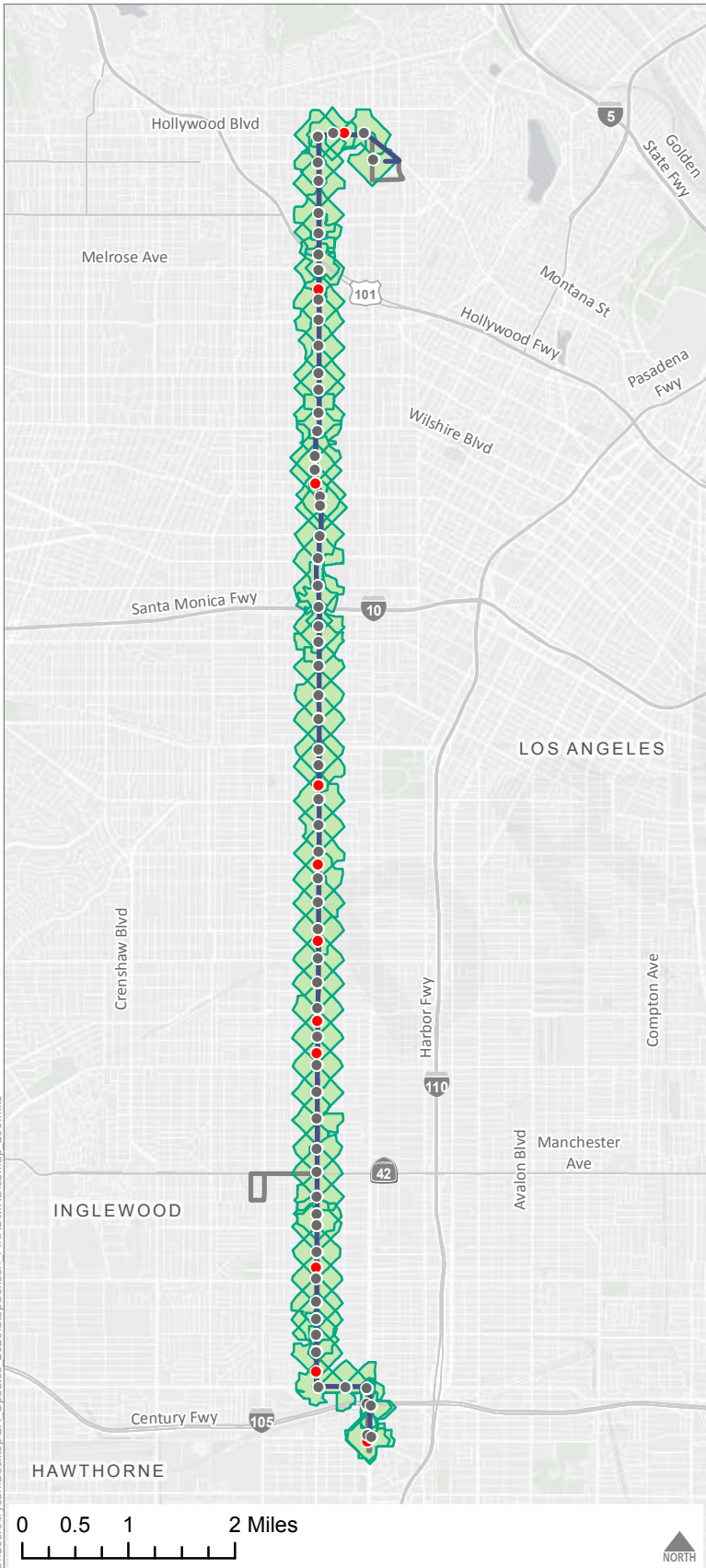
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 206 - NORMANDIE

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
HOLLYWOOD / EDMONT	10	9
NORMANDIE / CLINTON	10	26
IROLO / SAN MARINO	20	55
NORMANDIE / LEIGHTON	6	17
NORMANDIE / 46TH	4	22
NORMANDIE / 56TH	8	28
NORMANDIE / 65TH	26	42
NORMANDIE / 70TH	8	19
NORMANDIE / 98TH	24	41
NORMANDIE / 112TH	4	29
VERMONT / 120TH	0	18

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
96%	0.19	0.23

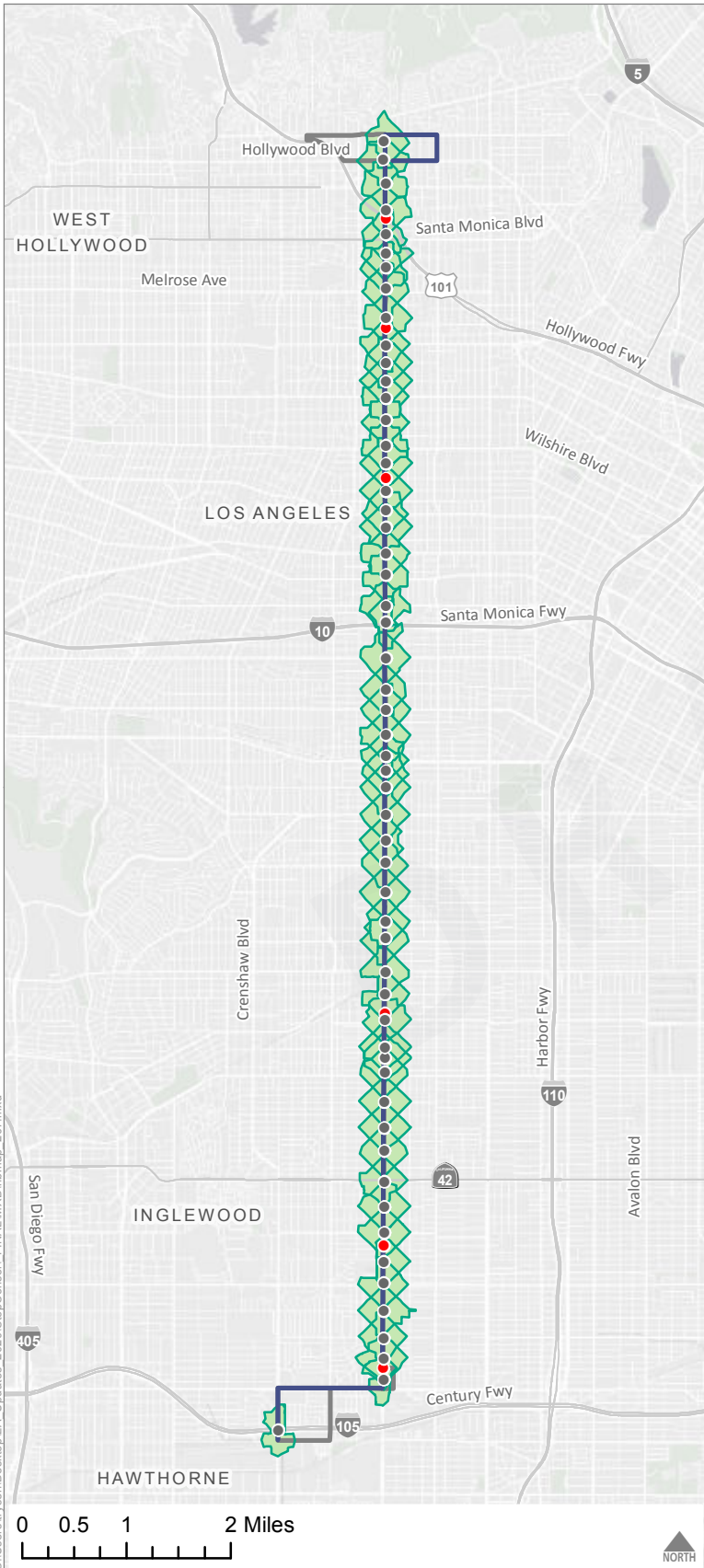
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 206 - NORMANDIE

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
WESTERN / 111TH	1	0
WESTERN / 94TH	28	5
WESTERN / 62ND	65	21
WESTERN / 8TH	82	139
WESTERN / ELMWOOD	14	30
WESTERN / LA MIRADA	11	38

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

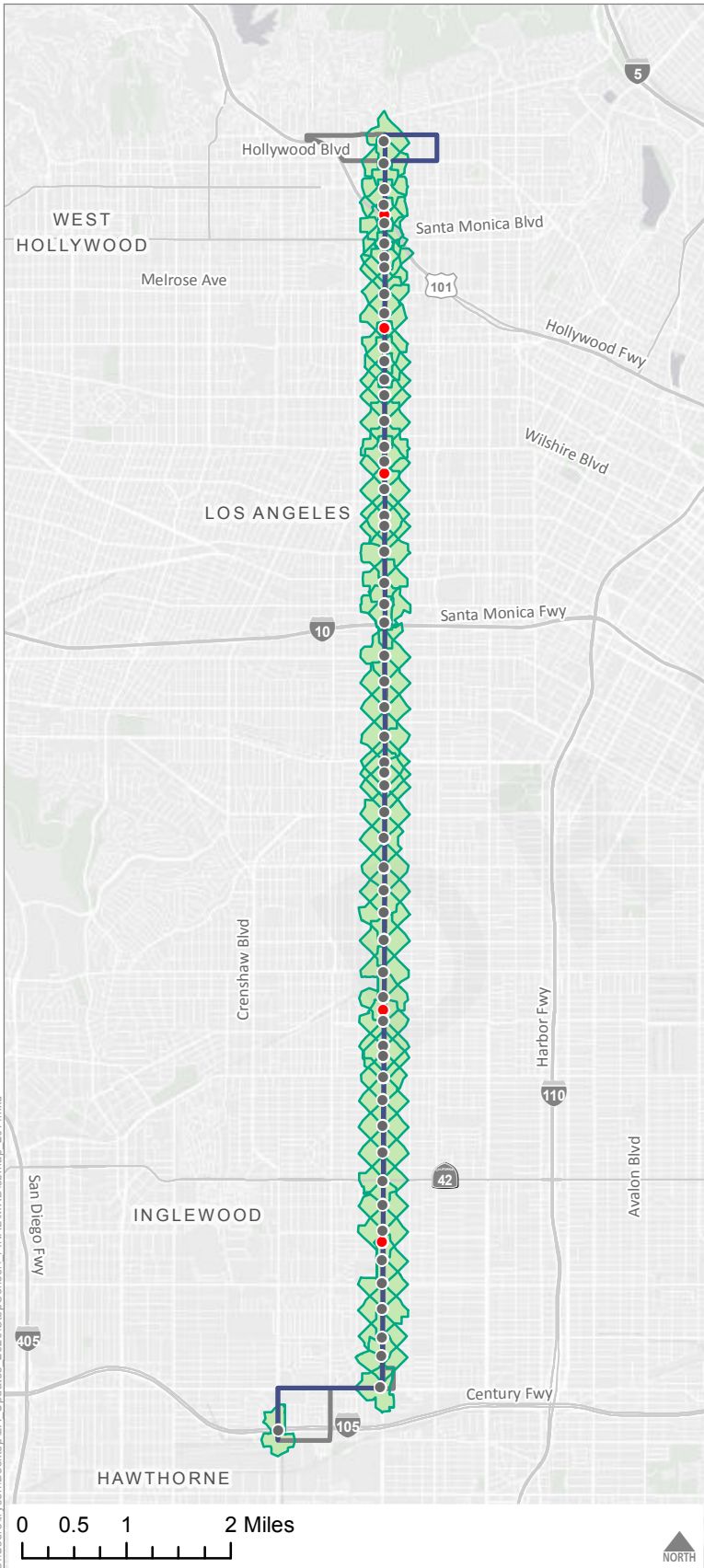
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 207 - WESTERN

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
WESTERN / LA MIRADA	33	6
WESTERN / ELMWOOD	19	35
WESTERN / 8TH	123	129
WESTERN / 62ND	45	85
WESTERN / 94TH	11	28

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.23	0.25

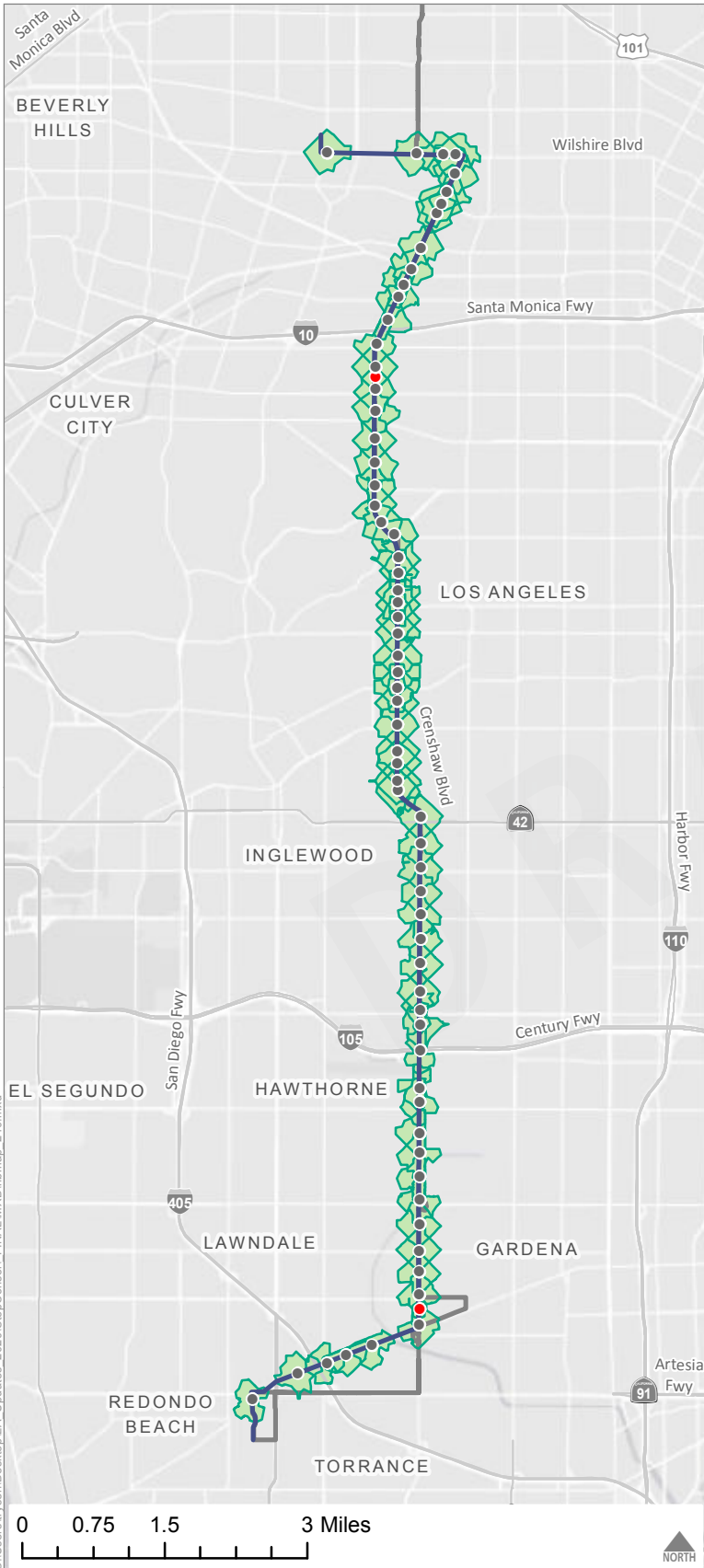
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 207 - WESTERN

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CRENSHAW \ EL CAMINO COLLEGE	30	10
CRENSHAW / 30TH	16	22

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.23

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

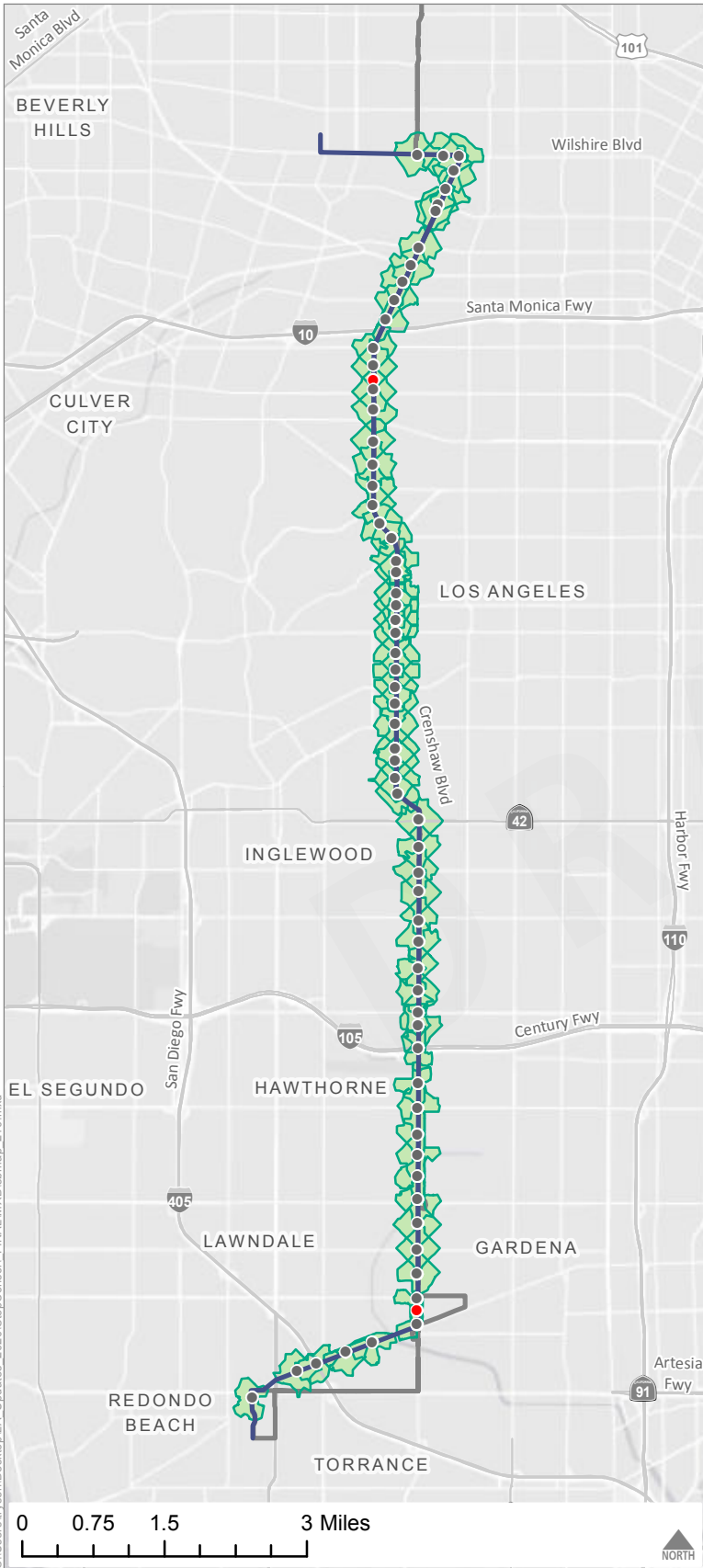
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 210 - CRENSHAW



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CRENSHAW / 30TH	5	26
CRENSHAW \ EL CAMINO COLLEGE	10	21

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.23

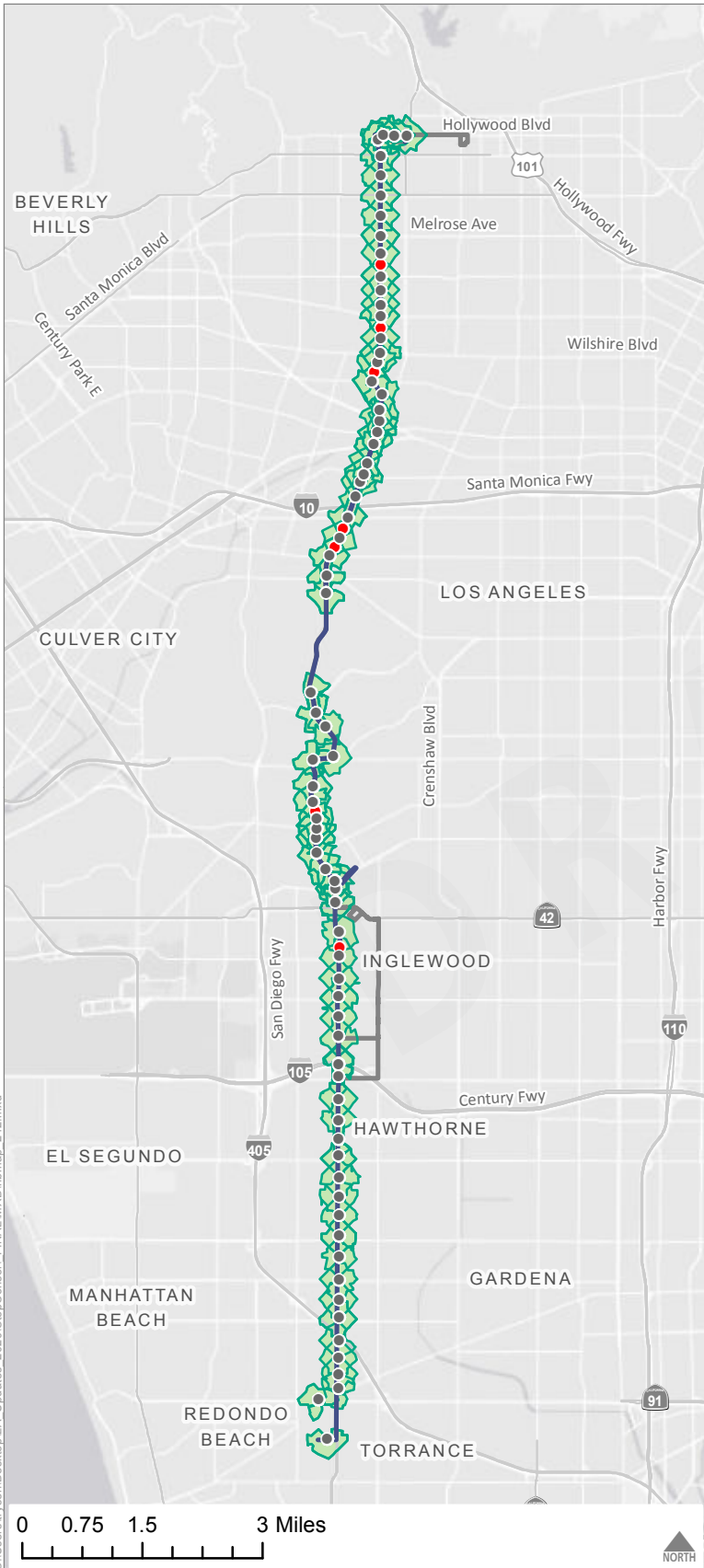
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 210 - CRENSHAW

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LA BREA / TAMARACK	23	20
LA BREA / FAIRVIEW	16	16
LA BREA / ROSELAND	20	7
LA BREA / FERNDALE	5	10
LA BREA / 9TH	10	19
LA BREA / 4TH	19	19
LA BREA / OAKWOOD	10	20

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.22	0.25

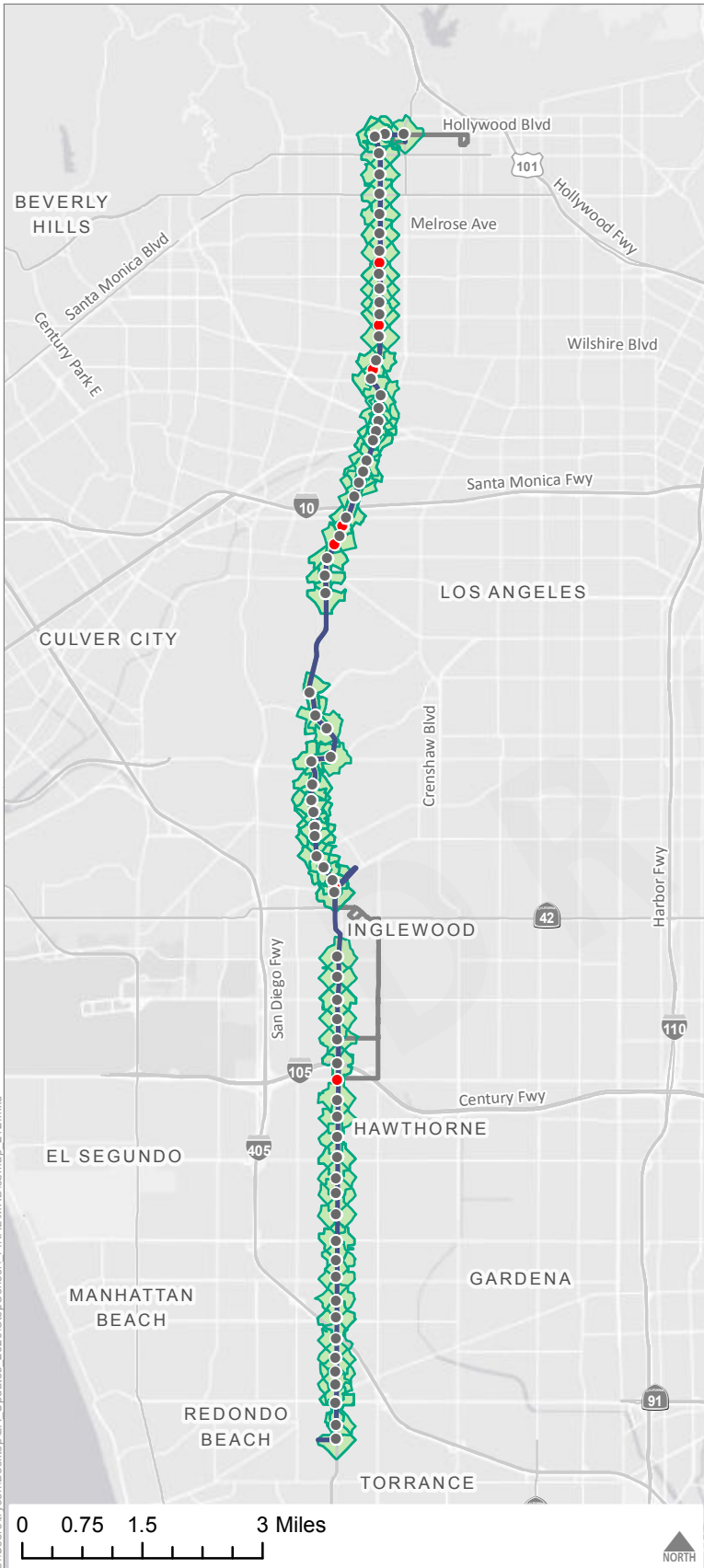
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 212 - LA BREA

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
HAWTHORNE / IMPERIAL	109	70
LA BREA / OAKWOOD	14	14
LA BREA / 4TH	26	23
LA BREA / 9TH	21	10
LA BREA / FERNDALE	8	5
LA BREA / ROSELAND	4	19
LA BREA / FLORENCE	5	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.23	0.25

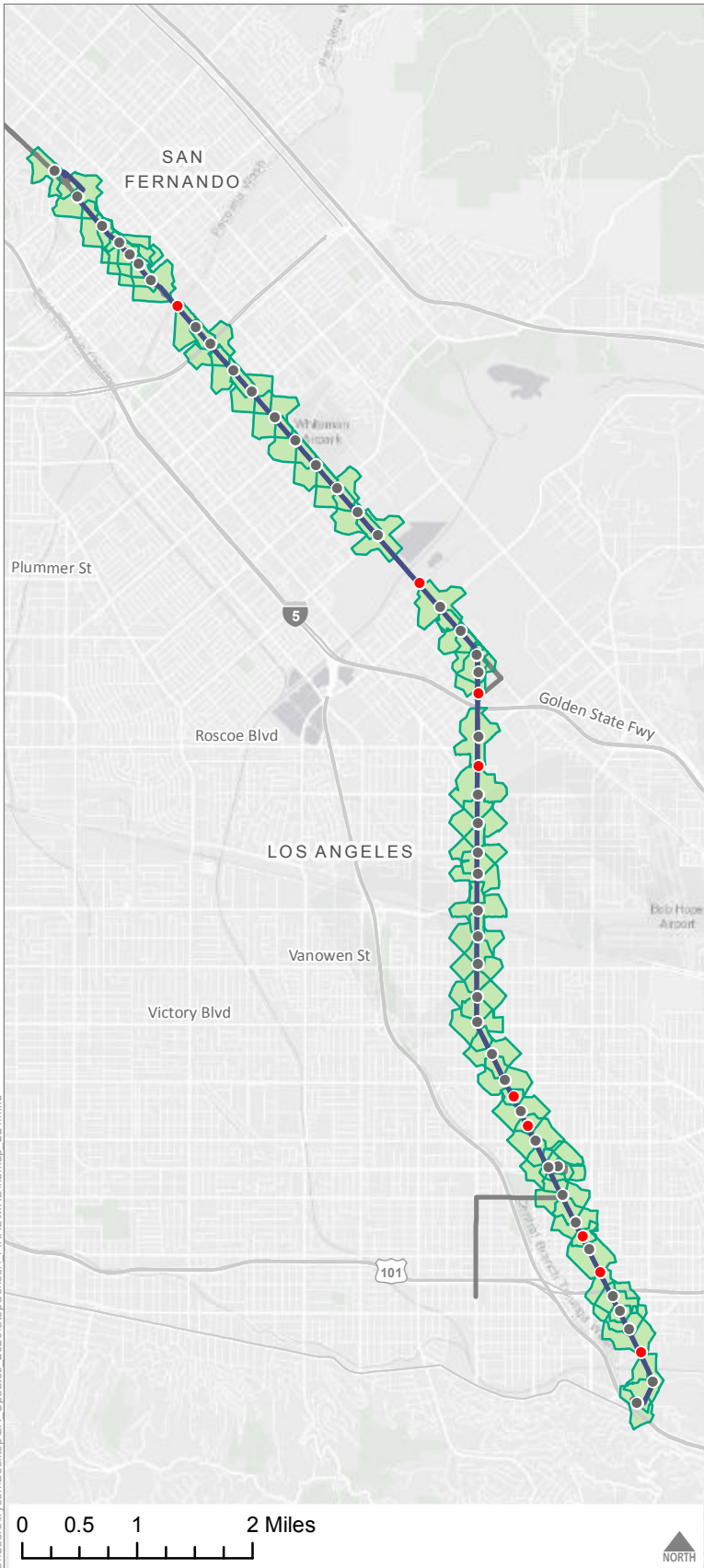
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 212 - LA BREA

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LANKERSHIM / AQUA VISTA	3	0
LANKERSHIM / KLING	22	18
LANKERSHIM / HUSTON	14	4
LANKERSHIM / COLLINS	0	0
LANKERSHIM / CALIFA	19	36
LANKERSHIM / CANTARA	6	14
LANKERSHIM / PENDLETON	7	24
SAN FERNANDO / TRUESDALE	4	4
SAN FERNANDO / DEL SUR	0	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.24	0.29

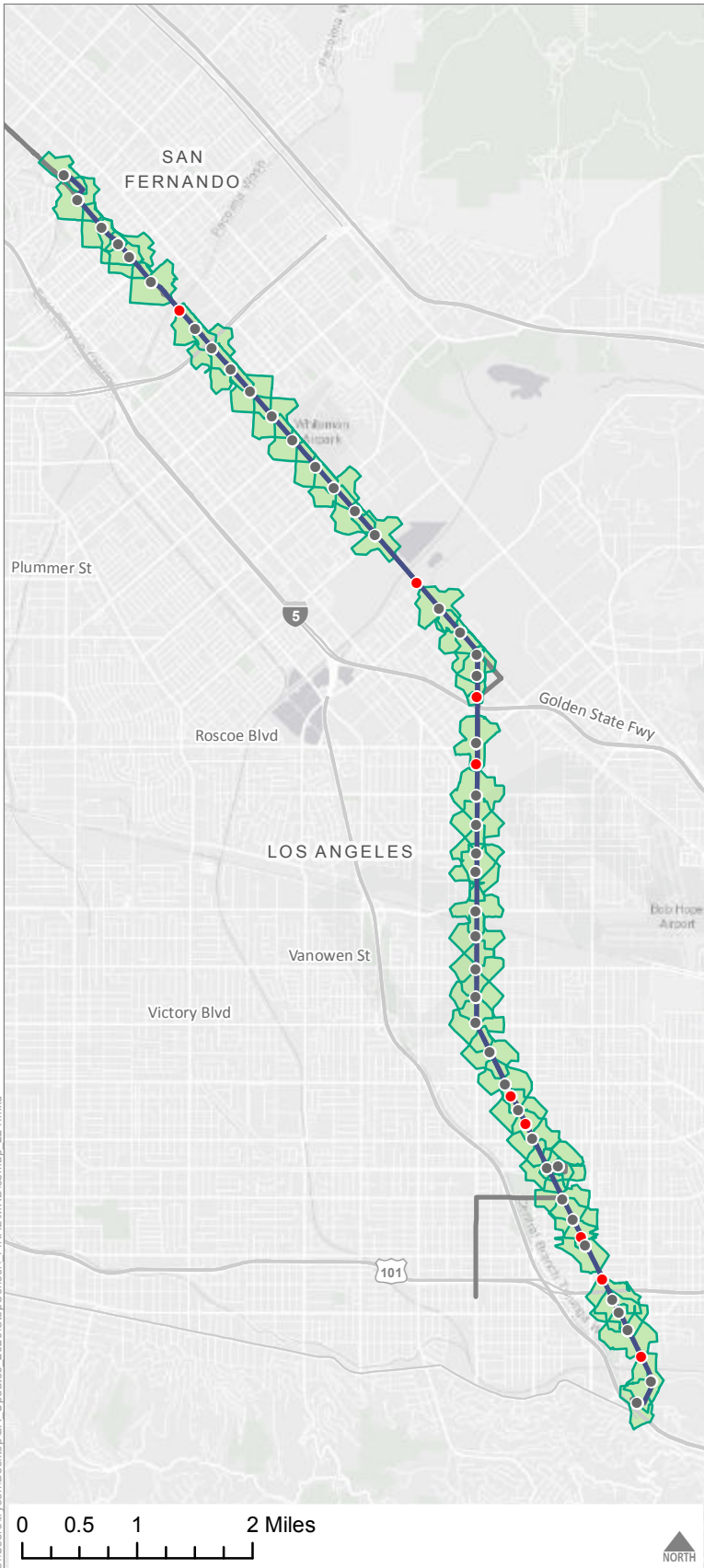
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 224 - LANKERSHIM

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO / DEL SUR	7	1
SAN FERNANDO / TRUESDALE	4	6
LANKERSHIM / PENDLETON	13	5
LANKERSHIM / CANTARA	7	9
LANKERSHIM / CALIFA	15	8
LANKERSHIM / COLLINS	2	5
LANKERSHIM / HUSTON	7	15
LANKERSHIM / HORTENSE	13	34
LANKERSHIM / AQUA VISTA	2	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.24	0.29

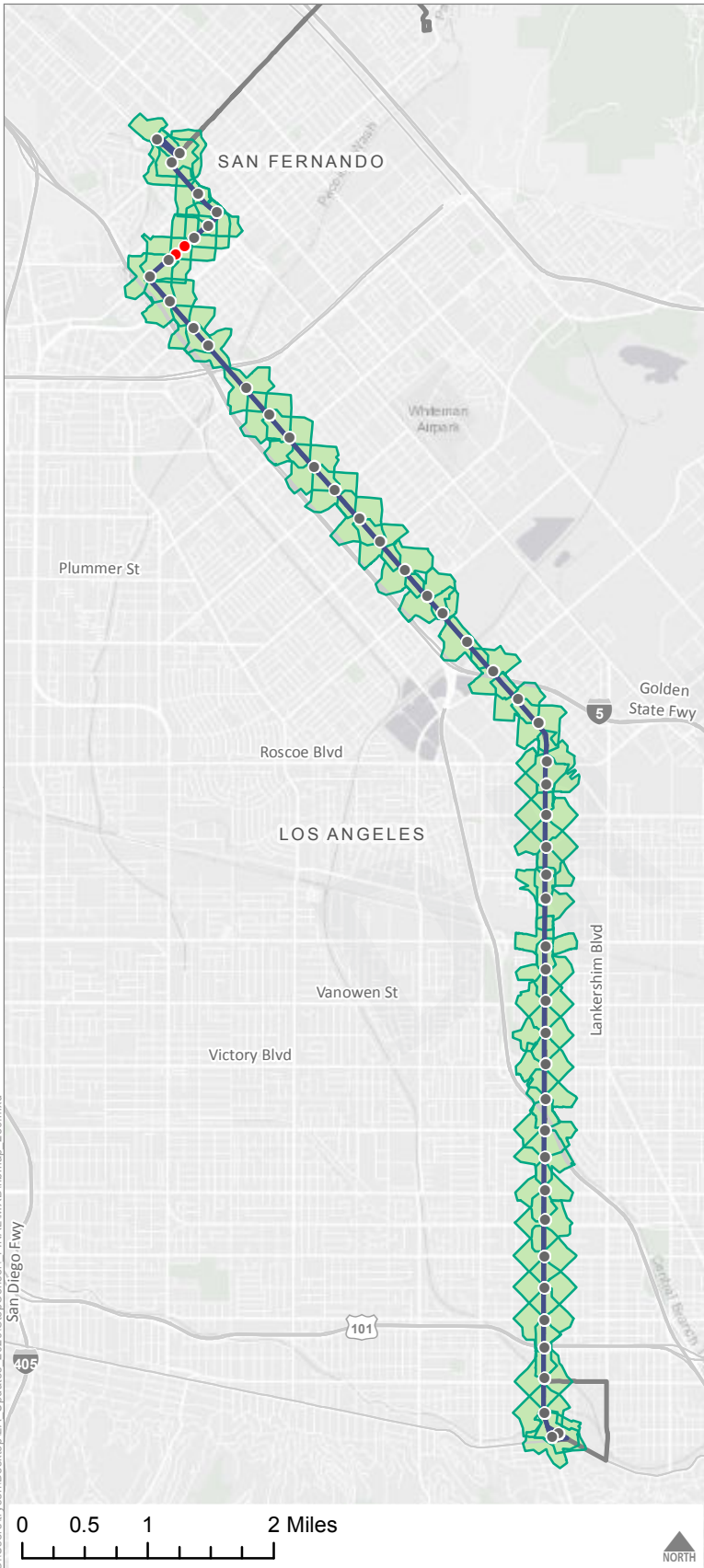
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 224 - LANKERSHIM

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO MISSION / MOTT	2	10
SAN FERNANDO MISSION / KEWEN	6	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.24	0.25

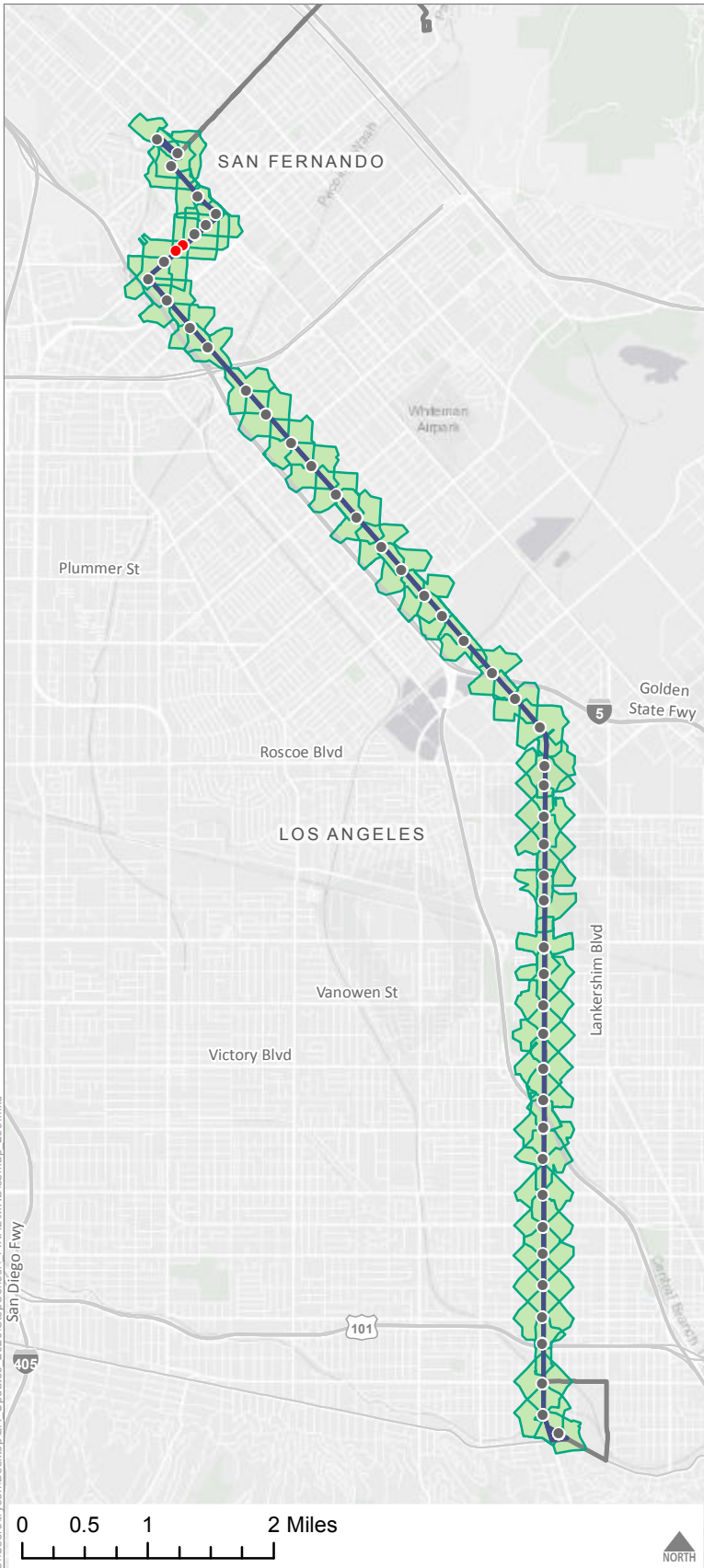
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 230 - LAUREL CANYON

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SAN FERNANDO MISSION / KEWEN	14	4
SAN FERNANDO MISSION / MOTT	6	6

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.24	0.25

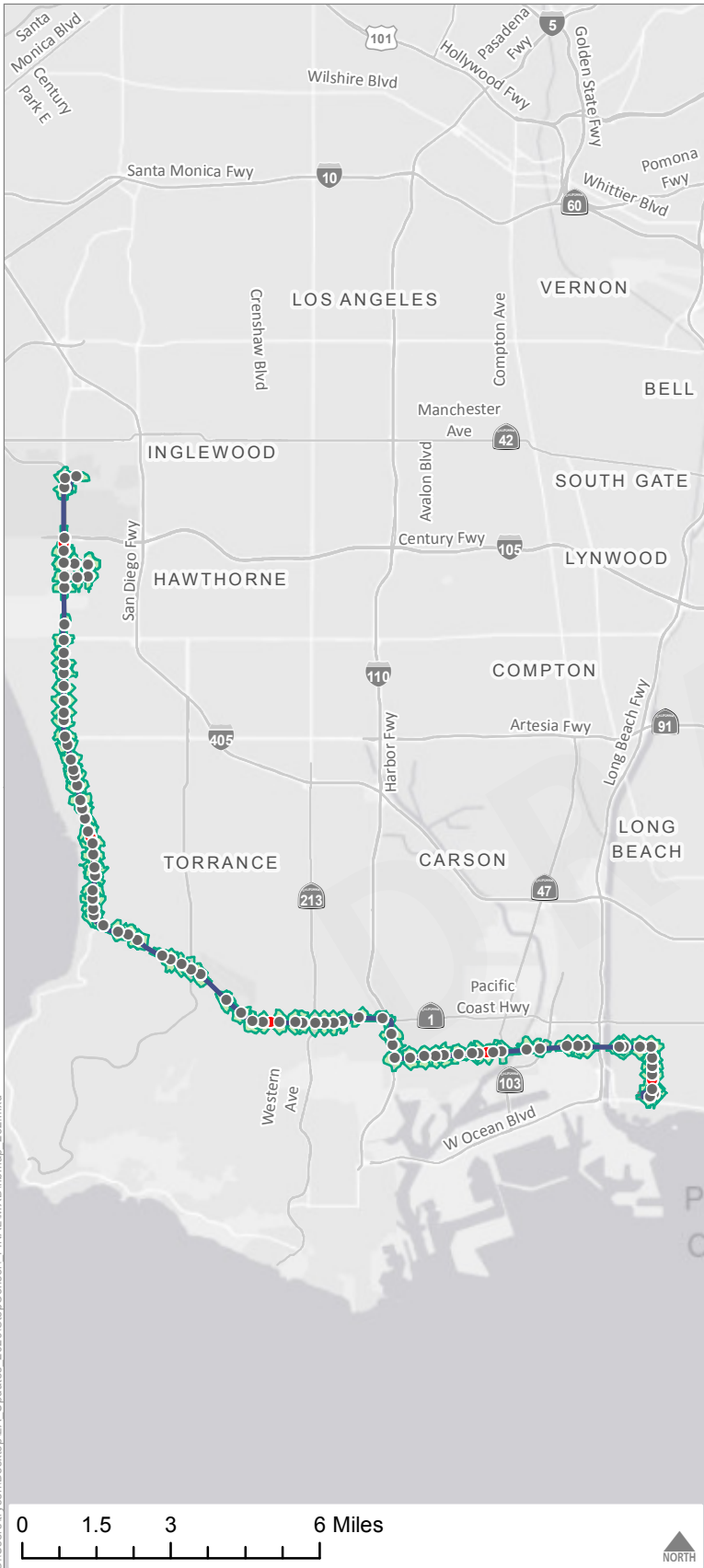
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 230 - LAUREL CANYON

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LONG BEACH / 5TH	23	1
LONG BEACH / 7TH	0	0
ANAHEIM / PINE	17	1
ANAHEIM / WATSON	9	18
PACIFIC COAST / CYPRESS	6	15
PACIFIC COAST / VINCENT	2	7
SEPULVEDA / WALNUT	6	18

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.26	0.28

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 232 - PCH

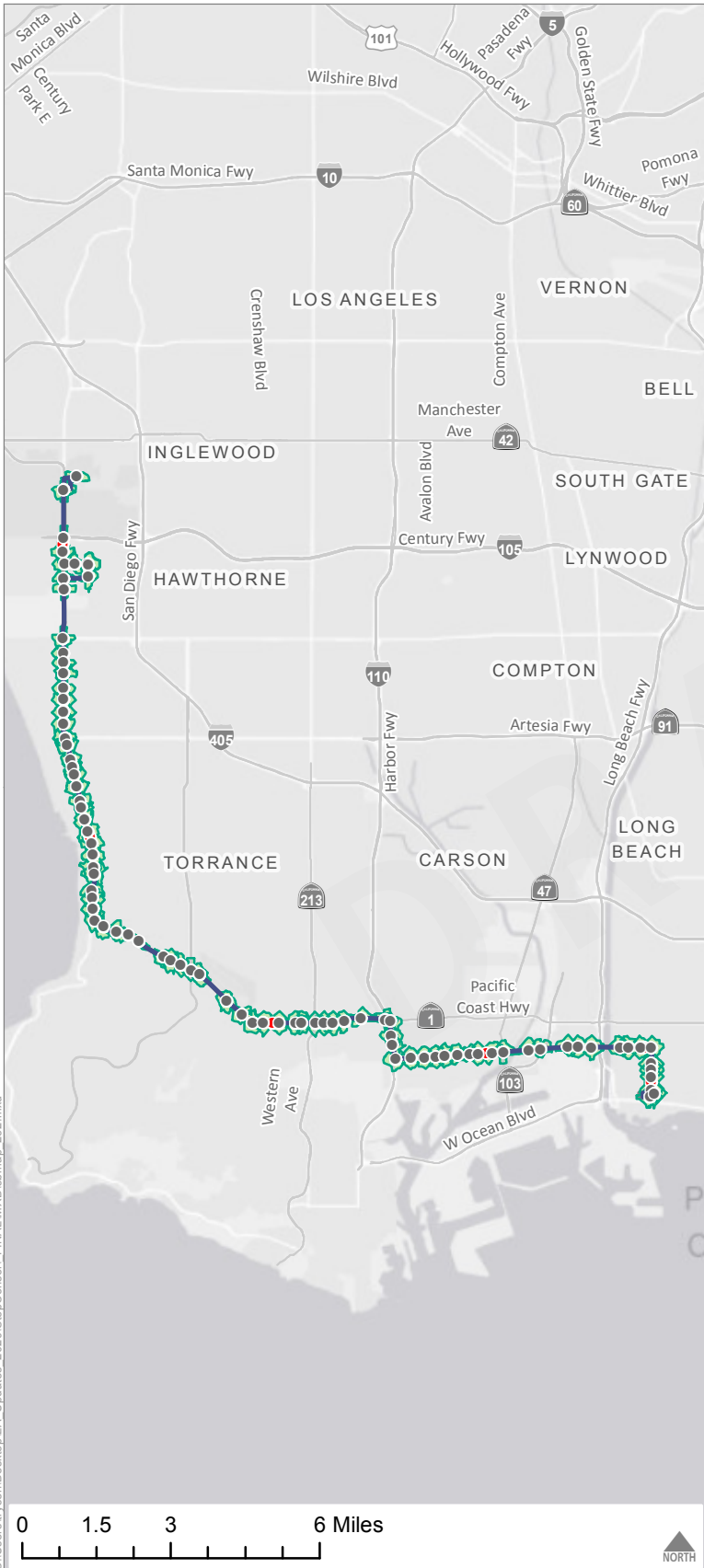


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# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday	Weekday
	Ons	Offs
SEPULVEDA / WALNUT	22	6
PACIFIC COAST / VINCENT	12	6
PACIFIC COAST / CYPRESS	10	12
ANAHEIM / WATSON	8	8
ANAHEIM / PINE	4	14
LONG BEACH / 5TH	0	6

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.27	0.28

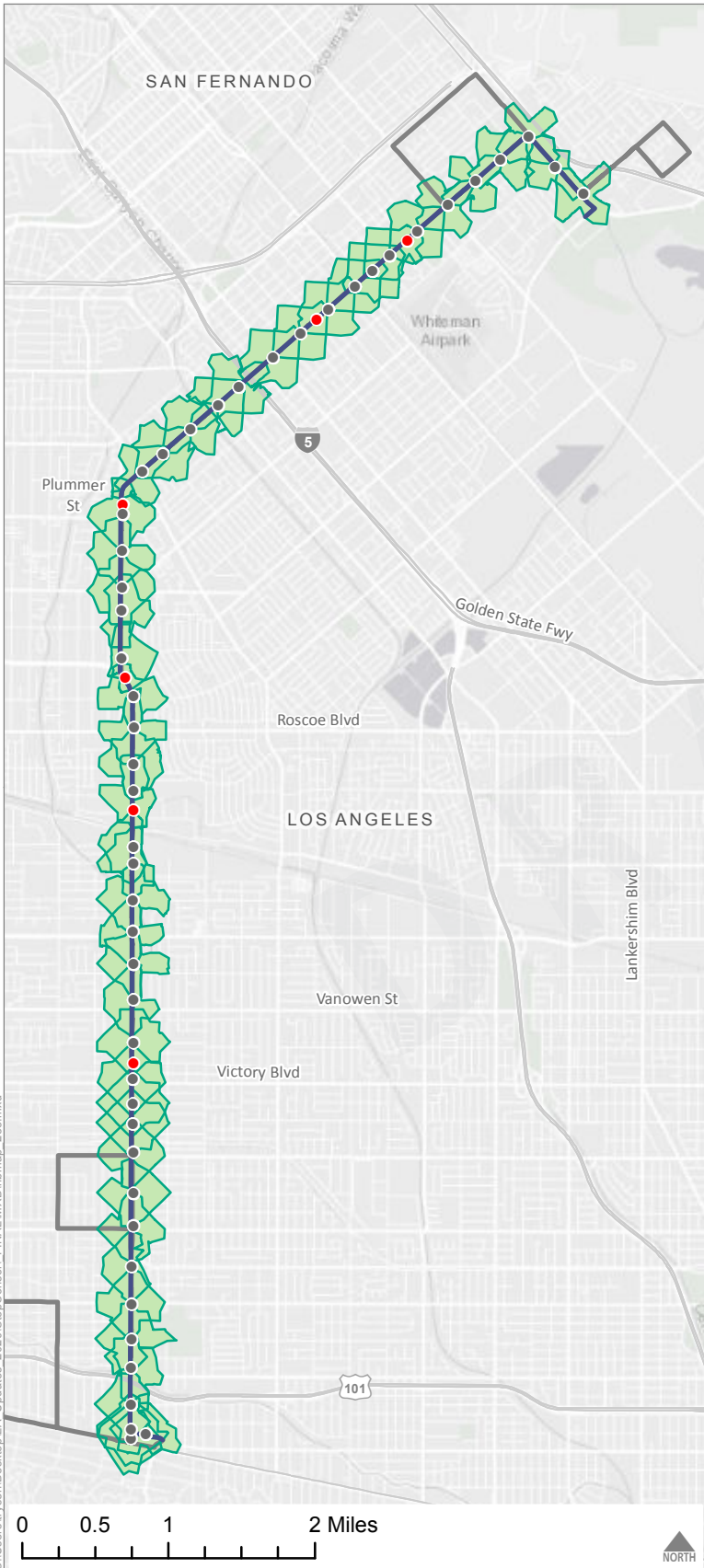
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 232 - PCH

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VAN NUYS / HAMLIN	85	56
VAN NUYS / ARMINTA	27	97
VAN NUYS \ PARTHENIA SOUTH JOG	83	78
VAN NUYS / NOVICE	2	10
VAN NUYS / KEWEN	28	55
VAN NUYS / NORRIS	42	115

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.22	0.26

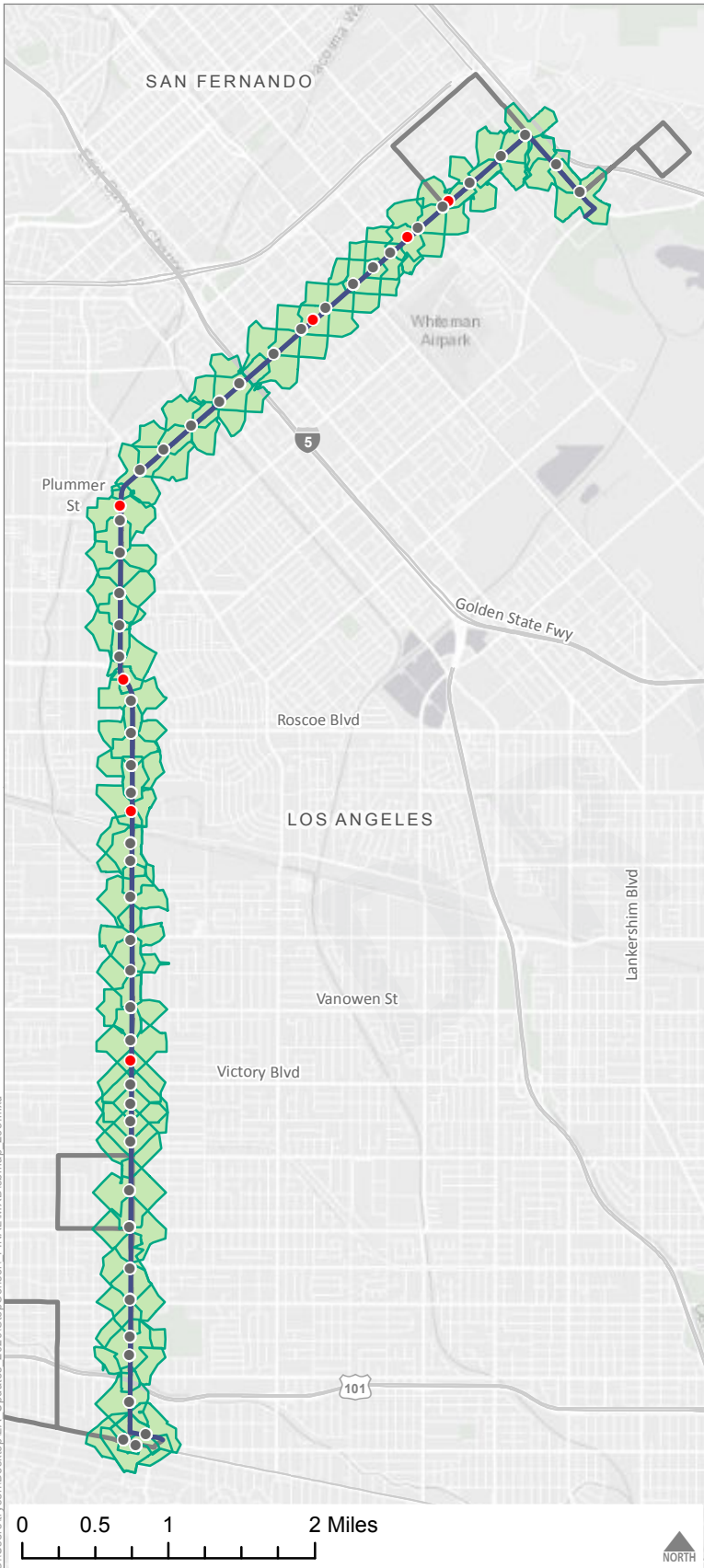
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 233 - VAN NUYS

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VAN NUYS \ GLENOAKS LAYOVER	48	0
VAN NUYS / NORRIS	118	42
VAN NUYS / KEWEN	51	26
VAN NUYS / NOVICE	14	22
VAN NUYS \ PARTHENIA SOUTH JOG	94	112
VAN NUYS / ARMINTA	27	28
VAN NUYS / HAMLIN	59	124

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.22	0.26

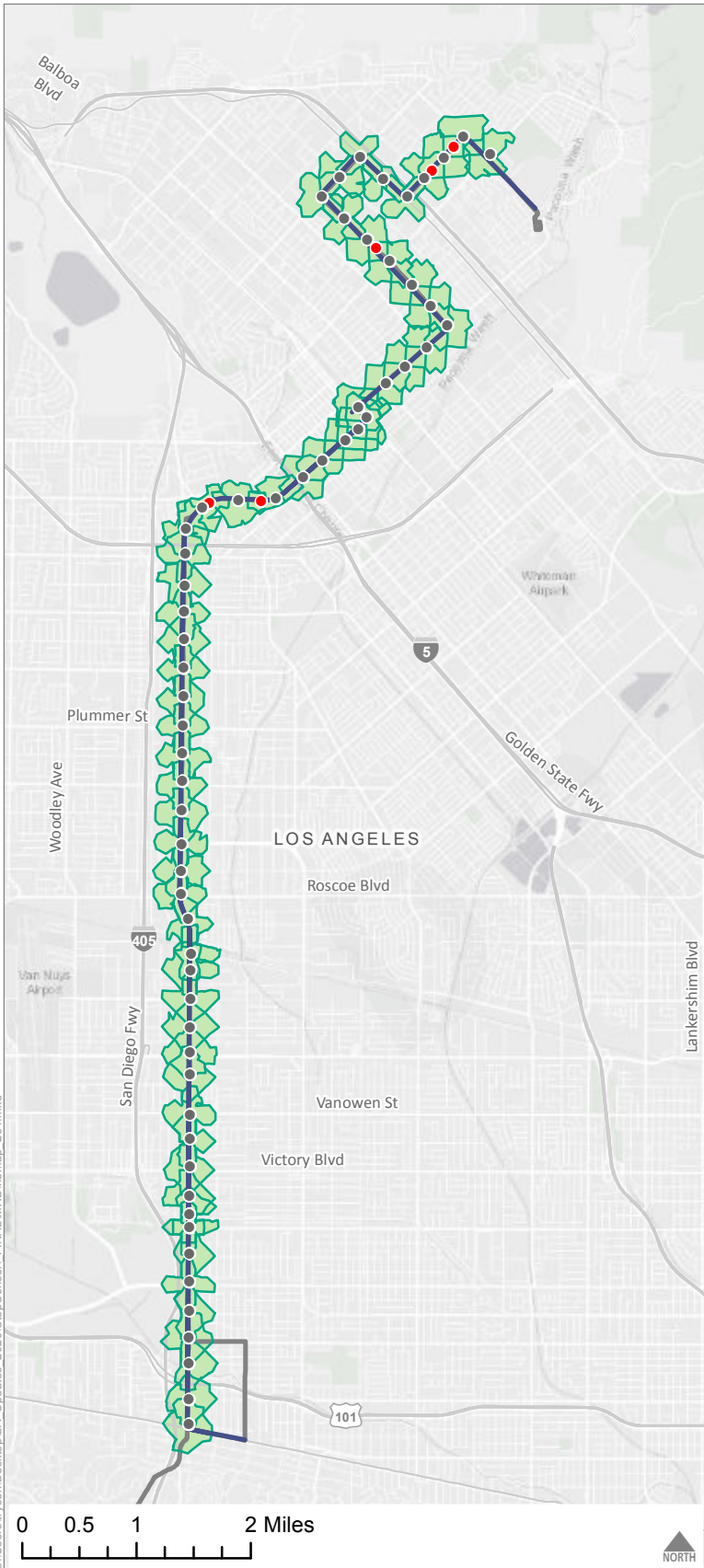
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 233 - VAN NUYS

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BRAND / COLUMBUS	8	9
BRAND / ARLETA	10	9
BORDEN / BEAVER	4	10
SAYRE / WHEELER	0	6
SAYRE / KISMET	0	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

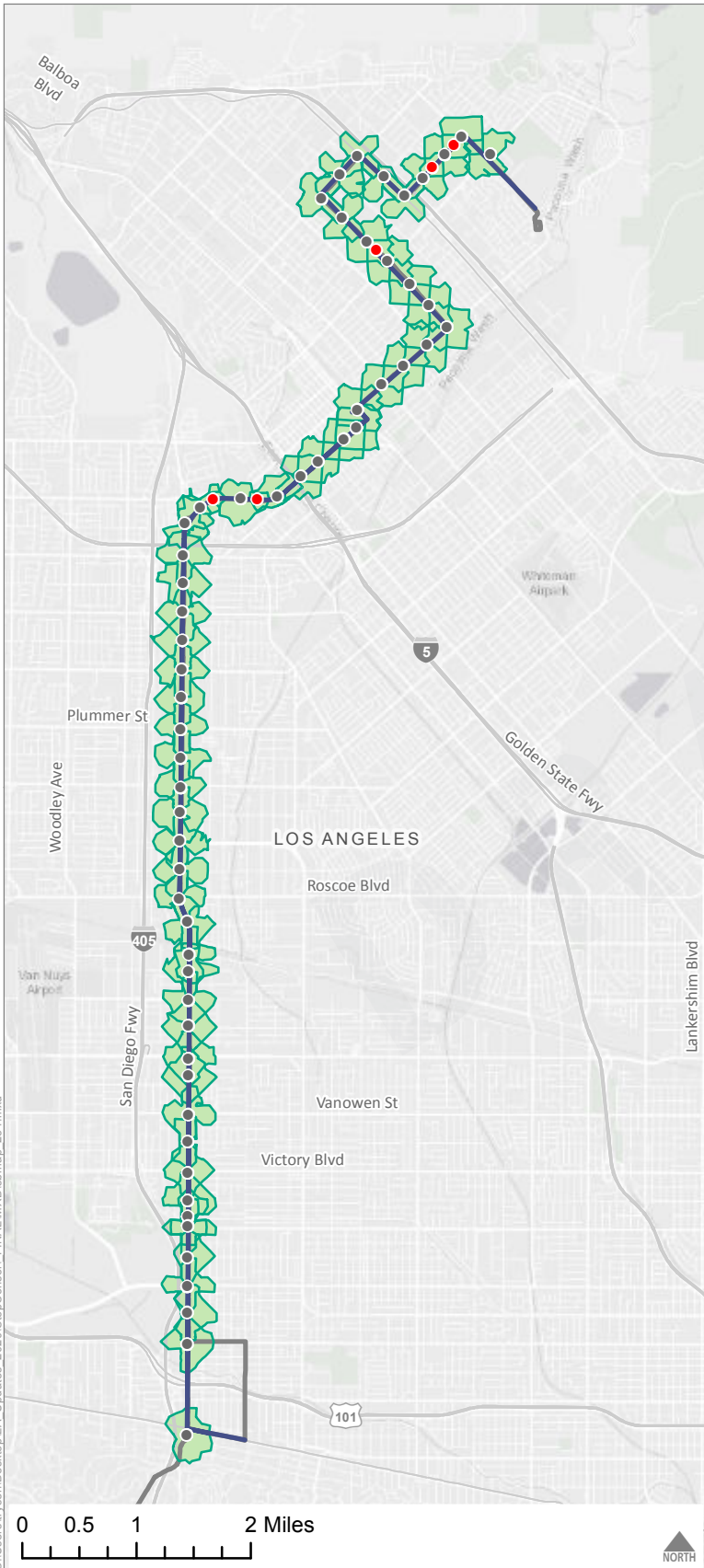
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 234 - SEPULVEDA

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SAYRE / KISMET	9	0
SAYRE / WHEELER	7	0
BORDEN / BEAVER	9	2
BRAND / ARLETA	5	3
BRAND / COLUMBUS	4	14

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.25	0.27

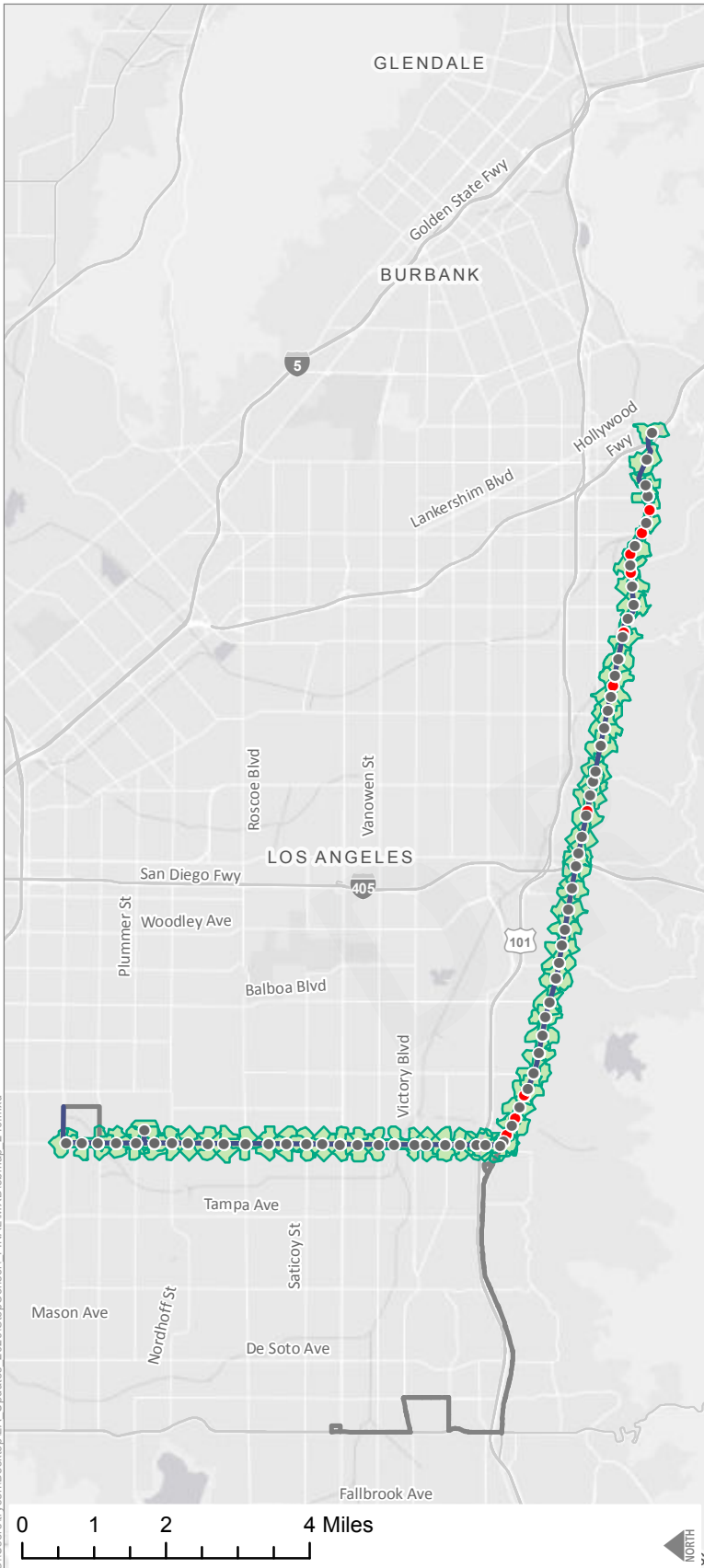
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 234 - SEPULVEDA

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VENTURA / AVENIDA HACIENDA	2	2
VENTURA / NESTLE	2	11
VENTURA / NEWCASTLE	23	30
VENTURA / WILLIS	12	16
VENTURA / DIXIE CANYON	14	10
VENTURA / GOODLAND	4	2
VENTURA / VANTAGE	5	6
VENTURA / RADFORD	25	12
VENTURA / COLFAX	12	11
VENTURA / BERRY	14	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.22	0.26

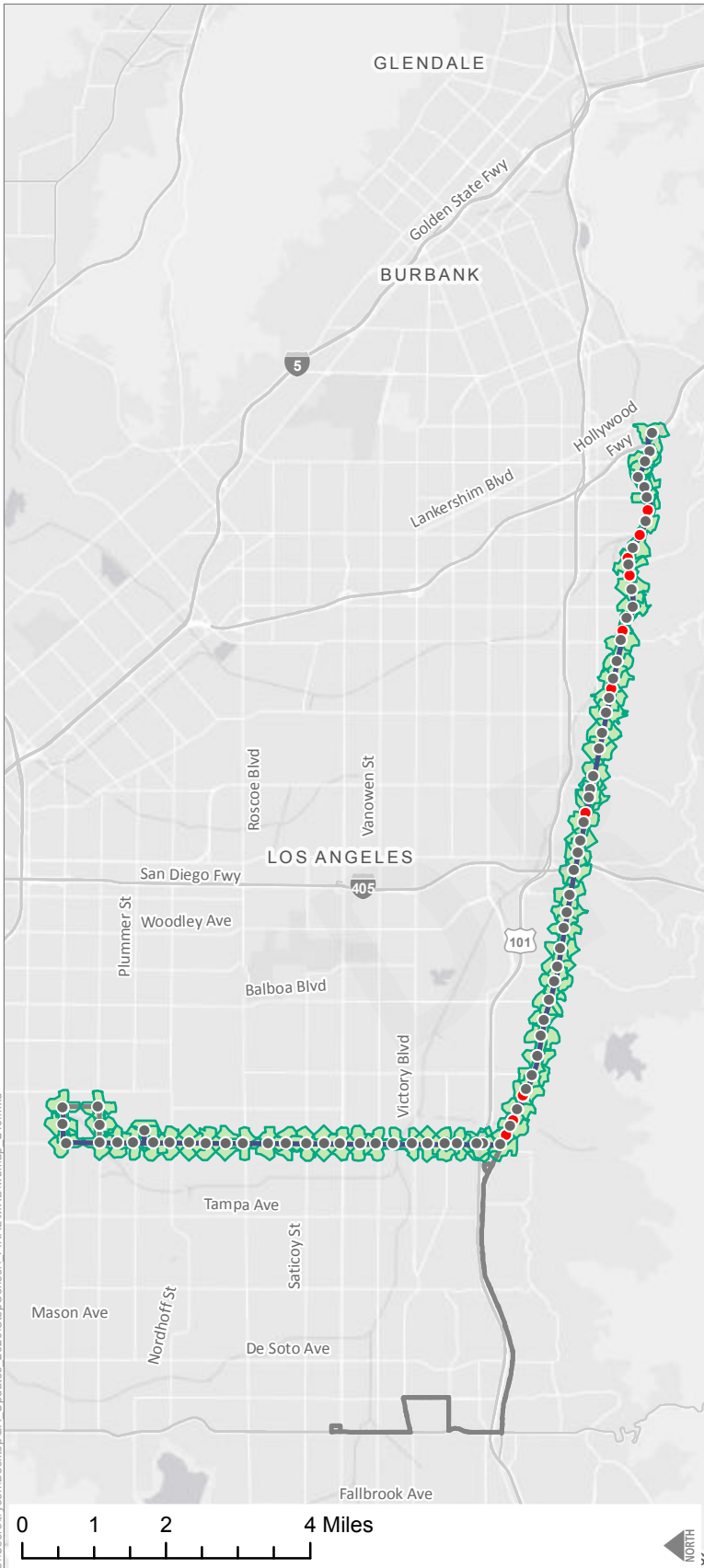
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 240 - RESEDA/VENTURA

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VENTURA / BERRY	4	5
VENTURA / COLFAX	10	17
VENTURA / VENTURA PL	17	28
VENTURA / VANTAGE	13	10
VENTURA / GOODLAND	0	4
VENTURA / DIXIE CANYON	13	14
VENTURA / WILLIS	18	24
VENTURA / NEWCASTLE	34	18
VENTURA / NESTLE	13	5
VENTURA / AVENIDA HACIENDA	4	8

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.23	0.26

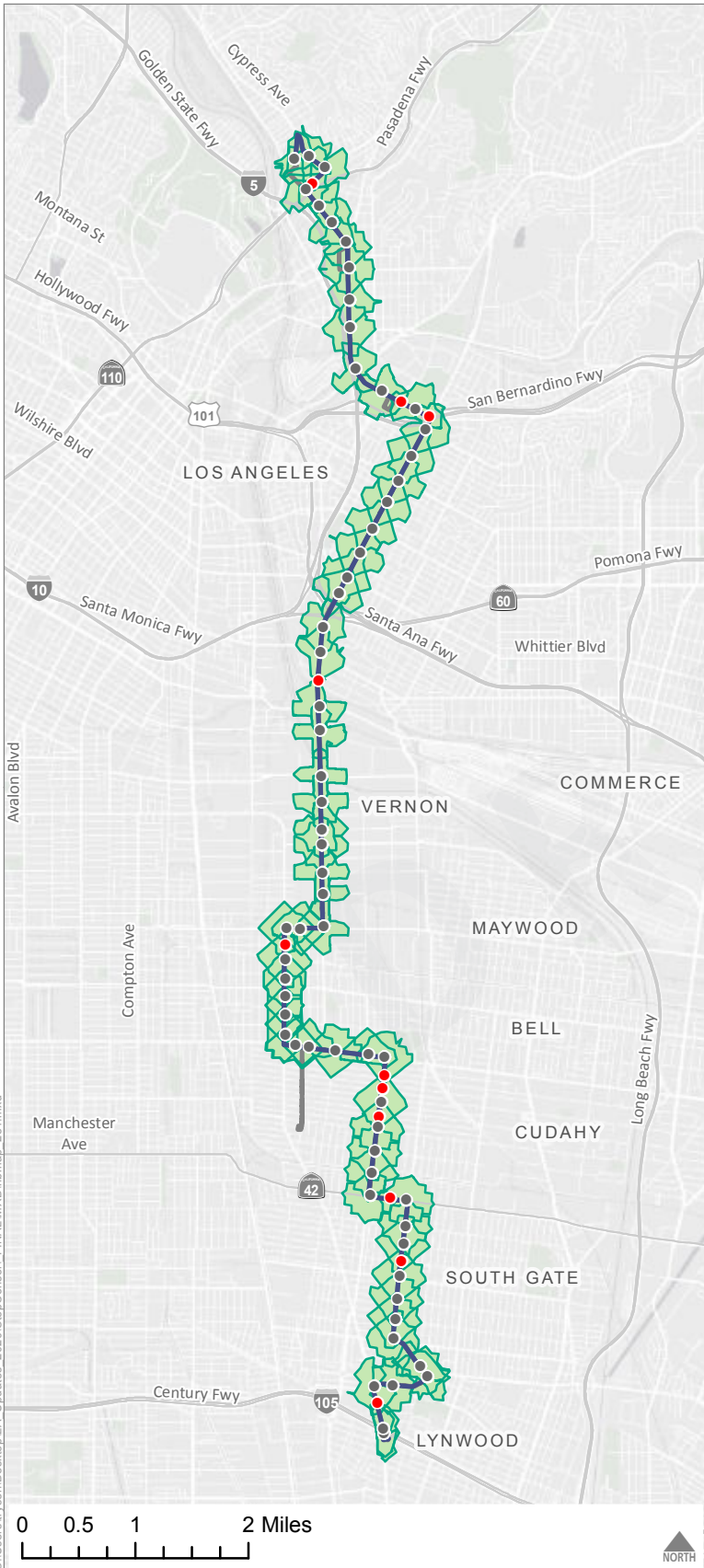
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 240 - RESEDA/VENTURA

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LONG BEACH / SANBORN	11	1
CALIFORNIA / MISSOURI	27	8
FIRESTONE / ELIZABETH	27	19
STATE / BROADWAY	22	17
STATE / HOPE	17	6
STATE / LIVE OAK	22	20
PACIFIC / BELGRAVE	43	71
SOTO / RIO VISTA	3	17
MARENGO / SOTO	23	41
MARENGO / CUMMINGS	34	135
FIGUEROA / AVENUE 28	0	18

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.20	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

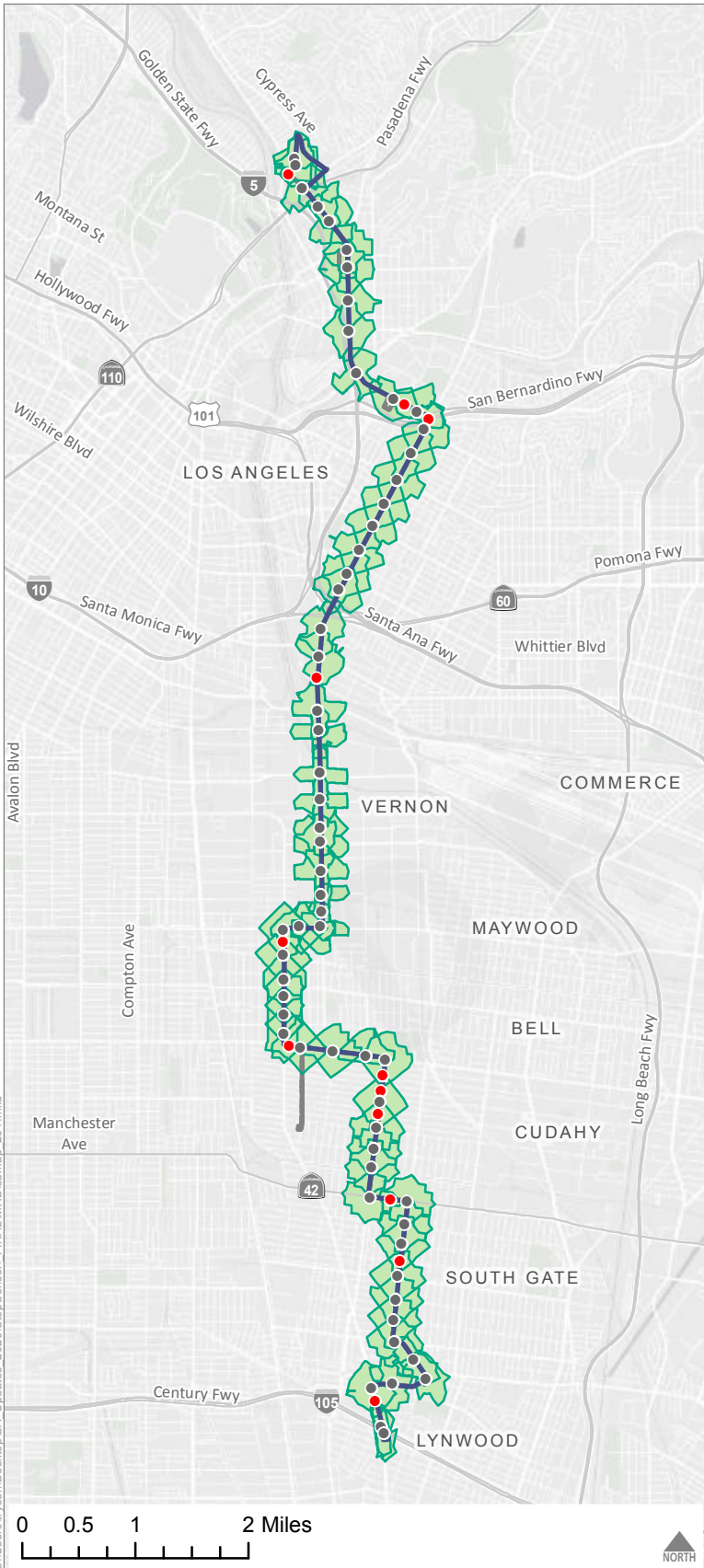
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 251 - SOTO



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
AVENUE 26 / IDELL	17	0
MARENGO / CUMMINGS	40	15
SOTO \ MARENGO	59	11
SOTO / RIO VISTA	2	0
PACIFIC / BELGRAVE	87	37
FLORENCE \ PACIFIC	177	180
STATE / LIVE OAK	10	31
STATE / HOPE	11	39
STATE / BROADWAY	17	33
FIRESTONE / ELIZABETH	18	15
CALIFORNIA / MISSOURI	6	28
LONG BEACH / SANBORN	4	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.20	0.24

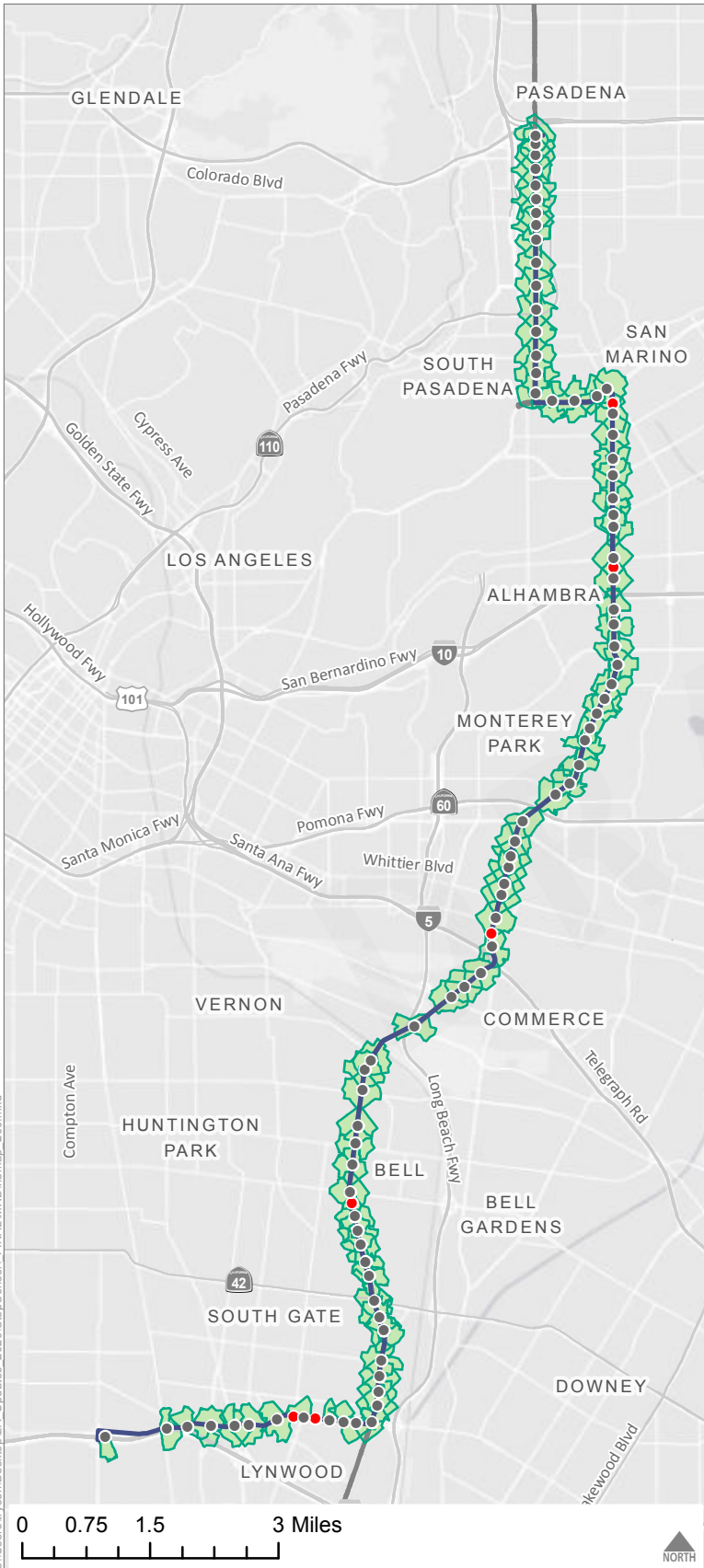
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 251 - SOTO

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
IMPERIAL / BENWELL	4	5
IMPERIAL / LEWIS	1	3
ATLANTIC / LIVE OAK	50	53
ATLANTIC / UNION PACIFIC	16	13
ATLANTIC / NORWOOD	4	4
ATLANTIC / PINE	13	41

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.23	0.25

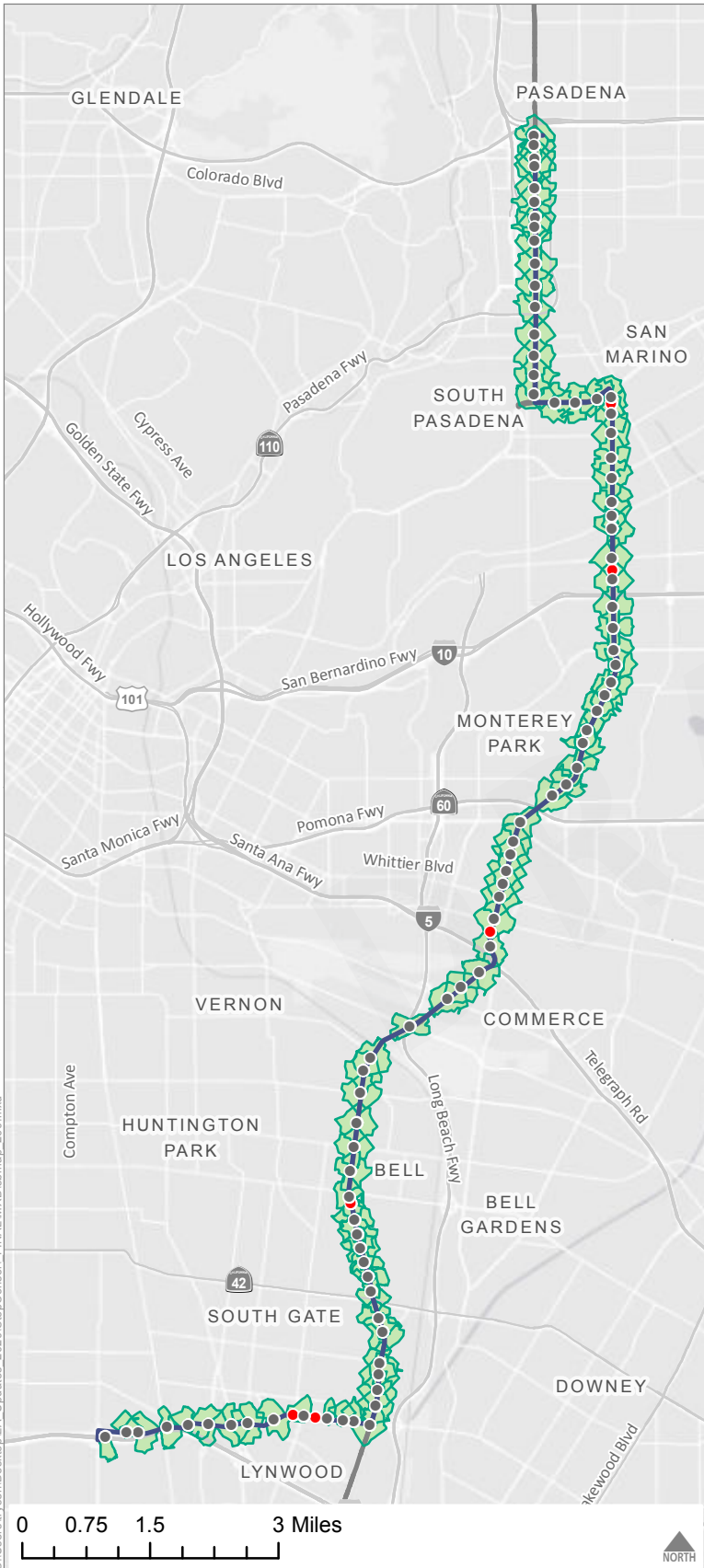
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 260 - ATLANTIC

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / PINE	1	5
ATLANTIC / NORWOOD	2	1
ATLANTIC / UNION PACIFIC	21	26
ATLANTIC / LIVE OAK	36	40
IMPERIAL / LEWIS	6	2
IMPERIAL / BENWELL	4	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.23	0.25

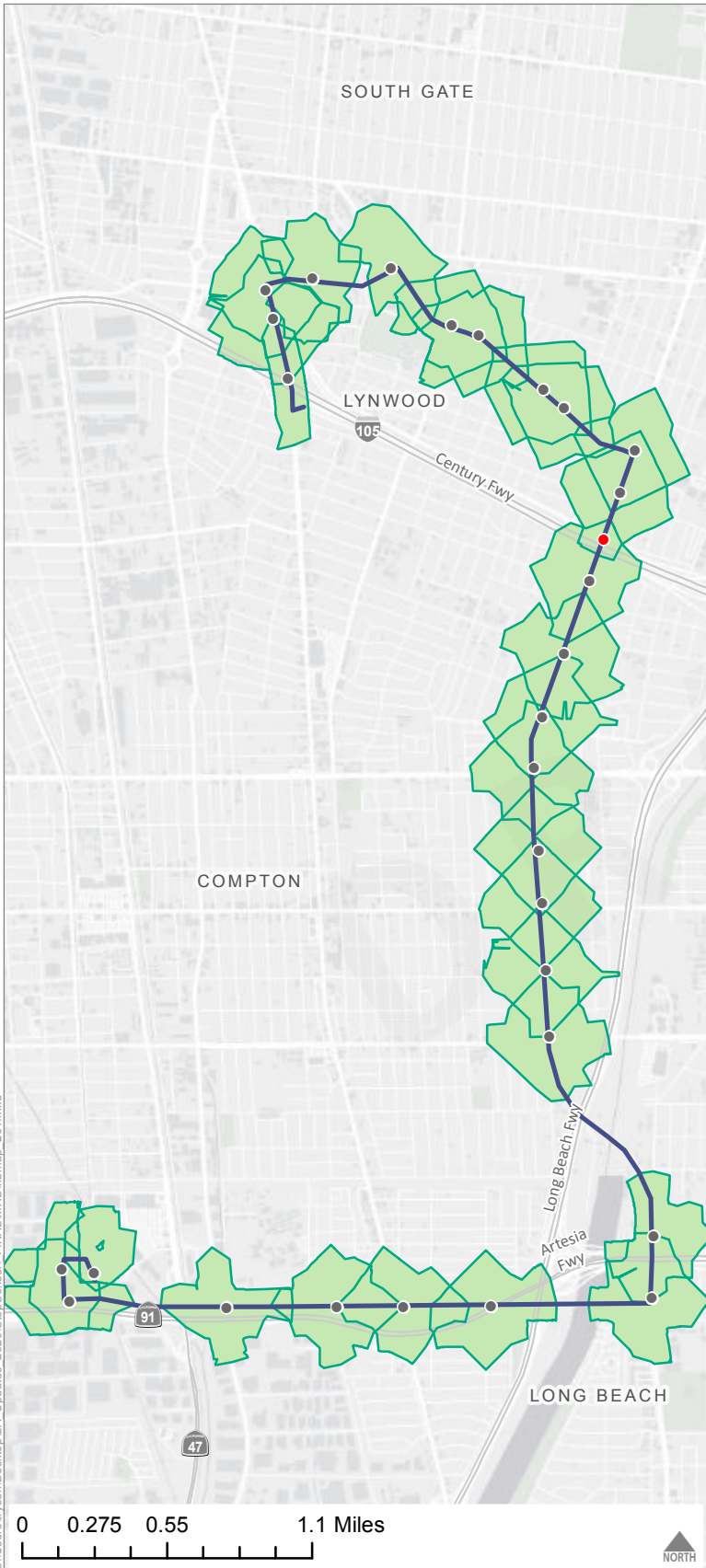
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 260 - ATLANTIC

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / FERNWOOD	8	4

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.32	0.33

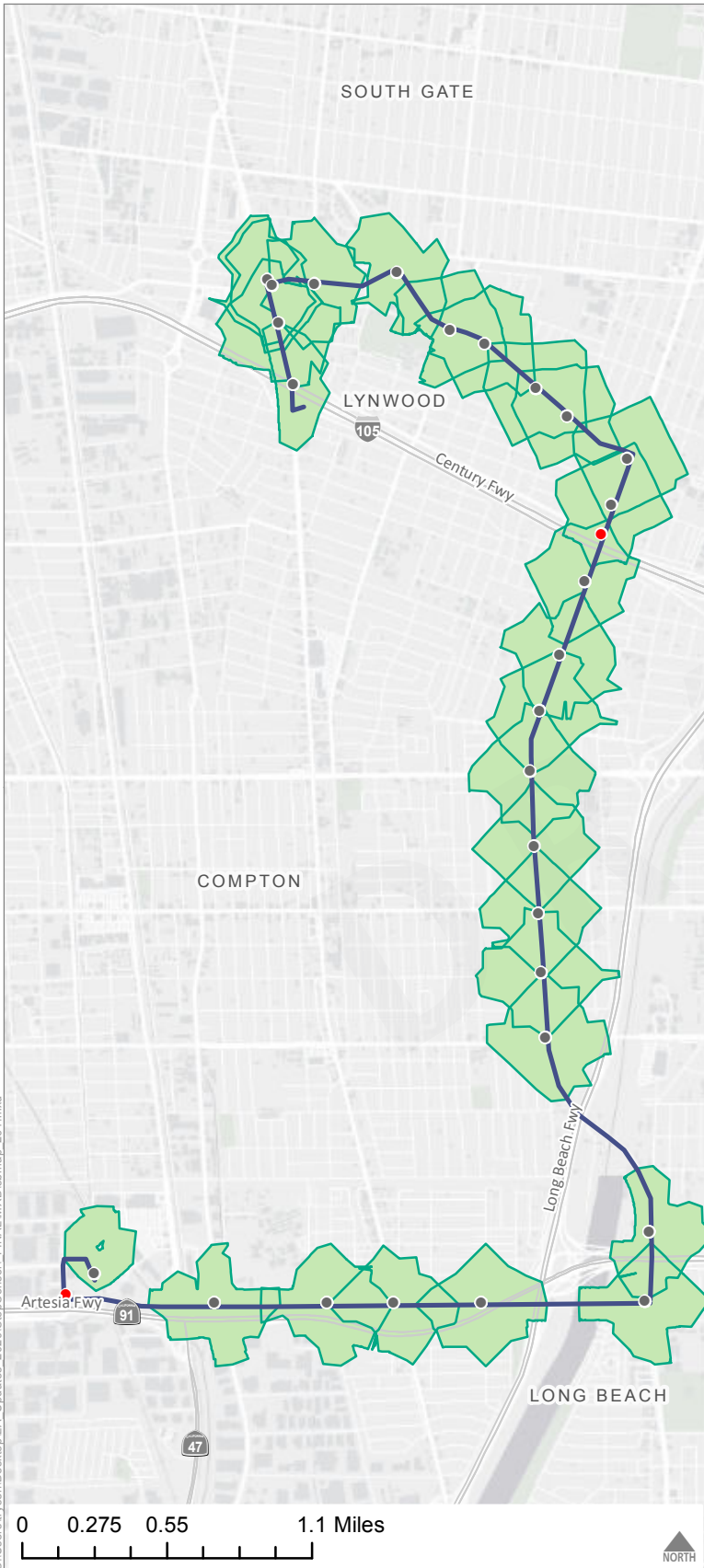
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 261 - SOUTH ATLANTIC

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / FERNWOOD	1	13
ACACIA / ARTESIA	1	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.32	0.36

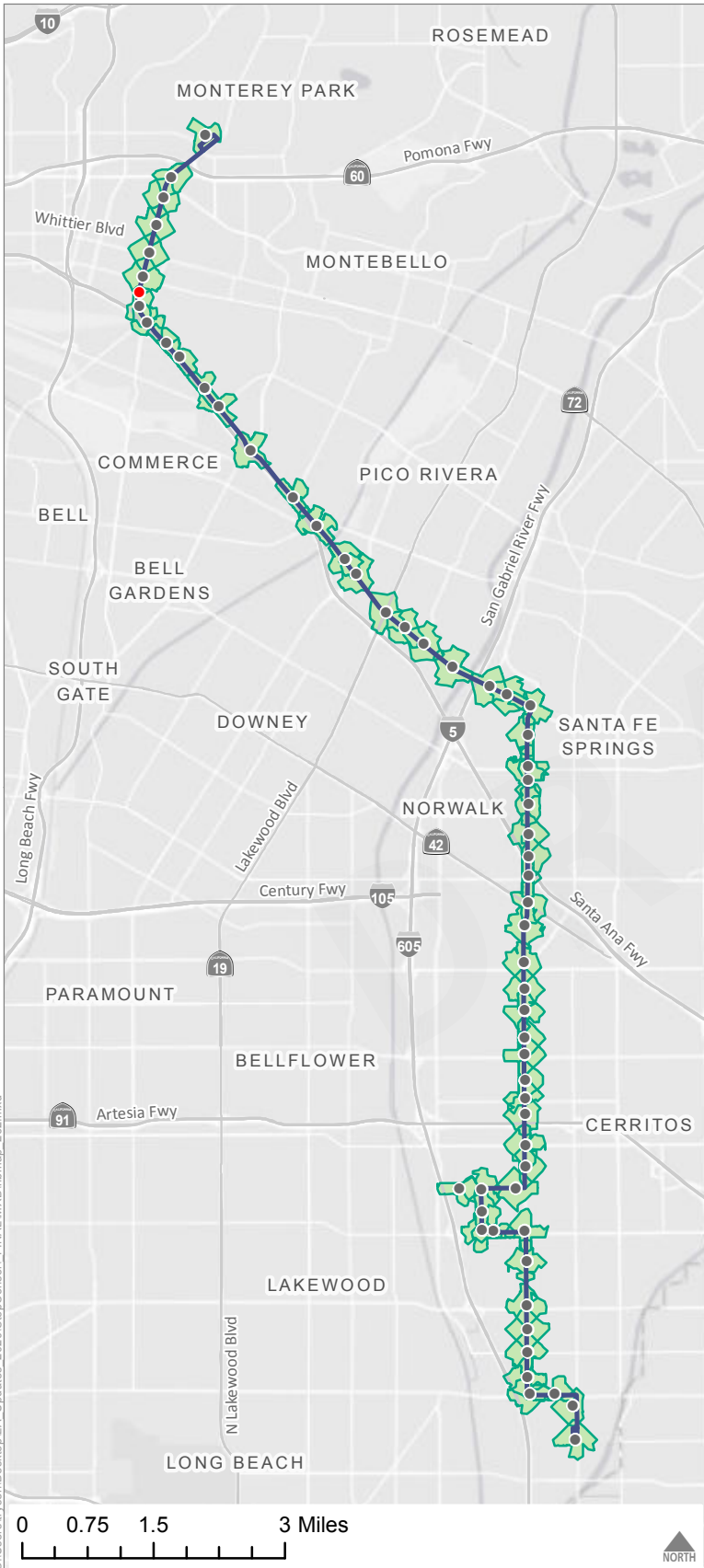
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 261 - SOUTH ATLANTIC

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / UNION PACIFIC	16	13

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
100%	0.38	0.38

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

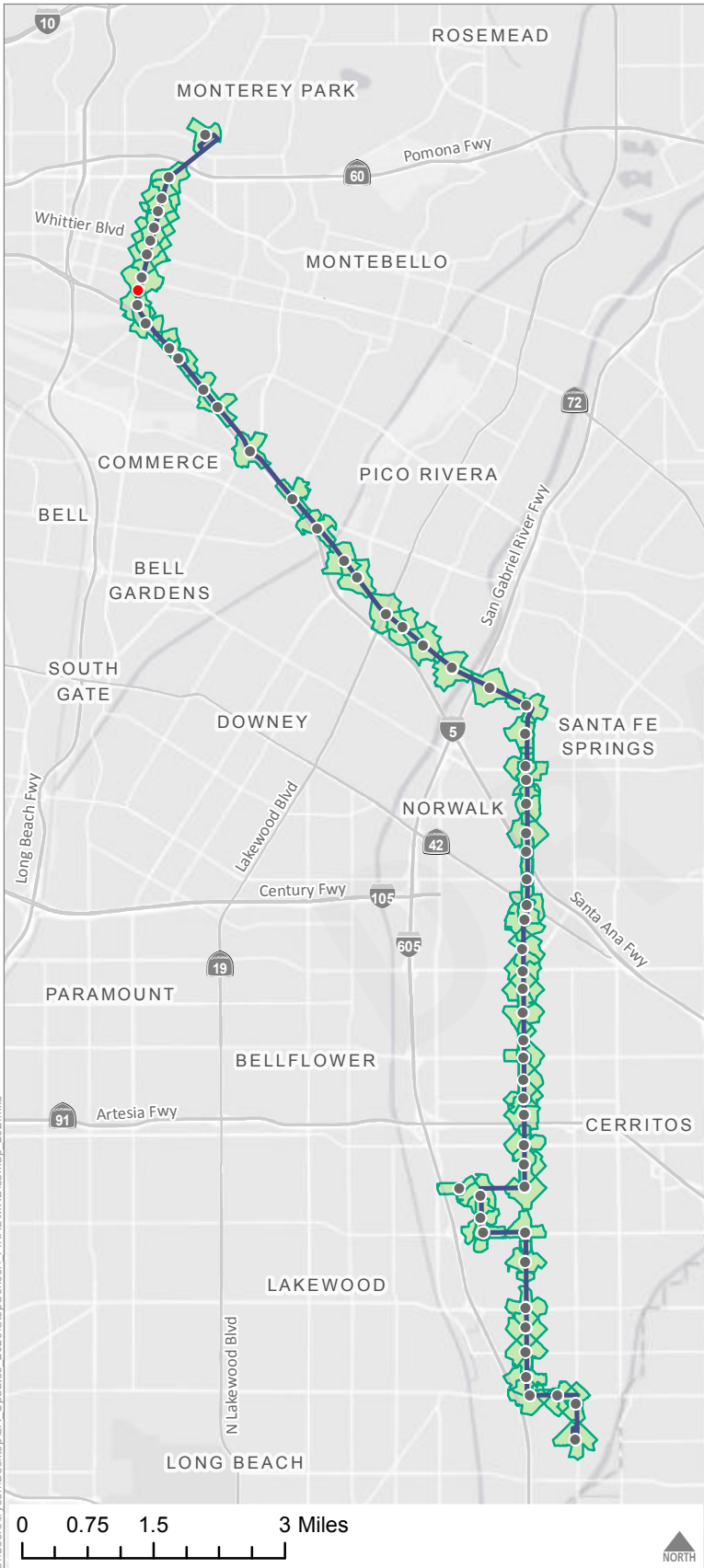
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 262 - TELEGRAPH

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# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ATLANTIC / UNION PACIFIC	21	26

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.34	0.35

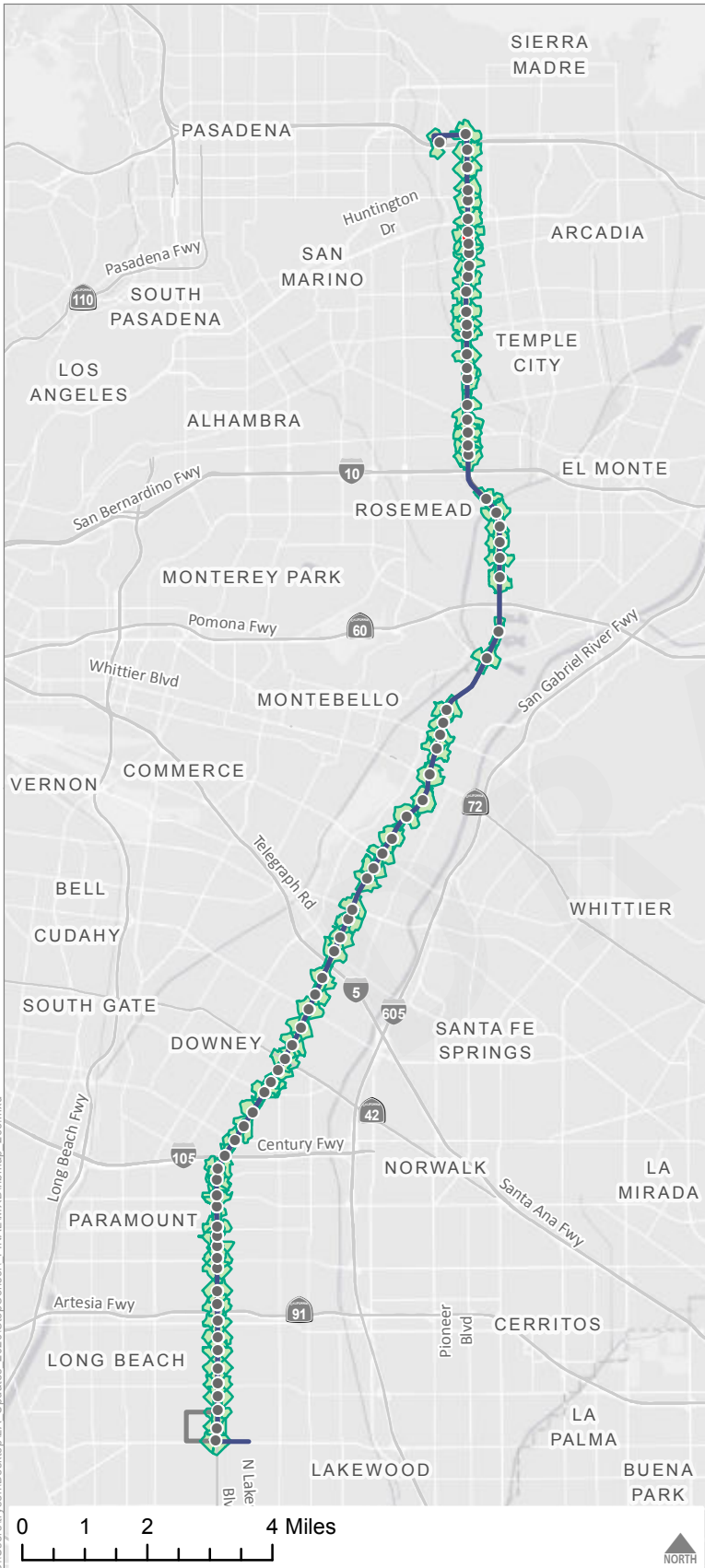
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 262 - TELEGRAPH

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ROSEMEAD / ARCADIA	9	5

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.30	0.30

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

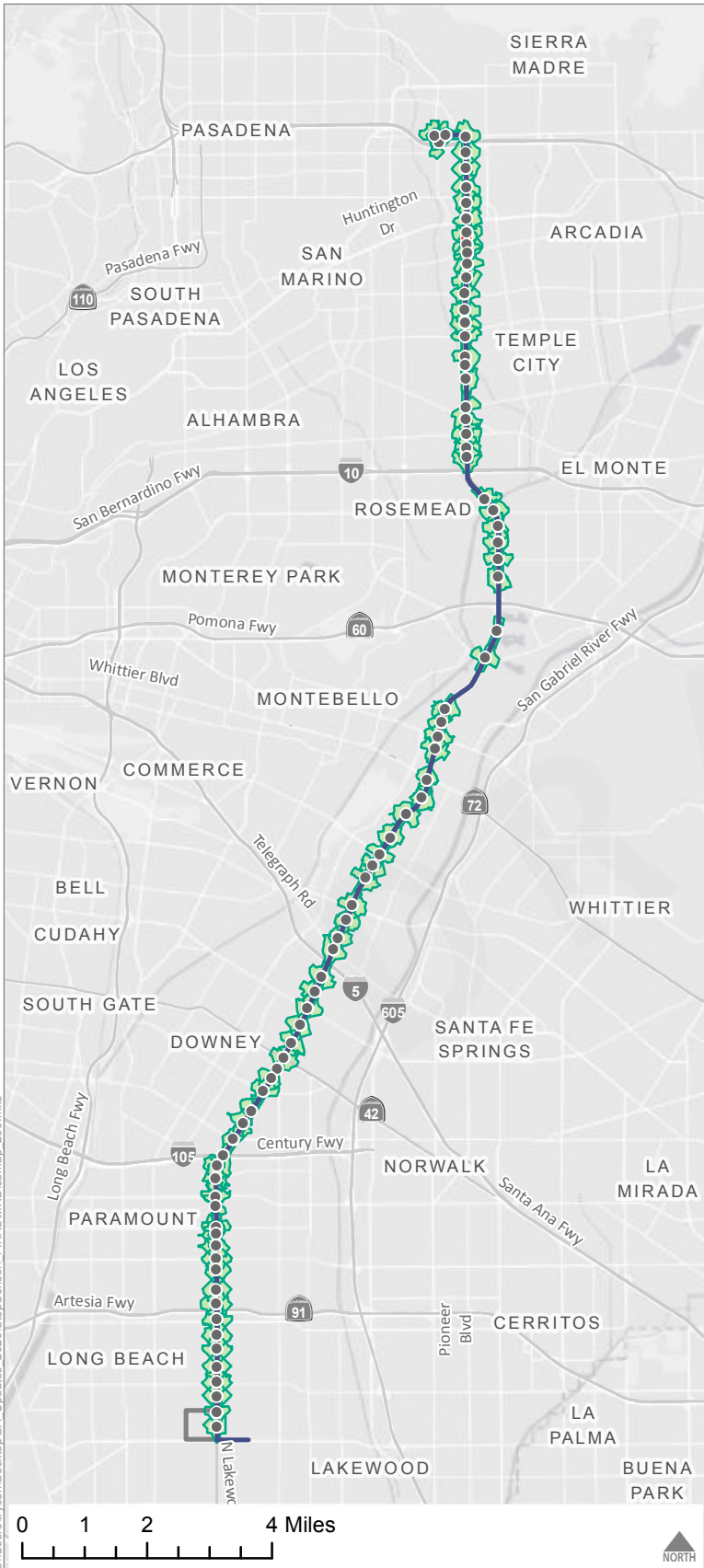
# LINE 266 - ROSEMEAD





# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
ROSEMEAD / ARCADIA	9	9

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
99%	0.28	0.28

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

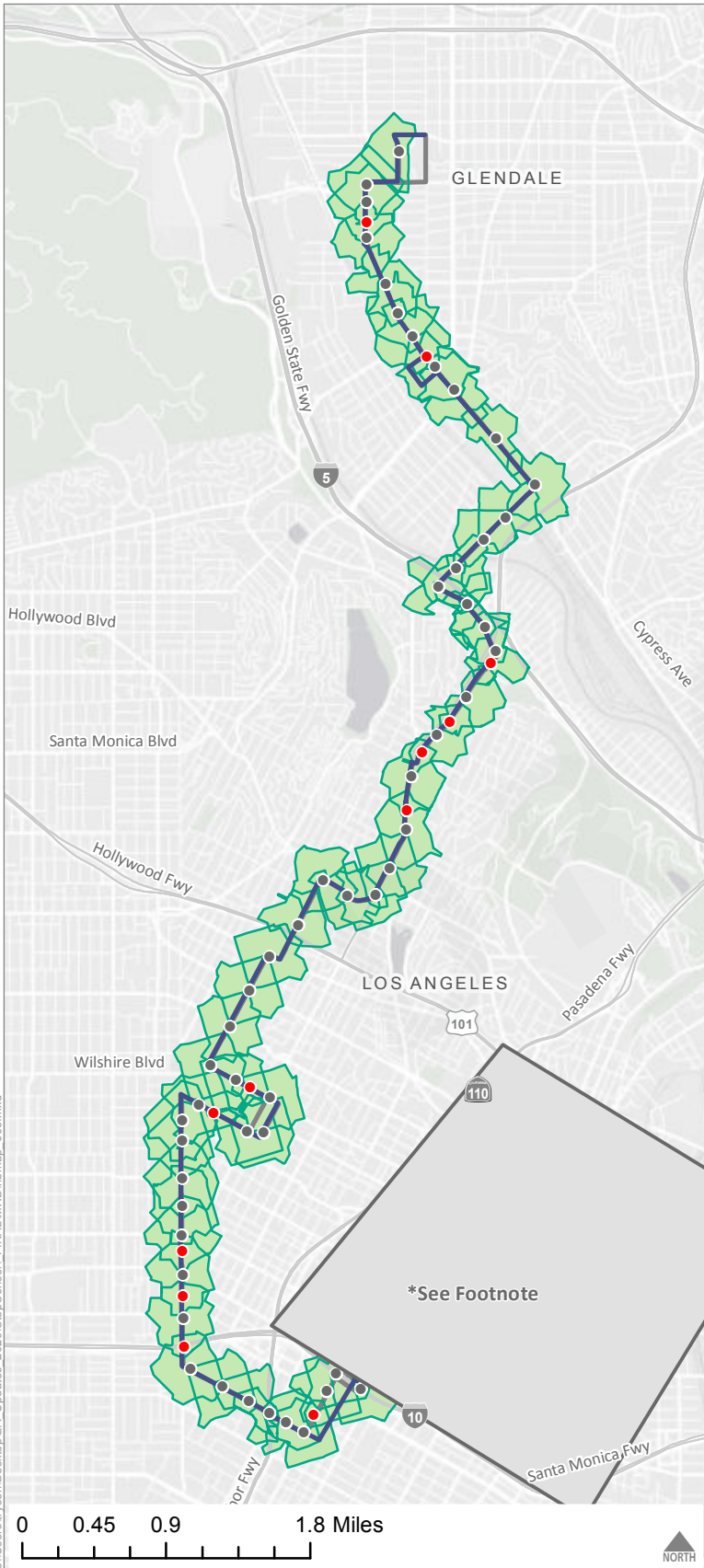
# LINE 266 - ROSEMEAD



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# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
GRAND / 21ST	50	0
HOOVER \ SANTA MONICA FWY	37	10
HOOVER / 18TH	12	8
HOOVER / ALVARADO	9	26
7TH / PARK VIEW	34	24
6TH / GRAND VIEW	17	12
GLENDALE / EFFIE	7	8
ALLESANDRO / EWING	6	9
ALLESANDRO / OAK GLEN	6	13
ALLESANDRO \ SUNFLOWER	0	5
SAN FERNANDO / CENTRAL	4	28
PACIFIC / RIVERDALE	4	29

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.18	0.23

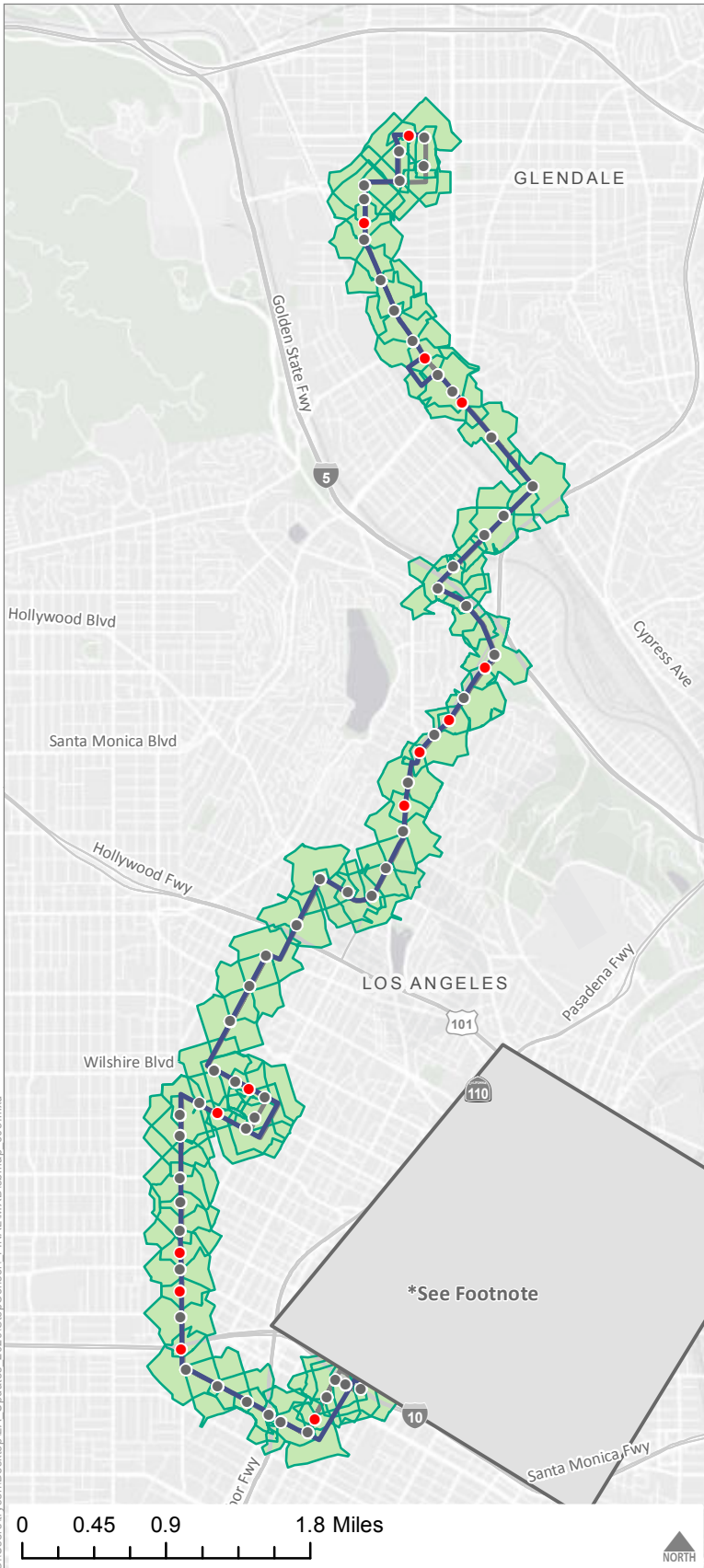
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 603 - GLENDALE

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
BROADWAY \ GALLERIA	16	0
PACIFIC / RIVERDALE	35	14
SAN FERNANDO / CENTRAL	13	5
SAN FERNANDO / GLENDALE	20	12
ALLESANDRO / ROSEBUD	0	2
ALLESANDRO / OAK GLEN	12	7
ALLESANDRO / EWING	9	8
GLENDALE / EFFIE	14	3
6TH / GRAND VIEW	17	14
7TH / PARK VIEW	18	27
HOOVER / ALVARADO	15	29
HOOVER / 18TH	5	22
HOOVER \ SANTA MONICA FWY	11	32
GRAND / 21ST	0	12

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
95%	0.18	0.22

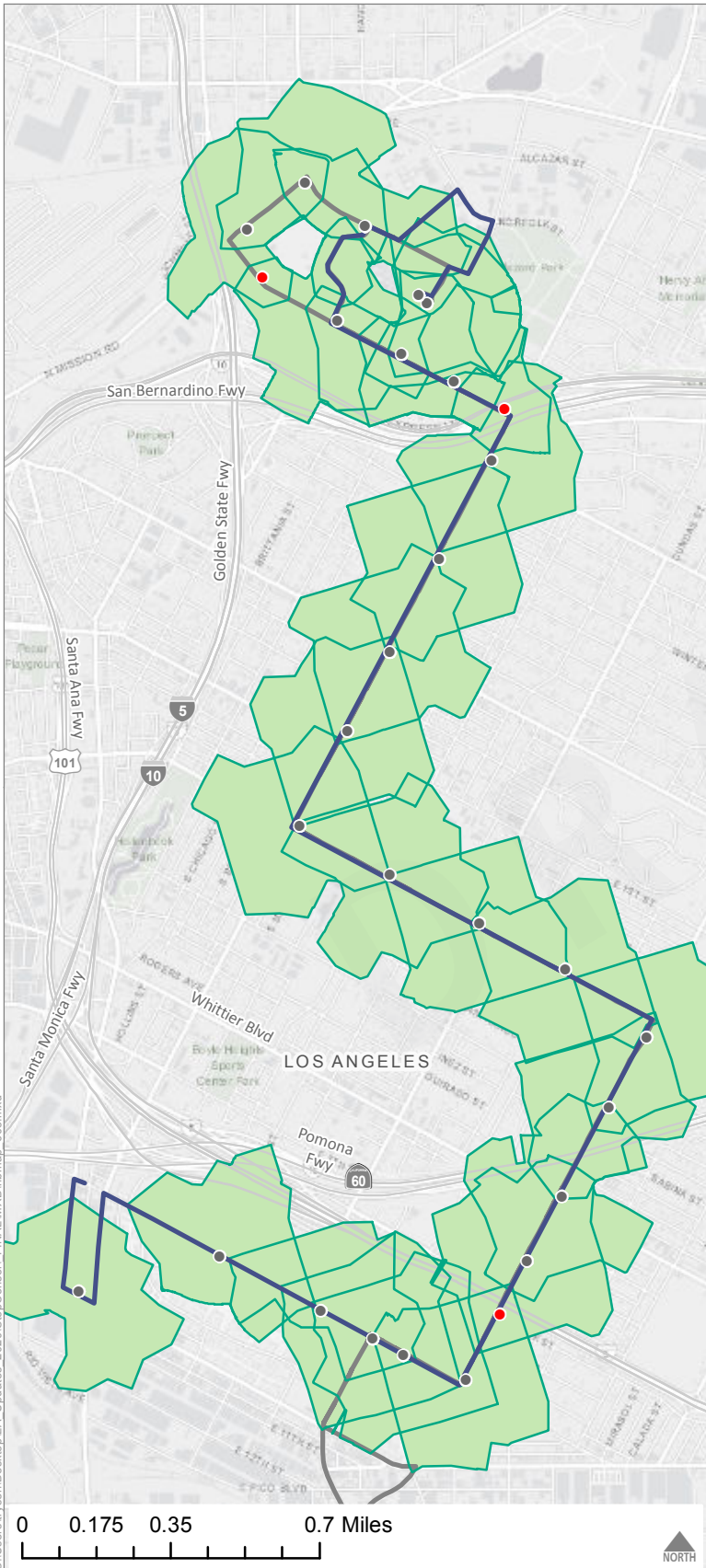
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 603 - GLENDALE

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
LORENA / BESWICK	37	0
MARENGO / SOTO	2	15
1640 MARENGO	0	0

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
98%	0.20	0.22

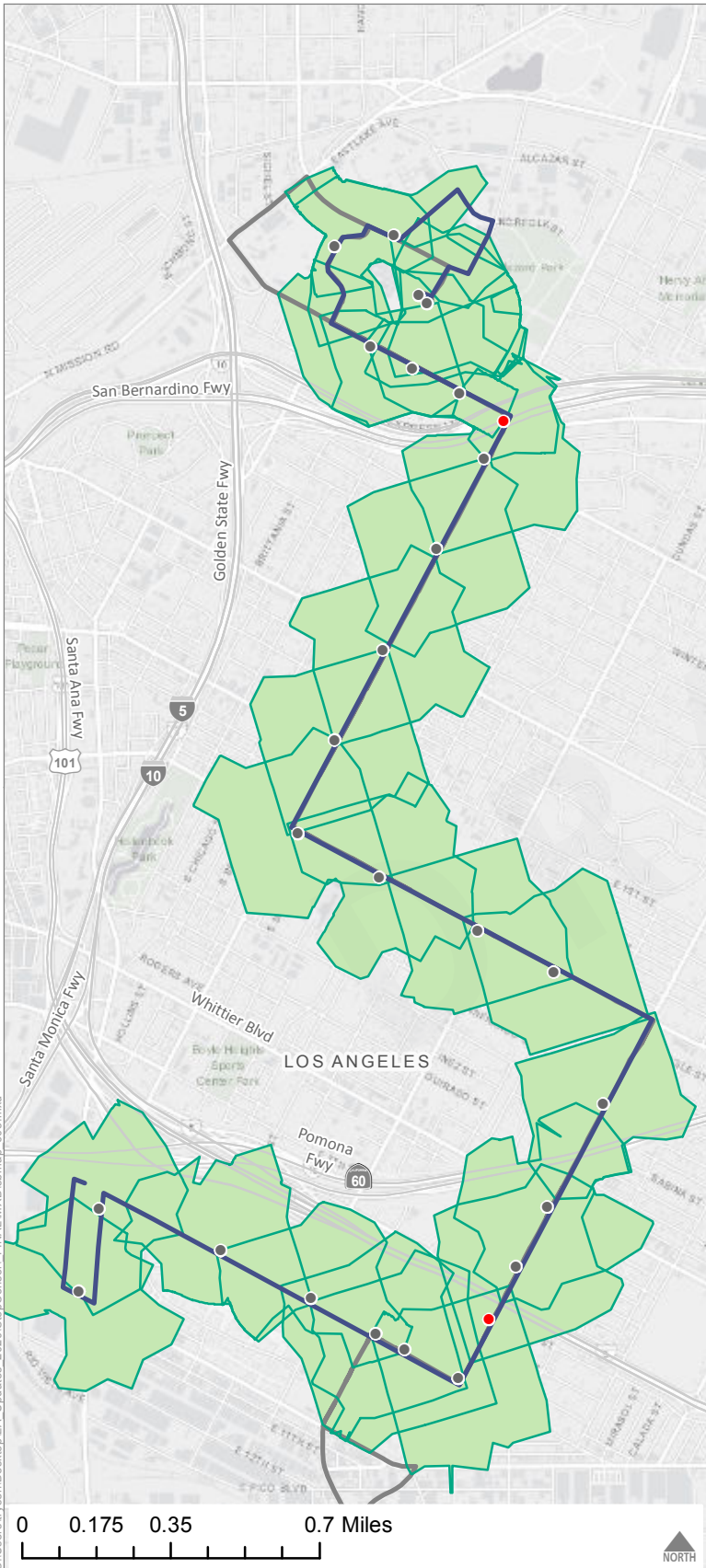
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 605 - BOYLE HEIGHTS

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
SOTO \ MARENGO	32	0
LORENA / BESWICK	3	49

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
97%	0.21	0.23

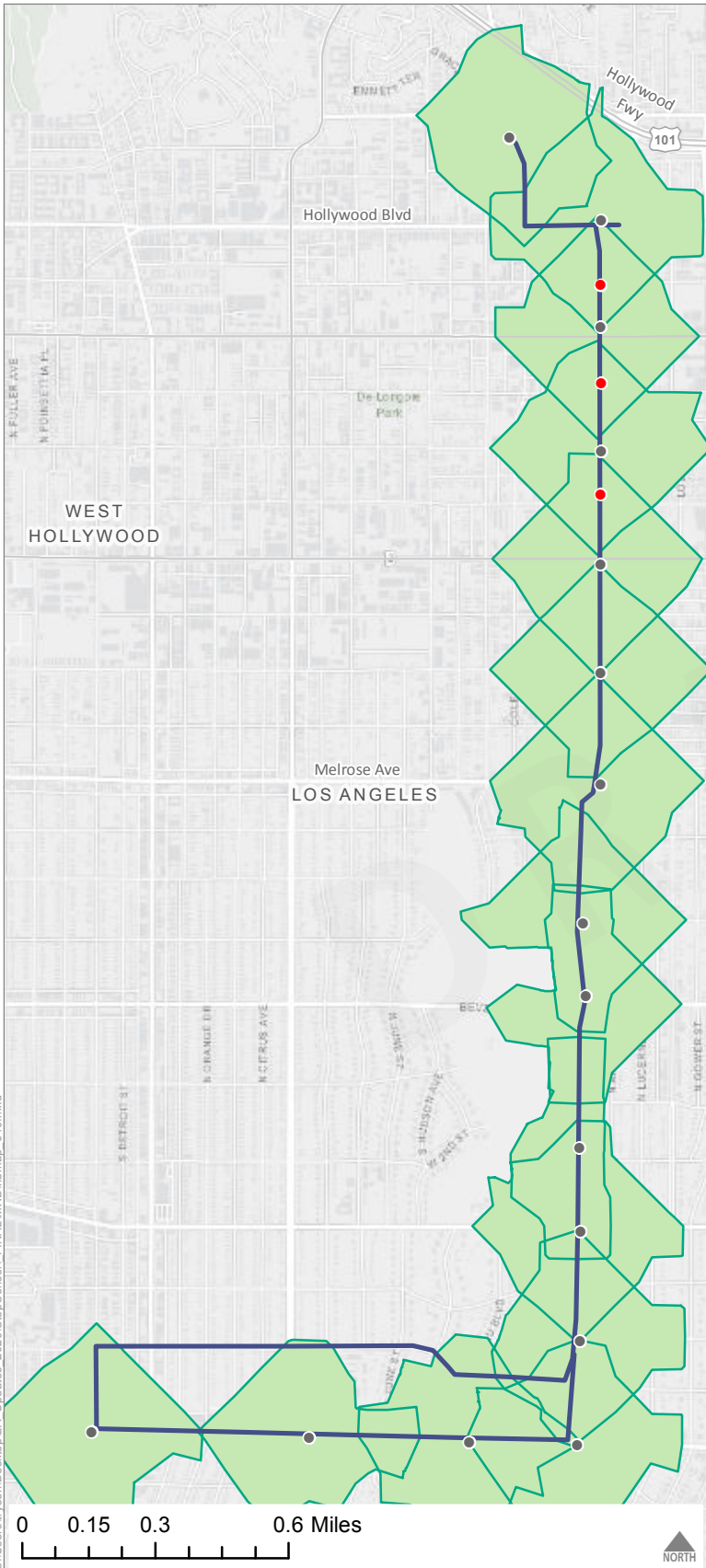
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 605 - BOYLE HEIGHTS

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VINE / LEXINGTON	54	71
VINE / DE LONGPRE	5	51
VINE / SELMA	3	86

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
87%	0.23	0.28

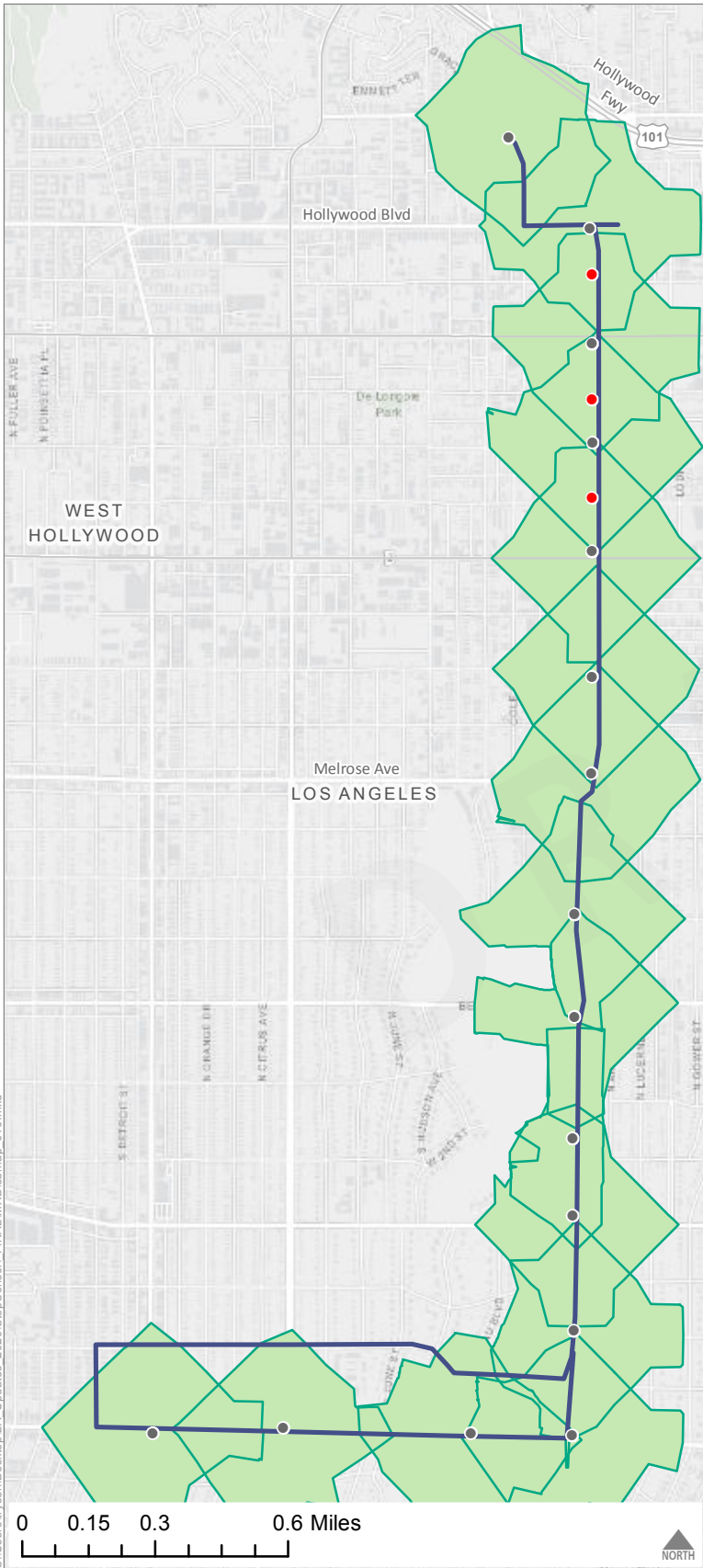
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 610 - ROSSMORE

# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
VINE / SELMA	N/A	N/A
VINE / DE LONGPRE	23	9
VINE / LEXINGTON	48	39

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.23	0.27

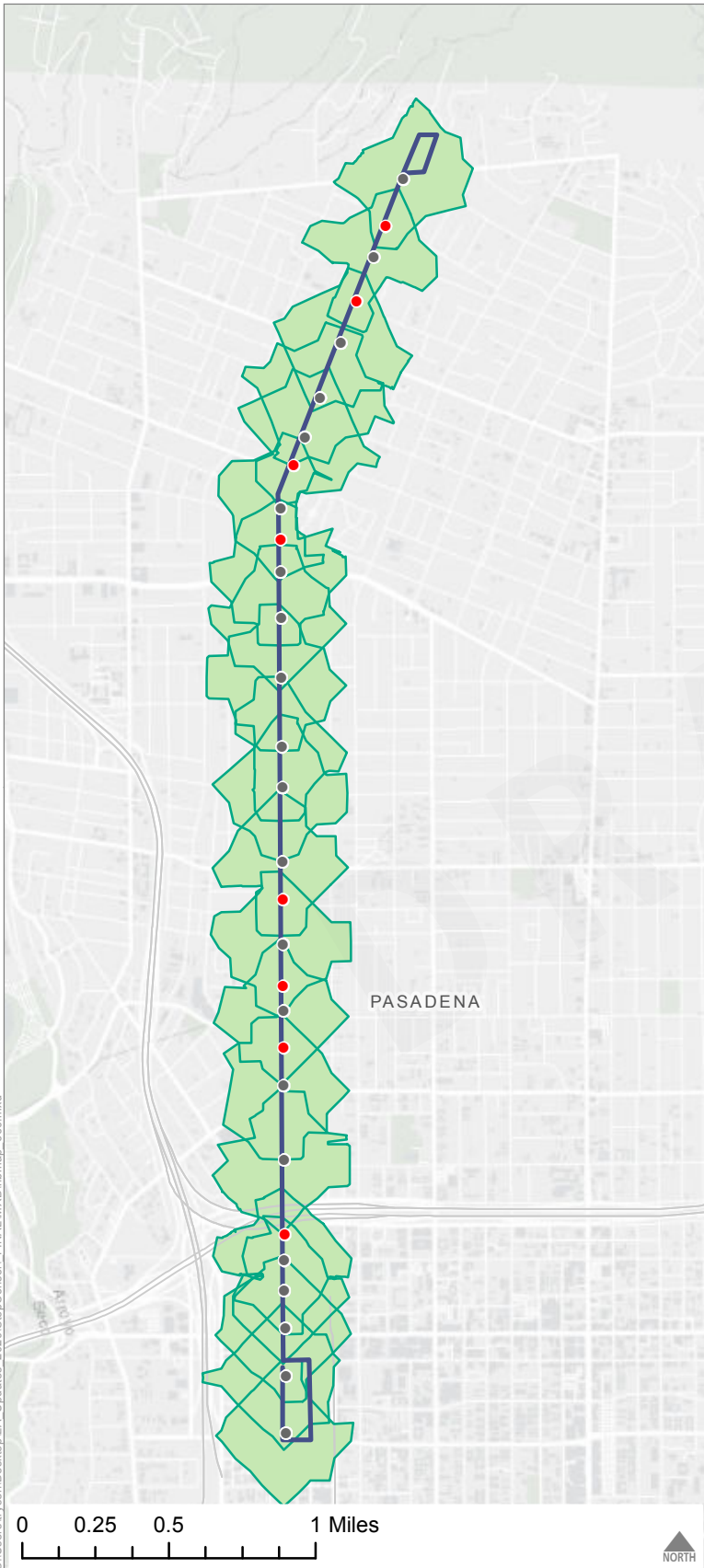
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 610 - ROSSMORE

# Quarter Mile Walksheds - Northbound

# Northbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FAIR OAKS / CHESTNUT	6	0
FAIR OAKS / PAINTER	9	17
FAIR OAKS \ JACKIE ROBINSON CTR	6	9
FAIR OAKS / CLAREMONT	6	20
FAIR OAKS / FIGUEROA	4	10
FAIR OAKS / LA VENEZIA	4	22
FAIR OAKS / PALM	0	19
FAIR OAKS / MARATHON	1	10

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
91%	0.15	0.22

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

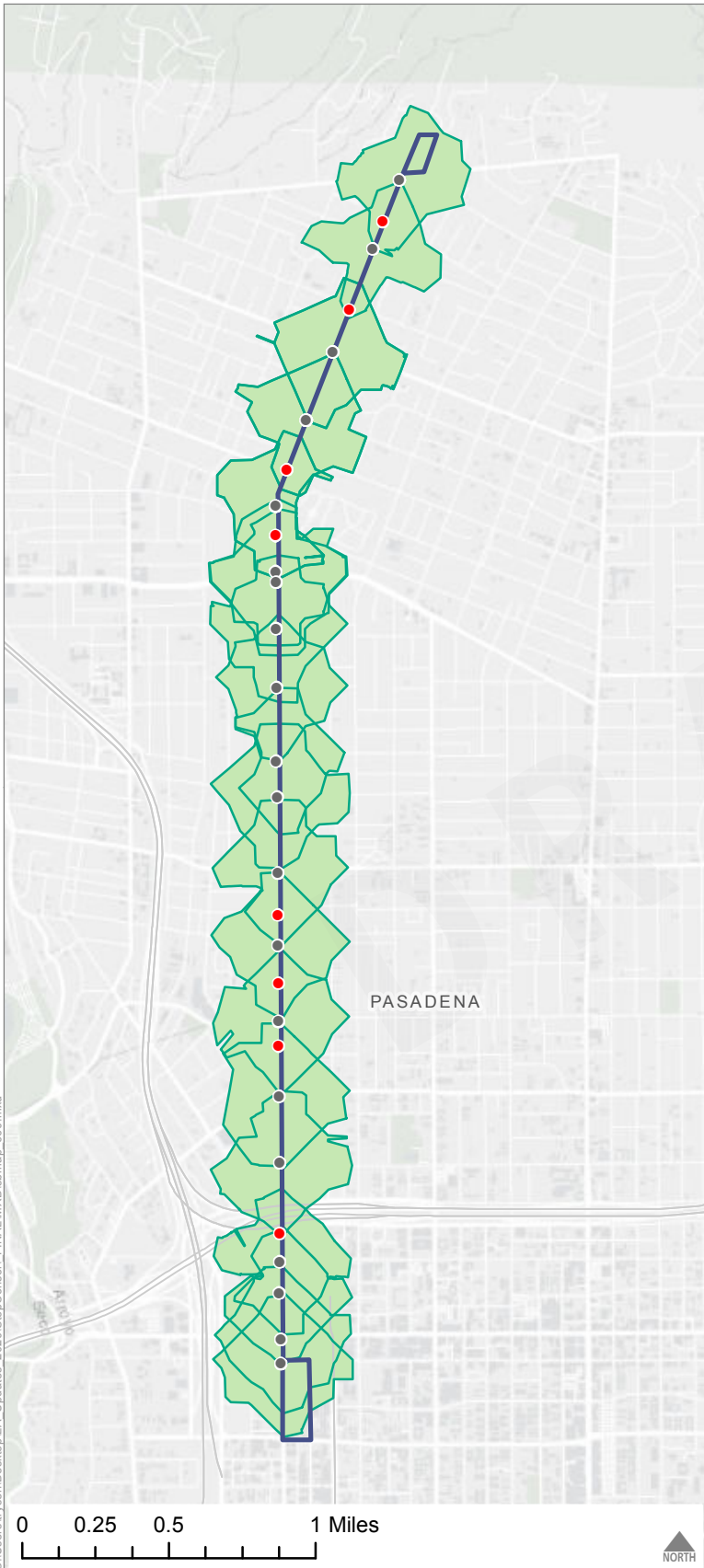
\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 660 - FAIR OAKS



# Quarter Mile Walksheds - Southbound

# Southbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
FAIR OAKS / MARATHON	5	1
FAIR OAKS / PALM	5	0
FAIR OAKS / VENTURA	2	0
FAIR OAKS / FIGUEROA	0	0
FAIR OAKS / CLAREMONT	17	4
FAIR OAKS \ JACKIE ROBINSON PARK	8	3
FAIR OAKS / YALE	13	8
FAIR OAKS / CORSON	4	7

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.15	0.21

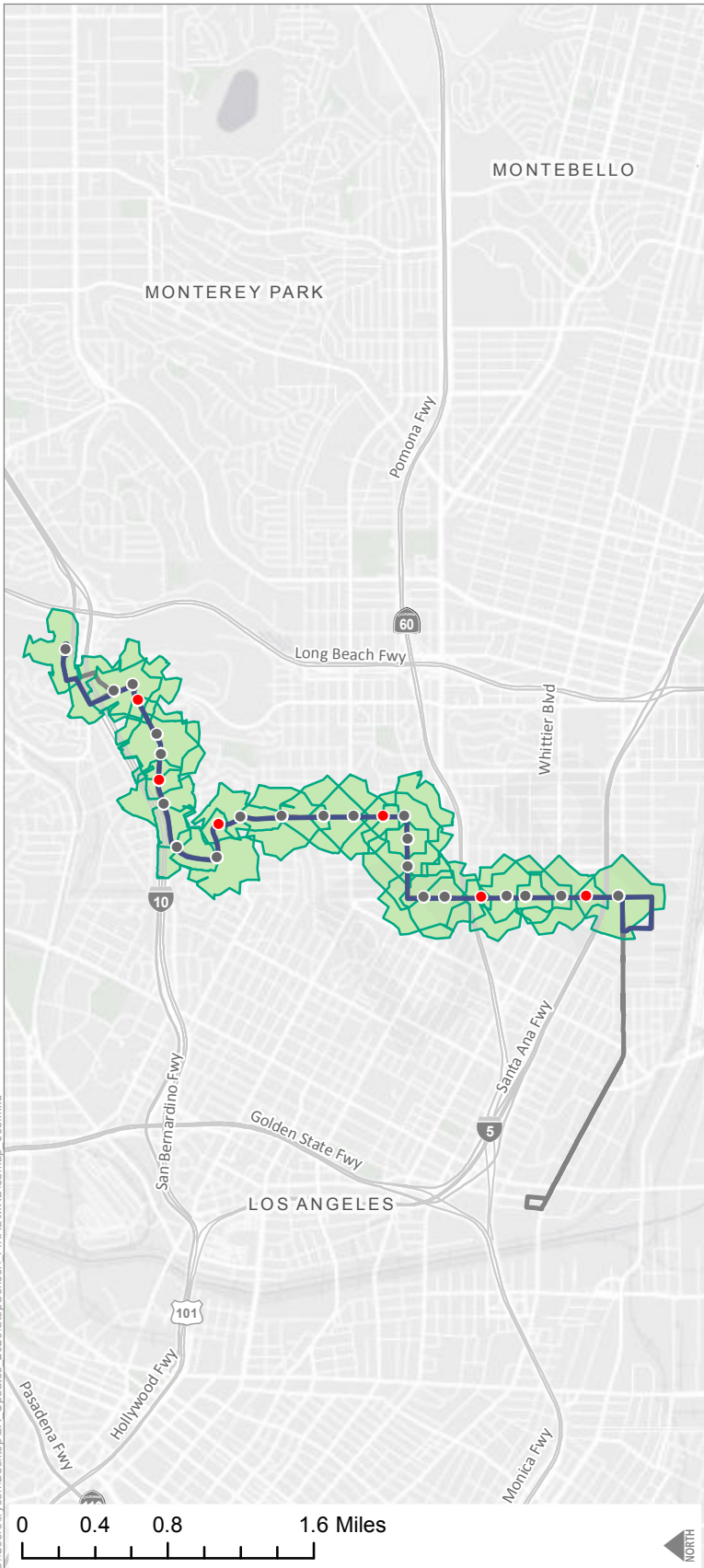
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 660 - FAIR OAKS

# Quarter Mile Walksheds - Eastbound

# Eastbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
INDIANA / LEE	3	0
INDIANA / 5TH	7	4
GAGE / MICHIGAN	1	7
GAGE / POMEROY	3	12
CITY TERRACE \ BONNIE BEACH	0	1
CITY TERRACE / LAFLER	0	2

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.18	0.23

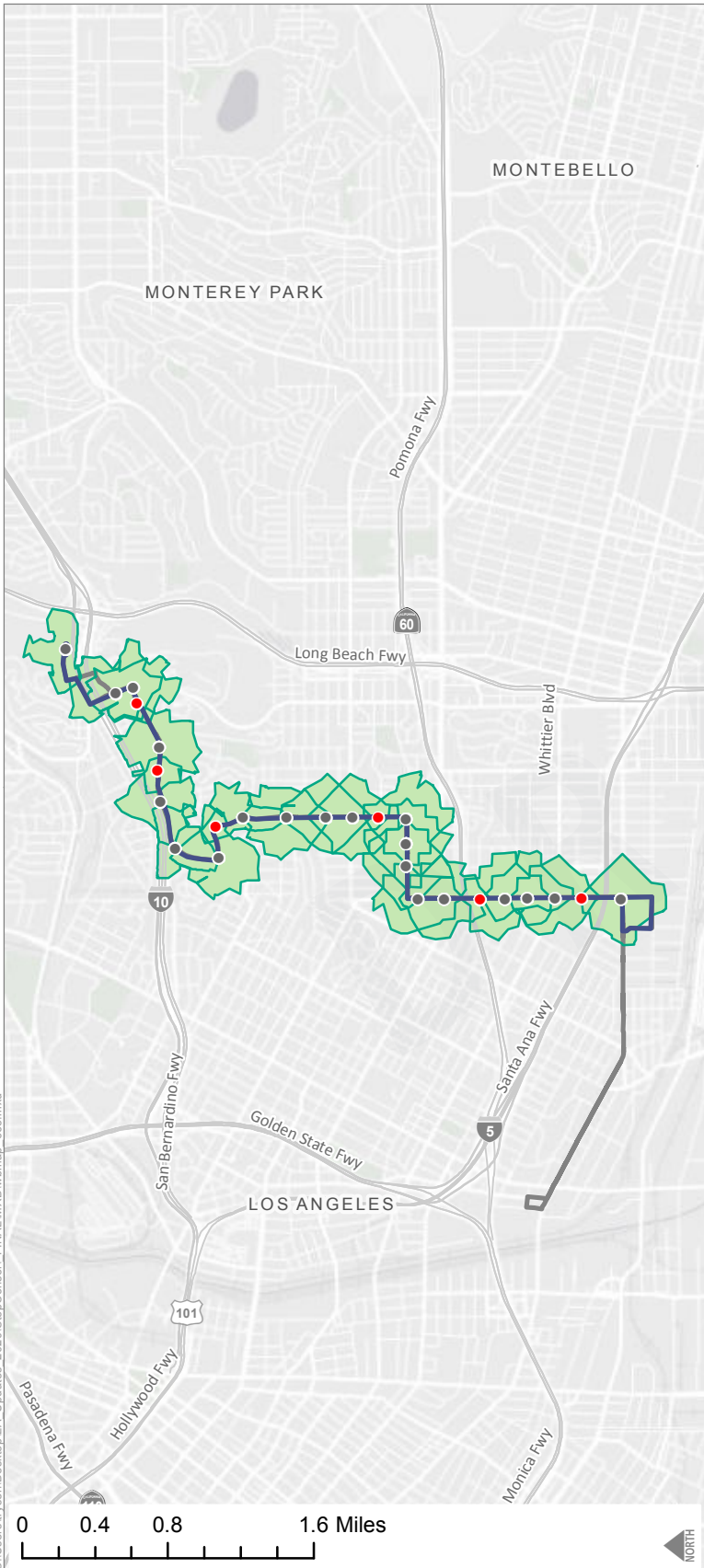
- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 665 - CITY TERRACE

# Quarter Mile Walksheds - Westbound

# Westbound Removed Stops



Stop Name	Weekday Ons	Weekday Offs
CITY TERRACE / MCGILVREY	2	0
CITY TERRACE / ROGERS	2	2
POMEROY / EASTMAN	11	4
GAGE / MICHIGAN	0	3
INDIANA / 5TH	5	4
INDIANA / LEE	2	2

Percent of existing riders who can use their current stop	Average Stop Spacing (miles)	
	Existing	Proposed
94%	0.19	0.24

- Proposed Stop
- Stop(s) Proposed for Removal
- Transit First Network
- Existing Metro Network
- Quarter Mile Walkshed from Proposed Stop

\*Footnote: Downtown stop consolidation will be part of a separate effort.

# LINE 665 - CITY TERRACE



Metro®

Los Angeles County  
Metropolitan Transportation Authority

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# **Title VI Service Equity Analysis**

## **NextGen Bus Plan (Bus Network Design)**

**Fall 2020**

Los Angeles County Metropolitan Transportation Authority

Recipient ID: 5566

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Office of Civil Rights & Inclusion

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# 1. INTRODUCTION

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

Federal Transit Administration (FTA) is responsible for ensuring that recipients of Federal funds follow Federal statutory and administrative requirements. In 2012, FTA issued Circular 4702.1B, which provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI requirements.

## 1.1 Analysis Purpose

This report provides an equity evaluation of a proposed systemwide restructuring of Metro bus service termed NextGen. Conducted over the past two years with extensive public involvement the proposed program of changes is intended to increase the frequency of service to most riders and speed up the operation of the system. While reducing the number of bus stops will increase speeds on some services, the primary speed benefit will ultimately be achieved through a program of capital improvements designed to enhance the priority of bus service on major corridors. These will be introduced in later years of the phased implementation of the service changes.

The program is intended to begin implementation in December 2020, and will be phased in as a consequence of the impacts of the COVID-19 pandemic occurring in the spring of 2020. Ridership is expected to take some time to return to the levels of early 2020 so the restructuring program is expected to be implemented with reduced service frequencies which will be increased as ridership recovers.

## 2. Applicable Policy and Definitions

### 2.1 Metro's Title VI Major Service Change Policy

Metro's Board of Directors adopted a revised Title VI policy for major service changes in September 2019. The policy requires that "all changes in service meeting the definition of "Major Service Change" are subject to a Title VI Service Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis will be completed for all Major Service Changes and will be presented to the Board for its consideration and the results will be included in the subsequent Metro Title VI Program Update with a record of action taken by the Board."<sup>1</sup>

For the 2019 FTA Title VI Program Update Major Service Change is defined as any service change meeting at least one of the following criteria:

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority Mice Change Policy

1. A revision to an existing transit route that increases or decreases the route miles and/or the revenue miles operated by 25% or more at one time or cumulatively in any period within 36 consecutive months since the last major service change;
2. A revision to an existing transit service that increases or decreases the scheduled trips operated by at least 25% at one time or cumulatively in any period within 36 consecutive months since the last major service change;
3. An increase or decrease to the span of service of a transit line of at least 25% at any one time or cumulatively in any period within 36 consecutive months since the last major service change;
4. The implementation of a new transit route that provides at least 50% of its route miles without duplicating other routes;
5. Six months prior to the opening of any new fixed guideway project (e.g. BRT line or rail line) regardless of whether or not the amount of service being changed meets the requirements in the subsections 1 – 5 above to be inclusive of any bus/rail interface changes.

a. Experimental, demonstration or emergency service changes may be instituted for one year or less without a Title VI Equity Analysis being completed and considered by the Board of Directors. If the service is required to be operated beyond one year the Title VI Equity Analysis must be completed and considered by the Board of Directors before the end of the one year experimental, demonstration or emergency.

b. A Title VI Equity Analysis shall not be required if a Metro transit service is replaced by a different route, mode, or operator providing a service with the same headways, fare, transfer options, span of service and stops.

Policy definitions 1 through 4 were applicable to service changes in the NextGen program.

## 2.2 Definitions

The following terms are used in this document:

**Disparate Impact:** Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent (5%) per Metro's Title VI Program which was updated and approved by Metro's Board in October 2019.



**Disproportionate Burden:** Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent (5%) per Metro's Title VI Program which was updated and approved by Metro's Board in October 2019.

### 3. METHODOLOGICAL APPROACH

Metro serves as transportation planner and coordinator, designer, builder and operator for one of the country's largest, most populous counties. More than 10.1 million people live and work within the 1,433-square-mile service area.<sup>2</sup> Collectively, Metro operates multiple rail and bus lines which consists of over 50 rail vehicles in a UZA over 200,000 in population. Metro operates its service without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, as amended.

As Metro serves the core of Los Angeles County's population, and this analysis focuses on the population falling within the borders of Los Angeles County. County data was used to evaluate Metro's Service Area for this evaluation. County data was compiled using 2017 American Community Survey (ACS) ethnicity and income demographic data.

A Service Equity Evaluation is presented herein in accordance with the requirements of Federal Transit Administration Circular 4702.1B. The evaluation assesses whether there are adverse disparate impacts on minority passengers and/or disproportionate burdens on low income riders arising from the proposed service restructuring.

Only major service change proposals as defined in Metro's Transit Service Policy are required to be evaluated for adverse impacts. Three separate analyses have been conducted: (1) a line by line analysis to identify adverse impacts caused by changes to individual bus lines or groups of related lines serving a specific corridor; (2) a review by Day Type and Service Type to determine if adverse impacts result from changes to each type of service; and (3) a review by Service Council area to determine if there are geographical adverse impacts.

For the purpose of these analyses the following demographics were used as the service area minority and low income population shares (Table 3-1). The 2017 American Consumer Survey (ACS) provided the population, minority population, and low income household counts by tract. This was the most recent available data at the time that the NetPlan tool demographic data was populated. Total households were also

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<sup>2</sup> Los Angeles County Metropolitan Transportation Authority, Title VI Program Update, October 2019

incorporated and the low income shares of total households were assumed to represent the low income population shares.

**Table 3-1 Metro Service Area Demographic Breakdown**

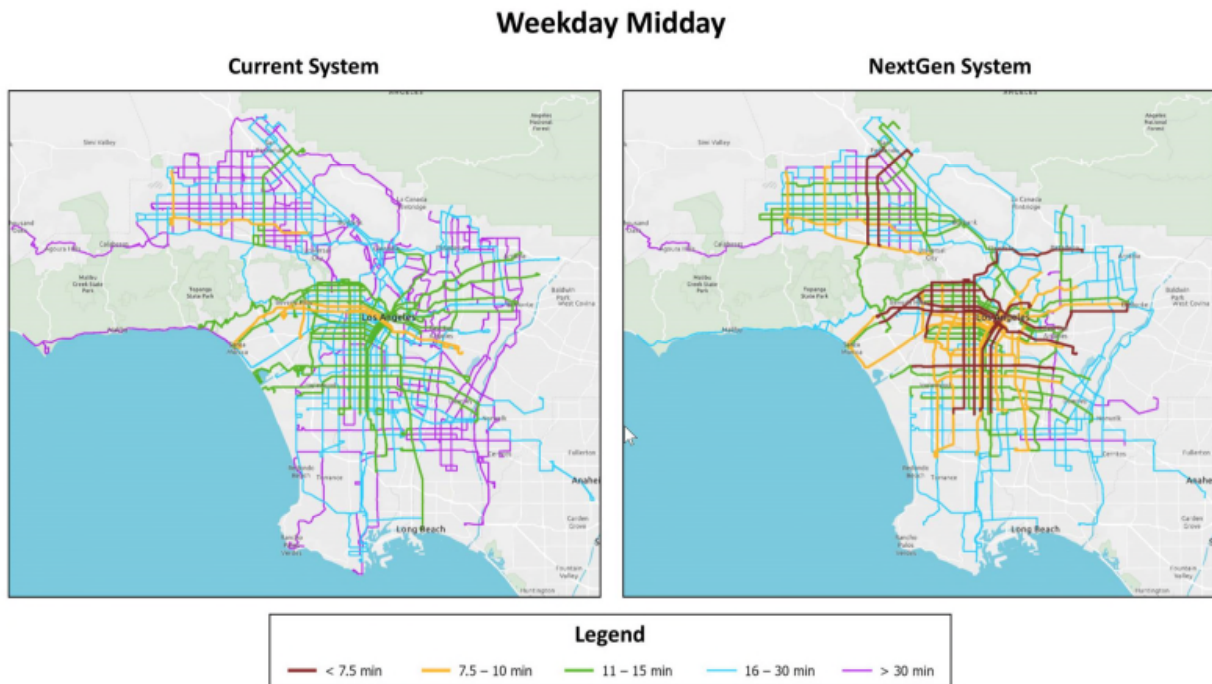
Total Population	Minority Population	Percent Minority	Low-Income Population	Percent Low-Income
10,105,722	7,428,740	73.5%	1,688,505	16.9%

Data is compiled from all tracts within one quarter mile of stops on each bus route. Service increases are considered beneficial and no adverse impact results. Service decreases, including route cancelations, are considered adverse, and if the minority share of impacted population is greater than 78.5% then a Disparate Impact is identified. For adversely impacted populations if the low income share exceeds 21.9% then a Disproportionate Burden is identified.

### 3.1 Existing and Proposed Service

Figure 3-1 depicts the existing fixed route bus system operated by Metro and the proposed NextGen fixed route system. Routes are color coded to indicate weekday midday service frequencies.

**Figure 3-1 Before and After Fixed Route Services Maps**



### 3.2 Methodological Tool

This analysis uses a tool (NetPlan) built into the HASTUS scheduling system. The Reference, or Baseline, descriptions of existing service by variant are defined. A variant

is a defined directional route or route segment operated by one or more trips on a bus line and includes bus stop locations served by the variant. By way of example a line might include end to end trips as well as some trips turned back at a short line terminal. Each of these would be a variant. The Planned service descriptions are also coded into NETPLAN by variant. Tract level Census data is also coded into NETPLAN consistent with the data identified in Table 3.1. Since income data is provided by Households we have used the low income share of Households in each tract as the low income population share.

A routine has been developed within NETPLAN to derive Title VI statistics from the Reference and Planned service descriptions. The statistics are computed by variant and aggregated to the line level. Each variant, both Reference and Planned, is defined by # of Trips Operated, In Service Hours Operated, In Service Miles Operated, and the Census variables Total Population, Minority Population, and Low Income Population. The demographic data associated with each variant is derived from aggregating the applicable data for all tracts touched by a one quarter mile buffer associated with each of the bus stops of the variant.

The impacted populations for each variant are represented by the difference between the Planned and Reference data. The NETPLAN routine weights these differences by the number of trips operated for the variant. Unlike traditional Title VI evaluations this approach gives greater weight to populations served by more frequent service. The results are then aggregated to the line level.

#### 4. Line and Line Group Analysis

Tables 4-1, 4-2 and 4-3 provide the line and line group results for weekdays, Saturdays and Sunday/Holidays respectively. The columns are as follows:

**Major Change** – Only lines or line groups undergoing major changes have an entry in this column. The codes indicate major changes as follows:

Code	Description
Yes+	Major service increases and beneficial
New	New service and beneficial
Yes-	Major service decreases and adverse
Discontinue	Discontinued service and adverse

**Line or Line Group** - A line or group of related lines being evaluated.

**Impacted Minority Trips %** - The trip weighted minority share of the impacted population.

**Impacted Low Income Trips %** - The trip weighted low income share of the impacted population.

**Comments** - Indicates Disparate Impact if the minority share of an adverse service change exceeds 78.5%. Indicates Disproportionate Burden if the low income share of an adverse service change exceeds 21.9%.

**Table 4-1**

<b>Weekday Results by Line or Line Group</b>				
<b>Major Change</b>	<b>Line or Line Group</b>	<b>Impacted Minority Trips % [Ref: 73.5%]</b>	<b>Impacted Low income Trips % [Ref: 16.9%]</b>	<b>Comments</b>
<b>Yes-</b>	<b>2, 200</b>	<b>30.41%</b>	<b>71.81%</b>	<b>Disproportionate Burden</b>
	<b>4, 704</b>	<b>50.12%</b>	<b>45.12%</b>	
Yes+	10	82.92%	54.80%	
	14	64.35%	48.04%	
	<b>16, 617</b>	<b>64.26%</b>	<b>58.71%</b>	
	<b>18, 20, 720</b>	<b>72.65%</b>	<b>52.98%</b>	
	<b>28, 684, 728</b>	<b>69.32%</b>	<b>37.24%</b>	
	<b>33, 733</b>	<b>69.23%</b>	<b>39.27%</b>	
Yes+	35	89.32%	61.47%	
<b>Yes-</b>	<b>40, 740</b>	<b>88.34%</b>	<b>41.98%</b>	<b>Disparate Impact &amp; Disproportionate Burden</b>
	<b>45, 745</b>	<b>99.29%</b>	<b>73.03%</b>	
	51	93.06%	70.03%	
Yes+	53	92.32%	61.78%	
Yes+	55	95.78%	64.61%	
	<b>60, 760</b>	<b>97.62%</b>	<b>55.53%</b>	
<b>Yes+</b>	<b>62, 262</b>	<b>55.54%</b>	<b>117.90%</b>	
<b>Yes+</b>	<b>66, 605, 665</b>	<b>91.65%</b>	<b>64.80%</b>	
	<b>68, 70, 770</b>	<b>112.89%</b>	<b>57.70%</b>	
<b>Yes+</b>	<b>71, 106</b>	<b>103.38%</b>	<b>56.39%</b>	
Yes+	76	84.34%	57.37%	
	<b>78, 179</b>	<b>61.73%</b>	<b>27.71%</b>	
	81	83.69%	58.25%	
Discontinue	83	<b>82.83%</b>	<b>49.52%</b>	Disparate Impact & Disproportionate Burden
<b>Yes+</b>	<b>90, 290, 690</b>	<b>89.65%</b>	<b>38.65%</b>	
	92	65.84%	43.89%	
<b>Yes+</b>	<b>94, 294, 794</b>	<b>51.86%</b>	<b>40.86%</b>	
<b>Yes-</b>	<b>96, 296</b>	<b>64.38%</b>	<b>49.84%</b>	<b>Disproportionate Burden</b>
	102	102.65%	63.31%	
	<b>105, 705</b>	<b>67.28%</b>	<b>48.66%</b>	
Yes+	108	110.89%	65.25%	
Yes+	110	89.42%	54.94%	

Weekday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	Comments
Yes+	111	94.60%	52.94%	
	115	114.58%	55.64%	
	117	94.84%	49.52%	
<b>Yes+</b>	<b>120, 621</b>	<b>97.19%</b>	<b>55.70%</b>	
Yes+	125	88.54%	42.37%	
Discontinue	126	76.97%	39.87%	Disproportionate Burden
Yes+	127	95.99%	47.13%	
	128	82.57%	17.69%	
<b>Yes+</b>	<b>130, 130A</b>	<b>95.07%</b>	<b>50.80%</b>	
	<b>134, 534</b>	<b>18.53%</b>	<b>25.97%</b>	
	<b>150, 240, 245, 750</b>	<b>52.30%</b>	<b>45.70%</b>	
	152	0.67%	-6.80%	
<b>Yes+</b>	<b>153, 154</b>	<b>48.81%</b>	<b>45.79%</b>	
<b>Yes-</b>	<b>155, 183</b>	<b>40.61%</b>	<b>49.20%</b>	<b>Disproportionate Burden</b>
<b>Yes+</b>	<b>158, 167</b>	<b>-164.71%</b>	<b>94.48%</b>	
	161	10.03%	22.80%	
<b>Yes+</b>	<b>162, 163</b>	<b>64.69%</b>	<b>45.09%</b>	
<b>Yes+</b>	<b>164</b>	<b>49.38%</b>	<b>41.66%</b>	
	165	64.95%	45.80%	
	166	110.97%	53.08%	
<b>Yes+</b>	<b>169, 645</b>	<b>73.99%</b>	<b>47.67%</b>	
Discontinue	175	55.25%	49.22%	Disproportionate Burden
<b>Yes+</b>	<b>176, 287</b>	<b>78.64%</b>	<b>37.70%</b>	
Yes-	177	26.61%	12.59%	
<b>Yes+</b>	<b>180, 780</b>	<b>40.39%</b>	<b>42.96%</b>	
New	182	77.93%	45.59%	
Discontinue	201	63.08%	48.02%	Disproportionate Burden
Yes-	202	94.58%	51.74%	Disparate Impact & Disproportionate Burden
<b>es+</b>	<b>204, 754</b>	<b>92.18%</b>	<b>65.84%</b>	
	205	74.08%	52.68%	
Yes+	206	88.10%	60.83%	
	<b>207, 757</b>	<b>98.31%</b>	<b>47.48%</b>	
Yes-	209	92.66%	60.08%	Disparate Impact & Disproportionate Burden
<b>Yes+</b>	<b>210, 610, 710</b>	<b>84.72%</b>	<b>41.88%</b>	
Yes+	211	89.31%	48.64%	

Weekday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	Comments
Yes+	212	80.43%	44.38%	
Discontinue	217	40.42%	40.83%	Disproportionate Burden
Yes-	218	19.26%	27.44%	Disproportionate Burden
<b>Yes-</b>	<b>222, 237, 656</b>	<b>53.02%</b>	<b>46.37%</b>	<b>Disproportionate Burden</b>
	224	76.53%	57.03%	
Yes+	230	68.17%	49.34%	
Yes+	232	58.13%	38.20%	
Yes+	233	80.42%	52.50%	
<b>Yes+</b>	<b>234, 734</b>	<b>86.43%</b>	<b>50.37%</b>	
Yes+	236	66.56%	70.84%	
Yes-	239	83.42%	35.36%	Disparate Impact & Disproportionate Burden
Yes+	243	58.06%	34.19%	
New	244	61.85%	36.06%	
	246	74.48%	38.29%	
<b>Yes+</b>	<b>251, 751</b>	<b>97.26%</b>	<b>55.11%</b>	
Discontinue	252	96.05%	59.17%	Disparate Impact & Disproportionate Burden
Discontinue	254	98.52%	60.22%	Disparate Impact & Disproportionate Burden
<b>Yes+</b>	<b>256, 256A, 256C</b>	<b>72.05%</b>	<b>35.65%</b>	
	258	292.66%	142.13%	
<b>Yes+</b>	<b>260, 261, 660, 762</b>	<b>90.62%</b>	<b>50.91%</b>	
Yes+	265	84.71%	36.81%	
Yes+	266	82.50%	36.52%	
<b>Yes+</b>	<b>267, 662</b>	<b>64.30%</b>	<b>44.77%</b>	
Yes-	268	49.35%	29.14%	Disproportionate Burden
	344	59.19%	28.25%	
Discontinue	442	86.06%	56.63%	Disparate Impact & Disproportionate Burden
New	450	81.45%	55.44%	
	460	80.09%	49.18%	
Yes+	487	79.47%	65.87%	
Yes-	501	116.38%	-42.78%	Disparate Impact
Yes-	550	74.87%	49.49%	Disproportionate Burden
Yes+	577	72.35%	-7.80%	
Yes-	601	48.68%	37.07%	Disproportionate Burden
	602	33.42%	35.99%	

Weekday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	Comments
Yes+	603	82.70%	59.54%	
Discontinue	607	92.25%	46.89%	Disparate Impact & Disproportionate Burden
Yes-	611	97.99%	57.28%	Disparate Impact & Disproportionate Burden
Discontinue	612	97.52%	54.10%	Disparate Impact & Disproportionate Burden
Discontinue	625	34.01%	21.38%	
Discontinue	685	57.48%	43.35%	Disproportionate Burden
New	686	47.72%	28.97%	
Discontinue	687	57.45%	34.52%	Disproportionate Burden
Discontinue	744	71.61%	47.91%	Disproportionate Burden
<b>Yes+</b>	<b>761, 788</b>	<b>63.99%</b>	<b>45.11%</b>	
	901	59.32%	45.70%	
	910	64.15%	21.80%	

Table 4-2

Saturday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
Yes-	2, 200	445.96%	51.05%	Disparate Impact & Disproportionate Burden
	4, 704	51.71%	45.50%	
	10	78.67%	53.11%	
	14	10.70%	27.33%	
	16, 617	69.92%	49.56%	
	18, 20, 720	79.09%	55.05%	
<b>Yes+</b>	<b>28, 684, 728</b>	<b>105.41%</b>	<b>54.84%</b>	
Yes-	30	80.70%	55.96%	Disparate Impact & Disproportionate Burden
	33, 733	69.85%	41.15%	
Yes+	35	89.41%	61.51%	
<b>Yes-</b>	<b>40, 740</b>	<b>88.90%</b>	<b>44.83%</b>	<b>Disparate Impact &amp; Disproportionate Burden</b>
	45, 745	99.39%	75.54%	
	51	93.36%	68.65%	

Saturday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
	53	92.07%	41.70%	
	55	100.14%	70.92%	
	<b>60, 760</b>	<b>4367.49%</b>	<b>-875.12%</b>	
<b>Yes+</b>	<b>62, 262</b>	<b>74.92%</b>	<b>65.49%</b>	
	<b>66, 605, 665</b>	<b>91.93%</b>	<b>68.97%</b>	
<b>Yes+</b>	<b>68, 70, 770</b>	<b>99.19%</b>	<b>54.36%</b>	
<b>Yes+</b>	<b>71, 106</b>	<b>100.35%</b>	<b>56.13%</b>	
	76	145.10%	-48.83%	
<b>Yes-</b>	<b>78, 179</b>	<b>79.06%</b>	<b>42.81%</b>	<b>Disparate Impact &amp; Disproportionate Burden</b>
	81	75.71%	53.72%	
Discontinue	83	82.77%	49.42%	Disparate Impact & Disproportionate Burden
<b>Yes+</b>	<b>90, 290, 690</b>	<b>86.68%</b>	<b>39.99%</b>	
	92	78.61%	42.05%	
<b>Yes+</b>	<b>94, 294, 794</b>	<b>32.77%</b>	<b>31.02%</b>	
<b>Yes-</b>	<b>96, 296</b>	<b>72.30%</b>	<b>56.19%</b>	<b>Disproportionate Burden</b>
	102	104.99%	61.94%	
	<b>105, 705</b>	<b>63.82%</b>	<b>47.48%</b>	
	108	129.70%	76.39%	
	110	83.33%	56.45%	
<b>Yes+</b>	111	89.14%	41.55%	
	115	119.55%	60.90%	
	117	97.42%	55.84%	
<b>Yes+</b>	<b>120, 621</b>	<b>90.82%</b>	<b>44.43%</b>	
<b>Yes+</b>	125	89.01%	42.60%	
	126			
New	127	94.09%	46.39%	
New	128	89.80%	42.05%	
<b>Yes+</b>	<b>130, 130A</b>	<b>75.65%</b>	<b>38.89%</b>	
	<b>134, 534</b>	<b>19.38%</b>	<b>26.52%</b>	
	<b>150, 240, 245, 750</b>	<b>60.97%</b>	<b>50.16%</b>	
<b>Yes+</b>	152	130.50%	86.52%	
<b>New</b>	<b>153, 154</b>	<b>48.59%</b>	<b>42.98%</b>	
<b>Yes-</b>	<b>155, 183</b>	<b>36.58%</b>	<b>38.74%</b>	<b>Disproportionate Burden</b>
	<b>158, 167</b>	<b>91.22%</b>	<b>44.06%</b>	
	161	102.15%	36.49%	



Saturday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
<b>Yes+</b>	<b>162, 163</b>	<b>62.17%</b>	<b>43.91%</b>	
	<b>164</b>	<b>67.19%</b>	<b>48.30%</b>	
Yes+	165	66.25%	46.54%	
Yes+	166	89.89%	45.42%	
<b>New</b>	<b>169, 645</b>	<b>75.25%</b>	<b>44.59%</b>	
	175			
<b>New</b>	<b>176, 287</b>	<b>84.43%</b>	<b>42.95%</b>	
	177			
<b>Yes+</b>	<b>180, 780</b>	<b>33.01%</b>	<b>40.09%</b>	
New	182	77.93%	45.59%	
Discontinue	201	63.21%	<b>48.16%</b>	Disproportionate Burden
	202			
	<b>204, 754</b>	<b>93.00%</b>	<b>66.07%</b>	
Yes+	205	79.84%	44.12%	
Yes+	206	88.22%	60.79%	
<b>Yes+</b>	<b>207, 757</b>	<b>94.86%</b>	<b>57.02%</b>	
	209			
<b>Yes+</b>	<b>210, 610, 710</b>	<b>85.11%</b>	<b>45.42%</b>	
New	211	88.40%	47.64%	
Yes+	212	80.26%	42.99%	
Discontinue	217	38.93%	<b>41.80%</b>	Disproportionate Burden
Yes-	218	19.34%	<b>27.23%</b>	Disproportionate Burden
<b>Yes-</b>	<b>222, 237, 656</b>	<b>41.01%</b>	<b>45.86%</b>	<b>Disproportionate Burden</b>
	224	44.09%	25.11%	
	230	74.72%	42.54%	
	232	60.36%	39.03%	
Yes+	233	81.28%	52.61%	
<b>Yes+</b>	<b>234, 734</b>	<b>82.04%</b>	<b>49.48%</b>	
Yes+	236	66.35%	64.29%	
New	239	49.63%	38.07%	
	243	62.33%	41.31%	
New	244	61.85%	36.06%	
	246	89.34%	47.11%	
	<b>251, 751</b>	<b>97.14%</b>	<b>51.37%</b>	
Discontinue	252	<b>96.80%</b>	<b>60.47%</b>	Disparate Impact & Disproportionate Burden

Saturday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
Discontinue	254	98.52%	60.22%	Disparate Impact & Disproportionate Burden
<b>Yes+</b>	<b>256, 256A, 256C</b>	<b>59.38%</b>	<b>35.53%</b>	
New	258	89.80%	46.83%	
<b>Yes+</b>	<b>260, 261, 660, 762</b>	<b>90.37%</b>	<b>50.80%</b>	
Yes+	265	84.71%	36.81%	
Yes+	266	82.49%	36.50%	
<b>Yes+</b>	<b>267, 662</b>	<b>67.88%</b>	<b>42.21%</b>	
Yes-	268	56.15%	30.90%	Disproportionate Burden
	344	58.77%	27.96%	
	442			
New	450	79.76%	51.51%	
	460	79.82%	48.76%	
Yes-	487	77.32%	52.37%	Disproportionate Burden
	501	41.71%	48.79%	
Discontinue	550	72.43%	42.84%	Disproportionate Burden
	577			
Yes-	601	48.62%	37.04%	Disproportionate Burden
	602	1.15%	10.41%	
	603	80.90%	56.81%	
	607			
Yes-	611	97.99%	57.31%	Disparate Impact & Disproportionate Burden
Discontinue	612	97.52%	54.10%	Disparate Impact & Disproportionate Burden
	625			
	685			
New	686	47.72%	28.97%	
Discontinue	687	57.32%	34.43%	Disproportionate Burden
Discontinue	744	79.03%	50.86%	Disparate Impact & Disproportionate Burden
<b>New</b>	<b>761, 788</b>	<b>66.53%</b>	<b>46.90%</b>	
	901	66.30%	46.55%	
	910	77.94%	48.57%	

Table 4-3

Sunday/Holiday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
Yes-	2, 200	44.14%	54.83%	Disproportionate Burden
Yes+	4, 704	52.12%	45.11%	
Yes+	10	86.19%	57.20%	
	14	185.14%	97.02%	
Yes+	16, 617	74.10%	52.64%	
Yes+	18, 20, 720	76.39%	54.94%	
Yes-	28, 684, 728	495.96%	106.91%	Disparate Impact & Disproportionate Burden
Yes-	30	80.13%	55.55%	Disparate Impact & Disproportionate Burden
	33, 733	70.72%	43.09%	
Yes+	35	90.24%	60.79%	
Yes+	40, 740	87.66%	40.17%	
Yes+	45, 745	93.30%	66.60%	
	51	92.85%	72.58%	
Yes+	53	92.97%	58.67%	
Yes+	55	94.34%	64.55%	
Yes+	60, 760	92.27%	57.80%	
Yes-	62, 262	64.03%	86.01%	Disproportionate Burden
Yes+	66, 605, 665	91.12%	65.89%	
	68, 70, 770	101.26%	55.43%	
Yes+	71, 106	100.35%	56.13%	
	76	80.14%	64.75%	
	78, 179	75.80%	40.48%	
Yes+	81	81.64%	56.68%	
Discontinue	83	82.77%	49.43%	Disparate Impact & Disproportionate Burden
Yes+	90, 290, 690	80.86%	41.71%	
Yes+	92	63.40%	44.71%	
Yes+	94, 294, 794	52.15%	38.62%	
Yes+	96, 296	100.49%	78.79%	
	102	104.99%	61.94%	
Yes+	105, 705	72.99%	51.85%	
Yes+	108	110.03%	64.89%	
Yes+	110	85.90%	52.62%	
Yes+	111	90.31%	43.95%	
Yes+	115	107.72%	56.32%	

Sunday/Holiday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
	117	93.70%	46.43%	
<b>Yes+</b>	<b>120, 621</b>	<b>90.82%</b>	<b>44.43%</b>	
Yes+	125	89.41%	42.80%	
	126			
New	127	94.09%	46.39%	
New	128	89.80%	42.05%	
<b>Yes+</b>	<b>130, 130A</b>	<b>75.65%</b>	<b>38.89%</b>	
<b>Yes+</b>	<b>134, 534</b>	<b>18.59%</b>	<b>25.95%</b>	
<b>Yes+</b>	<b>150, 240, 245, 750</b>	<b>53.88%</b>	<b>40.53%</b>	
Yes+	152	92.43%	58.36%	
<b>New</b>	<b>153, 154</b>	<b>48.59%</b>	<b>42.98%</b>	
<b>Yes-</b>	<b>155, 183</b>	<b>41.33%</b>	<b>43.07%</b>	<b>Disproportionate Burden</b>
	<b>158, 167</b>	<b>100.53%</b>	<b>47.70%</b>	
Yes+	161	41.41%	26.83%	
<b>Yes+</b>	<b>162, 163</b>	<b>65.50%</b>	<b>45.25%</b>	
<b>Yes+</b>	<b>164</b>	<b>63.37%</b>	<b>45.41%</b>	
Yes+	165	65.59%	46.16%	
Yes+	166	85.40%	43.62%	
<b>New</b>	<b>169, 645</b>	<b>75.25%</b>	<b>44.59%</b>	
	175			
<b>New</b>	<b>176, 287</b>	<b>84.43%</b>	<b>42.95%</b>	
	177			
<b>Yes+</b>	<b>180, 780</b>	<b>34.43%</b>	<b>40.75%</b>	
New	182	77.93%	45.59%	
Discontinue	201	63.21%	48.16%	Disproportionate Burden
	202			
<b>Yes+</b>	<b>204, 754</b>	<b>92.11%</b>	<b>65.88%</b>	
	205	79.55%	44.78%	
Yes+	206	88.29%	60.83%	
<b>Yes+</b>	<b>207, 757</b>	<b>91.81%</b>	<b>56.83%</b>	
	209			
<b>Yes+</b>	<b>210, 610, 710</b>	<b>85.79%</b>	<b>46.16%</b>	
New	211	88.40%	47.64%	
Yes+	212	77.58%	44.30%	
Discontinue	217	39.03%	42.04%	Disproportionate Burden
Yes-	218	19.44%	26.84%	Disproportionate Burden

Sunday/Holiday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
Yes-	<b>222, 237, 656</b>	<b>41.01%</b>	<b>45.86%</b>	Disproportionate Burden
	224	56.36%	64.18%	
Yes+	230	74.62%	42.66%	
	232	59.94%	38.89%	
Yes+	233	81.50%	52.52%	
<b>Yes+</b>	<b>234, 734</b>	<b>81.34%</b>	<b>48.85%</b>	
Yes+	236	66.35%	64.29%	
New	239	49.63%	38.07%	
New	243	56.94%	32.03%	
New	244	61.85%	36.06%	
	246	78.12%	42.67%	
<b>Yes+</b>	<b>251, 751</b>	<b>97.14%</b>	<b>56.05%</b>	
Discontinue	252	<b>96.80%</b>	<b>60.47%</b>	Disparate Impact & Disproportionate Burden
	254			
<b>Yes+</b>	<b>256, 256A, 256C</b>	<b>68.42%</b>	<b>38.40%</b>	
New	258	89.80%	46.83%	
<b>Yes+</b>	<b>260, 261, 660, 762</b>	<b>89.98%</b>	<b>49.67%</b>	
Yes+	265	84.71%	36.81%	
Yes+	266	82.54%	36.53%	
<b>Yes+</b>	<b>267, 662</b>	<b>67.88%</b>	<b>42.21%</b>	
Yes-	268	56.15%	<b>30.90%</b>	Disproportionate Burden
	344	58.72%	27.92%	
	442			
New	450	79.76%	51.51%	
	460	79.72%	48.73%	
Yes-	487	77.39%	<b>52.13%</b>	Disproportionate Burden
	501	41.71%	48.79%	
Discontinue	550	72.43%	<b>42.84%</b>	Disproportionate Burden
	577			
Yes-	601	48.62%	<b>37.04%</b>	Disproportionate Burden
Yes+	602	27.19%	30.06%	
	603	82.29%	58.74%	
	607			
Yes-	611	<b>97.99%</b>	<b>57.31%</b>	Disparate Impact & Disproportionate Burden

Sunday/Holiday Results by Line or Line Group				
Major Change	Line or Line Group	Impacted Minority Trips % [Ref: 73.5%]	Impacted Low income Trips % [Ref: 16.9%]	COMMENTS
Discontinue	612	97.52%	54.10%	Disparate Impact & Disproportionate Burden
	625			
	685			
New	686	47.72%	28.97%	
Discontinue	687	57.32%	34.43%	Disproportionate Burden
Discontinue	744	79.03%	50.86%	Disparate Impact & Disproportionate Burden
<b>New</b>	<b>761, 788</b>	<b>66.53%</b>	<b>46.90%</b>	
	901	66.30%	46.55%	
	910	77.94%	48.57%	

#### 4.1 Disparate Impacts for Line or Line Groups

The NextGen proposals impact 112 bus lines or line groups of which 17 would experience a Disparate Impact to minority riders on one or more day types (Weekdays, Saturdays, and Sunday/Holidays). Each of these changes has been proposed consistent with the objectives of the system restructuring which include more frequent local service, improved connectivity, improved cost effectiveness, and inclusion of alternative services in areas of low demand. The services experiencing Disparate Impacts are identified in Table 4-4. The table shows the day types impacted and alternative services that would be available to impacted riders.

**Table 4-4**

Services Experiencing Disparate Impacts		
Line/Line Group	Day Type	Alternatives
2/200	Saturday	Lines 2 and 4
28/684/728	Sunday	New Line 684, frequent L Line Gold, Bus Line 81
30	Saturday, Sunday	Frequent network (westside)/L line Gold/Bus Line 106
40/740	Weekday, Saturday	Lines 40, 212
78/179	Saturday	Lines 78, 179 commensurate with demand
83	All	L Line Gold, Bus Lines 81 and new Line 182
202	Weekday	Line 202 (Artesia-Willowbrook + Lines 205, 232, 246 + Long Beach Transit Lines 1, 52, 191, 192
209	Weekday	Line 209 (144 <sup>th</sup> /Crenshaw-Crenshaw Expo Line + Line 210
239	Weekday	Line 239 (Ventura-Rinaldi) + Line 236 San Fernando Mission
252	All	Lines 182, 251, MicroTransit (Lincoln Heights)

<b>Services Experiencing Disparate Impacts</b>		
<b>Line/ Line Group</b>	<b>Day Type</b>	<b>Alternatives</b>
254	Weekday, Saturday	Frequent network proximity (Lines 55, 60, 110, 111, 115, 117, 251, 605, 665), new MicroTransit
442	Weekday	Frequent Lines 115, C Line Green connecting to J Line (Silver)
501	Weekday	Frequency adjusted consistent with demand
607	Weekday	New MicroTransit
611	All	New Line 611, extended Line 102, overlap or proximity of Lines 55, 60, 105, 111, 260
612	All	Frequent network proximity (Lines 55, 60, 111, 115, 117, 251, 260, 261), new MicroTransit
744	Saturday, Sunday	Lines 233, 240, 761

## 4.2 Disproportionate Burdens for Lines or Line Groups

The NextGen proposals impact 112 bus lines or line groups of which 31 would experience a Disproportionate Burden to low income riders on one or more day types (Weekdays, Saturdays, and Sunday/Holidays). Each of these changes has been proposed consistent with the objectives of the system restructuring which include more frequent local service, improved connectivity, improved cost effectiveness, and inclusion of alternative services in areas of low demand.

With the exception of Lines 177 and 625 on weekdays, every line or line group proposed for significant service reductions would experience a Disproportionate Burden on low income riders. This is largely a consequence of the fact that much of Metro's fixed route service operates in corridors that have a larger share of low income residents than the service area as a whole. Lines experiencing both a Disparate Impact and a Disproportionate Burden are presented in Table 4-4 along with lines experiencing only Disparate Impacts. The lines and line groups experiencing only a Disproportionate Burden along with their alternative services are identified in Table 4-5.

**Table 4.5**

<b>Services Experiencing Only Disproportionate Burdens</b>		
<b>Line/ Line Group</b>	<b>Day Type</b>	<b>Alternatives</b>
96, 296	Weekday, Saturday	Line 96 alignment would be retained between Burbank and Riverside/Figueroa, then via Figueroa St to the Lincoln/Cypress L Line (Gold) station. Connections would also be available with Line 81 to downtown LA. Hourly service would be retained. The line would be renumbered 296 consistent with Metro line numbering convention.
126	Weekday	Line 126 would be discontinued. This service operates weekday peak periods only with very low utilization. Frequent all-day all -week Lines 125, 210, 212, 215, and 232 as well as Torrance Transit Line 8, G-Trans Line 5, Beach Cities Transit Line 109 and LADOT Commuter Express Line 438 would serve the areas served by Line 126.

<b>Services Experiencing Only Disproportionate Burdens</b>		
<b>Line/ Line Group</b>	<b>Day Type</b>	<b>Alternatives</b>
155, 183	All	Lines 155 and 183 would be combined as new Line 155 between Universal City and North Hollywood Stations maintaining existing coverage on Tujunga, Riverside, and Magnolia. Line 155 service on Olive would be replaced by frequent Burbank Bus Pink Line service which is much more frequent than Line 155. Line 183 east of North Hollywood Station would be replaced by more frequent Line 94 service. Lower usage segment of Line 183 between Burbank and Glendale would have alternative service such as Metro Lines 94 and 92 in Burbank and Lines 92, 94, 180, and 290 in Glendale on the same street or within less than 0.25 mile, excepting eastern parts of Glendale where Metro MicroTransit service would be available.
201	All	Line 201 would be discontinued. This line operates hourly and has very low ridership and productivity. Ridership is especially low in the Silver Lake area and no replacement service is proposed on Silver Lake Bl. Nearest alternative services would be new Line 2 (Sunset Bl/Alvarado St), and new Line 182 (Rowena Av). In the central Glendale area alternative services Line 92 (Brand Bl/Glendale Av), Line 94 (Broadway, Brand Bl, San Fernando Rd), Line 180 (Broadway, Central Av), and Line 603 (San Fernando Rd) either duplicate this service or are with a 0.25 mile walk. In Glendale northeast of San Fernando Rd, Metro new MicroTransit on demand service will have a zone that includes Chevy Chase and Glendale Adventist Medical Center.
217	All	Lines 180, 181, 217, and 780 would be consolidated as one high frequency Line 180 service linking West LA/Expo Line, Hollywood, Glendale, Eagle Rock, and Pasadena via the existing Line 217 and 780 alignment on Fairfax Av, Hollywood Bl, and Colorado Bl via the current Line 180/780 alignment to Glendale, Eagle Rock, and Pasadena. All bus stops on the corridor would receive high frequency service, with bus speed improvement tools such as stop rationalization, bus lanes, and transit signal priority being deployed to maintain competitive on-board travel times. The combination of the frequency, access and speed improvements would provide competitive average travel times for existing and potential future riders. In Glendale, service on Central Av would be relocated to Brand Bl and would continue to serve Broadway, while in Eagle Rock and Pasadena Line 180 would operate via the existing alignment on Colorado Bl, terminating at Pasadena City College. Line 181 service on Yosemite Dr in Eagle Rock would be replaced by Line 81 and service on Colorado Bl east of Pasadena City College would continue to be served by Foothill Transit Line 187. Line 180 service on Lake Av in Pasadena would be replaced by new Metro Line 662. Line 217 service south of the Expo Line where utilization is low would be replaced by Culver CityBus Lines 4 and 6 and Metro Line 108.
218	All	Line 218 would continue to operate its existing alignment from Ventura Bl through Laurel Canyon and Crescent Heights to Fairfax & Santa Monica. Lines 4 and 180 would be available for connections to



Services Experiencing Only Disproportionate Burdens		
Line/ Line Group	Day Type	Alternatives
		destinations west and south of this location, as well as West Hollywood CityRide for connecting service to Beverly Center/Cedars Sinai Medical Center, replacing Line 218 on Fairfax Av and 3rd St. Service frequency would be commensurate with existing utilization, with Line 240 connecting to B Line (Red) rail service to Hollywood with connections to Line 180 also being a faster alternative service for some riders.
222, 237, 656	All	<p>Line 222 would still serve Hollywood Wy south of Vanowen St then be realigned to serve Riverside Dr and Vineland Av to Universal City Station (a more direct connection to this important hub) and Cahuenga Bl to Universal Studios Dr (replacing Line 237). The Line would have improved weekday and evening service frequency. Service between Universal City Station and Hollywood would be available on the B Line (Red) rail service while Line 222 service on Sunland Bl would be replaced by new Line 290, and Line 294 would serve Hollywood Wy area beside Burbank Airport. Service would not be retained on the low utilization segment of Line 222 on Cahuenga Bl, Barham Bl, Olive Av segment south of Riverside Dr.</p> <p>Line 237 would continue to operate on Woodley Av between the Metro G Line Orange BRT and Rinaldi St. Line 237 on Burbank Bl between Van Nuys Bl and Whitsett would be served by Line 154 which would continue via Burbank Bl rather than Chandler Bl that Line 237 operates on today. Line 224 would replace Line 237 on Lankershim Bl, while Line 222 would replace Line 237 on Vineland Av south of Riverside Dr and a segment of Cahuenga Bl south to Universal Studios Dr. Line 237 south of there to Hollywood would not be replaced with bus service through Cahuenga Pass though B Line (Red) rail service would be available between Universal Station and Hollywood.</p> <p>Line 656 overnight Owl service would be modified to operate a modified route from Normandie Av/Santa Monica Bl through Hollywood and Cahuenga Bl and Lankershim Bl to North Hollywood Station. Line 656 service north of North Hollywood Station would be replaced by new Line 162 and 234 overnight Owl services on Sherman Wy and Sepulveda Bl respectively as well as continued Line 901 G Line (Orange) and Line 233 Van Nuys Bl Owl service.</p>
268	All	Line 268 would discontinue service north of Foothill Bl on Baldwin, Sierra Madre, & Michillinda maintaining service on Foothill Bl between El Monte Station and the L Line (Gold) Sierra Madre Villa Station. Line 268 segment from Sierra Madre Villa Station and Pasadena/Altadena/Jet Propulsion Lab would be replaced by Line 256 on Altadena Bl & Washington Bl. Service north of Washington Bl and on Lincoln Bl. would be replaced by Line 662. New Metro MicroTransit would be available to Jet Propulsion Lab from the Cities of Pasadena, Altadena, and Sierra Madre.

<b>Services Experiencing Only Disproportionate Burdens</b>		
<b>Line/ Line Group</b>	<b>Day Type</b>	<b>Alternatives</b>
487	Saturday, Sunday	Lines 487 (during peak period) and 489 would be modified to terminate at 7th/Metro area in downtown LA, discontinuing their low utilization extension to Westlake/MacArthur Park which can be reached with connecting B/D Line (Red/Purple) rail service and Line 20 or 720 (weekday peak only). Off-peak period Line 487 would terminate service at the Union Station. Line 487 would be altered to terminate at its eastern end at Sierra Madre Villa Station. Line 487 segment between Sierra Madre Villa Station and Arcadia Station, which has low utilization, would be replaced by new Metro MicroTransit on demand service. Line 487 segment between Arcadia Station and El Monte Station via Santa Anita Av would be replaced by new Line 287. Line 487 would have improved weekday frequency.
550	All	The Line 550 segment between Harbor Gateway Transit Center and USC via the Harbor Transitway would be retained peak periods weekdays, while the segment between San Pedro and Harbor Gateway Transit Center would be replaced in San Pedro by DASH on Gaffey St and 13th St, Line 205 on 7th St, and Line 246 (rerouted to serve Gaffey St between Channel St and Anaheim St). North of Pacific Coast Highway, Line 205 and Torrance Transit would serve Vermont Av in place of Line 550.
601	All	Line 601 would not change alignment but would continue to operate weekdays and weekends with still frequent 15 min. service rather than the 10 min. service daytime today, due to underutilization. The overnight Owl service on this line would also be discontinued due to very low ridership.
685	Weekday	Line 685 weekday only service would be discontinued due to low productivity as a result of low utilization. New MicroTransit serves as a replacement service and operates 7 days a week, with Line 290 also maintaining service to Glendale Community College.
687	All	Line 687 would be discontinued with replacement service available on new Line 662 on Los Robles Av south of Washington Bl to Del Mar L Line (Gold) Station. Due to low utilization, the service on Los Robles Av north of Washington Bl would be replaced new Metro MicroTransit service with connections to Pasadena, with alternative service also available on Line 260 (Fair Oaks Av) and Line 662 (Lake Av).

### 5. Service Type Analysis

In addition to the line and line groups analysis an analysis was performed by service type. The collective changes for all lines of each service type were evaluated to determine whether in combination they resulted in a significant service change, and if such changes were adverse.

The results of this analysis are shown in Tables 5-1, 5-2 and 5-3 for the respective day types of Weekdays, Saturdays, and Sunday/Holidays. The thresholds shown in the

tables are the values that must be exceeded for adverse impacts to be classified as Disparate Impacts or Disproportionate Burdens.

**Table 5-1 Weekday Impacts by Service Type**

Service Type	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Local	Sig+	Increase	80.29%	53.26%
Express			76.10%	53.10%
Shuttle	Sig+	Increase	54.78%	35.68%
Rapid	Sig-	Decrease	74.18%	51.56%
BRT			56.26%	60.90%
All Bus			83.93%	53.84%
Thresholds			78.5%	21.9%

**Table 5-2 Saturday Impacts by Service Type**

Service Type	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Local			79.65%	51.81%
Express			85.87%	45.06%
Shuttle	Sig+	Increase	43.56%	20.38%
Rapid	Sig-	Decrease	73.76%	53.16%
BRT			54.90%	44.57%
All Bus	Yes	Increase	81.74%	49.52%
Thresholds			78.5%	21.9%

**Table 5-3 Sunday/Holiday Impacts by Service Type**

Service Type	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Local	Sig+	Increase	79.38%	52.45%
Express	Sig+	Increase	88.72%	43.06%
Shuttle	Sig+	Increase	51.20%	28.56%
Rapid	Sig-	Decrease	70.93%	52.81%
BRT			54.90%	44.57%
All Bus	Sig+	Increase	80.25%	51.79%
Thresholds			78.5%	21.9%

### 5.1 Disparate Impacts by Service Type

Only the Rapid Bus service type experienced significant service reductions, and none of those resulted in a Disparate Impact to minorities.

## 5.2 Disproportionate Burdens by Service Type

Only the Rapid Bus service type experienced significant service reductions for each day type, and all of these resulted in Disproportionate Burdens on low income populations. In every case reductions in Rapid Bus service were combined with increases in Local services so that all riders in each corridor will see increased service frequencies not just those served by Rapid bus stops.

## 6. Service Council Area Analysis

An additional analysis was performed by Service Council area to determine if there were adverse geographic consequences from the NextGen proposals. The collective changes for all lines within each Service Council area were evaluated to determine whether in combination they resulted in a significant service change, and if such changes were adverse.

The results of this analysis are shown in Tables 6-1, 6-2 and 6-3 for the respective day types of Weekdays, Saturdays, and Sunday/Holidays. The thresholds shown in the tables are the values that must be exceeded for adverse impacts to be classified as Disparate Impacts or Disproportionate Burdens.

**Table 6-1 Weekday Impacts by Service Council Area**

Service Council	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Gateway			94.88%	49.52%
South Bay			89.28%	54.48%
SFV			77.77%	49.48%
SGV			61.61%	48.35%
Westside			101.66%	66.51%
All Bus			83.93%	53.84%
Thresholds			78.5%	21.9%

**Table 6-2 Saturday Impacts by Service Council Area**

Service Council	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Gateway			86.18%	20.51%
South Bay			89.39%	44.57%
SFV			77.68%	47.83%
SGV			78.65%	49.90%
Westside			84.76%	58.72%
All Bus		Increase	81.74%	49.52%
Thresholds			78.5%	21.9%

**Table 6-3 Sunday/Holiday Impacts by Service Council Area**

Service Council	Major Change	Type of Change	Impacted Riders	
			Minority Percent	Low Income Percent
Gateway	Sig+	Increase	89.72%	46.94%
South Bay	Sig+	Increase	88.09%	53.27%
SFV	Sig+	Increase	72.67%	46.14%
SGV			78.90%	49.04%
Westside			79.45%	56.36%
All Bus	Sig+	Increase	80.25%	51.79%
Thresholds			78.5%	21.9%

### 6.1 Disparate Impacts by Service Council Area

As no Service Council area experienced a significant decline in service there are no Disparate Impacts by Service Council area.

### 6.2 Disproportionate Burdens by Service Council Area

As no Service Council area experienced a significant decline in service there are no Disproportionate Burdens by Service Council area.

## 7. Public Outreach

The NextGen Bus Study has been conducted around a firm foundation of rider, community, and stakeholder engagement since the study began in mid-2017, during initial input and data gathering, analysis, and findings phases through to the draft Bus Plan. This has included:

- 330+ partnerships with community and stakeholder groups
- 400+ stakeholder meetings, community events, and public workshops
- 64,000 webpage visits
- 25,000+ virtual workshop views
- 16,000+ constructive and positive comments received
- 8.9 million digital and print as impressions
- 12,000+ on-line survey responses

595,000+ Metro take-one brochures delivered to on transit lines, schools, libraries, community centers and city halls

Of particular significance is the 9 meetings held with the NextGen External Working Group of stakeholders formed to advise the project. This working group consists of 61 members representing a variety of stakeholder groups and community organizations throughout LA County, including groups such as Service Councils, Advisory Councils,

Business and Community Organizations, Chambers of Commerce, Educational Institutions, Government Agencies, Non-Profit, Faith-Based Institutions, Transportation Agencies, Transportation Services and Groups and Union Groups providing a diverse representation of the community.

In January 2020, the Metro Board of Directors authorized staff to release the draft NextGen Bus Plan for public review. A series of 15 public workshops were conducted in February/March prior to COVID-19 ending that in person effort (23 workshops were originally scheduled), with an ongoing active on-line presence continuing for the project since then. The workshops were held as follows:

- Feb. 1 @ 10am: Los Angeles Trade Technical College
- Feb. 4 @ 4pm: Grand Annex Wilmington
- Feb. 5 @ 4pm: Marvin Braude Constituent Center Van Nuys
- Feb. 10 @ 4pm: El Monte Station
- Feb. 12 @ 4pm: Plummer Park West Hollywood
- Feb. 13 @ 4pm: Clearwater Building Paramount
- Feb. 19 @ 4pm: East Los Angeles College
- Feb. 20 @ 4pm: Pasadena Senior Center
- Feb. 22 @ 10am: Los Angeles Metro Headquarters
- Feb. 25 @ 4pm: Bell Community Center
- Feb. 26 @ 4pm: The Foundation Center, Western Ave near Imperial Ave
- Feb. 27 @ 4pm: Rose Goldwater Community Center Canoga Park
- Mar. 5 @ 4pm: Norwalk Arts & Sports Complex
- Mar. 7 @ 10am: Providence Wellness Center
- Mar. 11 @ 4pm: Asian Youth Center San Gabriel

Total attendance at these workshops was 1,025. Staff received over 1,500 constructive comments that helped staff update the plan with 18 significant changes addressing concerns primarily with segments or lines that had been proposed for elimination.

A revised draft Bus Plan was issued to July 2020. Details were provided in an on-line booklet as well as a summary booklet distributed on board buses and trains and by staff at key transit hubs in the lead up to six public hearings. The same details contained in the summary booklet were provided for the public hearings.

Notice of intent to hold this public hearing with the required 30-days of notice was published in the following publications:

- Armenian Media Network
- Asian Journal (L.A.)
- Korea Times
- La Opinión
- Los Angeles Times
- Los Angeles Sentinel
- Panorama (Russian)

- Pasadena Star News
- Rafu Shimpo (Japanese)
- South Bay Daily Breeze
- Watts Times
- World Journal (Chinese Daily News)

Information regarding the public hearings was also shared via Facebook, Nextdoor, Twitter, and Metro’s blog, The Source.

There were also a number of groups subscribing to the NextGen project that received alerts for the public hearings as follows:

- NextGen Public Workshops list of 4,978 subscribers (6 separate email alerts sent)
- NextGen City Officials list of 162 subscribers (2 separate email alerts)
- NextGen External Working Group list of 140 subscribers (5 separate emails sent)
- Service Councils public mailing list of 423 subscribers (two emails sent)

Approximately 23,000 take one leaflets were distributed aboard Metro buses and over 4,000 take ones were distributed at major transit hubs.

Information regarding the hearings was also shared by la.streetsblog.org, on the Cal State LA, City of Malibu, City of Lynwood, and City of Vernon websites, in online community papers such as Larchmont Buzz and Malibu Times, and by local neighborhood Councils including North Hills West and Los Feliz Neighborhood Councils.

Table 7-1 provides a summary attendance at the public hearings and Table 7-2 provides a summary of unduplicated comments received during the public comment period from July 1, 2020 to August 27, 2020

**Table 7-1 Summary of Public Hearing Participation**

<b>Next Gen Public Hearing Participation</b>	<b>Listened by Phone</b>	<b>Viewed Livestream</b>	<b>Viewed Archive</b>
San Fernando Valley 8/19	8	91	5
South Bay Cities 8/20	8	27	21
All Regions 8/22	19	64	21
San Gabriel Valley 8/24	8	107	16
Westside Central 8/26	20	102	0
Gateway Cities 8/27	13	70	5
<b>Totals</b>	<b>60</b>	<b>461</b>	<b>68</b>
<b>Total Participation</b>			<b>589</b>

**Table 7-2 Summary of Feedback Received During Public Comment Period of July 1, 2020 to August 27, 2020**

Method	Number Received
Phone	27
eComments during hearings	118
Email	128
Virtual Workshop	14
USPS	5
<b>Total Comments Received</b>	<b>292</b>

These comments resulted in staff making a further seven substantive changes to the plan prior to seeking Service Council and Board approval for implementation.

## 8. CONCLUSIONS

The NextGen service restructuring proposals have been evaluated by line or line group, by service type, and by Service Council area. Based on the Service Equity Analysis conducted, Metro found that some lines will experience Disparate Impact and Disproportionate Burden when applying Metro’s policies. However, Metro has evaluated alternatives and the current proposed changes have the least impact to the protected Title VI populations. Therefore, Metro meets the legal test outlined in FTA’s Title VI Circular 4702.1B which states:

*“There is a substantial legitimate justification for these changes. Metro can show that there are no alternatives to these proposals that would have a less disparate impact on minority riders, but would still accomplish Metro’s legitimate program goals.”*

The following findings were observed:

Finding #1 – Of 112 lines or line groups evaluated there were 17 lines or line groups that would experience a Disparate Impact on minorities on one or more day types. Each of these proposals is consistent with the objectives of the service restructuring program, and alternative services have been identified in each instance that would provide service to most of the impacted riders.

Finding #2 – There are no Disparate Impacts by service type.

Finding #3 – There are no Disparate Impacts by Service Council area.

Finding #4 – Of 112 lines or line groups evaluated there were 31 lines or line groups that would experience a Disproportionate Burden on low income populations on one or more day types. Every line or line group that was



proposed for a significant service reduction, with the exception of Lines 177 and 625 on weekdays, would cause a Disproportionate Burden. This is largely a consequence of the fact that the areas within one quarter mile of all bus stops have a higher share of low income persons than the Metro service area as a whole. Every effort was made in the determination of these proposals to minimize the number of adversely impacted persons, and alternative services would be available in most identified instances.

Finding #5 – Only the Rapid Bus service type would experience a major reduction in services that would result in a Disproportionate Burden on low income populations. In all instances this adverse impact would be mitigated by an increase in service on Local services within each Rapid corridor.

Finding #6 – There are no Disproportionate Burdens by Service Council area.

## Contact Us

For additional information, please use the following contact tools to access more project information, ask questions or provide comments.

 [nextgen@metro.net](mailto:nextgen@metro.net)

 [metro.net/nextgen](http://metro.net/nextgen)

 [@metrolosangeles](https://twitter.com/metrolosangeles)

 [losangelesmetro](https://www.facebook.com/losangelesmetro)



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**Attachment G**  
**NextGen Bus Plan Proposal**  
**Regional Service Councils Votes**

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
2, 200, 302*	Line 2 on Sunset Bl merge with Lines 200 (Alvarado/Hoover) & 302 on Sunset Bl, follow existing Lines 2 & 302 routes on Sunset Bl between UCLA and Hollywood, merge with Line 200 at Sunset & Alvarado to Exposition Park/USC providing a new direct Line 2 route between USC/Exposition Park & Hollywood, high frequency service for all Sunset Bl & Alvarado St stops. Line 4 will still serve Sunset Bl east of Alvarado St through downtown LA.	WSC PASS	N/A
4, 704*	Lines 4 & 704 on Santa Monica Bl merge to create more frequent Line 4 to follow existing routes between downtown Santa Monica and downtown LA via Santa Monica Bl and Sunset Bl. More service frequency for all new Line 4 stops between Westwood and downtown LA.	WSC PASS	N/A
10, 48*	Lines 10 and 48 have no route changes, more frequency during weekday midday and evening service. Buses to continue to change between these Lines 10 & 48 at Temple/Figueroa in downtown LA.	WSC PASS	
14, 37	Line 14 to have more frequency during weekday midday and evening hours via existing alignment between downtown LA and Beverly/San Vicente via Beverly Bl. Segment west of Beverly/San Vicente to Pico Bl via Beverly Dr would be served by new Line 617. Line 37 has no route changes, will operate more frequent evening service.	WSC PASS	N/A
16, 17, 316, new Line 617*	Lines 16, 17, & 316 merge to create new Line 16 to operate with more frequency during weekday midday and evening hours via existing Line 16/17/316 alignment between downtown LA and 3rd St/San Vicente via 3rd St, then north on San Vicente to Santa Monica Bl. Line 16 west of 3rd St/San Vicente on Burton at Beverly Hills would be replaced by Line 617 operating from E Line (Expo) Culver City Station to Cedars-Sinai Medical Center/Beverly Center via Robertson Bl, then west on Burton Wy and Beverly Dr to Pico Bl. This includes new weekend service for Robertson Bl. <ul style="list-style-type: none"> <li><b>WSC Service Council approved with modifications to address concerns with Lines 14/37 and 16/316 by extending the Line 617 route to replace the segments of service lost on Burton Way and Beverly Dr in Beverly Hills.</b></li> </ul>	WSC PASS	N/A
18, 20, 720*	Lines 18 & 720 merge to create new Line 18 to operate between Montebello-Commerce Metrolink Station and downtown LA, providing more frequency to all stops served between East LA and downtown LA. Line 18 to continue between downtown LA and Wilshire/Western via 6th St. Lines 20 & 720 merge to create higher frequency Line 20 to operate between downtown Santa Monica and downtown LA via Wilshire Bl, following existing Line 20/720 route and serving only existing Line 720 stops west of Sepulveda Bl to Santa Monica. Late night and early morning service will serve existing Line 720 & Line 20 stops west of Sepulveda Bl to Santa Monica: More frequency for all new Line 20 stops between Westwood and downtown LA. Line 720 to operate weekday peak periods only between downtown LA and Westwood.	WSC PASS (18, 20, 720)	SGV PASS (18, 720)
28, 728, 684*	Lines 28 & 728 merge to create new Line 28 between Century City and downtown LA via Olympic Bl, providing more frequency to all stops served. Line 45 to serve section of Line 28 on Broadway between downtown LA and Ave 26. New Line 684 to link L (Gold) Line Lincoln/Cypress Station and Eagle Rock via existing Line 28 alignment on Eagle Rock Bl.	WSC PASS	N/A
30, 330*	Lines 30 & 330 merge to create higher frequency Line 30 to operate via existing route between Pico Rimpau Transit Center and L Line (Gold) Little Tokyo/Arts District Station: Discontinue existing service between Hollywood and Pico Rimpau Transit Center on San Vicente Bl and between L Line Little Tokyo and Indiana Stations along 1st St. Alternative service available on Line 106 and L Line.	WSC PASS	SGV PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
33, 733*	Line 33 & Line 733 merge on Venice Bl and follow existing route between downtown Santa Monica and downtown LA via Venice Bl with a minor modification to serve Pico Station in downtown LA. Increased service frequency for all new stops between Santa Monica and downtown LA.	WSC PASS	N/A
35, 38	Lines 35 and 38 have no route changes.	WSC PASS	N/A
40, 740*, 212, 312	Lines 40 & 740 merge to create higher frequency Line 40 to operate between LA Union Station and downtown Inglewood Station via Broadway, ML King Jr Bl, Crenshaw Bl, Florence Av. New Line 212 to serve La Brea Av, Hawthorne Bl south of downtown Inglewood Station ending at South Bay Galleria. Line 740 service to Expo/Crenshaw Station replaced by new Crenshaw/LAX light rail. Discontinue Line 40 Owl service between LAX and downtown LA; alternative Owl service available on Lines 45, 105, 108, 111, & 210. Lines 212 & 312 merge to create higher-frequency new Line 212 to operate via La Brea Av between Hollywood/Highland and Inglewood, then extend south via La Brea Av and Hawthorne Bl to South Bay Galleria in place of Lines 40 & 740. Line 212 to continue to be routed via Overhill Dr. New Line 212 to provide more frequency at all stops on La Brea Av and Hawthorne Bl. Underutilized stops on La Brea Av and Hawthorne Bl to be consolidated to balance speed, reliability, and accessibility.	SBC PASS	WSC PASS
45, 745*	Lines 45 & 745 merge to create higher frequency Line 45 to follow existing route between C Line (Green) Harbor Freeway Station, downtown LA, and Lincoln Heights via Broadway. A Line 127 extension will replace Line 45 segment south of J Line (Silver)/C Line Harbor Freeway Station on 117th St, Broadway, El Segundo Bl, and Main St to San Pedro & Rosecrans.	WSC PASS	SBC PASS
51, 52, 351*	Lines 51, 52, 351 merge to create new Line 51 to operate on San Pedro St and Avalon Bl. and follow existing routes between downtown LA, San Pedro St, and Avalon Bl, extending to a new southern terminus at Cal State Dominguez Hills; highest frequency provided north of C Line (Green) Avalon Station. A Line 127 extension would replace Lines 51/351 on Compton Bl and provide a new link to the J Line (Silver)/C Line Harbor Freeway Station. New LADOT DASH service will replace Lines 51, 52, 351 on 7th St west of downtown LA.	SBC PASS	WSC PASS
53*	Line 53 between downtown LA and Cal State Dominguez Hills (CSUDH) rerouted to serve the A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station (instead of C Line Avalon Station) to connect with both lines. Select Line 53 trips continue south of the A Line/C Line Willowbrook/Rosa Parks Station to CSUDH. Line 53 to have more weekday midday and evening hours frequency. In downtown LA, Line 53 will be rerouted from Beaudry Av to Olive St to serve more destinations and provide a new connection to Line 4. Line 55 will replace Line 53 on Beaudry Ave.	SBC PASS	WSC PASS
55, 355*	Lines 55 & 355 merge to create higher frequency Line 55 to operate between downtown LA and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Adams Bl and Compton Av. Line 55 to follow existing route with all trips ending at Willowbrook/Rosa Parks Station. Line 55 in downtown LA to be rerouted on Beaudry Av, replacing the Line 53 segment. Line 55 segment via A Line Firestone Station to be eliminated to travel direct on Compton Av. Discontinue underutilized Owl service; alternative Owl service available on Avalon Bl (Line 51).	GWC PASS	WSC PASS
60, 760*	Lines 60 & 760 merge to create more frequent Line 60 to operate on Long Beach Bl between downtown LA, C (Green) Line Long Beach Bl and A Line (Blue) Artesia Stations, providing high frequency service for all stops with highest service frequency operating north of the C Line Long Beach Bl Station. Line 60 to be rerouted in downtown LA from Figueroa St to Olive St.	GWC PASS	WSC PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
62, New Line 262*	Discontinue Line 62 and replaced by new Line 262 between East LA College, L Line (Gold) Atlantic Station, and Hawaiian Gardens via Atlantic, Telegraph Rd, Norwalk BI, and Pioneer BI due to underutilized service and to remove duplication with Line 66 west of Atlantic BI/Telegraph Rd to downtown LA. Discontinue existing service on Imperial Hwy/Bloomfield Av at Norwalk, reducing overlap of Norwalk Transit service, providing better service on Pioneer BI.	GWC PASS	WSC PASS
66, 605*	Line 66 between the B Line (Red) Wilshire/Western Station and Metrolink Montebello Station via Western Av, 8th St, and Olympic BI to travel on Olympic BI rather than 8th St in East LA, replace Line 62 and provide faster, more direct service. Line 66 eastern terminus to be Commerce Center. Discontinue service between Olympic & Gerhart and Metrolink Montebello Station due to underutilized service and to reduce overlap with Line 18. Line 605 to be extended to serve 8 <sup>th</sup> St between Lorena and Soto Sts.	SGV PASS	WSC PASS
68, 70, 71, 106, 770*	Line 68, 70, & 770 merge to create new Line 70 to operate via current Line 770 alignment between downtown LA and El Monte Station, providing more frequency to all stops served via Garvey Av, Atlantic BI, and Cesar E. Chavez Av. Line 68 segment east of Atlantic BI to The Shops at Montebello to be served by an extension of Line 106 following the existing Line 68 alignment. New Owl service to be provided on Cesar E. Chavez Av. Line 71 discontinued; Line 106 to be extended to The Shops at Montebello, L Line (Gold) Atlantic Station, and Cal State LA while continuing to serve East LA College and LA County USC Medical Center with connections to new Line 70 on Cesar E. Chavez Av for access to downtown LA. Extension to Cal State LA will follow same alignment as discontinued Line 71 east of State St & Marengo St via Marengo St, Wabash Av, City Terrace Dr to Cal State LA then extend via the existing Line 70 alignment to Garvey & Atlantic. Extension to The Shops at Montebello will follow the same alignment as discontinued Line 68 east of Riggan St & Atlantic BI. Line 106 to travel direct via 1st St instead of deviating via Indiana St, 3rd St, 4th St, Soto St, Whittier BI, and Boyle Av to simplify the route. Line 106 to operate very frequent service and implement new weekend service.	SGV PASS	WSC PASS
76*	Line 76 between downtown LA and El Monte Bus Station via Main St and Valley BI to continue to follow most of existing alignment, with more frequent midday and evening weekday service. Line 76 to no longer travel to the Metrolink Station due to underutilized service and instead operate on Santa Anita Av. In downtown LA, Line 76 to continue operating on Alameda St to 1st St then on existing route to 7th St./Maple St.	SGV PASS	WSC PASS
78, 79, New Line 179, 378*	Lines 78, 79, & 378 to merge creating new Line 78 operating between downtown LA and Arcadia. New Line 78 to operate on Mission Rd, Huntington Dr, Main St/Las Tunas Dr, and Live Oak Av to Santa Anita Av. New Line 179 to replace Line 79 service along Huntington Dr between Rose Hill Transit Center and L Line (Gold) Arcadia Station, connecting with Line 78. Discontinue underutilized Line 78 service on Live Oak Av east of Santa Anita Av; Foothill Transit Line 492 available in this segment.	SGV PASS	WSC PASS
81, 181*	Line 81 route remains same south of Figueroa St and Yosemite Dr to J Line (Silver)/C Line (Green) Harbor Freeway Station via downtown LA. Line 81 to replace Line 181 by reroute via Yosemite St to serve Colorado BI/Eagledale. Line 81 to have more weekday midday and evening hours frequency; select trips to continue to end at Figueroa/Colorado. Line 81 Owl service will replace Line 83 Owl Service to Figueroa/Colorado and connect to Line 180 Owl service.	WSC PASS	SBC PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
83, 175, New Line 182*	Lines 83, 175, 256, & 665 replaced with new Line 182, an all-day 7-day a week service, from Olympic/Indiana to East Hollywood B Line (Red) Vermont/Sunset Station via Indiana St, Cal State LA, Eastern Av, Huntington Dr, Mercury Av, Griffin Av, Figueroa St, York Bl, Eagle Rock Bl, Fletcher Dr, Rowena Av, and Franklin St to provide more direct east-west connection between Northeast LA and Hollywood while maintaining service to John Marshall High School and replacing discontinued Lines 83 and 175. Frequent alternative service to/from downtown LA available on L Line (Gold) or Line 81 via Figueroa St to connect with new Line 182.	WSC PASS	SGV PASS
90, 91, New Line 290, 690*	Lines 90 & 91 merge to create new Line 90 between downtown LA and Sunland then extend via Vineland Av to B Line (Red) North Hollywood Station. Discontinue segment north of Sunland Bl. New Line 690 to operate on a segment of Foothill Bl between Lake View Terrace and Sylmar. Lines 81 and 94 continue to service Hill St in place of Lines 90 & 91.	SFV PASS	WSC PASS
92*	Line 92 extended south to Venice & Broadway in downtown LA and operate more frequently.	SFV PASS	WSC PASS
94, New Line 294, 794*	Lines 94 & 794 merge to create more frequent Line 94 to operate on San Fernando Rd via existing Line 94 route between downtown LA and downtown Burbank, with a new route through downtown Glendale then extend west on Magnolia Bl to end at B Line (Red) North Hollywood Station. New Line 294 to operate on San Fernando Rd between Sylmar and downtown Burbank in place of existing Lines 94 & 794.	SFV PASS	WSC PASS
96, New Line 296	Line 96 to operate as new Line 296 via current route between Downtown Burbank, LA Zoo, and Elysian Valley (Riverside Dr/Figueroa St) then travel to L Line (Gold) Lincoln/Cypress Station for connecting service to Downtown Los Angeles, replacing discontinued Line 96 segment between Riverside Dr/Figueroa St and Downtown LA.	SFV PASS	WSC PASS
102, 611	Line 102 to operate between Slauson/Atlantic and Manchester/Sepulveda. East of Central Av/41st St would extend to Vernon and Maywood (Slauson/Atlantic), Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing Line 611. Discontinue underutilized segment to South Gate via Hooper Av, Gage Av, Central Av, Florence Av, Seville Av; Line 611 to be altered to link A Line (Blue) Florence Station with Atlantic Bl/Cecilia St via Florence Av, Seville Av, and Santa Ana St. Line 102 to be rerouted via Central Ave, Vernon Av, Pacific Av, Leonis Bl, District Bl, Atlantic Bl, replacing part of Line 611. Remainder of Line 611 to be discontinued due to underutilized service and duplication with other lines. Alternative bus services: Florence Av (Line 111), Compton Av (Line 55), Vernon Av (Line 105), Atlantic Bl (Line 260), Seville Av and Pacific Bl (Lines 60, 251). Central Av (Line 53), Slauson Av (Line 108), and Gage Av (Line 110). <ul style="list-style-type: none"> <li>• <b>GWC approved a modified proposal for Lines 611 and 102 as follows: one service would be provided under Line 102 serving Alamo Av, Wilcox Av, Santa Ana St, Seville Av, and Florence Av to the Florence A Line (Blue) Station and an adjustment in Line 102 frequency from the originally proposed 40-minute frequency to every 45 minutes weekdays and weekends. This would replace the originally proposed Line 611.</b></li> </ul>	GWC PASS	SBC PASS
105, 705*	Lines 105 & 705 merge to create higher frequency Line 105 operating on Vernon Av, MLK Jr. Bl, and La Cienega Bl between Vernon and West Hollywood. All trips continue to serve Santa Rosalia Dr between Hillcrest Dr and Marlton Av. Discontinue underutilized Line 705 segment on MLK Jr. Bl between Hillcrest Dr and Marlton Av.	WSC PASS	GWC PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
108, 358	Lines 108 & 358 merge to create higher frequency Line 108 to operate via Slauson Av between Culver City Transit Center and Pico Rivera and extend east to Slauson/Rosemead. Owl service to be provided; underutilized stops on Slauson Av consolidated to balance speed, reliability, and accessibility. Discontinue underutilized segments west of Sepulveda Bl to Marina Del Rey via Jefferson Bl, Centinela Av, Admiralty Way, Via Marina, Pacific Av, and deviation into Fox Hills via Buckingham Pkwy and Green Valley Circle. Alternative service: Line 110, Big Blue Bus Line 14, Culver City Lines 2, 4, 7. Big Blue Bus Line 18 also proposed to be extended south to serve the Marina Del Rey peninsula.	WSC PASS	GWC PASS
110*	Line 110 continues serving existing route from Playa Vista to Bell Gardens. At the eastern end at Gage/Garfield, buses stay on Garfield Av and do not serve Foster Bridge Bl, Scout Av, and Florence Pl due to underutilized service. More frequency to be provided during weekday midday and evening hours.	GWC PASS	SBC PASS
111*	Line 111 route unchanged; new Owl service will serve the full route between C Line (Green) Norwalk Station and LAX City Bus Center.	SBC PASS	GWC PASS
115*	Line 115 to provide service from Westchester to C Line (Green) Norwalk Station via Manchester Av and Firestone Bl. Discontinue underutilized service to Playa del Rey west of Manchester/Sepulveda except selected school term trips. Big Blue Bus planning to extend their Line 16 to Playa del Rey and new Metro MicroTransit service will also be available in Playa del Rey.	SBC PASS	GWC PASS
117*	Line 117 from LAX City Bus Center to C Line (Green) Lakewood Bl Station to continue to travel via Century Blvd, Tweedy Blvd, and Imperial Hwy. Near Jordan Downs Housing Complex, Line 117 to be rerouted more directly from 103rd St to Century Bl between Alameda St and Grape St through new Jordan Downs housing development. Line 117 to offer new Owl service.	GWC PASS	SBC PASS
120, New Line 621*	Line 120 to continue to provide service from C Line (Green) Aviation/LAX Station to C Line Norwalk Station via Imperial Hwy. Line 120 to remain on Imperial Hwy and not deviate into the Leeds St parking lot at the Rancho Los Amigos National Rehabilitation Center; providing faster, more direct service. Alternative bus service to the Leeds St parking lot available via Metro Line 117, Willowbrook/Rosa Parks Shuttle and Access Services. New Line 621 to replace Line 120 east from C Line Norwalk Station to Whittwood Mall via existing Line 120 alignment.	GWC PASS	SBC PASS
125*	Line 125 to continue to operate between C Line (Green) Norwalk Station and El Segundo via Rosecrans Av with improved weekday peak and midday service frequency.	SBC PASS	GWC PASS
126	Discontinue Line 126 due to underutilized service; nearest alternative services: Lines 125 (Rosecrans Av), 210 (Crenshaw Bl), 212 (Hawthorne Bl), and 232 (Sepulveda Bl), Torrance Transit Line 8 (Aviation Bl), Beach Cities Transit Line 109, LADOT Commuter Express 438 (Highland Av), and GTrans Line 5 (El Segundo Bl). <ul style="list-style-type: none"> <li>• <b>SBC Service Council approved proposal with the commitment for the Council to coordinate with Metro staff and the Transit to Parks project to work to increase the level of service to parks, beaches and recreational facilities.</b></li> </ul>	SBC PASS	N/A
127*	Line 127 to follow existing route between A Line (Blue) Compton Station and Downey Depot, except for remaining on Somerset Bl between Clark Av and Bellflower Bl. Discontinue underutilized service on Alondra Bl to make route more direct. Line 127 to extend west of the A Line Compton Station to J Line (Silver)/C Line (Green) Harbor Freeway Station via Compton Bl, San Pedro St, El Segundo Bl, and Broadway to Figueroa/117th St, replacing segments of Lines 45 & 51. New weekend service and more frequent weekday service to be provided.	GWC PASS	SBC PASS

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Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
128	Line 128 to operate between A Line (Blue) Compton Station and Alondra Bl & Carmenita Rd. Discontinue underutilized Line 128 segment south of Alondra Bl & Carmenita Rd; alternative service to Cerritos Towne Center via Cerritos On Wheels (COW) Route 1-A. Line 128 to include new weekend service.	GWC PASS	N/A
130*	Line 130 continues to be operated initially by Metro on Artesia Bl between A Line (Blue) Artesia Station and Cerritos and later transitioned to Long Beach Transit. Line 130 west of the Artesia A Line Station is planned to transition to Torrance Transit as their New Line 13, following existing route via Artesia Bl to Redondo Beach. <ul style="list-style-type: none"> <li><b>SBC Service Council approved portion of the proposal west of the Blue Line with the eastern portion of the route proposal to be determined by the GWC Service Council</b></li> </ul>	SBC PASS	GWC PASS
150, 240, 245, 750	Lines 150, 240 & 750 merge to create more frequent Line 150 to operate from Ventura/Reseda west to Chatsworth Station along Ventura Bl and Topanga Canyon Bl providing a connection with new frequent Line 240 operating via Reseda Bl and east along Ventura Bl between Northridge and B Line (Red) Universal City/Studio City Station. New more frequent Line 150 to replace existing Line 245 with service on Ventura Bl and Topanga Canyon Bl.	SFV PASS	N/A
152, 353	Lines 152 & 353 merge to create new Line 152 serving Roscoe Bl with midday weekday frequency improvements. On the east end, Line 152 to travel via Lankershim Bl to provide a more direct connection to the B Line (Red) North Hollywood Station. On the west end, route to terminate at Topanga Canyon Bl. Service on Vineland Ave to be provided by modified Line 162 and new Line 290. Modified Line 162 to provide service on Fallbrook Av.	SFV PASS	N/A
New Line 153, 154	New Line 153 to operate between B Line (Red) North Hollywood Station and downtown Burbank via Burbank Bl, as well as a segment of Burbank Bl east of North Hollywood Station. Line 154 to operate between B Line (Red) North Hollywood Station & Sepulveda Bl, via Oxnard St & Burbank Bl as a two-way direction circulator with more frequency. Discontinue underutilized segment west of Sepulveda Bl.	SFV PASS	N/A
155, 183	Line 155 to merge with a segment of Line 183 and operate via Riverside Dr, Sepulveda Bl, and Magnolia Bl between the B Line (Red) North Hollywood and Universal City/Studio City Stations with more frequent weekday service. Segment of Line 155 east of Universal City/Studio City Station via Olive Av to continue to be served by Burbank Bus newly improved Pink Route. Line 94 to provide more frequency on the segment of existing Line 183 east of North Hollywood Station along Magnolia Bl. New Metro MicroTransit service and existing Glendale Beeline 4 will be available in Glendale to replace the Line 183 segment on Chevy Chase/Acacia/Verdugo. <ul style="list-style-type: none"> <li><b>SFV Service Council approved proposal subject to Metro ensuring weekend service is maintained on Olive Av between Burbank Station and Universal City Station in cooperation with the City of Burbank which will provide service on that alignment weekdays.</b></li> </ul>	SFV PASS	N/A
158, 167	Line 158 to follow existing route via Woodman Av, then travel via Plummer St to Chatsworth Station. Line 167 to serve current Line 158 segment on Devonshire St and existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use routes. Service to Sepulveda Ambulatory Care Center to be provided on-street at Haskell Av and Gloria Av. New weekend evening service and more frequent weekday service on Woodman Av to be added.	SFV PASS	N/A
161	Line 161 to operate primarily on existing route between the G Line (Orange) Canoga Station and City of Thousand Oaks. In Calabasas, it would operate on Calabasas Rd instead of Park Calabasas and Park Granada to improve travel time. New weekend evening service to be added. <ul style="list-style-type: none"> <li><b>SFV Service Council voted to retain existing service.</b></li> </ul>	SFV Not Approved	N/A

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.



Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
162, 163*	Lines 162 & 163 merge to provide Line 162 with more frequency during mid-day weekdays on Sherman Way. On the east end, new Line 162 to be routed via Vineland Av to provide more service along the corridor while still connecting to the B Line (Red) North Hollywood Station, and extended to serve Fallbrook Av in the west end and continue to directly serve West Hills Medical Center. Line 152 to serve Lankershim Bl instead of Line 162.	SFV PASS	N/A
164, 165*	Lines 164 & 165 to operate in partnership, with buses changing between these lines at Platt Ave/Victory Bd to eliminate a long turn-around loop and provide more frequent service during the weekday midday hours.	SFV PASS	N/A
166, 364*	Lines 166 & 364 merge to provide Line 166 with more frequent midday weekday service. Line 166 to continue serving Nordhoff St and Osborne St, extending east via Osborne St and Foothill Bl to Hansen Dam and Discovery Cube, connecting with new Line 690 on Foothill Bl. On the west end, Line 166 to end at Nordhoff St/Canoga Av, providing access to Chatsworth Station via Metro G Line (Orange). A segment of Glenoaks Bl to be served by Line 92, and a segment on Topanga Canyon Bl to be served by new Line 150.	SFV PASS	N/A
167	Line 167 to serve the current Line 158 segment on Devonshire St while also serving the existing Coldwater Canyon Av segment. A swap of east-west alignments between Lines 158 & 167 is intended to create simpler, easier to use Lines 158 & 167.	SFV PASS	N/A
169 New Line 645	Line 169 to operate between Lankershim Bl and G Line (Orange) Canoga Station via Saticoy St and Canoga Av with more weekday frequency. New Line 645 will operate a two-way loop between West Hills Medical Center, Canoga Av, and Warner Center serving existing Line 169 alignment. Additional trips serving El Camino High School to be maintained. New weekend service to be provided on Line 169.	SFV PASS	N/A
175	Discontinue Line 175. Segment between John Marshall High School to Sunset & Vermont to be replaced by new Line 182, an all-day 7-day a week service to operate from Olympic/Indiana to East Hollywood (B Line (Red) Vermont/Sunset Station including Fletcher Dr, Rowena Av, and Franklin St.	WSC PASS	N/A
176, 258, 287	Discontinue Line 176 due to underutilized service. Service from El Monte Station to The Shops of Montebello will be provided by new Line 287 via the same alignment as discontinued Line 176. Alternative service: Lines 78, 179, 258, 260, 266, 267, and Montebello Bus Lines 20 & 30. Line 258 to be shortened from the existing alignment between Paramount and Altadena to a new alignment from Fremont & Huntington Dr to provide a much-requested connection with the L Line (Gold) South Pasadena Station via Pasadena Av, Mission St, Fair Oaks Av, and Fremont Av to Cal State University LA, then via a more direct path via Eastern Av and Whittier Bl to rejoin the current alignment at Arizona St. Fremont Av to improve reliability and avoid service duplication in Pasadena area. Discontinue underutilized service on Huntington Dr/Oak Knoll Av-Cir in San Marino. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 258 on Lake Av. Line 258 will implement new weekend service. New Line 287 to replace Line 487 between El Monte and Arcadia via Santa Anita Av, with weekday and weekend service.	SGV PASS	N/A
177	Line 177 will continue to operate weekday peak period service between Pasadena and the Jet Propulsion Laboratory, with a minor reroute to use Mountain St instead of Walnut St to serve more of Pasadena. Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate this service.	SGV PASS	N/A

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Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
180, 181, 780*	Lines 180, 181, 217, 780 merge to create new Line 180 operating on same alignment as discontinued Line 780 from Pasadena City College to Washington/Fairfax Transit Hub, extending further south to E Line (Expo) La Cienega/Jefferson Station following discontinued Line 217 alignment. Line 81 rerouted via Yosemite Dr and Eagle Rock Bl to replace discontinued Line 181 segment. Pasadena Transit Line 20 and new Metro Line 662 to replace Line 180 on Lake Av. Foothill Transit Line 187 to replace discontinued Line 181 service on Colorado Bl east of Pasadena City College.	SGV PASS	WSC PASS
201	Discontinue Line 201 due to low ridership. Nearest alternative services: Lines 2, 4, 92, 603, and new Line 182. Metro MicroTransit service will also be available in the Chevy Chase area at Glendale Adventist Hospital	SFV PASS	WSC PASS
202	Line 202 to operate weekdays peak periods with new weekday off-peak service via existing route between A Line (Blue) Artesia Station and the C Line (Green)/A Line Willowbrook/Rosa Parks Station. Discontinue underutilized service south of A Line Artesia Station to Wilmington via Santa Fe Av, Victoria St, Susana Rd, Del Amo Bl and Alameda St. Alternative service: Lines 205 (Wilmington Av), 232 (Anaheim St) and 246 (Avalon Bl), Long Beach Transit Line 52 and Lines 191/192 south of A Line Del Amo Station.	GWC PASS	SBC PASS
204, 754*	Line 204 to follow existing route between Hollywood and C Line (Green) Vermont/Athens Station via Vermont Av. More frequency for all stops on Vermont Av. Line 204 to provide more frequent midday and weekend service. Line 754 will operate weekday peak hours only; new Line 204 to provide more frequent service to existing Line 754 stops.	SBC PASS	WSC PASS
205	Line 205 to provide faster service between San Pedro and Willowbrook on a simpler route via Del Amo Bl between Wilmington Bl and Main St, serving new development and connecting with J Line (Silver) service at Carson Transitway Station, eliminating out-of-direction service overlapping Line 246 on Avalon Bl to Harbor Gateway Transit Center and avoiding duplication of Torrance Transit Line 1 on Vermont Av north of Carson St. In San Pedro, the route to be simpler, serving 7th Street in both directions between Harbor Bl and Weymouth Av. Alternative service on 1st St and 13th St to be provided by DASH San Pedro.	SBC PASS	GWC PASS
206*	Line 206 continues serving Normandie Av between B Line (Red) Vermont/Sunset Station and C Line (Green) Vermont/Athens Station, with no route changes and more frequency during weekday midday and evening hours.	SBC PASS	WSC PASS
207, 757*	Lines 207 & 757 merge to create higher frequency Line 207 to operate between Hollywood and C Line (Green) Crenshaw Station with more frequency for all stops on Western Av.	SBC PASS	WSC PASS
209	Line 209 on Van Ness Av and Arlington Av to be altered to travel between Crenshaw/144th St., C Line (Green) Crenshaw Station (rather than Vermont/Athens Station) and the E Line (Expo) Expo/Crenshaw Station. Connections north from there to Wilshire Bl would be available on Line 210.	SBC PASS	WSC PASS
210, 710 New Line 610*	Lines 210 & 710 merge to create higher frequency Line 210 to operate via Crenshaw Bl between Crenshaw/Wilshire and Crenshaw/Redondo Beach, and via Redondo Beach Bl to South Bay Galleria: Line 210 to provide new Owl service and more frequency for all Crenshaw Bl stops. Torrance Transit Line 2 to replace existing Line 210 segment on Crenshaw Bl and Artesia Bl south of El Camino College. Line 210 service north of Wilshire Bl to Hollywood to be replaced by new Line 610 on Rossmore Av and Vine St	SBC PASS WSC PASS	N?A

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Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
211, 215	Lines 211 & 215 to operate as separate two-directional loop routes serving north of C Line (Green) Hawthorne/Lennox Station (Line 211) and south of C Line Hawthorne/Lennox Station (Line 215), providing new midday weekday, night and weekend service. Line 211 loop to replace Line 212/312 on Prairie Av (new Line 212 to instead serve Hawthorne BI) and replace Line 215 service on Manchester Av and Inglewood Av north of the C Line. Line 215 loop to replace existing Lines 211 & 215 south of the C Line on Prairie Av, Marine Av, and Inglewood Av. Discontinue service to C Line Redondo Beach Station to extend route to South Bay Galleria via Inglewood Av and Grant Av.	SBC PASS	N/A
217	Discontinue Line 217 south of La Cienega/Jefferson Station to Westfield Culver City due to underutilized service. Line 217 north of La Cienega/Jefferson Station to Hollywood via La Cienega BI, Fairfax Av, and Hollywood BI to become part of Line 180 (see 180, 181, 780 proposal).	WSC PASS	SBC PASS
218	Line 218 will be retained between Ventura BI/Laurel Canyon and Fairfax Av/Santa Monica BI. Connections will be available to Metro Lines 180 (Fairfax Av) and 4 (Santa Monica BI) as well as free City of West Hollywood FX service to Beverly Center and Cedars Sinai Medical Center.	WSC PASS	SFV PASS
222, 656	Line 222 to operate on Hollywood Way and Riverside Dr between Hollywood Burbank Airport and B Line (Red) Universal City/Studio City Station, serving Cahuenga BI south to Universal Studios BI, creating more direct connections. Discontinue underutilized service south of Cahuenga BI/Universal Studios BI to Hollywood; alternative frequent B Line service available between Universal City/Studio City Station and Hollywood. Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to B Line North Hollywood Station via Hollywood, Cahuenga and Lankershim BIs. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura BI (Line 240), Van Nuys BI (Line 233), and Reseda BI (Line 234). Line 656 Owl service to operate a modified route from Normandie Ave/Santa Monica Blvd to North Hollywood B Line Station via Hollywood, Cahuenga and Lankershim Boulevards. Discontinue underutilized segments north and west of North Hollywood Station. Nearest alternative Owl services: G Line (Orange), Ventura BI (Line 240), Van Nuys BI (Line 233), and Reseda BI (Line 234).	SFV PASS	WSC PASS
224*	Line 224 to operate similar to existing service along Lankershim BI and San Fernando Rd, terminating at Sylmar/San Fernando Station, with more frequency during weekday midday hours on San Fernando Rd. New Line 690 to serve section of existing Line 224 beyond Sylmar/San Fernando Station on Foothill BI.	SFV PASS	N/A
230*	Line 230 to operate existing alignment between Sylmar/San Fernando Station and Studio City via Laurel Canyon BI and Hubbard St. LADOT DASH to provide service north of Sylmar/San Fernando Station by operating more frequent service between LA Mission College and Sylmar/San Fernando Station on Hubbard St.	SFV PASS	N/A
232*	Line 232 to continue to serve the existing route from LAX City Bus Center to Downtown Long Beach via Sepulveda BI, Pacific Coast Hwy, Anaheim St and Long Beach BI with more frequent evening service.	SBC PASS	GWC PASS
233	Line 233 to operate with higher frequency on Van Nuys BI between Foothill BI in Pacoima and Ventura BI in Sherman Oaks, similar to existing Line 233 service with selected trips still serving Lakeview Terrace. Underutilized stops between Pacoima and Sherman Oaks consolidated to balance speed, reliability and accessibility. Late night and early morning service through Sepulveda Pass to operate along Sepulveda BI instead of I-405 Freeway for improved access to the Getty Center, Skirball Center and adjacent neighborhoods. Line 233 to provide Owl service.	SFV PASS	N/A

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
234, 734	Lines 234 & 734 merge to create higher-frequency Line 234 to operate on Sepulveda Bl and end at Sherman Oaks Galleria (Ventura/Sepulveda) following the same alignment as existing Lines 234 & 734 north to Sylmar and LA Mission College. Underutilized Line 234 stops between Sylmar and Sherman Oaks to be consolidated to balance speed, reliability, and accessibility.	SFV PASS	WSC PASS
236, 237, 239	Line 236 to operate similar to existing route via Balboa Bl between San Fernando Mission Bl and Ventura Bl; modified route to Sylmar/San Fernando Station to operate via San Fernando Mission Bl and Truman St due to underutilized service on the north end of existing Line 236. Line 236 to provide more frequency during weekday midday hours and new evening service. New Line 237 to be created by merging Lines 237 & Line 239. Line 237 to follow existing route from the G Line (Orange) Woodley Station (Woodley/Victory) via Woodley Av, Rinaldi St, then existing Line 239 route via Zelzah Av, Lindley Av, Roscoe Bl, White Oak Av to Encino (Zelzah & Ventura). G Line and B Line (Red) service to replace existing Line 237 service east of G Line Woodley Station to North Hollywood and Hollywood. Line 236 to replace service to Sylmar/San Fernando Station.	SFV PASS	N/A
242 /243	Lines 242 & 243 to operate more frequent service during weekday midday hours on Tampa Av and Winnetka Av between Ventura Bl and Devonshire St. Underutilized service north of Devonshire St to Porter Ranch to be replaced by new Metro MicroTransit service.	SFV PASS	N/A
244, 245	Line 244 to operate as a separate line on current route via De Soto Av between Chatsworth Station and Ventura Bl/Paralta Av. New Line 150 to replace existing Lines 244 & 245 with service on Ventura Bl and Topanga Canyon Bl.	SFV PASS	N/A
246	Line 246 to continue operating existing route from Harbor Gateway Transit Center to Carson, Wilmington, and San Pedro via Avalon Bl. But will travel via Anaheim St, Gaffey St, Channel St instead of Harry Bridges Bl and John S. Gibson Bl between Wilmington and San Pedro (replacing Line 550 there), with more frequent weekday and weekend service. Discontinue underutilized Owl service.	SBC PASS	N/A
251, 751*	Lines 251 & 751 to merge to create new Line 251, which will operate more frequent service between Cypress Park (Ave 28 & Idell) and C Line (Green) Long Beach Bl Station.	WSC PASS	GWC PASS
252	Discontinue Line 252 due to underutilized service. Alternative bus services: Figueroa St (Line 81); Griffin Av/Broadway/Lincoln Park/Sierra/Mercury Av (new Line 182); Broadway (Line 45); Huntington Dr (Line 78), Valley Bl (Line 76), and Soto St (Line 251) and new Metro MicroTransit service in the Lincoln Heights Mercury Av and Griffin Av Montecito Heights areas. LADOT Boyle Heights and El Sereno/City Terrace DASH services also serve Soto St.	WSC PASS	GWC PASS
254	Discontinue Line 254 due to low utilized service. Alternative services: 103rd St (Line 117), Compton Av (Line 55); Firestone Bl (Line 115); Florence Av (Line 111); Pacific Bl (Lines 60, 251); Gage Av (Line 110); Soto St (Line 51); Lorena Av (Line 605); Indiana St (Line 665) and new Metro MicroTransit service in the Watts/Willowbrook area.	GWC PASS	SGV PASS WSC PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
256, 256A, 256C, New Line 182	Line 256 between Commerce and Altadena via El Sereno, Highland Park, and Pasadena to be served by three separate bus lines with more frequent service. Metro to operate existing segment between Cal State LA Transit Center and L Line (Gold) Highland Park Station as part of new Line 182, with service rerouted via Mercury Dr and Griffin Av between Huntington Dr and Figueroa St. Metro in partnership with City of Commerce is exploring the opportunity for City of Commerce to operate existing Line 256 segment between Commerce and Cal State LA Transit Center (referenced here as Line 256C), with no proposed changes to alignment on this section; Metro in partnership with City of Pasadena is exploring the opportunity for Pasadena Transit to operate a simpler route (referenced here as Line 256A) between L Line Highland Park Station and Pasadena, via Colorado Bl, L Line Memorial Park Station, Lincoln Av, Washington Bl, Altadena Dr and Foothill Bl to L Line Sierra Madre Villa Station.	SGV PASS	GWC PASS
260, New Lines 261 & 660, 762*	Lines 260 & 762 merge to create new more frequent and reliable Line 260 to operate between Pasadena and A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Fair Oaks Av, Atlantic Bl, and Imperial Hwy. New frequent Line 261 to link the A Line Artesia Station & C Line Long Beach Station via Imperial Hwy, Martin Luther King Jr, Atlantic Bl, and Artesia Bl in place of existing Lines 260 and 762. A new frequent Line 660 to operate between L Line (Gold) Del Mar Station and Altadena via Fair Oaks Av in place of existing Line 260 alignment.	SGV PASS	GWC PASS
264, 267, 687, New Line 662	Discontinue Line 264 due to underutilized service. New Line 256 to serve Altadena Dr south of Washington Bl and Foothill Bl, with new Line 662 serving Altadena Dr at Lake Av. Nearest alternative service in Duarte and Monrovia: L Line (Gold), Foothill Transit on Buena Vista St (Line 272) and Myrtle Av (Line 170), and Duarte Transit. Nearest alternative service to Arcadia-Sierra Madre Villa on Temple City Bl, Huntington Dr, Rosemead Bl, Michillinda Av (Lines 266, 267, 268 and Foothill Transit Line 187) and on Baldwin Av/Huntington Dr (Metro Lines 78 & 268). L Line also provides service to the City of Hope Medical Center. Line 267 to be shortened to operate via existing alignment between El Monte, Arcadia, and Pasadena via Temple City Bl, Rosemead Bl, and Del Mar Bl but end at L Line Del Mar Station to improve reliability and avoid duplication of other bus lines. New Line 256 to operate on southern end of Lincoln Av with new Line 662 operating two-directional service on a loop route via Lake Av, Altadena Dr, Lincoln Av, Washington Bl, and Los Robles Av between Pasadena (L Line Del Mar and Lake Stations) and Altadena and provide new weekend service. New Metro MicroTransit service will be available in the Altadena/JPL area including linking those areas with Pasadena.	SGV PASS	N/A
265	Line 265 to continue to operate on existing alignment between Pico Rivera and Lakewood Center Mall with more frequent weekday service.	GWC PASS	N/A
266*	Line 266 has no significant alignment changes between Lakewood Center Mall and L Line (Gold) Sierra Madre Villa Station. Line 266 to end on northbound Lakewood Bl adjacent to Lakewood Center Mall to improve connections with the mall and Line 265. Line 266 to have more frequent service during weekdays and weekends.	SGV PASS	GWC PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
268, 256A, 256	Line 268 to operate via existing alignment between El Monte, Arcadia, Sierra Madre, and Pasadena via Baldwin Av, Foothill Bl, but end at the L Line (Gold) Sierra Madre Villa Station to improve reliability, avoid duplication of other bus lines, and provide more frequent weekday service. New Line 256 (referenced here as Line 256A) to operate on southern end of Lincoln Ave, Washington Blvd, Altadena Dr, and Foothill Bl to L Line Sierra Madre Villa Station. New Line 662 to serve north end of Lincoln and Washington Bl west of Los Robles Av. Line 268 has very low utilization to JPL on weekends. Pasadena Transit Line 177 to provide alternative service between Pasadena and the JPL on weekdays during peak periods only and new Metro MicroTransit service will be available in Sierra Madre and Altadena/JPL areas, linking those areas with Pasadena.	SGV PASS	N/A
344	Line 344 to operate the existing route and stops between Harbor Gateway Transit Center and Rancho Palos Verdes	SBC PASS	N/A
442	Discontinue Line 442 due to underutilized service and duplication with other bus lines. Alternative service: J Line (Silver) to Manchester Station (connection with Line 115 on Manchester Bl) or Harbor Freeway Station (connection with Line 120 on Imperial Hwy or C Line (Green)/J Line service).	SBC PASS	WSC PASS
460	Line 460 continue to operate its usual alignment between downtown LA, C Line (Green) Norwalk Station, and Disneyland.	GWC PASS	WSC PASS
487, 489	Line 487 to begin service at L Line (Gold) Sierra Madre Villa Station operating via San Gabriel Bl, Las Tunas Dr, Mission Dr, Del Mar Av, I-10 ExpressLanes to 7th St Metro Center in downtown LA during weekday peak hours and LA Union Station at all other times (with connections available to B Line (Red), D Line (Purple) and J Line (Silver)). Line 489 route to terminate at Metro 7th St Metro Center. Frequent Metro B Line/D Line services link 7th St Metro Center to Westlake/MacArthur Park in place of Lines 487 and 489. Discontinued Line 487 segment in Sierra Madre to be replaced with new Metro MicroTransit service serving Sierra Madre, Pasadena, and Altadena areas.	SGV PASS	WSC PASS
501	Line 501 to continue to link North Hollywood, Burbank, Glendale, and Pasadena with a new route in Burbank to simplify and expedite service through the Media District by operating on Alameda Av instead of Olive Av; a new route in downtown Glendale via Brand Bl and Broadway to have a stop serving the Americana at Brand and Glendale Galleria. A stop at LA Zoo will be included weekends. <ul style="list-style-type: none"> <li>• <b>SFV Service Council voted to approve with the stipulation that Metro commit to working with the City of Burbank to retain a bus stop to serve at Hollywood Wy</b></li> </ul>	SFV PASS	SGV PASS
534 New Line 134,	New Line 134: Line 534 to be renumbered to 134. No route changes for New Line 134 between Malibu (Trancas Canyon Rd) and Santa Monica; deviation to Cliffside & Dume on selected trips to be discontinued due to underutilized service.	WSC PASS	N/A
550	Express Line 550 to be retained peak periods weekdays between Harbor Gateway Transit Center and USC. Lines 246 and 450 will connect San Pedro with Harbor Gateway Transit Center. Line 246 will replace Line 550 on Gaffey St between 1 <sup>st</sup> and Anaheim Sts in San Pedro.	SBC PASS	WSC PASS
577	Line 577 between El Monte Station and Cal State Long Beach via I-605 to be rerouted northbound between El Monte Station and Rio Hondo College via I-605 and I-10 freeways instead of Santa Anita Av & Peck Rd, providing faster, more direct service. Discontinue deviation to Los Cerritos Center due to low ridership compared to number of riders impacted, providing faster, more direct service to/from Cal State Long Beach and Long Beach VA Medical Center.	GWC PASS	SGV PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
601	Warner Center Shuttle frequency to be adjusted to better match ridership and will no longer include overnight Owl service.	SFV PASS	N/A
602	More frequent service provided midday weekdays, evenings, and weekends for Line 602.	WSC PASS	N/A
603*	Line 603 to continue operating current route between Glendale Galleria and downtown LA, with more frequent weekday midday service and rerouted via Glendale Station, providing direct connections with Metrolink and Amtrak.	SFV PASS	WSC PASS
607	Discontinue Line 607 due to underutilized service. Alternative bus service on Stocker St/La Tijera BI (Line 102), Slauson Av (Line 108), Hyde Park BI (Line 110), Manchester Av (Line 115), Crenshaw BI (Line 210), and Overhill Dr (Line 212). <ul style="list-style-type: none"> <li>• <b>SBC Service Council approved amended proposal directing staff to work with the Council to develop transit options in the area, particularly on weekends.</b></li> </ul>	SBC PASS	N/A
612	Discontinue Line 612 South Gate Shuttle due to underutilized service and duplication of other bus lines. Line 202 will extend north of A Line (Blue)/C Line (Green) Willowbrook/Rosa Parks Station via Florence A Line Station and Santa Ana St. Other alternative bus services: 103rd St (Line 117), Compton Av (Line 55), Long Beach BI and Pacific BI (Line 60), Florence Av (Line 111), Atlantic Av (Line 260), Martin Luther King Jr. BI (Line 261), and Imperial Hwy (Line 120) as well as new Metro MicroTransit service in the Watts/Willowbrook area.	GWC PASS	SBC PASS
625	Discontinue Line 625 due to underutilized service. Nearest alternative bus service: Line 232 on Sepulveda BI and Beach Cities Transit Line 109 on Imperial Hwy as well as new Metro MicroTransit service for the LAX area.	SBC PASS	N/A
665, New Line 182	Line 665 route to be shortened operating all trips between Indiana St & Olympic BI and Cal State LA Transit Center with Line 665 becoming part of new Line 182. Service on Olympic would be provided by Line 66.	SGV PASS	N/A
685	Discontinue Line 685 due to underutilized service. Nearest alternative bus service to Glendale College provided by Line 290 (Glendale Av), as well as new Metro MicroTransit service.	WSC PASS	N/A
686, 687	Line 686 to operate between Altadena (New York Dr/Allen Av) and the L Line (Gold) Del Mar Station only discontinuing service to the L Line Fillmore Station to avoid overlap with new Line 260 and provide improved weekday frequency. Line 687 to be discontinued due to underutilized service and duplication or proximity to other bus routes. Alternative bus service: new frequent Metro Lines 660 (Fair Oaks Av) & 662 (Washington BI, Los Robles Av, and Lake Av), Pasadena Transit 20, 31, 32 services and new Metro MicroTransit service in Altadena.	SGV PASS	N/A
744, New Lines 761, 788	Line 761 to replace existing Lines 744 and 788, operating between Sylmar/San Fernando Station and the E Line (Expo) Expo/Sepulveda Station serving high travel demand between San Fernando Valley and the Westside. Line 761 to provide service on Van Nuys BI, Ventura BI, and Sepulveda BI to the Westside including frequent service all day on weekdays and weekend service.	SFV PASS	N/A
901	The G Line (Orange) will continue to serve as a critical arterial service linking destinations across the San Fernando Valley, with more frequency for midday and late evening on weekdays.	SFV PASS	N/A
910	The J Line (Silver) Line 910 service will continue operating between El Monte Station, downtown LA and Harbor Gateway Transit Center with additional trips replacing Line 950 (see also Line 450).	SGV PASS	SBC PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.

Line	Service Change Proposal/Proposal Modifications Adopted	1 <sup>st</sup> Auth Vote	2 <sup>nd</sup> Auth Vote
950, New Line 450	<p>New Line 450 to replace Line 950, operating between San Pedro via Pacific St, the I-110 Freeway, and Figueroa St to Harbor Gateway Transit Center with peak period weekday service extending north of Harbor Gateway Transit Center to downtown LA (Figueroa/Flower &amp; 7th), serving Harbor Transitway stations. Off-peak weekday and all-day weekends, Line 450 will connect with Line 910 at Harbor Gateway Transit Center. This will improve reliability and allow for the transition to new Zero Emission Buses on J Line (Silver) 910 service.</p> <ul style="list-style-type: none"> <li>• <b><i>SBC Service Council approved amended proposal directing staff to study removing the Express fare charge for service south of the Harbor Gateway Transit Center</i></b></li> </ul>	SBC PASS	SGV PASS

\*indicates that underutilized stops to be consolidated to balance speed, reliability, and accessibility.





# NEXTGEN Bus Plan

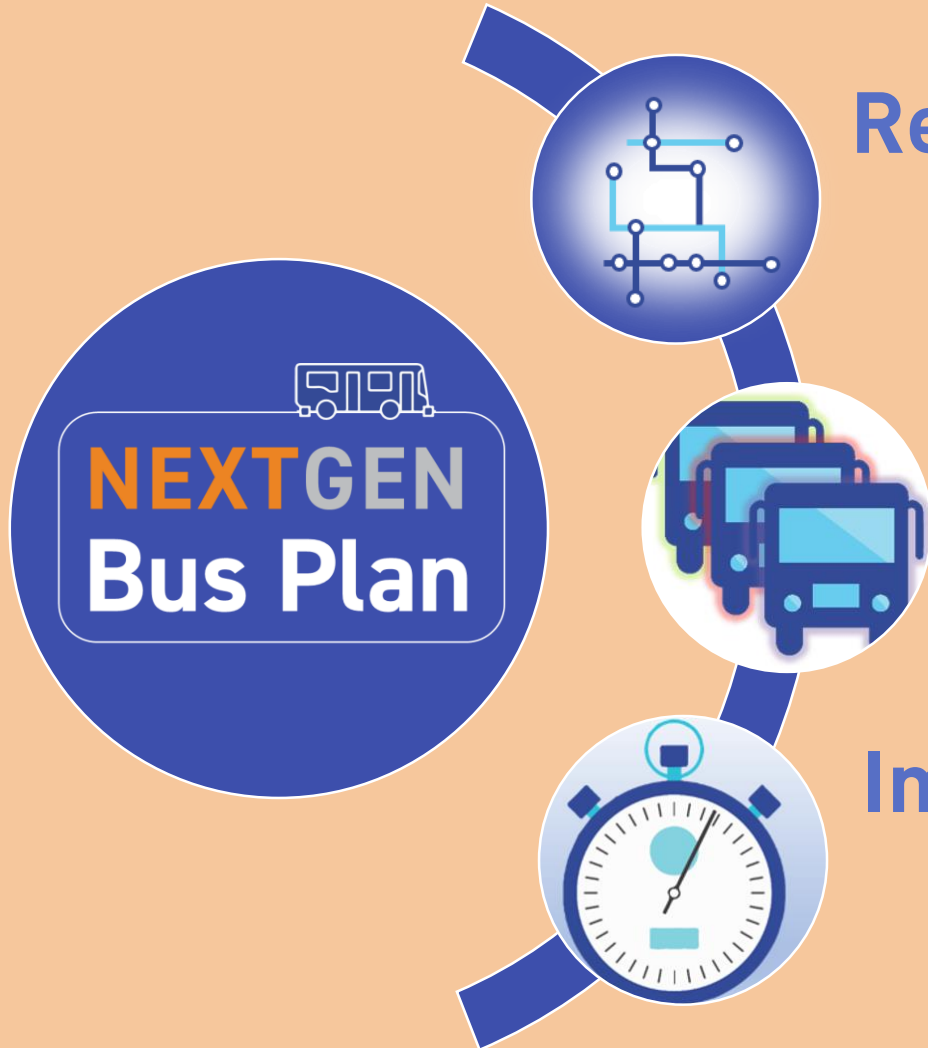
Item #22  
NextGen Bus Plan



Metro<sup>®</sup>

October 2020

# Key Components of Service Plan



## Re-baseline Route Network

- Simplify routing that better links people to where they want to go

## Establish Service Tiers

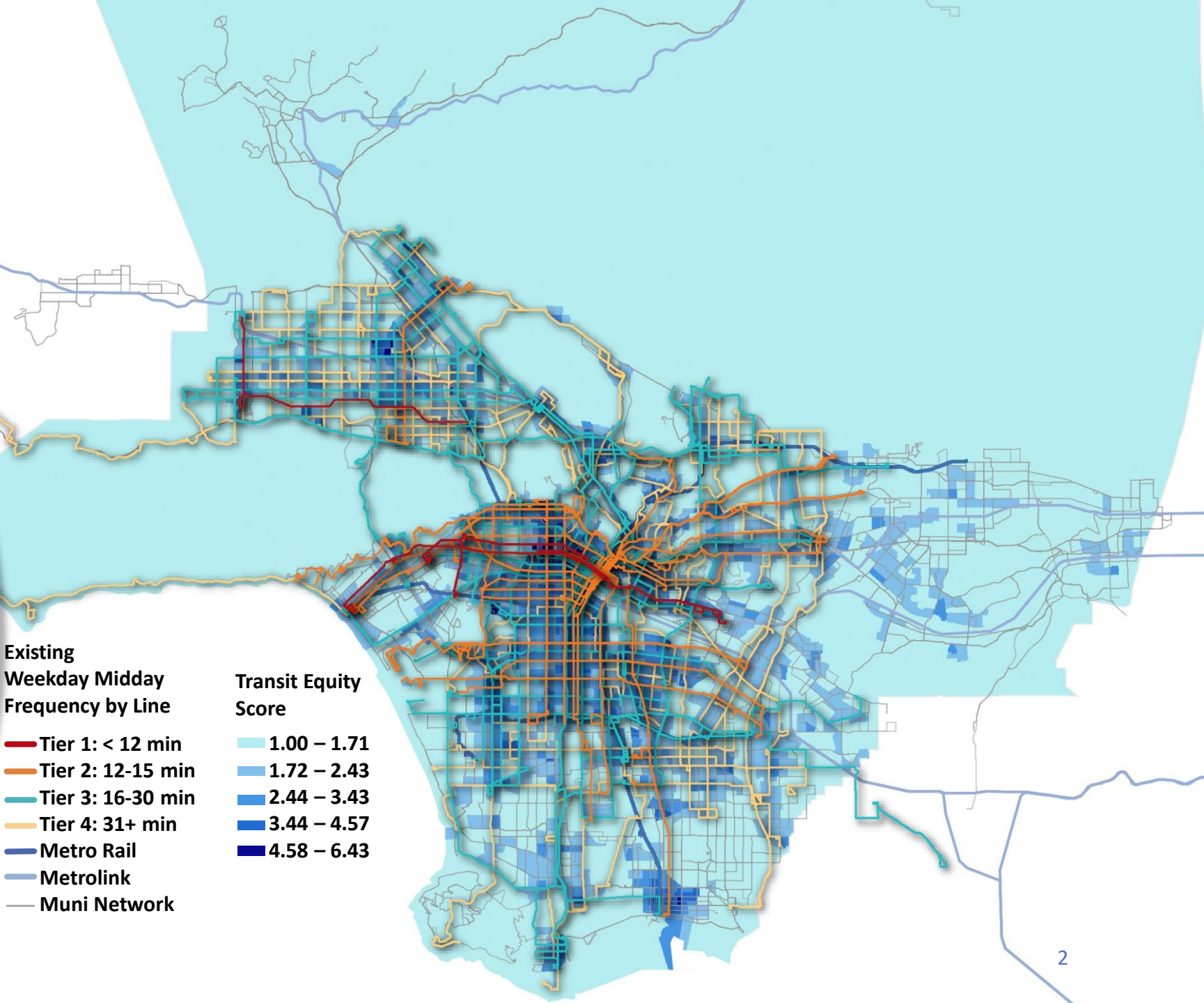
- Make frequencies throughout the day consistent within each service tiers

## Improve total trip time

- Shorter walks, shorter waits for short distance trips
- Faster speed with transit priorities and a simplified network for long distance trips

# Transit Equity Areas

## Existing Service



Existing  
Weekday Midday  
Frequency by Line

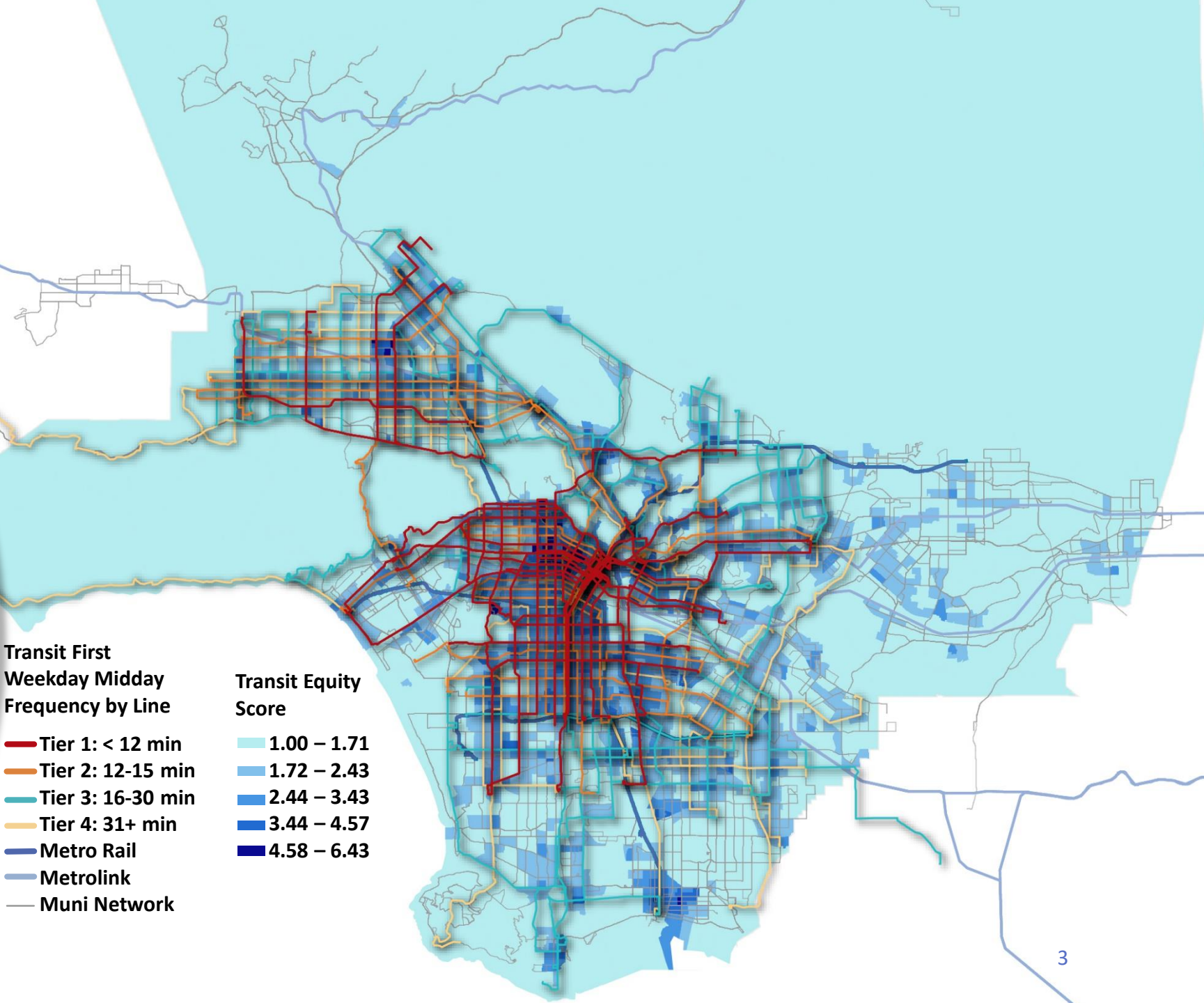
- Tier 1: < 12 min
- Tier 2: 12-15 min
- Tier 3: 16-30 min
- Tier 4: 31+ min
- Metro Rail
- Metrolink
- Muni Network

Transit Equity  
Score

- 1.00 – 1.71
- 1.72 – 2.43
- 2.44 – 3.43
- 3.44 – 4.57
- 4.58 – 6.43

# Transit Equity Areas

## Transit First



**Transit First  
Weekday Midday  
Frequency by Line**

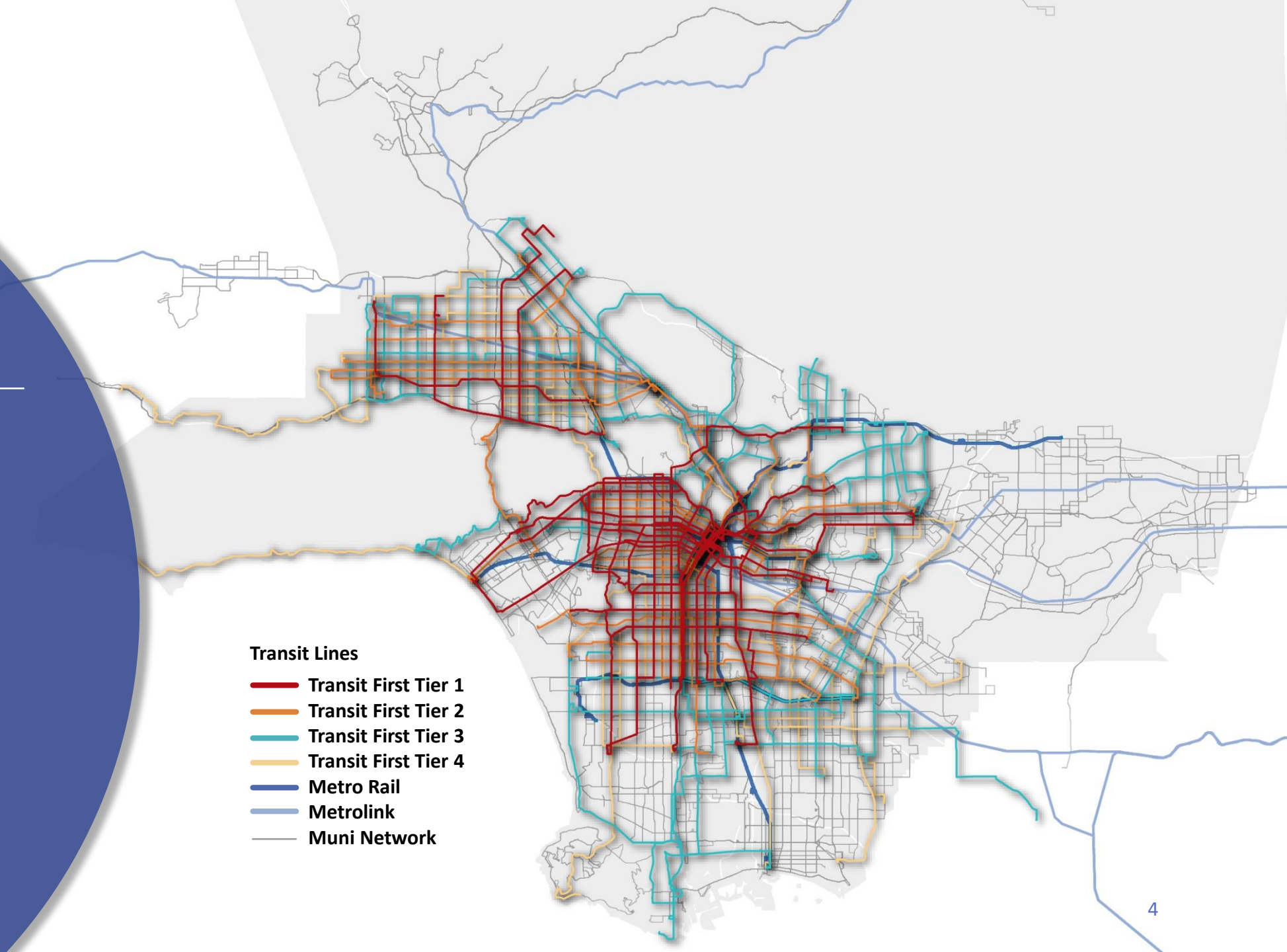
- Tier 1: < 12 min
- Tier 2: 12-15 min
- Tier 3: 16-30 min
- Tier 4: 31+ min
- Metro Rail
- Metrolink
- Muni Network

**Transit Equity  
Score**

- 1.00 – 1.71
- 1.72 – 2.43
- 2.44 – 3.43
- 3.44 – 4.57
- 4.58 – 6.43

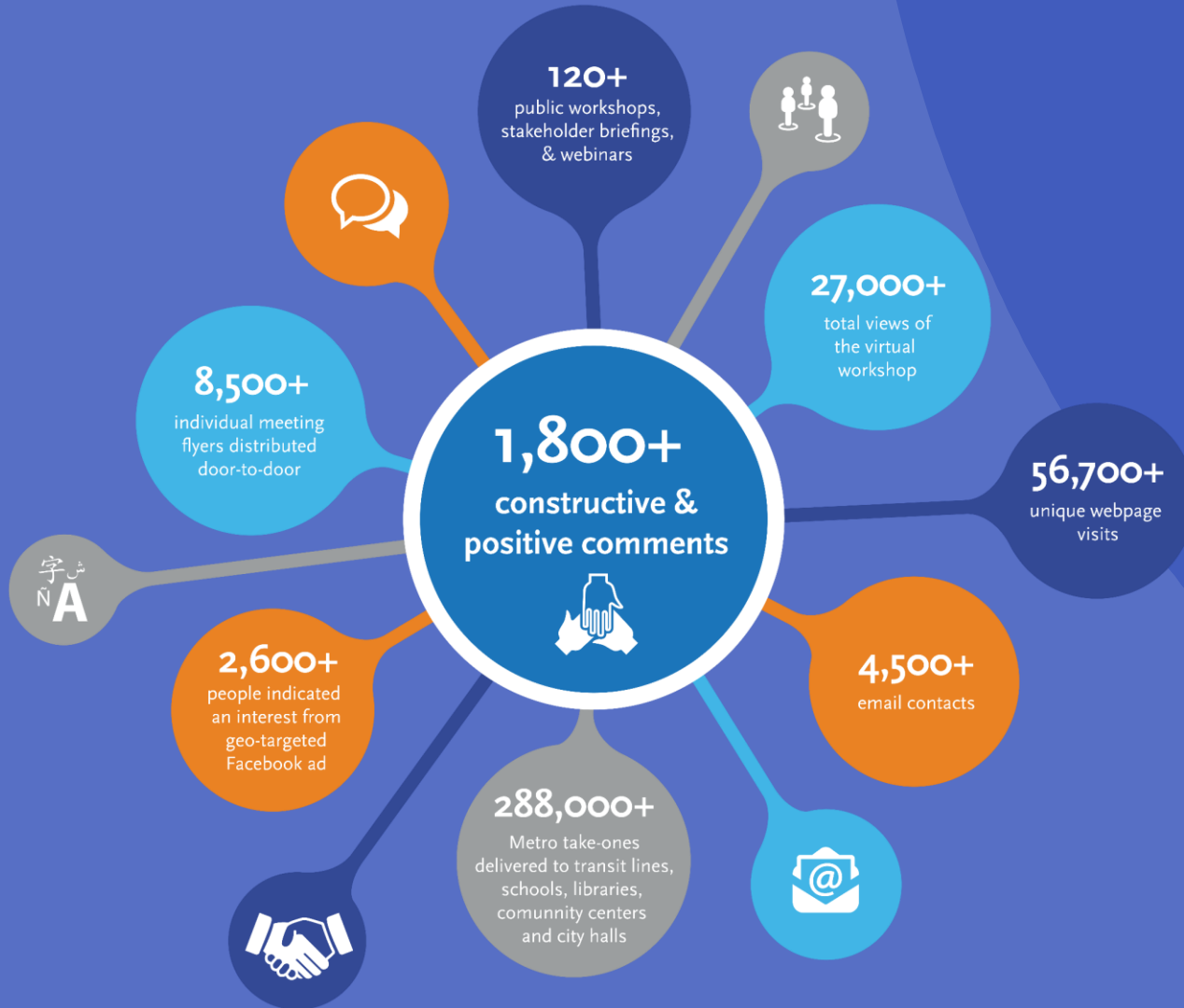
# Transit First Network by Tier

- Transit Lines**
- Transit First Tier 1
  - Transit First Tier 2
  - Transit First Tier 3
  - Transit First Tier 4
  - Metro Rail
  - Metrolink
  - Muni Network



# Extensive Public Outreach

(January-September 2020)



# General Comments–Draft Plan (01 /20)

- **Widespread support**
  - For improved frequencies, especially off peak
  - Merging of Rapid/Local services on key corridors
  - Speed improvements
- **More information needed**
  - Regarding bus stop consolidation
- **Some concerns**
  - With lost service coverage
  - Convenience (need to transfer)

# Public Hearings Participation and Input

Next Gen Public Hearing Participation	Listened by Phone	Viewed Livestream	Viewed Archive
8/19: San Fernando Valley	8	91	5
8/20: South Bay Cities	8	27	21
8/22: All Regions	19	64	21
8/24: San Gabriel Valley	8	107	16
8/26: Westside Central	20	102	0
8/27: Gateway Cities	13	70	5
Totals	60	461	68
Total Participation			589

Next Gen Public Comment Period 7/1/2020 - 8/27/2020	
Phone	27
eComments during hearings	118
Email	128
Virtual Workshop	14
USPS	5
Total Comments Received	292



# Updated Bus Plan

- **35 changes made based on Public Workshops & Hearings, On-Line Feedback Received, Service Council Input, etc.**
- **Changes focused on restoring coverage and some one-seat rides in areas of concern**
- **MicroTransit will serve some low utilization areas**
- **Kept core service plan intact (high frequency corridors)**

# Title VI Equity Analysis

- A Title VI Service Equity Analysis required to be conducted for any changes meeting the agency's definition of a major service change
- Board approved Title VI equity policies
  - Disparate Impact may occur if Impacted Minority population is 78.5% (5% or greater than Minority Population of 73.5%)
  - Disproportionate Burden may occur if Impacted Low Income population is 22.0% (5% or greater than low income population of 17.0%)
- Analysis conducted for Weekday, Saturday, Sunday by
  - Line/Line Group
  - Service Type
  - Service Council Area

# Impacts by Service Type for Title VI

Service Type	Weekday		Saturday		Sunday	
	Significant	Adverse Impact	Significant	Adverse Impact	Significant	Adverse Impact
Local	No	No	No	No	No	No
Express	No	No	No	No	No	No
Shuttle	No	No	No	No	No	No
Rapid	Yes	Disproportionate Burden	Yes	Disproportionate Burden	Yes	Disproportionate Burden
Transitway	No	No	No	No	No	No

**Disparate Impact** – When a significant adverse service change impacts a population whose minority share is more than 5% greater than the service area average

**Disproportionate Burden** – When a significant adverse service change impacts a population whose low income share is more than 5% greater than the service area average

# Impacts by Service Council Area for Title VI

Service Council	Weekday	Saturday	Sunday
	Adverse Impact	Adverse Impact	Adverse Impact
Gateway	No	No	No
South Bay	No	No	No
San Fernando Valley	No	No	No
San Gabriel Valley	No	No	No
Westside	No	No	No

**Disparate Impact** – When a significant adverse service change impacts a population whose minority share is more than 5% greater than the service area average

**Disproportionate Burden** – When a significant adverse service change impacts a population whose low income share is more than 5% greater than the service area average

# Impacts by Line/Line Group for Title VI

## 112 Line/Line Groups Analyzed:

- Disparate Impacts identified as follows:
  - Weekday Lines 40/740, 83, 202, 209, 239, 252, 254, 442, 501, 611, 612
  - Saturday Lines 2/200, 30, 40/740, 78/79/179, 83, 252, 254, 611, 612,, 744
  - Sunday Lines 28/684, 30, 611, 612, 252, 744

Mitigations include new frequent network on same alignment or in close proximity, Muni operator, new MicroTransit service, and key corridor consolidations, as well as adjusted service based on demand.

Line/Line Group	Day Type	Title VI Mitigation
2/200	Saturday	Lines 2 and 4
28/684	Sunday	New Line 684, frequent L Line Gold, Bus Line 81
30	Saturday, Sunday	Frequent network (west end)/L line Gold/Bus Line 106 (east end)
40/740	Weekday, Saturday	Lines 40, 212
78/79/179	Saturday	Lines 78, 179 commensurate with demand
83	Weekday, Saturday	L Line Gold, Bus Lines 81 and new Line 182
202	Weekday	Line 202 (Artesia-Willowbrook + Lines 205, 232, 246 + Long Beach Transit Lines 1, 52, 191, 192)
209	Weekday	Line 209 (144 <sup>th</sup> /Crenshaw-Crenshaw Expo Line) + Line 210
239	Weekday	Line 239 (Ventura-Rinaldi) + Line 236 San Fernando Mission
252	Weekday, Saturday, Sunday	Lines 182, 251, MicroTransit (Lincoln Heights)
254	Weekday, Saturday	Frequent network proximity (Lines 55, 60, 110, 111, 115, 117, 251, 605, 665), new MicroTransit
442	Weekday	Frequent Lines 115, C Line Green connecting to J Line (Silver)
501	Weekday	Frequency adjusted consistent with demand
611	Weekday, Saturday, Sunday	New Line 611, extended Line 102, overlap or proximity of Lines 55, 60, 105, 111, 260
612	Weekday, Saturday, Sunday	Frequent network proximity (Lines 55, 60, 111, 115, 117, 251, 260, 261), new MicroTransit
744	Saturday, Sunday	Lines 233, 240, 761

# NextGen Implementation

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## December 2020

- Begin implementing routing changes to the network
- Balance loads while building most of the Tier 1 and 2 lines to a base of 15 min or better all day service

## June 2021

- Majority of NextGen routing changes
- Increase frequency on Tier 1 lines to 10-12 min or better and improve weekend service

## December 2021

- Complete NextGen routing changes
- Increase frequency on Tier 1 and 2 lines to 7-10 min and 10-12 min, respectively and continue to improve weekend service



**Thank  
You!**



**Metro**<sup>®</sup>





## Board Report

File #: 2020-0684, File Type: Policy

Agenda Number: 43.

REGULAR BOARD MEETING  
OCTOBER 22, 2020**SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3 PROJECT**

**ACTION: ADOPT RESOLUTION OF NECESSITY TO ACQUIRE SUBSURFACE TUNNEL EASEMENTS W-4103, W-4104, W-4105, W-4106, W-4202, W-4203, W-4205, W-4302, W-4303, W-4304, W-4305, W-4306, W-4307, W-4308, W-4309, W-4310, W-4311, W-4313, W-4314, W-4316, W-4402, W-4403, W-4404, W-4405, W-4407, W-4409, W-4410, W-4411, W-4412, W-4414, W-4415, W-4416, W-4501, W-4502, W-4503, W-4504, W-4505, W-4506, W-4507, W-4508, W-4509, W-4510, AND W-4513.**

**RECOMMENDATION**

CONSIDER:

- A. Holding a public hearing on the proposed Resolution of Necessity.
- B. Adopting the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Subsurface Tunnel Easement in the parcels identified on Attachment "A" ("the Property").

**BACKGROUND**

Acquisition of subsurface tunnel easements under the Property ("Easements") are required for the construction and operation of the Westside Purple Line Extension Section 3 Project ("Project"). The Easements are required for the tunnel alignment that will connect the Century City Constellation Station with the Westwood/UCLA Station.

Written offers to purchase the Easements were mailed to the Owners of Record ("Owners") of the Property as required by California Government Code Section 7267.2. The Owners have not accepted the offer of Just Compensation made by the Los Angeles County Metropolitan Transportation Authority ("LACMTA"), and the parties have not at this time reached a negotiated settlement on the contemplated acquisition. Because the Easements are necessary for construction of the Project, staff recommends the acquisition of the Easements through eminent domain to obtain possession and determine the value in order to maintain the Project's schedule.

In accordance with the provisions of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorize the public acquisition of private property by eminent domain), LACMTA has prepared and mailed notice

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of this hearing to the Owners informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; (3) whether the Easements are necessary for the Project; (4) whether either the offer required by Section 7267.2 of the California Government Code has been made to the Owners, or the offer has not been made because the Owners cannot be located with reasonable diligence; (5) whether environmental review of the Project has complied with the California Environmental Quality Act (CEQA) and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all of the testimony and evidence has been received from all interested parties, LACMTA must make a determination as to whether to adopt the proposed Resolutions of Necessity to acquire the Easements by eminent domain. In order to adopt the resolutions, LACMTA must, based on the evidence before it, and by vote of two-thirds of all the members of its governing body, find and determine that the conditions stated in the items 1 - 6 above exist. Attached is evidence submitted by staff that supports adoption of the Resolutions that have been approved by counsel, and which set forth the required findings (Attachment B).

### **DETERMINATION OF SAFETY IMPACT**

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

### **FINANCIAL IMPACT**

The funding for the acquisition of the Easements is included in the fiscal year 2021 budget under Project 865523 (Westside Purple Line Extension Section 3), in Cost Center 8510 (Construction Project Management), Account Number 53103 (Acquisition of Land) and Fund 6012.

#### Impact to Budget

Sources of funds for this action are Section 5309 New Starts, Measure R 35% and Measure M 35%. The approved FY21 budget is designated for the Westside Purple Line Extension Section 3 and does not have an impact to operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. This Project is not eligible for Proposition A and C funding due to the proposed tunneling element of the Project. No other funds were considered.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

#### Equity Platform Framework Consistency

Implementation of the State's eminent domain laws assures that equity is afforded to property owners to engage and have a voice in the decision-making process with regards to the acquisition of their property.

#### Strategic Plan Consistency

The Board action is consistent with Metro Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required

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step to acquire these properties for the Westside Purple Line Extension which will provide an additional mobility option.

**NEXT STEPS**

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

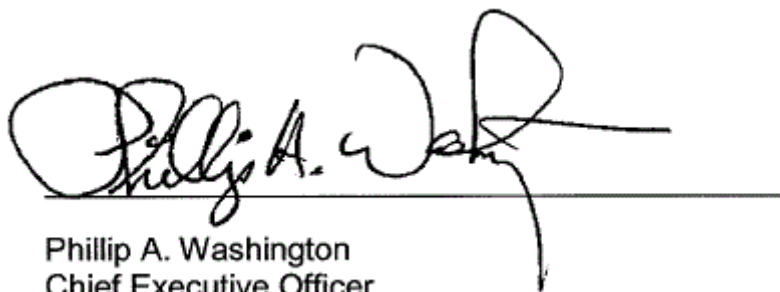
**ATTACHMENTS**

Attachment A - List of Parcels included in Resolutions  
Attachment B - Staff Report

Prepared by: Velma C. Marshall, Deputy Executive Officer, Real Property  
Management & Development, (213) 922-2415

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

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



Phillip A. Washington  
Chief Executive Officer

**ATTACHMENT A**

**LIST OF PARCELS INCLUDED IN THE RESOLUTION OF NECESSITY**

**W-4103** (APN: 4319-011-007),  
**W-4104** (APN: 4319-011-006),  
**W-4105** (APN: 4319-011-005),  
**W-4106** (APN: 4319-011-004),  
**W-4202** (APN: 4327-007-001),  
**W-4203** (APN: 4327-007-002),  
**W-4205** (APN: 4327-007-004),  
**W-4302** (APN: 4327-005-009),  
**W-4303** (APN: 4327-005-008),  
**W-4304** (APN: 4327-005-007),  
**W-4305** (APN: 4326-030-001),  
**W-4306** (APN: 4326-030-028),  
**W-4307** (APN: 4326-030-002),  
**W-4308** (APN: 4326-019-027),  
**W-4309** (APN: 4326-019-026),  
**W-4310** (APN: 4326-019-025),  
**W-4311** (APN: 4326-019-024),  
**W-4313** (APN: 4326-019-006),  
**W-4314** (APN: 4326-019-007),  
**W-4316** (APN: 4326-019-023),  
**W-4402** (APN: 4326-017-012),  
**W-4403** (APN: 4326-017-011),  
**W-4404** (APN: 4326-017-007),  
**W-4405** (APN: 4326-017-008),  
**W-4407** (APN: 4326-017-032),  
**W-4409** (APN: 4326-017-029),  
**W-4410** (APN: 4326-017-028),  
**W-4411** (APN: 4326-017-027),  
**W-4412** (APN: 4326-017-026),  
**W-4414** (APN: 4326-016-013),  
**W-4415** (APN: 4326-016-014),  
**W-4416** (APN: 4326-016-015),  
**W-4501** (APN: 4326-011-030),  
**W-4502** (APN: 4326-011-029),  
**W-4503** (APN: 4326-011-028),  
**W-4504** (APN: 4326-011-027),  
**W-4505** (APN: 4326-011-026),  
**W-4506** (APN: 4326-011-020),  
**W-4507** (APN: 4326-011-021),  
**W-4508** (APN: 4326-011-022),  
**W-4509** (APN: 4326-011-023),  
**W-4510** (APN: 4326-008-010),  
**W-4513** (APN: 4326-008-020),

## ATTACHMENT B

### STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF PROPERTY FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 3

#### **BACKGROUND**

The Easements are required for the construction and operation of the Westside Purple Line Extension Section 3 Project ("Project"). Possession of the Easements are necessary between March 2021 and May 2021, depending on specific location within the approved alignment. The address, record owner (as indicated by title report ("Owners")), physical description, and nature of the property interest sought to be acquired for the Project are listed on the attached Exhibit A.

#### **Property Requirements:**

**The following property requirements apply to the affected properties listed in Exhibit A:**

**Purpose of Acquisition:** Construction and operation of underground tunnel.

**Property Interests Sought:** Exclusive Subsurface Tunnel Easement with upper limits and lower limits, expressed in feet as depth below finish grade, as indicated for each property in column "D" (the ranges are due to topography of the subject property lots). Full descriptions are provided in the Exhibits to Attachment B.

Written offers to acquire the Subsurface Tunnel Easements were delivered to the owners by letters dated **July 9, 2020** (W-4507) and **July 15, 2020**. The Owners have not accepted the offers of just compensation.

#### **A. The public interest and necessity require the Project.**

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

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

2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

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

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

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

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The DEIS/DEIR was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved

the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

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

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

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

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. However, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

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

**C. The Property is necessary for the Project.**

The Property is required for construction and operation of the underground tunnel connecting Century City/Constellation and Westwood/VA Hospital Stations. The selected alignment requires subsurface tunneling beneath the Property to connect the two stations.

The subsurface easements required for the Project are listed in Exhibit 1. The legal description of the required subsurface easement is attached to each Resolution of Necessity as Exhibit A and is depicted on the Plat Map attached as Exhibit B. The Property requirements were chosen based on the approved FEIS/FEIR for the Project.

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

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

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

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

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

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

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



**E. Metro has fulfilled the necessary statutory prerequisites.**

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

**F. Metro has complied with the California Environmental Quality Act.**

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

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

**CONCLUSION**

Staff recommends that the Board adopt the Resolution of Necessity.

**ATTACHMENTS**

Exhibit A –Summary of Property Owners, Requirements and Affected Properties

Exhibit B (B-1 through B-43) – Resolutions of Necessity Including Legal Descriptions and Parcel Plats

Exhibit C – Subsurface Tunnel Easement Deed

## **EXHIBIT A**

### **SUMMARY OF PROPERTY OWNERS, REQUIREMENTS AND AFFECTED PROPERTIES**

## SUMMARY OF REQUIREMENTS AND AFFECTED PROPERTIES

A	B	C	D
Project Parcel No.	Affected Existing Property Address and Assessor's Parcel No. (APN)	Affected Property Owner	Property Requirement: Subsurface Easement Depth Limits (feet below grade) and Area (Square Feet)
W-4103	1900 Fox Hills Drive, Los Angeles, CA 90025  APN: 4319-011-007	David S. Khandabi, Trustee of the Khandabi Trust, dated August 3, 2017	Upper Limit: 79-84 Lower Limit 122-127  Area: 2,363 SF
W-4104	1858 Fox Hills Drive, Los Angeles, CA 90025  APN: 4319-011-006	LFT Holdings, LLC, a California Limited Liability Company	Upper Limit: 81-87 Lower Limit 124-130  Area: 3,835 SF
W-4105	1854 Fox Hills Drive, Los Angeles, CA 90025  APN: 4319-011-005	John Hall and Yvette Hall, husband and wife as joint tenants	Upper Limit: 84-88 Lower Limit: 127-131  Area: 4,155 SF
W-4106	1848 Fox Hills Drive, Los Angeles, CA 90025  APN: 4319-011-004	Richard E. Friedman and Harriet S. Friedman, Trustees of the Richard E. Friedman and Harriet S. Friedman Revocable Trust, as amended and completely restated on September 21, 2001	Upper Limit:84-87 Lower Limit: 128-131  Area: 3,594 SF
W-4202	1725 Comstock Avenue, Los Angeles, CA 90024  APN: 4327-007-001	Homestock, LLC, a California limited liability company	Upper Limit: 74-75 Lower Limit: 118-119  Area: 403 SF
W-4203	10360 Eastborne Avenue, Los Angeles, CA 90024  APN: 4327-007-002	Akram Peykar and Eskandar Shamtoob, as Trustees of the Akram Peykar and Eskandar Shamtoob Revocable Living Trust	Upper Limit: 74-81 Lower Limit: 118-125  Area: 3,996 SF

<b>W-4205</b>	10370 Eastborne Avenue, Los Angeles, CA 90024  APN: <u>4327-007-004</u>	Nicole Nazy Khoshnoud, a married woman as her sole and separate property	Upper Limit: 81-84 Lower Limit: 125-128  Area: 1,076 SF
<b>W-4302</b>	1616 Pandora Avenue, Los Angeles, CA 90024  APN: <u>4327-005-009</u>	Young Ko and Hannah Ko, husband and wife as Community Property	Upper Limit: 88-100 Lower Limit: 133-145  Area: 3,079 SF
<b>W-4303</b>	1608 Pandora Avenue, Los Angeles, CA 90024  APN: <u>4327-005-008</u>	Harris Eliot Kagan, a married man as his sole and separate property	Upper Limit: 90-103 Lower Limit: 135-148  Area: 5,741 SF
<b>W-4304</b>	1604 Pandora Ave. Los Angeles, CA 90024  APN: <u>4327-005-007</u>	Susan Nuni Sole Trustee of the Albert Sheldon Survivor's Trust created under Declaration of the Sheldon Family Trust (2003 Restatement) dated February 28, 2003, as to an undivided 50% interest and Susan Nuni, Trustee of the Zena Sheldon Deceased's Trust created under declaration of the Sheldon Family Trusts (2003 Restatement) dated February 28, 2003, as to an undivided 50%, as tenants-in-common	Upper Limit: 101-103 Lower Limit: 145-147  Area: 801 SF
<b>W-4305</b>	10436 Kinnard Avenue, Los Angeles, CA 90024  APN: <u>4326-030-001</u>	David Allan Berg and Jordana Shawn-Levi Berg, Co-Trustees of The Jordana Berg Family Trust, dated December 12, 2012	Upper Limit: 102-106 Lower Limit: 147-151  Area: 5,038 SF
<b>W-4306</b>	1615 Pandora Ave. Los Angeles, CA 90024  APN: <u>4326-030-028</u>	Kenneth S. Wolf and Madeline J. Wolf, Trustees of the Wolf Family Trust U/A/D March 16, 1994	Upper Limit: 100-104 Lower Limit: 145-149  Area: 31 SF

<b>W-4307</b>	10442 Kinnard Avenue, Los Angeles, CA 90024  APN: <u>4326-030-002</u>	Martin Manuchehr Danial and Efat Maccabi Danial, Trustees of The Danial Family Trust dated 9-13- 2006	Upper Limit: 105-106 Lower Limit: 148-149  Area: 281 SF
<b>W-4308</b>	10437 Kinnard Avenue, Los Angeles, CA 90024  APN: <u>4326-019-027</u>	Peter More and Shirley Ming-Yee Wong, as Trustees of The Peter More and Shirley Hing-Yee Wong Community Property Trust dated June 11, 2013	Upper Limit: 105-106 Lower Limit: 148-149  Area: 166 SF
<b>W-4309</b>	10443 Kinnard Avenue, Los Angeles, CA 90024  APN: <u>4326-019-026</u>	Steven M. Porter and Carol M. Porter, Trustee of the Steven and Carol Porter Living Trust established U/D/T dated March 17, 1999	Upper Limit: 104-107 Lower Limit: 149-152  Area: 3,280 SF
<b>W-4310</b>	10447 Kinnard Avenue, Los Angeles, CA 90024  APN: <u>4326-019-025</u>	David Khazan and Shohreh Sayani, husband and wife as community property	Upper Limit: 102-107 Lower Limit: 148-153  Area: 5,277 SF
<b>W-4311</b>	10451 Kinnard Avenue, Los Angeles, CA 90024  APN: <u>4326-019-024</u>	Firouz Fred Tabaryaei and Zhila Jila Tabaryaei, a co- trustees of the Firouz and Zhila Tabaryaei Family Trust under Declaration of Trust Dated July 19, 2001	Upper Limit: 104-107 Lower Limit: 148-151  Area: 2,338 SF
<b>W-4313</b>	10462 Wilkins Avenue, Los Angeles, CA 90024  APN: <u>4326-019-006</u>	Christopher Deane Morris and Denise Marie Camilleri Morris, Trustees of the Christopher D. and Denise C. Morris Family Trust dated July 24, 2017	Upper Limit: 104-107 Lower Limit: 149-152  Area: 5,249 SF
<b>W-4314</b>	10466 Wilkins Avenue, Los Angeles, CA 90024  APN: <u>4326-019-007</u>	Shahram Beroukhim, Trustee of the Shahram Beroukhim Living Trust dated 12/27/17 and amended 6/26/18	Upper Limit: 104-106 Lower Limit: 149-151  Area: 3,389 SF

<b>W-4316</b>	10455 Kinnard Avenue, Los Angeles, CA 90024  APN: 4326-019-023	Diane C. Siegel, Trustee of The Diane C. Siegel Trust	Upper Limit: 106-107 Lower Limit: 150-151  Area: 52 SF
<b>W-4402</b>	10473 Wilkins Avenue, Los Angeles, CA 90024  APN: 4326-017-012	Gary Snegaroff and Jennifer Snegaroff, as Trustees of The Snegaroff Family Trust created on July 15, 2002	Upper Limit: 98-103 Lower Limit: 144-149  Area: 4,772 SF
<b>W-4403</b>	10479 Wilkins Avenue, Los Angeles, CA 90024  APN: 4326-017-011	Jessica Sara Kohanbash, Trustee of The Joseph Kohan Trust, dated December 24, 2019	Upper Limit: 98-103 Lower Limit: 143-148  Area: 1,857 SF
<b>W-4404</b>	1434 Warner Avenue, Los Angeles, CA 90024  APN: 4326-017-007	Richard I. Wells and Karol G. Wells, as Trustees of the Richard I. and Karol G. Wells Living Trust, under agreement dated September 26, 1990	Upper Limit: 85-94 Lower Limit: 130-139  Area: 78 SF
<b>W-4405</b>	1440 Warner Avenue, Los Angeles, CA 90024  APN: 4326-017-008	Allison Burnett, as Trustee of the Allison Burnett Trust dated June 8, 2006	Upper Limit: 83-101 Lower Limit: 129-147  Area: 5,704 SF
<b>W-4407</b>	1431 Warner Avenue, Los Angeles, CA 90024  APN: 4326-017-032	Deron Albert Quon and Cora Yan Quon, individually and as co-Trustees of the Deron Quon Family Trust, U/A dated October 18, 2011	Upper Limit: 83-92 Lower Limit: 129-138  Area: 4,504 SF
<b>W-4409</b>	1500 Thayer Avenue, Los Angeles, CA 90024  APN: 4326-017-029	David Gitman and Sharon Gitman, husband and wife, as joint tenants	Upper Limit: 83-92 Lower Limit: 127-136  Area: 1,309 SF
<b>W-4410</b>	1418 Thayer Avenue, Los Angeles, CA 90024  APN: 4326-017-028	Previn Joseph De Silva and Minh-Chau Vu, husband and wife, as joint tenants	Upper Limit: 75-89 Lower Limit: 121-135  Area: 4,918 SF

<b>W-4411</b>	1414 Thayer Avenue, Los Angeles, CA 90024  APN: <u>4326-017-027</u>	John Fleming and Jeanette Lepore, husband and wife as community property with right of survivorship	Upper Limit: 75-85 Lower Limit: 120-130  Area: 2,755 SF
<b>W-4412</b>	1410 Thayer Avenue, Los Angeles, CA 90024  APN: <u>4326-017-026</u>	David Namvar and Guity Namvar, Trustees, David Namvar and Guity Namvar Revocable 2004 Trust	Upper Limit: 78-80 Lower Limit: 122-124  Area: 692 SF
<b>W-4414</b>	1413 Thayer Avenue, Los Angeles, CA 90024  APN: <u>4326-016-013</u>	Ernie Kreitenberg and Nancy Pomerantz Kreitenberg, Trustees of The Ernie Kreitenberg and Nancy Pomerantz Kreitenberg Trust dated February 16, 2019	Upper Limit: 75-79 Lower Limit: 119-123  Area: 951 SF
<b>W-4415</b>	1409 Thayer Avenue, Los Angeles, CA 90024  APN: <u>4326-016-014</u>	Jay C. Kim and Sylvia C. Kim, husband and wife as joint tenants	Upper Limit: 75-81 Lower Limit: 120-126  Area: 2,894 SF
<b>W-4416</b>	1403 Thayer Avenue, Los Angeles, CA 90024  APN: <u>4326-016-015</u>	Yoko Tao, a married woman, as her sole and separate property	Upper Limit: 77-84 Lower Limit: 122-129  Area: 4,567 SF
<b>W-4501</b>	1343 Thayer Avenue, Los Angeles, CA 90024  APN: <u>4326-011-030</u>	Andrew K. Wong and Lindsay A. Constantino, husband and wife, as joint tenants	Upper Limit: 83-84 Lower Limit: 127-128  Area: 33 SF
<b>W-4502</b>	10511 Rochester Avenue, Los Angeles, CA 90024 APN: <u>4326-011-029</u>	Alexander Nicholas Alvy and Theresa Marie Alvy, husband and wife, as community property with right of survivorship	Upper Limit: 81-89 Lower Limit: 126-134  Area: 2,366 SF
<b>W-4503</b>	10515 Rochester Avenue, Los Angeles, CA 90024  APN: <u>4326-011-028</u>	Jenny T. Van Le, Thuy Tien Van Le and Linda T. Jaffe (as her sole and separate property) as joint tenants	Upper Limit: 85-89 Lower Limit: 131-135  Area: 5,412 SF

<b>W-4504</b>	10521 Rochester Avenue, Los Angeles, CA 90024 APN: <u>4326-011-027</u>	Hamid Rafii and Nahid Nancy Rafii, as co-Trustees of the Rafii Family Living Trust, U/A dated August 15, 2017	Upper Limit: 82-88 Lower Limit: 127-133  Area: 2,902 SF
<b>W-4505</b>	10527 Rochester Avenue, Los Angeles, CA 90024 APN: <u>4326-011-026</u>	David Pougatsch and Annie Tsai, Husband and Wife as community property with the right of survivorship	Upper Limit: 81-84 Lower Limit: 125-128  Area: 143 SF
<b>W-4506</b>	10534 Wellworth Avenue, Los Angeles, CA 90024 APN: <u>4326-011-020</u>	Lance S. Spiegel and Marilyn Spiegel, husband and wife, as joint tenants	Upper Limit: 81-86 Lower Limit: 126-131  Area: 1,855 SF
<b>W-4507</b>	10538 Wellworth Avenue, Los Angeles, CA 90024 APN: <u>4326-011-021</u>	Nedmac, LLC a California limited liability company	Upper Limit: 70-80 Lower Limit: 116-126  Area: 5,271 SF
<b>W-4508</b>	10544 Wellworth Avenue, Los Angeles, CA 90024 APN: <u>4326-011-022</u>	Jacqueline W. Reynolds and Stephen D. Reynolds, and their Successors, as Trustees of Jacqueline and Stephen Reynolds Living Trust (dated 07/29/2011)	Upper Limit: 67-74 Lower Limit: 112-119  Area: 3,410 SF
<b>W-4509</b>	10548 Wellworth Avenue, Los Angeles, CA 90024 APN: <u>4326-011-023</u>	George Jeep-Kung So and Jackelyn Hsin-Yi Lee, Trustees of the So Lee Family Trust dated February 16, 2010	Upper Limit: 66-68 Lower Limit: 110-112  Area: 318 SF
<b>W-4510</b>	10543 Wellworth Avenue, Los Angeles, CA 90024 APN: <u>4326-008-010</u>	John Joseph Denis, or his/her successor in trust, as Trustee of the John Joseph Denis Revocable Trust dated June 27, 2014	Upper Limit: 62-66 Lower Limit: 106-110  Area: 1,576 SF



<b>W-4513</b>	10584 Ashton Avenue, Los Angeles, CA 90024  APN: <input type="text" value="4326-008-020"/>	Robert E. Gipson and Penelope H. Gipson, husband and wife as community property.	Upper Limit: 63-65 Lower Limit: 109-111  Area: 4,263 SF
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## EXHIBIT B

### Resolutions of Necessity including Legal Descriptions and Parcel Plats

<u>Parcel</u>	<u>Exhibit</u>
W-4103	B-1
W-4104	B-2
W-4105	B-3
W-4106	B-4
W-4202	B-5
W-4203	B-6
W-4205	B-7
W-4302	B-8
W-4303	B-9
W-4304	B-10
W-4305	B-11
W-4306	B-12
W-4307	B-13
W-4308	B-14
W-4309	B-15
W-4310	B-16
W-4311	B-17
W-4313	B-18
W-4314	B-19
W-4316	B-20
W-4402	B-21
W-4403	B-22

<u>Parcel</u>	<u>Exhibit</u>
W-4404	B-23
W-4405	B-24
W-4407	B-25
W-4409	B-26
W-4410	B-27
W-4411	B-28
W-4412	B-29
W-4414	B-30
W-4415	B-31
W-4416	B-32
W-4501	B-33
W-4502	B-34
W-4503	B-35
W-4504	B-36
W-4505	B-37
W-4506	B-38
W-4507	B-39
W-4508	B-40
W-4509	B-41
W-4510	B-42
W-4513	B-43

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4103**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-1 – Legal Description.
- Attachment B-1 – Plat Map

Parcel W-4103 – Legal Description

THAT PORTION OF LOT 7 IN BLOCK 32 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 7; THENCE SOUTH 35°27'06" EAST, 50.01 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 7 TO THE MOST EASTERLY CORNER OF SAID LOT 7; THENCE SOUTH 54°35'08" WEST, 31.21 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 2116.71 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 21°23'33" WEST; THENCE NORTHWESTERLY, 12.80 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°20'47" TO A POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 2466.69 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 21°44'20" WEST; THENCE NORTHWESTERLY, 16.98 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°23'40" TO A POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 3845.07 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°08'00" WEST; THENCE NORTHWESTERLY, 21.20 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°18'57" TO A POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4609.84 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°26'57" WEST; THENCE NORTHWESTERLY, 8.34 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'13" TO THE NORTHWESTERLY LINE OF SAID LOT 7; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 54°35'15" EAST, 63.07 FEET TO THE **POINT OF BEGINNING**.

EXCEPT THEREFROM ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES LYING BELOW A DEPTH OF 500 FEET, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEED RECORDED JULY 16, 1954 IN BOOK 45080, PAGE 183, OFFICIAL RECORDS.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +201.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +156.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 79 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 122 TO 127 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

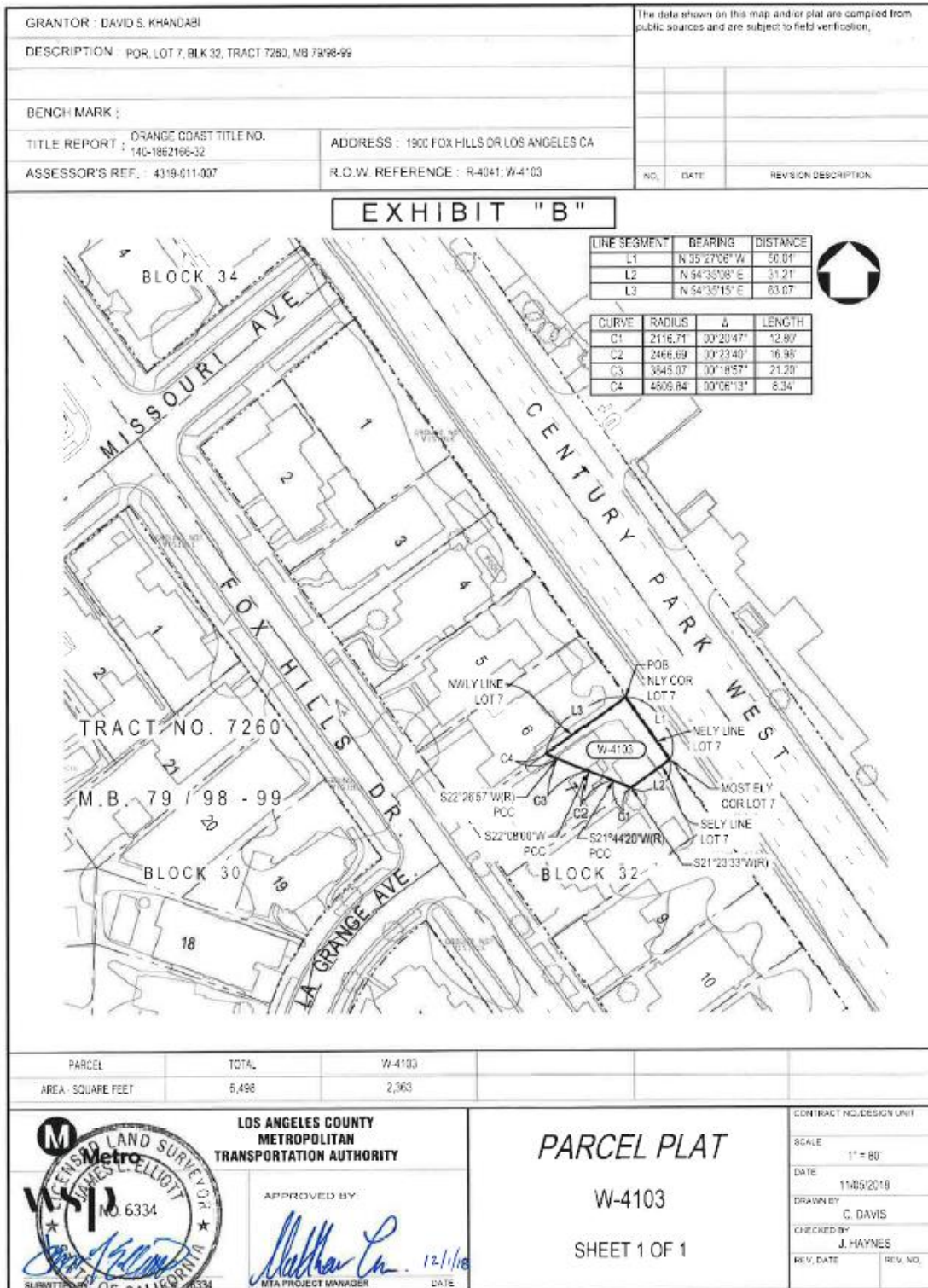
  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4319-011-007

Parcel W-4103



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4104**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental



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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-2 – Legal Description.
- Attachment B-2 – Plat Map

Parcel W-4104 – Legal Description

THAT PORTION OF LOT 6 IN BLOCK 32 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST EASTERLY CORNER OF SAID LOT 6; THENCE SOUTH 54°35'15" WEST, 63.07 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 6 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4609.84 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°33'10" WEST; THENCE NORTHWESTERLY, 4.36 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'15" TO A POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 18,390.63 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°36'25" WEST; THENCE NORTHWESTERLY, 25.35 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'44"; THENCE NORTH 67°18'51" WEST, 29.21 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE ALONG SAID NORTHWESTERLY LINE NORTH 54°35'21" EAST 83.12 FEET TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4585.16 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°28'34" WEST; THENCE SOUTHEASTERLY, 2.21 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'40" TO A POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 3817.44 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°26'54" WEST; THENCE SOUTHEASTERLY, 18.56 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°16'43" TO THE NORTHEASTERLY LINE OF SAID LOT 6; THENCE ALONG SAID NORTHEASTERLY LINE SOUTH 35°27'06" EAST 32.44 FEET TO THE **POINT OF BEGINNING.**

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +200.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +154.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 81 TO 87 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 124 TO 130 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

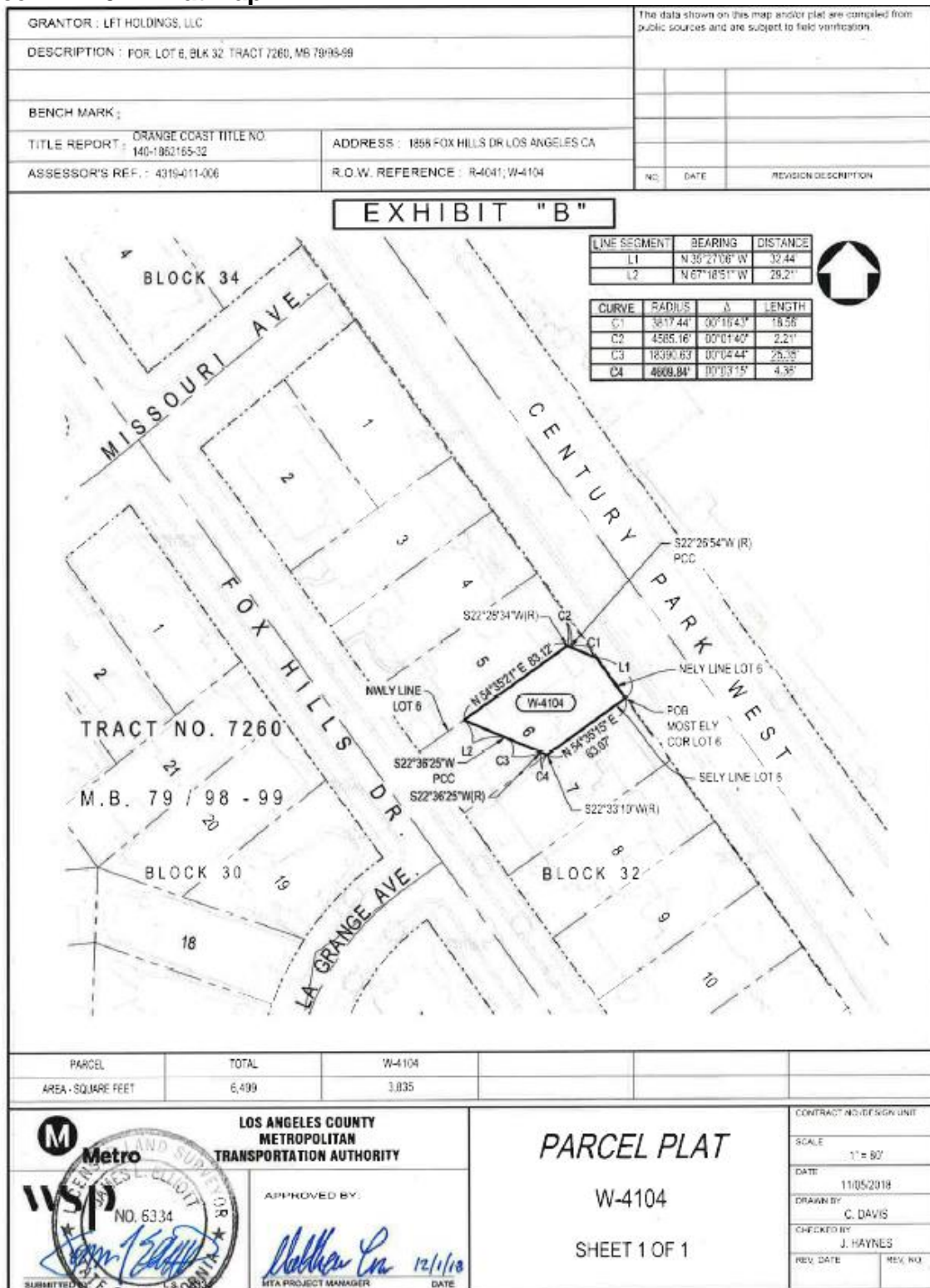
  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4319-011-006

Parcel W-4104 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4105**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-3 – Legal Description.
- Attachment B-3 – Plat Map

Parcel W-4105 – Legal Description

THAT PORTION OF LOT 5 IN BLOCK 32 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE MOST NORTHERLY CORNER OF SAID LOT 5; THENCE SOUTH 54°35'28" WEST, 42.33 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 5 TO THE **POINT OF BEGINNING**; THENCE CONTINUING ALONG SAID NORTHWESTERLY LINE SOUTH 54°35'28" WEST, 83.07 FEET; THENCE SOUTH 67°18'51" EAST, 58.91 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 5; THENCE NORTH 54°35'21" EAST, 83.12 FEET ALONG SAID SOUTHEASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 4585.16 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°28'34" WEST; THENCE NORTHWESTERLY, 10.42 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°07'49" TO A POINT OF COMPOUND CURVATURE WITH A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 18,389.38 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 22°36'23" WEST; THENCE NORTHWESTERLY, 25.30 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'43"; THENCE NORTH 67°18'54" WEST, 23.21 FEET TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +199.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +153.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 84 TO 88 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 127 TO 131 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

  
JAMES L. ELLIOTT, P.L.S. 6334

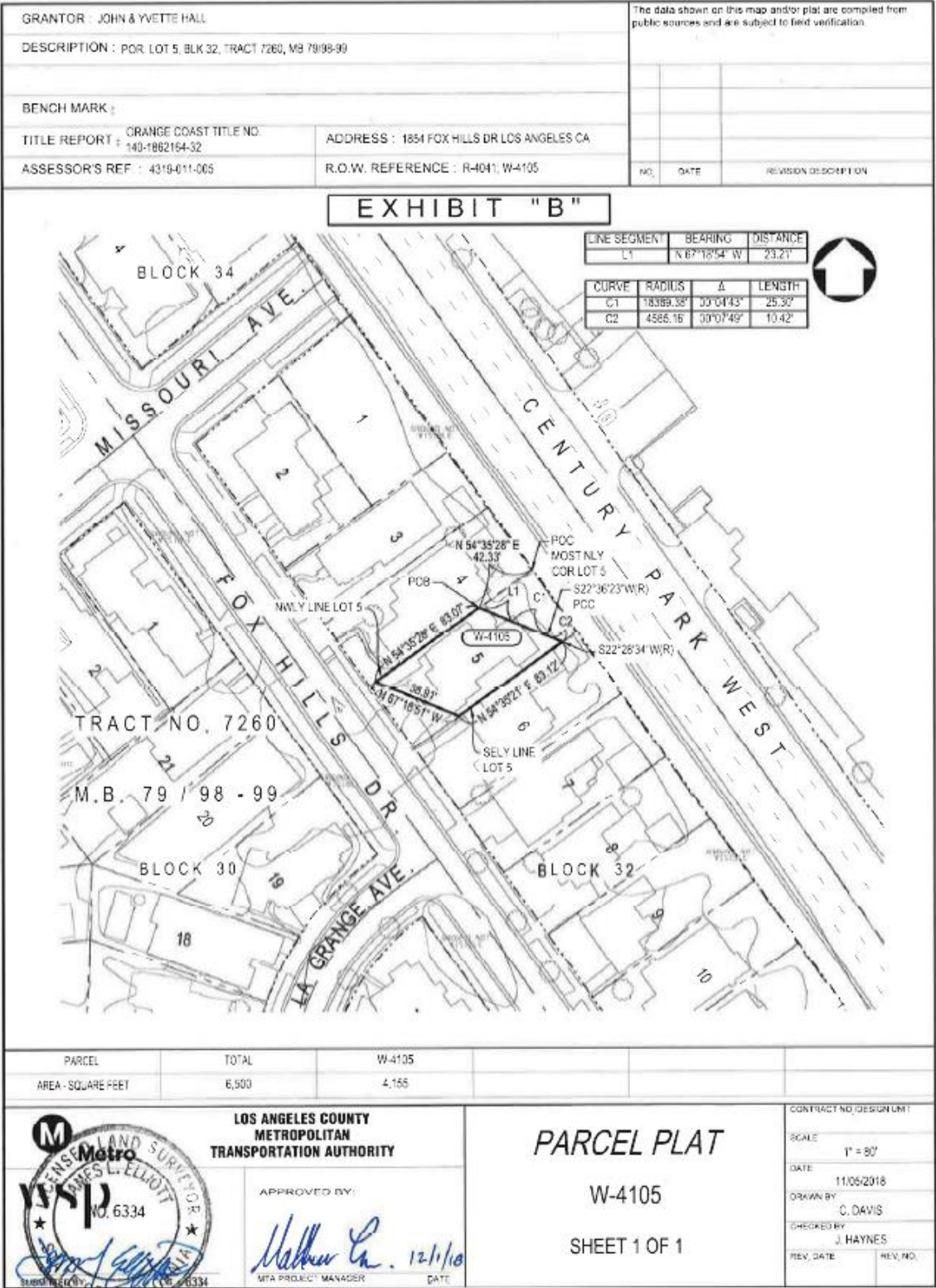


6-25-20  
DATE

AFFECTS APN: 4319-011-005



Parcel W-4105 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4106**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-4 – Legal Description.
- Attachment B-4 – Plat Map

Parcel W-4106 – Legal Description

THAT PORTION OF LOT 4 IN BLOCK 32 OF TRACT NO. 7260, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 79, PAGES 98 TO 99 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 4; THENCE SOUTH 35°28'31" EAST, 42.47 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 4; THENCE SOUTH 67°18'51" EAST, 8.89 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 4; THENCE NORTH 54°35'28" EAST, 83.07 FEET ALONG SAID SOUTHEASTERLY LINE; THENCE NORTH 67°18'54" WEST, 58.91 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 4; THENCE SOUTH 54°35'34" WEST, 56.67 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +198.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +153.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 84 TO 87 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 128 TO 131 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4319-011-004

Parcel W-4106 – Plat Map

GRANTOR : RICHARD E AND HARRIET S FRIEDMAN TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 4, BLK 32, TRACT 7260, MB 79/98-99			
BENCH MARK:			
TITLE REPORT : ORANGE COAST TITLE NO. 140-1862163-32	ADDRESS : 1848 FOX HILLS DR LOS ANGELES CA		
ASSESSOR'S REF 4319-011-004	R.O.W. REFERENCE : R-4041; W-4106	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 67° 18' 51" W	8.89'
L2	N 35° 28' 31" W	42.47'

PARCEL	TOTAL	W-4106
AREA - SQUARE FEET	6,501	3,594

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

APPROVED BY

*Matthew Em...* 12/1/18

MTA PROJECT MANAGER DATE

PARCEL PLAT

W-4106

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 80'

DATE 11/05/2018

DRAWN BY C. DAVIS

CHECKED BY J. HAYNES

REV. DATE REV. NO.

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4202**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property



described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-5 – Legal Description.
- Attachment B-5 – Plat Map

Parcel W-4202 – Legal Description

THAT PORTION OF LOT 1 OF BLOCK 1 OF TRACT NO. 6193, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 96, PAGES 71 THROUGH 73, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 1; THENCE NORTH 39°19'23" WEST, 37.36 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6015.25 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 20°32'03" EAST; THENCE SOUTHEASTERLY, 43.12 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°24'39" TO THE SOUTHEASTERLY LINE OF SAID LOT 1; THENCE SOUTH 50°41'35" WEST, 21.52 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +190.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +146.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 74 TO 75 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 118 TO 119 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4327-007-001

Parcel W-4202 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4203**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-6 – Legal Description.
- Attachment B-6 – Plat Map

Parcel W-4203 – Legal Description

THAT PORTION OF LOT 2 OF BLOCK 1 OF TRACT NO. 6193, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 96, PAGES 71 THROUGH 73, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 2; THENCE NORTH 39°19'18" WEST, 121.89 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 2 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6015.25 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 19°35'54" EAST; THENCE SOUTHEASTERLY, 98.24 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°56'09" TO THE NORTHEASTERLY LINE OF SAID LOT 2; THENCE SOUTH 39°19'23" EAST, 37.36 FEET ALONG SAID NORTHEASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 2; THENCE SOUTH 50°41'35" WEST, 50.02 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +190.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +145.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 74 TO 81 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 118 TO 125 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4327-007-002

Parcel W-4203 – Plat Map

GRANTOR : AKRAM PEYKAR & ESKANDAR SHAMTOOB TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.							
DESCRIPTION : POR. LOT 2, BLK 1, TRACT 6193, MB 9671-73									
BENCH MARK :									
TITLE REPORT : STEWART TITLE CO. NO. 17006110364N	ADDRESS : 10000 CASTORNE AVE LOS ANGELES CA								
ASSESSOR'S REF. : 4327-007-002	R.O.W. REFERENCE : R 4042; W 4203	MS	DATE						
<b>EXHIBIT "B"</b>									
		<table border="1" style="font-size: small;"> <thead> <tr> <th>LINE SEGMENT</th> <th>BEARING</th> <th>DISTANCE</th> </tr> </thead> <tbody> <tr> <td>L1</td> <td>N 39° 19' 23" W</td> <td>37.36'</td> </tr> </tbody> </table>	LINE SEGMENT	BEARING	DISTANCE	L1	N 39° 19' 23" W	37.36'	
		LINE SEGMENT	BEARING	DISTANCE					
L1	N 39° 19' 23" W	37.36'							
<table border="1" style="font-size: small;"> <thead> <tr> <th>CURVE</th> <th>RADIUS</th> <th>Δ</th> <th>LENGTH</th> </tr> </thead> <tbody> <tr> <td>C1</td> <td>6015.25'</td> <td>00° 56' 09"</td> <td>98.24'</td> </tr> </tbody> </table>	CURVE	RADIUS	Δ	LENGTH	C1	6015.25'	00° 56' 09"	98.24'	
CURVE	RADIUS	Δ	LENGTH						
C1	6015.25'	00° 56' 09"	98.24'						
PARCEL	TOTAL	W-4203							
AREA - SQUARE FEET	6,603	3,904							
		<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b> APPROVED BY: <i>[Signature]</i> DATE: 4 Jan 19							
		<b>PARCEL PLAT</b> W-4203 SHEET 1 OF 1							
		CONTRACT NO. 18300001001 SCALE: 1" = 80' DATE: 11/15/2018 DRAWN BY: C. DAVIS CHECKED BY: J. HAYNES REV. DATE:      REV. NO.							



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4205**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-7 – Legal Description.
- Attachment B-7 – Plat Map

Parcel W-4205 – Legal Description

THAT PORTION OF LOT 4 OF BLOCK 1 OF TRACT NO. 6193, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 96, PAGES 71 THROUGH 73, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 4; THENCE SOUTH 39°19'13" EAST, 59.71 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 4 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 5945.75 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 19°47'16" EAST; THENCE NORTHWESTERLY, 69.84 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°40'23" TO THE NORTHWESTERLY LINE OF SAID LOT 4; THENCE NORTH 50°41'40" EAST, 36.21 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +190.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +146.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 81 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 125 TO 128 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

NOTE:  
THIS LEGAL DESCRIPTION WAS NOT PREPARED FOR ANY PURPOSE THAT WOULD BE IN VIOLATION OF THE STATE OF CALIFORNIA SUBDIVISION MAP ACT OR LOCAL ORDINANCES OF THE GOVERNING BODY HAVING JURISDICTION.

PREPARED BY:

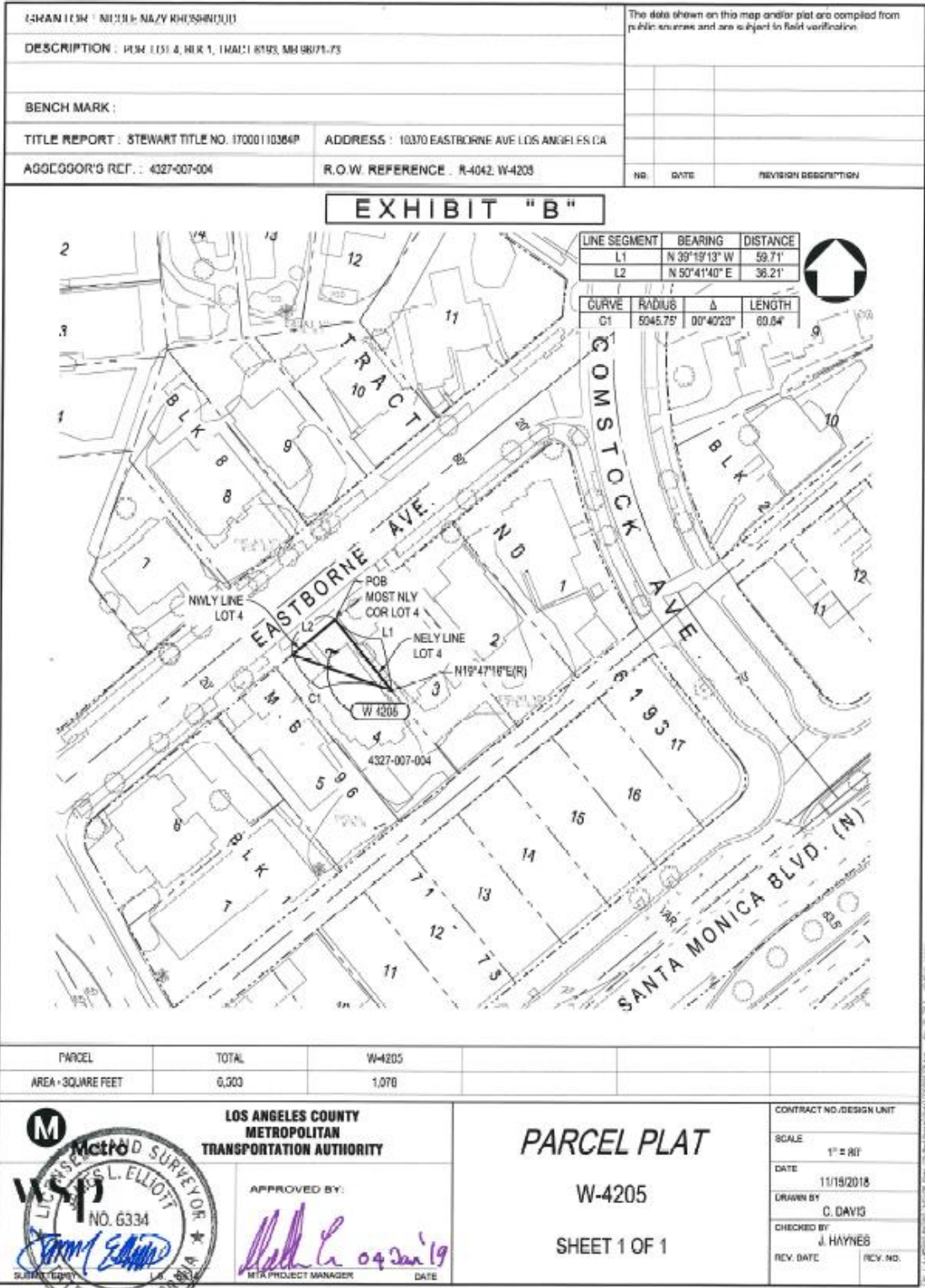
  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4327-007-004

Parcel W-4205 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4302**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24,

2012. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

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

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-8 – Legal Description.
- Attachment B-8 – Plat Map



Parcel W-4302 – Legal Description

THAT PORTION OF LOT 9 OF BLOCK 49 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHEAST CORNER OF SAID LOT 9; THENCE SOUTH 05°24'31" EAST, 47.88 FEET ALONG THE EAST LINE OF SAID LOT 9 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 13,611.29 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°12'10" EAST; THENCE NORTHWESTERLY 8.98 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'16" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 15,882.64 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°09'54" EAST; THENCE NORTHWESTERLY, 29.31 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'21" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 24825.76 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°03'33" EAST; THENCE NORTHWESTERLY, 36.64 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°05'04" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 29795.15 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 14°58'29" EAST; THENCE NORTHWESTERLY, 21.99 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'32" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 119,229.78 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 14°55'57" EAST; THENCE NORTHWESTERLY, 40.65 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'10" TO THE NORTH LINE OF SAID LOT 9; THENCE NORTH 84°38'43" EAST, 128.93 FEET ALONG SAID NORTH LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +195.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +150.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 88 TO 100 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 133 TO 145 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

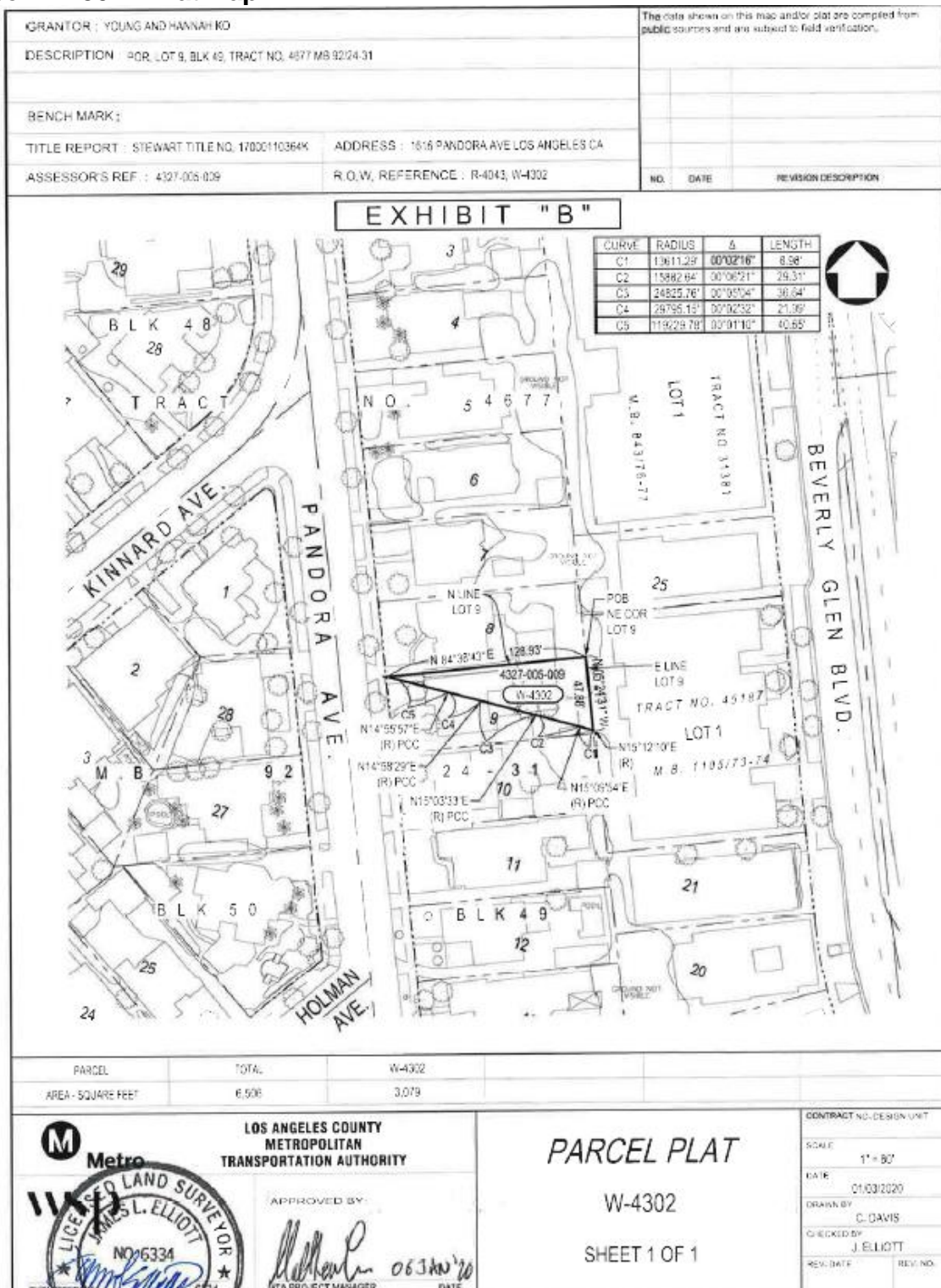
James L. Elliott  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4327-005-009

Parcel W-4302 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4303**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-9 – Legal Description.
- Attachment B-9 – Plat Map

Parcel W-4303 – Legal Description

THAT PORTION OF LOT 8 OF BLOCK 49 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 05°25'51" EAST, 49.61 FEET ALONG THE WEST LINE OF SAID LOT 8 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 119,229.78 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 14°54'46" EAST; THENCE SOUTHEASTERLY, 1.20 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'02" TO THE SOUTH LINE OF SAID LOT 8; THENCE NORTH 84°38'43" EAST, 128.93 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF SAID LOT 8; THENCE NORTH 05°24'31" WEST, 26.17 FEET ALONG SAID EAST LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 16,013.36 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°05'54" EAST; THENCE NORTHWESTERLY, 11.20 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'24" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 25,011.73 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°03'30" EAST; THENCE NORTHWESTERLY, 36.69 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°05'03" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 30,009.86 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 14°58'27" EAST; THENCE NORTHWESTERLY, 20.66 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'22" TO THE NORTH LINE OF SAID LOT 8; THENCE SOUTH 84°38'23" WEST, 65.83 FEET ALONG SAID NORTH LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +195.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +150.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 90 TO 103 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 135 TO 148 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

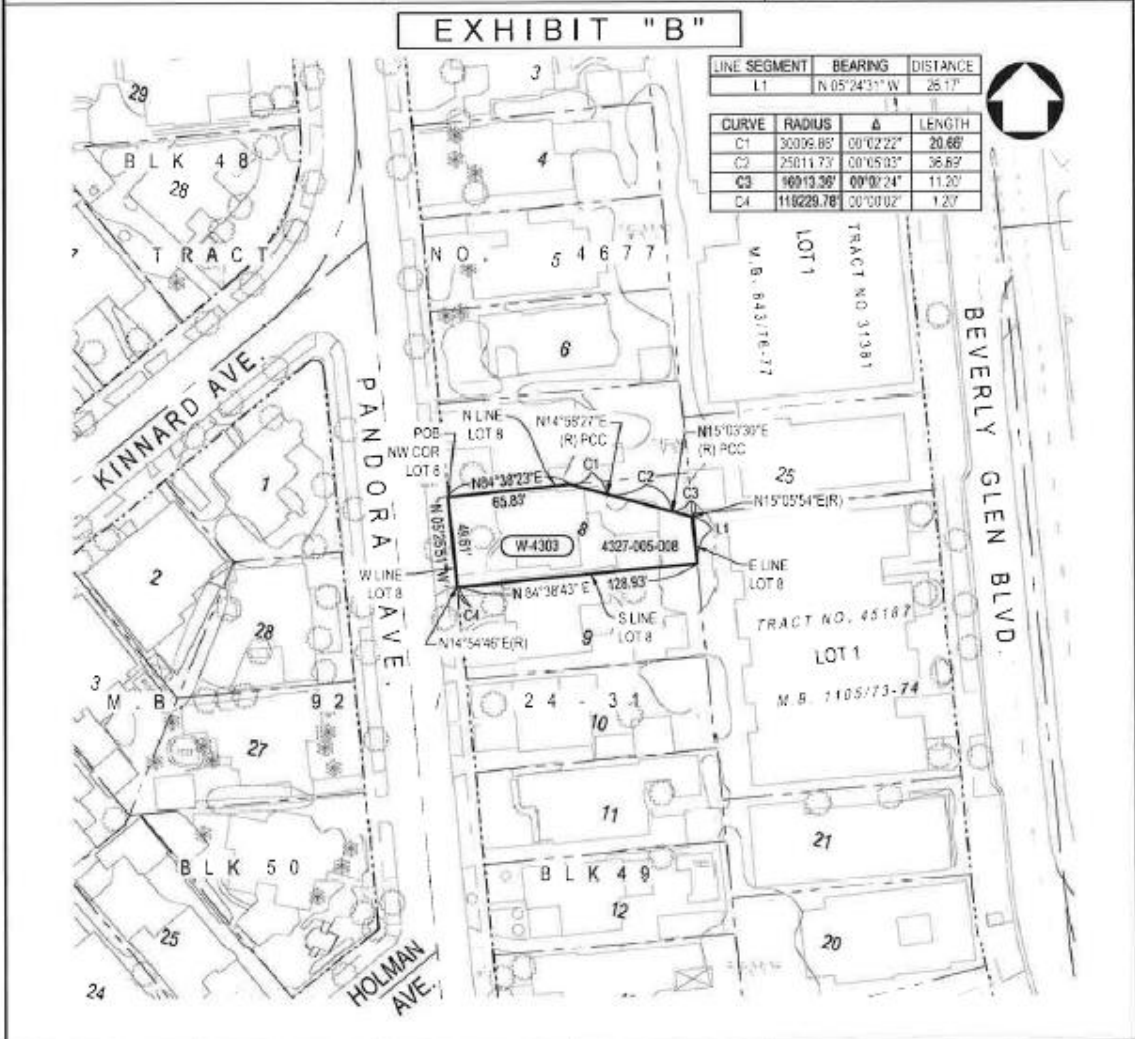
6-25-20  
DATE



AFFECTS APN: 4327-005-008

Parcel W-4303 – Plat Map

GRANTOR : HARRIS ELIOT KAGAN		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 8, BLK 49, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110364J	ADDRESS : 1908 PANDORA AVE LOS ANGELES CA		
ASSESSOR'S REF : 4327-005-008	R.O.W. REFERENCE : R-4043 W-4303	NO.	DATE
		REVISION DESCRIPTION	



PARCEL	TOTAL	W-4303
AREA - SQUARE FEET	6,507	5,741

	<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b> APPROVED BY: <i>Malinda L. ...</i> 10 APR '19 VTA PROJECT MANAGER DATE	<b>PARCEL PLAT</b> W-4303 SHEET 1 OF 1	CONTRACT NO./DESIGN UNIT SCALE: 1" = 80' DATE: 04/09/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO.:
	SUBMITTED BY: <i>[Signature]</i>		

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4304**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental



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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-10 – Legal Description.
- Attachment B-10 – Plat Map

Parcel W-4304 – Legal Description

THAT PORTION OF LOT 7 OF BLOCK 49 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE SOUTHWEST CORNER OF SAID LOT 7; THENCE NORTH 05°25'51" WEST, 24.33 FEET ALONG THE WEST LINE OF SAID LOT 7; THENCE SOUTH 75°05'20" EAST, 24.86 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 119,990.46 FEET; THENCE SOUTHEASTERLY, 44.00 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'16" TO THE POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 30,009.86 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 14°55'56" EAST; THENCE SOUTHEASTERLY, 1.34 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'09" TO THE SOUTH LINE OF SAID LOT 7; THENCE SOUTH 84°38'23" WEST, 65.83 FEET ALONG SAID SOUTH LINE TO THE **POINT OF BEGINNING.**

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +196.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +152.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 101 TO 103 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 145 TO 147 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

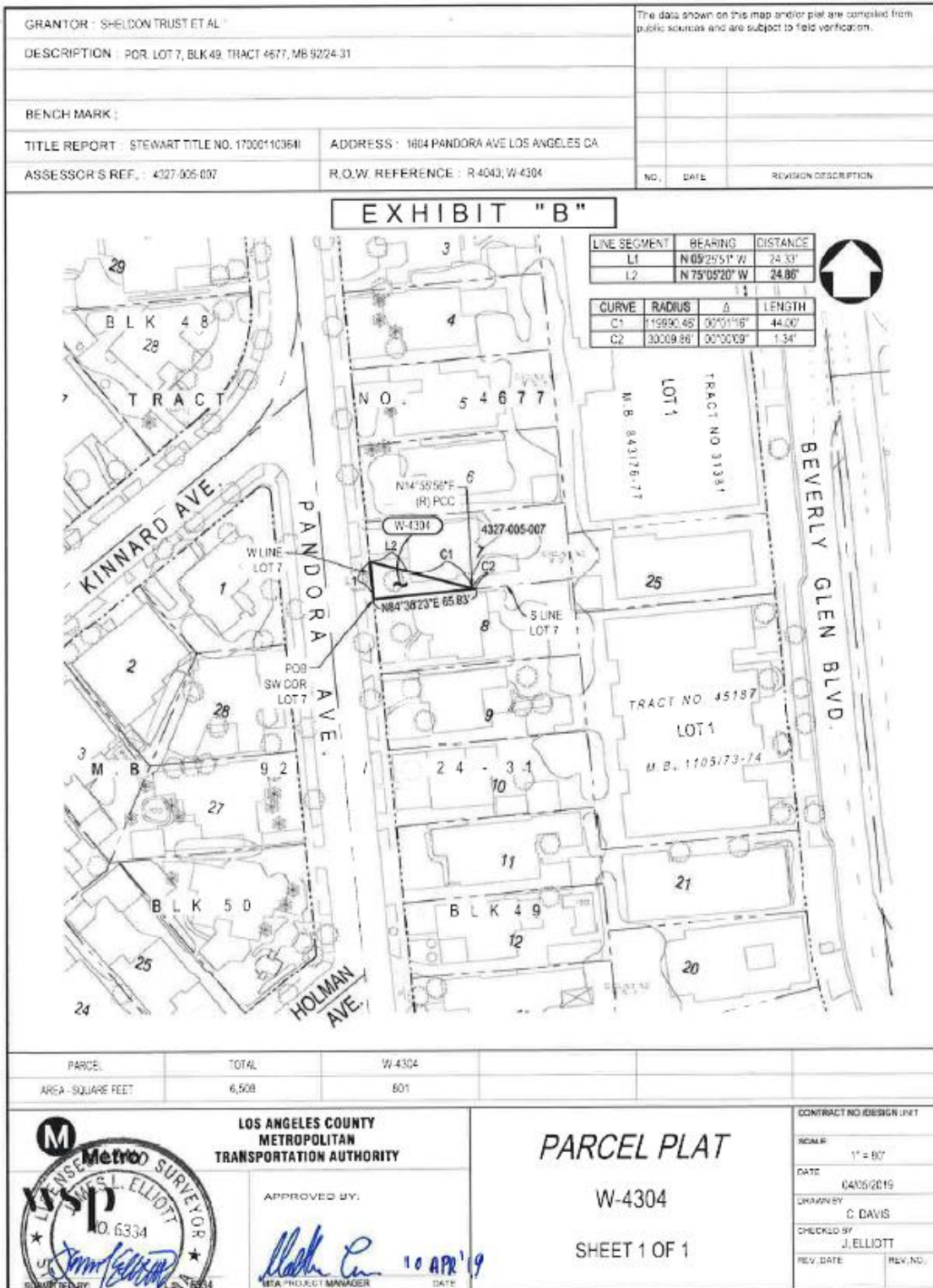
  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4327-005-007

Parcel W-4304 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4305**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-11 – Legal Description.
- Attachment B-11 – Plat Map

Parcel W-4305 – Legal Description

THAT PORTION OF LOT 1 OF BLOCK 50 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 1; THENCE SOUTH 39°19'30" EAST, 27.95 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 1; THENCE SOUTH 75°05'20" EAST, 72.58 FEET TO THE SOUTH LINE OF SAID LOT 1; THENCE NORTH 84°35'28" EAST, 7.19 FEET ALONG SAID SOUTH LINE TO THE EAST LINE OF SAID LOT 1; THENCE NORTH 05°25'51" WEST, 71.28 FEET ALONG SAID EAST LINE; THENCE NORTH 75°05'20" WEST, 39.05 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 1; THENCE SOUTH 50°40'27" WEST, 65.31 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +198.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +153.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 102 TO 106 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 147 TO 151 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-030-001



Parcel W-4305 – Plat Map

GRANTOR : DAVID ALLAN BERG & JORDANA SHAWN LEVI BERG TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 1, BLK 50, TRACT 4677, MB 9224-31			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110364F		ADDRESS : 10436 KINNARD AVE LOS ANGELES CA	
ASSESSOR'S REF. : 4326-030-001		R.O.W. REFERENCE : R-4043, W-4305	
NO.	DATE	REVISION DESCRIPTION	

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 75°05'20" W	39.05'
L2	N 84°35'28" E	7.19'
L3	N 39°19'30" W	27.95'

PARCEL	TOTAL	W-4305	
AREA - SQUARE FEET	6,361	5,009	

<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> </div> <div style="text-align: center;"> <p><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p> <p>APPROVED BY:</p> <p><i>Matthew Crow</i> 10 APR '19</p> <p>MTA PROJECT MANAGER DATE</p> </div> </div>	<p><b>PARCEL PLAT</b></p> <p>W-4305</p> <p>SHEET 1 OF 1</p>	<p>CONTRACT NO./DESIGN UNIT</p> <p>SCALE 1" = 80'</p> <p>DATE 04/05/2019</p> <p>DRAWN BY C. DAVIS</p> <p>CHECKED BY J. ELLIOTT</p> <p>REV. DATE REV. NO.</p>
--	---	--

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4306**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-12 – Legal Description.
- Attachment B-12 – Plat Map

Parcel W-4306 – Legal Description

THAT PORTION OF LOT 28 OF BLOCK 50 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92 OF MAPS, PAGES 24 THROUGH 31, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHEAST CORNER OF SAID LOT 28; THENCE SOUTH 05°25'51" EAST, 4.80 FEET ALONG THE EAST LINE OF SAID LOT 28; THENCE LEAVING SAID EAST LINE, NORTH 75°05'20" WEST 13.81 FEET TO THE NORTH LINE OF SAID LOT 28; THENCE NORTH 84°35'28" EAST, 12.95 FEET ALONG SAID NORTH LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +198.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +153.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 100 TO 104 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 145 TO 149 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE

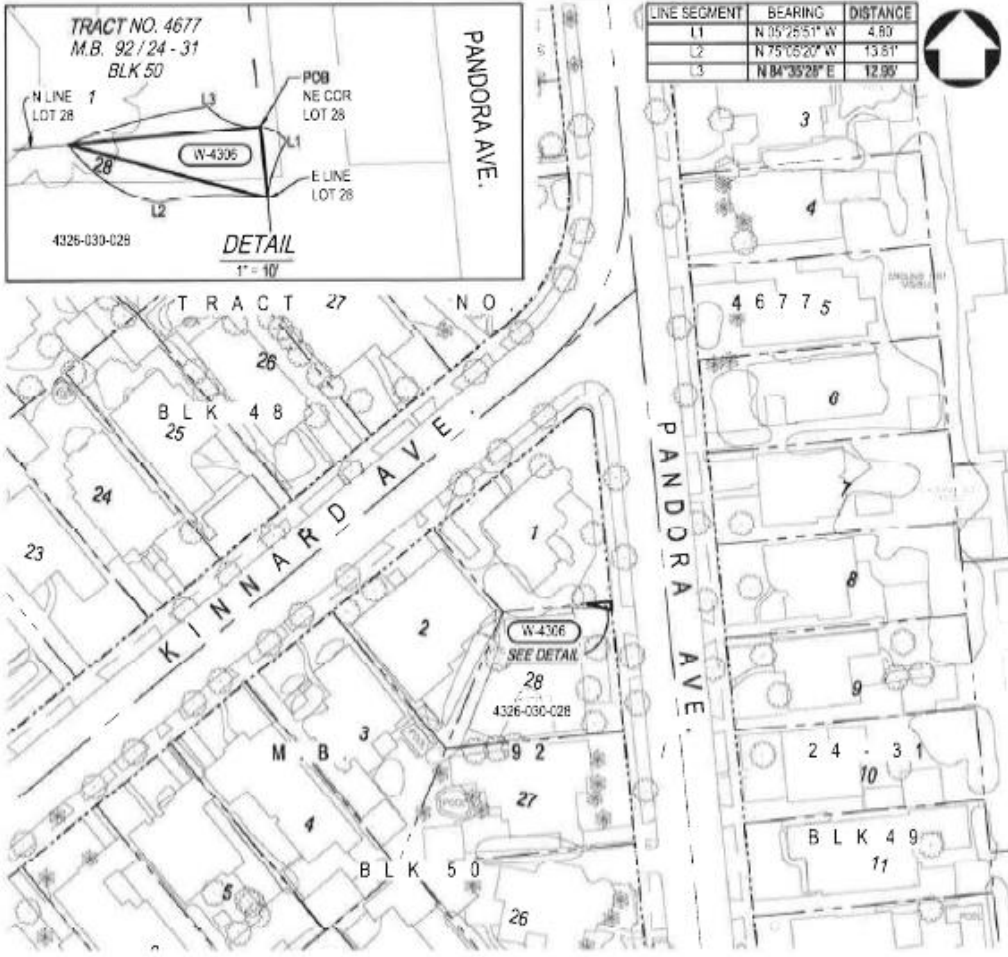


AFFECTS APN: 4326-030-028

Parcel W-4306 – Plat Map

GRANTOR : KENNETH AND MADELINE WOLF FAMILY TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 28, BLK 50, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110364H		ADDRESS : 1615 PANDORA AVE LOS ANGELES CA 90024	
ASSESSOR'S REF. : 4326-030-028		R.O.W. REFERENCE : R-4043; W-4306	
NO.	DATE	REVISION DESCRIPTION	

EXHIBIT " B "



PARCEL	TOTAL	W-4306
AREA - SQUARE FEET	5,391	31

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<p><b>PARCEL PLAT</b></p> <p>W-4306</p> <p>SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY: MTA PROJECT MANAGER		SCALE: 1" = 80' DATE: 12/20/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO.

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4307**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property



described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-13 – Legal Description.
- Attachment B-13 – Plat Map

Parcel W-4307 – Legal Description

THAT PORTION OF LOT 2 OF BLOCK 50 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 2; THENCE SOUTH 39°19'30" EAST, 27.95 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 2; THENCE NORTH 75°05'20" WEST, 34.44 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 2; THENCE NORTH 50°40'27" EAST, 20.13 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +198.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +155.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 105 TO 106 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 148 TO 149 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE

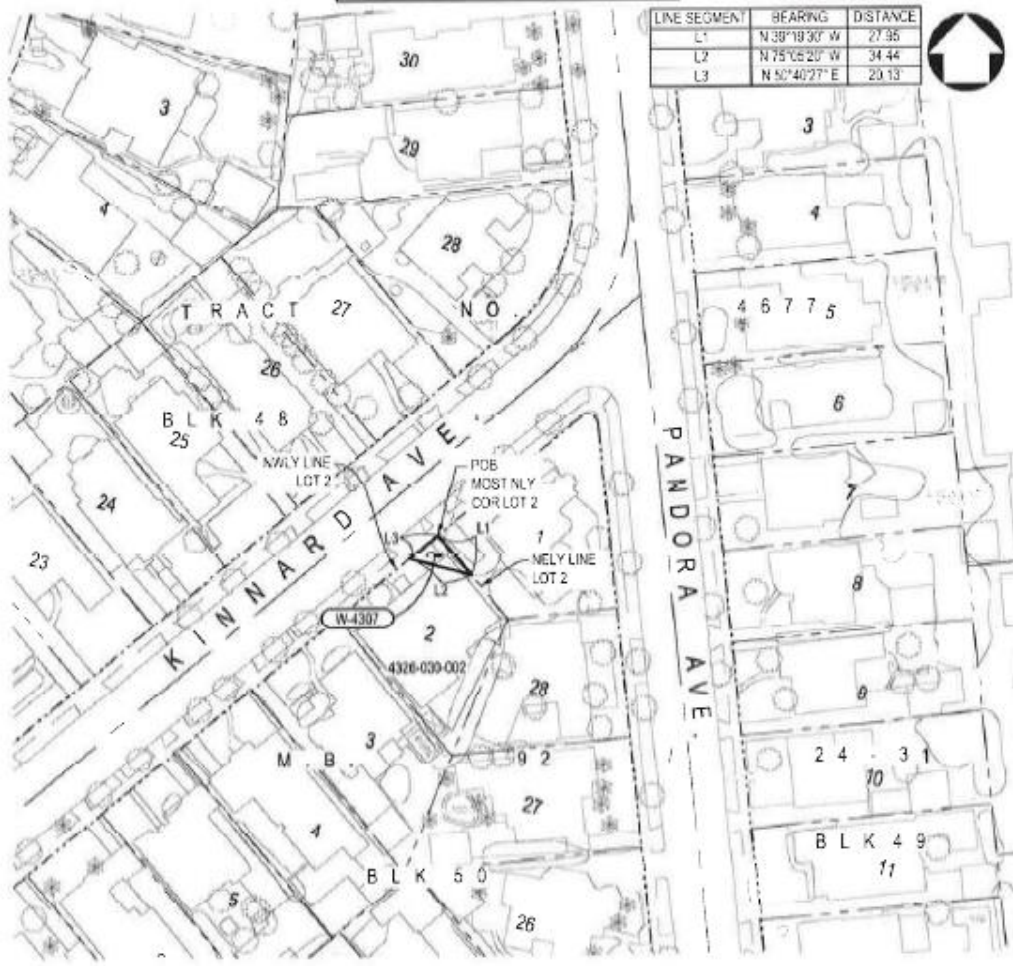


AFFECTS APN: 4326-030-002

Parcel W-4307 – Plat Map

GRANTOR : MARTIN M. AND EFAT M. DANIAL TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.
DESCRIPTION : POR LOT 2, BLK 50, TRACT 4577, MB 92/24-31		
BENCH MARK :		
TITLE REPORT : STEWART TITLE NO. 17000110364G	ADDRESS : 13442 KINNARD AVE LOS ANGELES CA	
ASSESSOR'S REF. : 4326-030-002	R.O.W. REFERENCE : R-4043; W-4307	
NO.	DATE	REVISION DESCRIPTION

EXHIBIT "B"



PARCEL	TOTAL	W-4307
AREA - SQUARE FEET	5,300	281



LOS ANGELES COUNTY  
METROPOLITAN  
TRANSPORTATION AUTHORITY

APPROVED BY:  
*Matthew Crow*  
M.T.A. PROJECT MANAGER DATE 10 APR 19

PARCEL PLAT

W-4307  
SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT	
SCALE	1" = 80'
DATE	04/05/2019
DRAWN BY	C. DAVIS
CHECKED BY	J. ELLIOTT
REV. DATE	REV. NO.

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4308**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-14 – Legal Description.
- Attachment B-14 – Plat Map

Parcel W-4308 – Legal Description

THAT PORTION OF LOT 27 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 27; THENCE NORTH 39°16'45" WEST, 21.47 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 27; THENCE SOUTH 75°05'20" EAST, 26.45 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 27; THENCE SOUTH 50°40'27" WEST, 15.48 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +199.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +155.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 105 TO 106 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 148 TO 149 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-019-027

Parcel W-4308 – Plat Map

GRANTOR : PETER MORE AND SHIRLEY HING-YEE WONG TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 27, BLK 48, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110364F	ADDRESS : 10437 KINNARD AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-019-027	R.O.W. REFERENCE : R-4043; W-4308		
NO.	DATE	REVISION DESCRIPTION	

EXHIBIT "B"

LINE SEGMENT	BEARING	DISTANCE
L1	N 39°16'43" W	21.47
L2	N 75°05'20" W	26.45
L3	N 50°42'21" E	15.40

PARCEL	TOTAL	W-4308	
AREA - SQUARE FEET	7,058	166	

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

APPROVED BY:

DATE: 10 APR 19

**PARCEL PLAT**

W-4308

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE: 1" = 90'

DATE: 04/05/2019

DRAWN BY: C DAVIS

CHECKED BY: J ELLIOTT

REV. DATE:      REV. NO:



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4309**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-15 – Legal Description.
- Attachment B-15 – Plat Map

**Parcel W-4309 – Legal Description**

THAT PORTION OF LOT 26 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 26; THENCE NORTH 39°16'56" WEST, 97.78 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 26; THENCE SOUTH 75°05'20" EAST, 94.04 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 26; THENCE SOUTH 39°16'45" EAST, 21.47 FEET ALONG SAID NORTHEASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 26; THENCE SOUTH 50°40'27" WEST, 55.02 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +200.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +155.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 104 TO 107 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 149 TO 152 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-019-026

Parcel W-4309 – Plat Map

GRANTOR : STEVE M. PORTER AND CAROL M. PORTER TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 26, BLK 48, TRACT 4677, MB 32/24-31			
BENCH MARK :			
TITLE REPORT : STEWART TITLE NO. 17000110364D	ADDRESS : 10443 KINNARD AVE LOS ANGELES CA		
ASSESSOR'S REF : 4326-019-026	R.O.W. REFERENCE R 4043, W-4309	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 39°16'45" W	21.47'

PARCEL	TOTAL	W-4309
AREA - SQUARE FEET	7,157	3,280

<p><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p> <p>APPROVED BY: <i>[Signature]</i> 10 APR '19 MTA PROJECT MANAGER DATE</p>	<p><b>PARCEL PLAT</b></p> <p>W-4309</p> <p>SHEET 1 OF 1</p>	<p>CONTRACT NO./DESIGN UNIT</p> <p>SCALE: 1" = 80'</p> <p>DATE: 04/05/2019</p> <p>DRAWN BY: C. DAVIS</p> <p>CHECKED BY: J. ELLIOTT</p> <p>REV. DATE:      REV. NO:</p>
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**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4310**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-16 – Legal Description.
- Attachment B-16 – Plat Map



Parcel W-4310 – Legal Description

THAT PORTION OF LOT 25 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 25; THENCE NORTH 50°40'32" EAST, 26.73 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 25; THENCE SOUTH 75°05'20" EAST, 39.82 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 25; THENCE SOUTH 39°16'56" EAST, 97.78 FEET ALONG SAID NORTHEASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 25; THENCE SOUTH 50°40'27" WEST, 14.94 FEET ALONG SAID SOUTHEASTERLY LINE; THENCE NORTH 75°05'20" WEST, 59.95 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 25; THENCE NORTH 39°17'06" WEST, 81.44 FEET ALONG SAID SOUTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +202.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +156.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 102 TO 107 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 148 TO 153 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4326-019-025

Parcel W-4310 – Plat Map

GRANTOR : DAVID KHAZAN AND SHORREH SAVANI		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.													
DESCRIPTION : PDR, LOT 25, BLK 48, TRACT 4677, MB 52/24-31															
BENCH MARK :															
TITLE REPORT : STEWART TITLE NO. 17000110364C	ADDRESS : 10147 KINNARD AVE LOS ANGELES CA														
ASSESSOR'S REF : 4326-019-025	R.O.W. REFERENCE : R-4043 W-4310	NO.	DATE												
<b>EXHIBIT "B"</b>															
		<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>LINE SEGMENT</th> <th>BEARING</th> <th>DISTANCE</th> </tr> </thead> <tbody> <tr> <td>L1</td> <td>N 50°40'32" E</td> <td>26.73</td> </tr> <tr> <td>L2</td> <td>N 75°05'20" W</td> <td>39.52</td> </tr> <tr> <td>L3</td> <td>N 50°40'27" E</td> <td>14.94</td> </tr> </tbody> </table>	LINE SEGMENT	BEARING	DISTANCE	L1	N 50°40'32" E	26.73	L2	N 75°05'20" W	39.52	L3	N 50°40'27" E	14.94	
		LINE SEGMENT	BEARING	DISTANCE											
		L1	N 50°40'32" E	26.73											
		L2	N 75°05'20" W	39.52											
L3	N 50°40'27" E	14.94													
PARCEL	TOTAL	W-4310													
AREA - SQUARE FEET	6,507	5,277													
		<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b>													
		<b>PARCEL PLAT</b> W-4310 SHEET 1 OF 1													
APPROVED BY: MTA PROJECT MANAGER		CONTRACT NO./DESIGN UNIT SCALE: 1" = 80' DATE: 04/09/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO:													
DATE: 10 APR 19															

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4311**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-17 – Legal Description.
- Attachment B-17 – Plat Map

Parcel W-4311 – Legal Description

THAT PORTION OF LOT 24 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 24; THENCE NORTH 50°40'32" EAST, 50.02 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 24 TO THE NORTHEASTERLY LINE OF SAID LOT 24; THENCE SOUTH 39°17'06" EAST, 81.44 FEET ALONG SAID NORTHEASTERLY LINE; THENCE NORTH 75°05'20" WEST, 85.51 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 24; THENCE NORTH 39°17'16" WEST, 12.06 FEET ALONG SAID SOUTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +202.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +158.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 104 TO 107 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 148 TO 151 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-019-024

Parcel W-4311 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4313**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental



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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-18 – Legal Description.
- Attachment B-18 – Plat Map

Parcel W-4313 – Legal Description

THAT PORTION OF LOT 6 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 6; THENCE NORTH 50°40'36" EAST, 11.84 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE SOUTH 75°05'20" EAST, 66.08 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 6; THENCE SOUTH 39°19'21" EAST, 76.47 FEET ALONG SAID NORTHEASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 6; THENCE SOUTH 50°40'32" WEST, 30.36 FEET ALONG SAID SOUTHEASTERLY LINE; THENCE NORTH 75°05'20" WEST, 34.39 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 6; THENCE NORTH 39°19'18" WEST, 102.18 FEET ALONG SAID SOUTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +204.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +159.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 104 TO 107 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 149 TO 152 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-019-006

Parcel W-4313 – Plat Map

GRANTOR: DENISE C MORRIS		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION: POR, LOT 6, BLK 48, TRACT 4677, MB 92/24-31			
BENCH MARK:			
TITLE REPORT: STEWART TITLE NO 17000110364A		ADDRESS: 1062 WILKINS AVE LOS ANGELES CA	
ASSESSOR'S REF.: 4326-019-006		R.O.W. REFERENCE: R-4043; W-4313	
NO.	DATE	REVISION DESCRIPTION	

**EXHIBIT " B "**

LINE SEGMENT	BEARING	DISTANCE
L1	N 50°40'36" E	11.84
L2	N 50°40'32" E	30.96'
L3	N 75°05'20" W	34.39'

PARCEL	TOTAL	W-4313
AREA - SQUARE FEET	5,364	5,249

	<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b>	<p style="font-size: 1.2em; font-weight: bold;">PARCEL PLAT</p> <p style="font-size: 1.1em;">W-4313</p> <p style="font-size: 1.1em;">SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY: <i>[Signature]</i> 10 APR 19 M/A PROJECT MANAGER DATE		SCALE: 1" = 80' DATE: 04/05/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO.:

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4314**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-19 – Legal Description.
- Attachment B-19 – Plat Map

Parcel W-4314 – Legal Description

THAT PORTION OF LOT 7 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 7; THENCE NORTH 50°40'36" EAST, 50.46 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 7 TO THE NORTHEASTERLY LINE OF SAID LOT 7; THENCE SOUTH 39°19'18" EAST, 102.18 FEET ALONG SAID NORTHEASTERLY LINE; THENCE NORTH 75°05'20" WEST, 86.33 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 7; THENCE NORTH 39°19'14" WEST, 32.13 FEET ALONG SAID SOUTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +205.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +160.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 104 TO 106 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 149 TO 151 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION;

  
\_\_\_\_\_  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4326-019-007



Parcel W-4314 – Plat Map

GRANTOR : CHRISTAAN SCHEPERS TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : PDR, LOT 7, BLK 48, TRACT 4877, MB 02/24-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE NO. 25005021-995 MAL - AW5	ADDRESS : 10466 WILKINS AVE LOS ANGELES CA		
ASSESSOR'S REF : 4326-019-007	R.O.W. REFERENCE : R4043; W4314	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
LT	N 59°15'14\"	32.13'

PARCEL	TOTAL	W-4314
AREA - SQUARE FEET	6,584	3,389

<p><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p>	<p><b>PARCEL PLAT</b></p> <p>W-4314</p> <p>SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT SCALE 1" = 80' DATE 04/09/2019 DRAWN BY C. DAVIS CHECKED BY J. ELLIOTT REV. DATE      REV. NO.
	APPROVED BY: MTA PROJECT MANAGER      DATE 10 APR 19	

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4316**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-20 – Legal Description.
- Attachment B-20 – Plat Map

**Parcel W-4316 – Legal Description**

THAT PORTION OF LOT 23 OF BLOCK 48 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 23; THENCE SOUTH 39°17'16" EAST, 12.06 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 23; THENCE NORTH 75°05'20" WEST, 14.86 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 23; THENCE NORTH 50°40'32" EAST, 8.69 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +202.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +158.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 106 TO 107 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT IS APPROXIMATELY 150 TO 151 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-019-023

Parcel W-4316 – Plat Map

GRANTOR : DIANE C. SIEGEL TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.		
DESCRIPTION : POR. LOT 23, BLK 48, TRACT 4677, MB 92/24-31				
BENCH MARK :				
TITLE REPORT : FIDELITY NATIONAL TITLE NO. 25005024-995-MAL-AWS		ADDRESS : 10455 KINNARD AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-019-023		R. O. W. REFERENCE : R-4043; W-4316		
		NO.	DATE	REVISION DESCRIPTION

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 38°17'18" W	12.06'
L2	N 75°05'20" W	14.86'
L3	N 50°40'32" E	8.69'

PARCEL	TOTAL	W-4316
AREA - SQUARE FEET	8,507	52

<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</p> </div> <div style="text-align: center;"> <p>APPROVED BY:</p> <p>10 APR 19</p> <p>PROJECT MANAGER</p> </div> </div>	<p><b>PARCEL PLAT</b></p> <p>W-4316</p> <p>SHEET 1 OF 1</p>	<p>CONTRACT NO./DESIGN UNIT</p> <p>SCALE 1" = 80'</p> <p>DATE 04/05/2019</p> <p>DRAWN BY C. DAVIS</p> <p>CHECKED BY J. ELLIOTT</p> <p>REV. DATE REV. NO.</p>
---	---	--

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4402**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property



described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-21 – Legal Description.
- Attachment B-21 – Plat Map

Parcel W-4402 – Legal Description

THAT PORTION OF LOT 11, OF BLOCK 46 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST EASTERLY CORNER OF SAID LOT 11; THENCE SOUTH 50°40'36" WEST, 55.66 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 11; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTH 75°04'25" WEST, 0.20 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 50174.39 FEET; THENCE NORTHWESTERLY, 10.70 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'44" TO THE SOUTHWESTERLY LINE OF SAID LOT 11; THENCE NORTH 39°18'35" WEST, 79.90 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 11; THENCE NORTH 32°32'58" EAST, 23.82 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 18842.52 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°03'43" WEST; THENCE LEAVING SAID NORTHWESTERLY LINE, SOUTHEASTERLY 4.35 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'48" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 20985.58 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°02'56" WEST; THENCE SOUTHEASTERLY, 14.92 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'27" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 27414.71 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°00'29" WEST; THENCE SOUTHEASTERLY, 17.06 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'08" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 31986.65 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 14°58'21" WEST; THENCE SOUTHEASTERLY, 14.22 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'32" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 49988.45 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 14°56'49" WEST; THENCE SOUTHEASTERLY, 16.96 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'10" TO THE NORTHEASTERLY LINE OF SAID LOT 11; THENCE SOUTH 39°18'31" EAST, 41.34 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +209.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +163.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 98 TO 103 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 144 TO 149 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

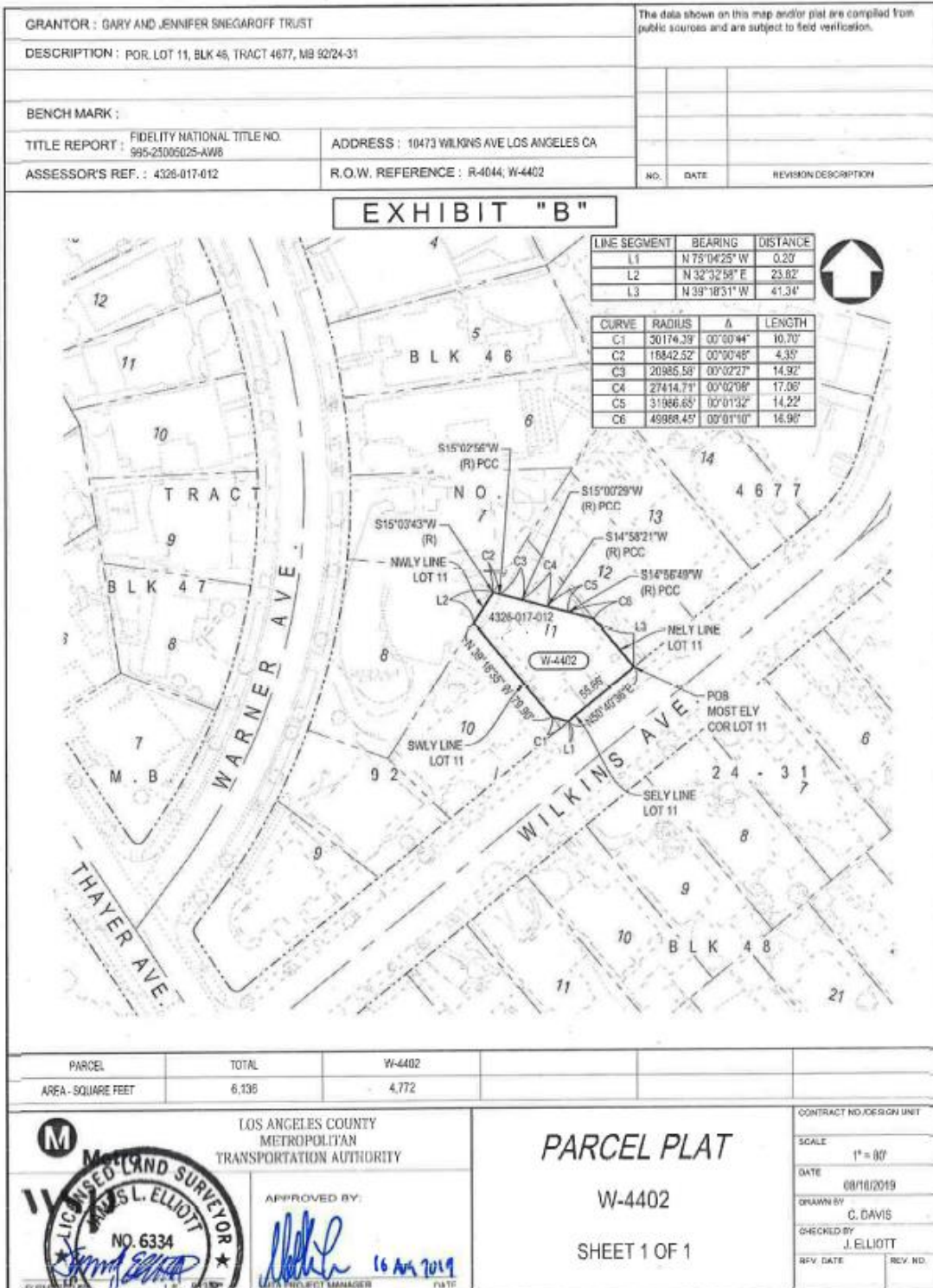
  
JAMES L. ELLIOTT, P.L.S. 6334



6-25-20  
DATE

AFFECTS APN: 4326-017-012

Parcel W-4402 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4403**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-22 – Legal Description.
- Attachment B-22 – Plat Map

Parcel W-4403 – Legal Description

THAT PORTION OF LOT 10, OF BLOCK 46 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**COMMENCING** AT THE MOST EASTERLY CORNER OF SAID LOT 10; THENCE NORTH 39°18'35" WEST, 8.85 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 10 TO THE **POINT OF BEGINNING**, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 50174.39 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 14°56'19" WEST; THENCE LEAVING SAID NORTHEASTERLY LINE, NORTHWESTERLY 7.08 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'29" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 32117.40 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 14°56'48" WEST; THENCE NORTHWESTERLY, 14.23 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'31" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 27531.57 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 14°58'20" WEST; THENCE NORTHWESTERLY, 17.08 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'08" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 21082.65 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°00'28" WEST; THENCE NORTHWESTERLY, 14.94 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'26" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 18933.05 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°02'54" WEST; THENCE NORTHWESTERLY, 16.78 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'03" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 15649.97 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°05'57" WEST; THENCE NORTHWESTERLY, 9.52 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'05" TO THE NORTHWESTERLY LINE OF SAID LOT 10; THENCE NORTH 32°32'58" EAST, 48.86 FEET ALONG SAID NORTHWESTERLY LINE TO THE NORTHEASTERLY LINE OF SAID LOT; THENCE SOUTH 39°18'35" EAST, 79.90 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +209.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +164.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 98 TO 103 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 143 TO 148 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

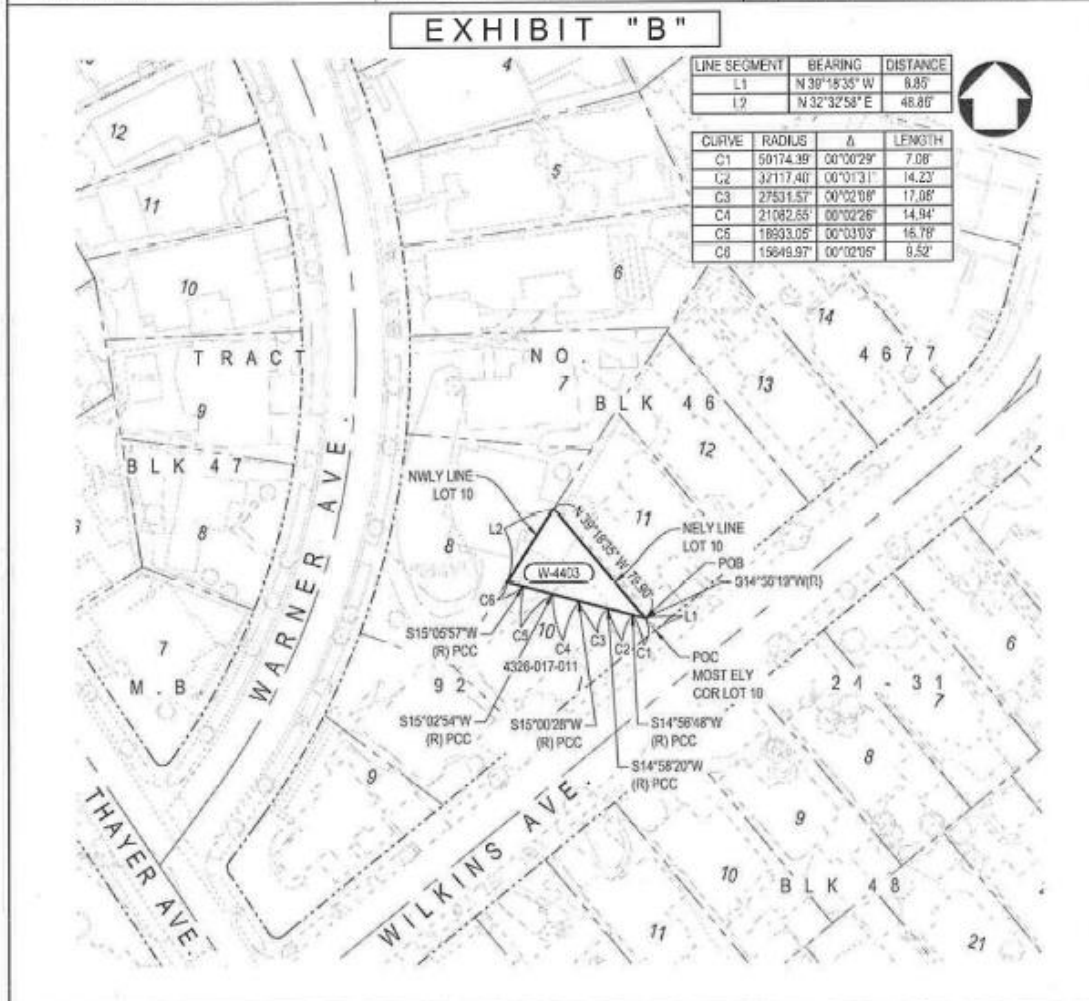
6-25-20  
DATE



AFFECTS APN: 4326-017-011

Parcel W-4403 – Plat Map

GRANTOR : JOSEPH AND FARAH KOHAN		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 10, BLK 46, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TRUST NO. 995-25004991-AW8	ADDRESS : 10470 WILKINS AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-017-011	R.O.W. REFERENCE : R-4044; W-4403	NO.	DATE
		REVISION DESCRIPTION	



PARCEL	TOTAL	W-4403	
AREA - SQUARE FEET	7,037	1,857	

LOS ANGELES COUNTY  
METROPOLITAN  
TRANSPORTATION AUTHORITY

APPROVED BY:

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

PROJECT MANAGER

**PARCEL PLAT**

W-4403

SHEET 1 OF 1

CONTRACT NO. 068309 UNIT

SCALE: 1" = 80'

DATE: 08/16/2019

DRAWN BY: C. DAVIS

CHECKED BY: J. ELLIOTT

REV. DATE:      REV. NO.:



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4404**

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

Section 1.

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

Section 2.

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Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-23 – Legal Description.
- Attachment B-23 – Plat Map

Parcel W-4404 – Legal Description

THAT PORTION OF LOT 7, OF BLOCK 46 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92 OF MAPS, PAGES 24 THROUGH 31, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE SOUTHWEST CORNER OF SAID LOT 7, SAID CORNER BEING ON A NON-TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 442.04 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 84°19'42" EAST; THENCE NORTHERLY, 5.21 FEET ALONG SAID CURVE AND ALONG THE WESTERLY LINE OF SAID LOT 7 THROUGH A CENTRAL ANGLE OF 00°40'31" TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 11984.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°20'39" WEST; THENCE LEAVING SAID WESTERLY LINE, SOUTHEASTERLY 30.45 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°08'44" TO THE SOUTHERLY LINE OF SAID LOT 7; THENCE NORTH 84°26'48" WEST, 29.98 FEET ALONG SAID SOUTHERLY LINE TO THE **POINT OF BEGINNING.**

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +211.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +166.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 85 TO 94 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 130 TO 139 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES METRO WESTSIDE SUBWAY EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE

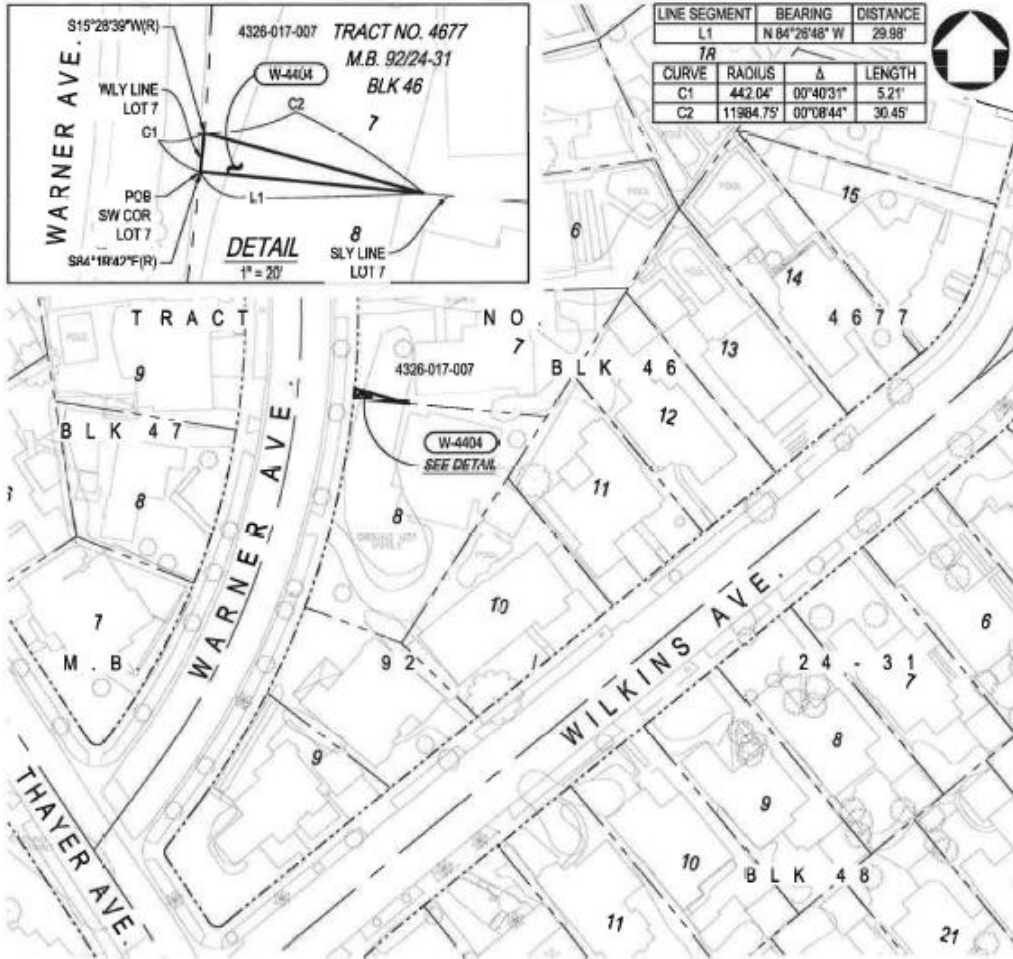


AFFECTS APN: 4326-017-007

Parcel W-4404 – Plat Map

GRANTOR : RICHARD AND KAROL WELLS TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR. LOT 7, BLK 46, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE COMPANY 995-25004992-A-AW6	ADDRESS : 1434 WARNER AVE LOS ANGELES CA 90024		
ASSESSOR'S REF. : 4326-017-007	R.O.W. REFERENCE : R-4044, W-4404	NO.	DATE
		REVISION DESCRIPTION	

EXHIBIT "B"



PARCEL	TOTAL	W-4404
AREA - SQUARE FEET	7,657	78

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVED BY: 	<p><b>PARCEL PLAT</b></p> <p>W-4404</p> <p>SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT SCALE 1" = 80' DATE 12/20/2019 DRAWN BY C. DAVIS CHECKED BY J. ELLIOTT REV. DATE      REV. NO.
	SUBMITTED BY: L.S. 6334 DATE:		MTA PROJECT MANAGER DATE:

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4405**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-24 – Legal Description.
- Attachment B-24 – Plat Map



## Parcel W-4405 – Legal Description

THAT PORTION OF LOT 8, OF BLOCK 46 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE NORTHWEST CORNER OF SAID LOT 8; THENCE SOUTH 84°26'48" EAST, 18.24 FEET ALONG THE NORTHERLY LINE OF SAID LOT 8 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 11984.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°23'14" WEST; THENCE LEAVING SAID NORTHERLY LINE, SOUTHEASTERLY 19.64 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°05'38" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 12365.76 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°17'36" WEST; THENCE SOUTHEASTERLY, 15.39 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'17" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 14343.95 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°13'19" WEST; THENCE SOUTHEASTERLY, 16.57 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'58" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 15569.51 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°09'21" WEST; THENCE SOUTHEASTERLY, 15.22 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'22" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 18842.52 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°05'59" WEST; THENCE SOUTHEASTERLY, 12.40 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'16" TO THE SOUTHEASTERLY LINE OF SAID LOT 8; THENCE SOUTH 32°32'58" WEST, 72.68 FEET ALONG SAID SOUTHEASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 15649.97 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°00'02" WEST; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTHWESTERLY 5.73 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'16" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 14420.66 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°09'18" WEST; THENCE NORTHWESTERLY, 16.61 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'58" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 12436.38 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°13'15" WEST; THENCE NORTHWESTERLY, 15.43 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'16" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 12054.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 15°17'31" WEST; THENCE NORTHWESTERLY, 31.72 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°09'03" TO A POINT ON THE WEST LINE OF SAID LOT 8, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 42.04 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 75°42'00" EAST; THENCE NORTHERLY, 66.57 FEET ALONG SAID CURVE AND SAID WEST LINE THROUGH A CENTRAL ANGLE OF 08°37'42" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +211.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +165.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 83 TO 101 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 129 TO 147 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

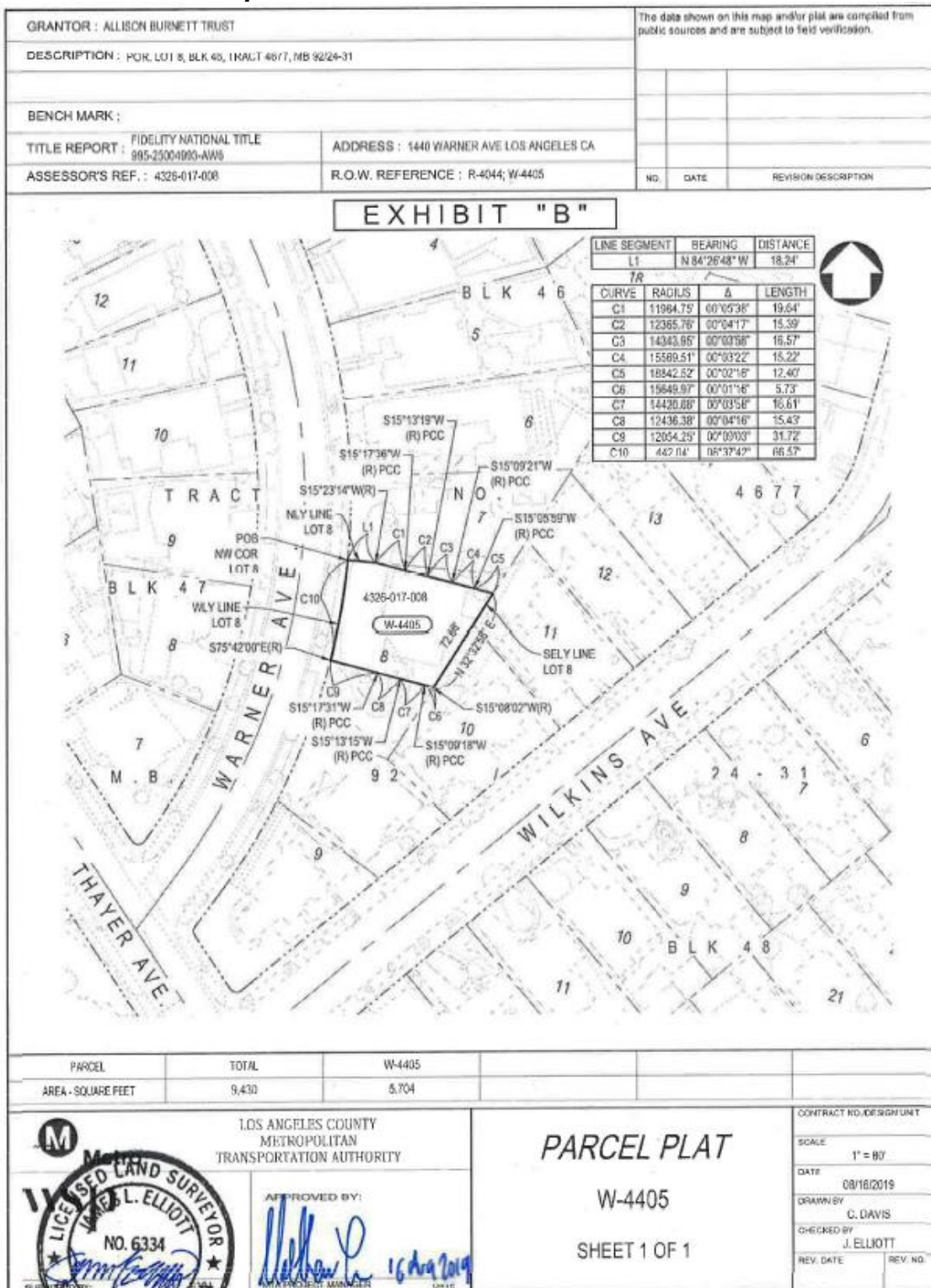
  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-017-008

Parcel W-4405 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4407**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-25 – Legal Description.
- Attachment B-25 – Plat Map

Parcel W-4407 – Legal Description

THAT PORTION OF LOT 9, OF BLOCK 47 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE SOUTHEAST CORNER OF SAID LOT 9, THENCE NORTH 80°53'26" WEST, 97.51 FEET ALONG THE SOUTH LINE OF SAID LOT 9 TO THE WEST LINE OF SAID LOT 9; THENCE NORTH 09°02'25" WEST, 52.99 FEET ALONG SAID WEST LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 11984.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°18'31" WEST; THENCE LEAVING SAID WEST LINE, SOUTHEASTERLY 113.08 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°32'26" TO A POINT ON THE EAST LINE OF SAID LOT 9, SAID POINT BEING ON A NON-TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 382.04 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 86°23'24" EAST; THENCE SOUTHERLY, 36.77 FEET ALONG SAID CURVE AND ALONG SAID EAST LINE THROUGH A CENTRAL ANGLE OF 05°30'53" TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +214.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +168.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 83 TO 92 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 129 TO 138 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-017-032

Parcel W-4407 – Plat Map

GRANTOR : DERON ALBERT AND CORA YAN QUON		The date shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 9, BLK 47, TRACT 4677, MB 9224-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE 895-29004995-AWB	ADDRESS : 1431 WARNER AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-017-032	R.O.W. REFERENCE : R-4044; W-4407	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

CURVE	RADIUS	Δ	LENGTH
C1	11984.79'	00°32'20"	113.00'
C2	382.04'	05°30'53"	35.77'

PARCEL	TOTAL	W-4407	
AREA - SQUARE FEET	6,770	4,504	

 <b>Metro</b> LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<b>PARCEL PLAT</b>  W-4407  SHEET 1 OF 1	CONTRACT NO./DESIGN UNIT  SCALE 1" = 80' DATE 08/16/2019 DRAWN BY C. DAVIS CHECKED BY J. ELLIOTT REV. DATE      REV. NO.
	APPROVED BY:  JAMES L. ELLIOTT LICENSED LAND SURVEYOR NO. 6334 STATE OF CALIFORNIA	DATE 16 Aug 2019

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4409**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental



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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-26 – Legal Description.
- Attachment B-26 – Plat Map

Parcel W-4409 – Legal Description

THAT PORTION OF LOT 6, OF BLOCK 47 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 6, THENCE SOUTH 09°02'25" EAST, 49.10 FEET ALONG THE EAST LINE OF SAID LOT 6 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 12054.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°09'09" WEST; THENCE LEAVING SAID EAST LINE, NORTHWESTERLY, 58.92 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°16'48" TO A POINT ON THE NORTHWESTERLY LINE OF SAID LOT; THENCE NORTH 56°47'58" EAST, 58.37 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +215.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +171.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 83 TO 92 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 127 TO 136 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

*James L. Elliott*

JAMES L. ELLIOTT, P.L.S. 6334

*6-25-20*

DATE



AFFECTS APN: 4326-017-029

Parcel W-4409 – Plat Map

GRANTOR : DAVID AND SHARON GITMAN		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 6, BLK 47, TRACT 4677, MB 9224-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE 995-25005005-AW6	ADDRESS : 1500 THAYER AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-017-029	R.O.W. REFERENCE : R-4044, W-4409	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 09°02'25" W	49.10'

CURVE	RADIUS	Δ	LENGTH
C1	12054.25'	00°16'48"	56.92'

PARCEL	TOTAL	W-4409	
AREA - SQUARE FEET	6,893	1,309	

LOS ANGELES COUNTY  
METROPOLITAN  
TRANSPORTATION AUTHORITY

APPROVED BY:  
*J. Elliott*  
DATE: 10/14/2019

APPROVED BY:  
*[Signature]*  
DATE: 10/14/2019

PARCEL PLAT

W-4409

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE: 1" = 80'

DATE: 08/16/2019

DRAWN BY: G. DAVIS

CHECKED BY: J. ELLIOTT

REV. DATE:      REV. NO.:

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4410**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-27 – Legal Description.
- Attachment B-27 – Plat Map

Parcel W-4410 – Legal Description

THAT PORTION OF LOT 5, OF BLOCK 47 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST WESTERLY CORNER OF SAID LOT 5; THENCE NORTH 56°48'00" EAST, 76.22 FEET ALONG THE NORTHWESTERLY LINE OF SAID LOT 5 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 11984.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°31'38" WEST; THENCE LEAVING SAID NORTHWESTERLY LINE, SOUTHEASTERLY 45.73 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°13'07" TO THE EASTERLY LINE OF SAID LOT 5; THENCE SOUTH 09°02'25" EAST, 27.57 FEET ALONG SAID EASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 5; THENCE SOUTH 56°47'58" WEST, 58.37 FEET ALONG SAID SOUTHEASTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 12054.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°25'58" WEST; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTHWESTERLY 23.19 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°06'37" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 12436.38 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°32'34" WEST; THENCE NORTHWESTERLY 15.43 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'16" TO A POINT OF COMPOUND CURVATURE HAVING A RADIUS OF 14420.66 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°36'50" WEST; THENCE NORTHWESTERLY 16.61 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'58" TO A POINT OF COMPOUND CURVATURE HAVING A RADIUS OF 15649.96 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°40'48" WEST; THENCE NORTHWESTERLY 0.80 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'11" TO THE SOUTHWESTERLY LINE OF SAID LOT 5; THENCE NORTH 33°11'48" WEST, 17.21 FEET ALONG SAID SOUTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +217.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +171.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 75 TO 89 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 121 TO 135 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

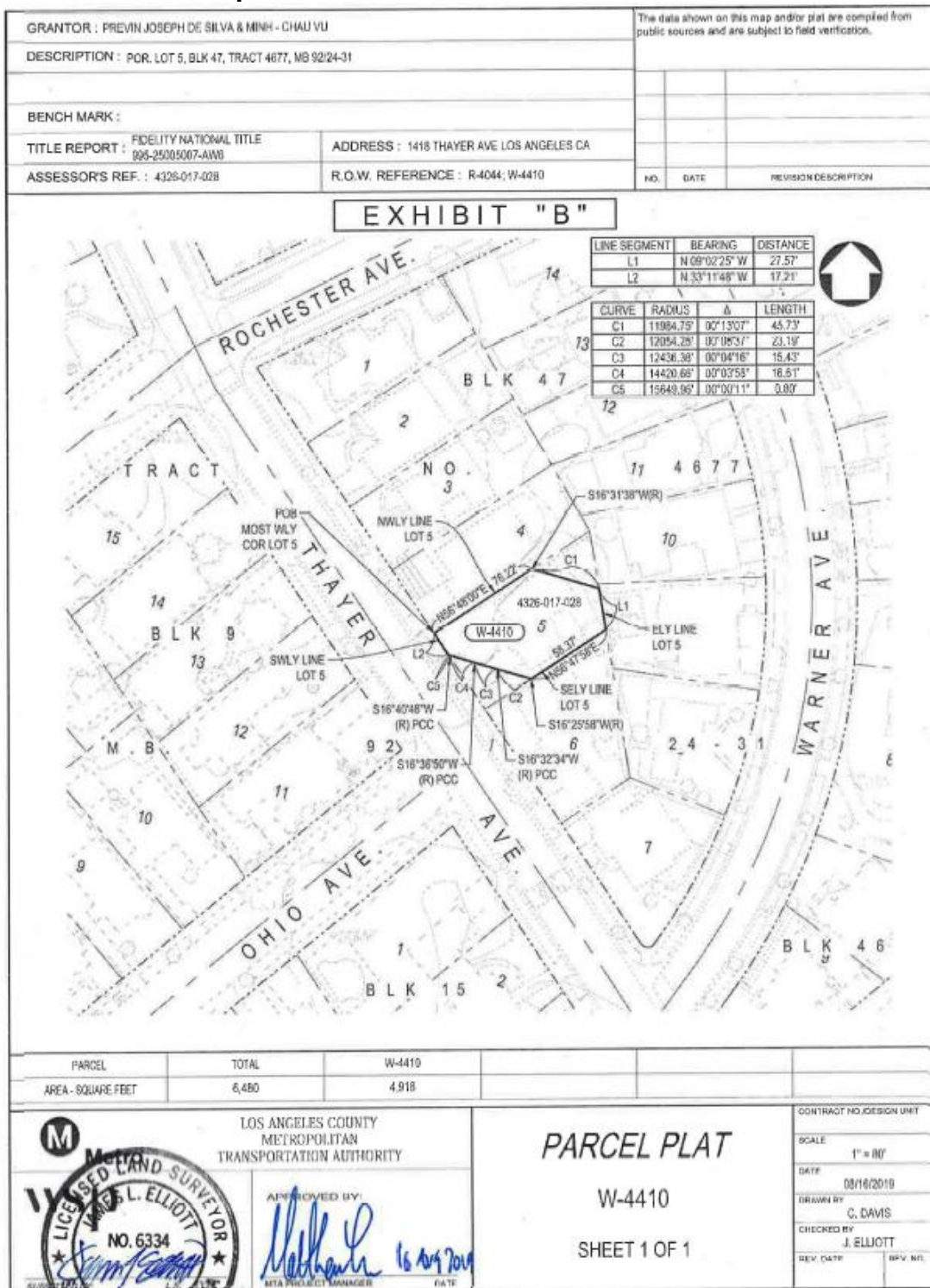
6-25-20  
DATE



AFFECTS APN: 4326-017-028



Parcel W-4410 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4411**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-28 – Legal Description.
- Attachment B-28 – Plat Map

Parcel W-4411 – Legal Description

THAT PORTION OF LOT 4, OF BLOCK 47 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 4; THENCE NORTH 33°11'48" WEST, 49.99 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 4 TO THE NORTHWESTERLY LINE OF SAID LOT 4; THENCE NORTH 56°47'26" EAST, 34.06 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 18842.52 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°46'53" WEST; THENCE LEAVING SAID NORTHWESTERLY LINE, SOUTHEASTERLY 15.18 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'46" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 15569.51 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°44'07" WEST; THENCE SOUTHEASTERLY 15.22 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'22" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 14343.95 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°40'45" WEST; THENCE SOUTHEASTERLY 16.57 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'58" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 12365.76 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°36'47" WEST; THENCE SOUTHEASTERLY 15.39 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'17" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 11984.75 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°32'30" WEST; THENCE SOUTHEASTERLY 3.02 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'52" TO THE SOUTHEASTERLY LINE OF SAID LOT 4; THENCE SOUTH 56°48'00" WEST, 76.22 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +217.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +172.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 75 TO 85 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 120 TO 130 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

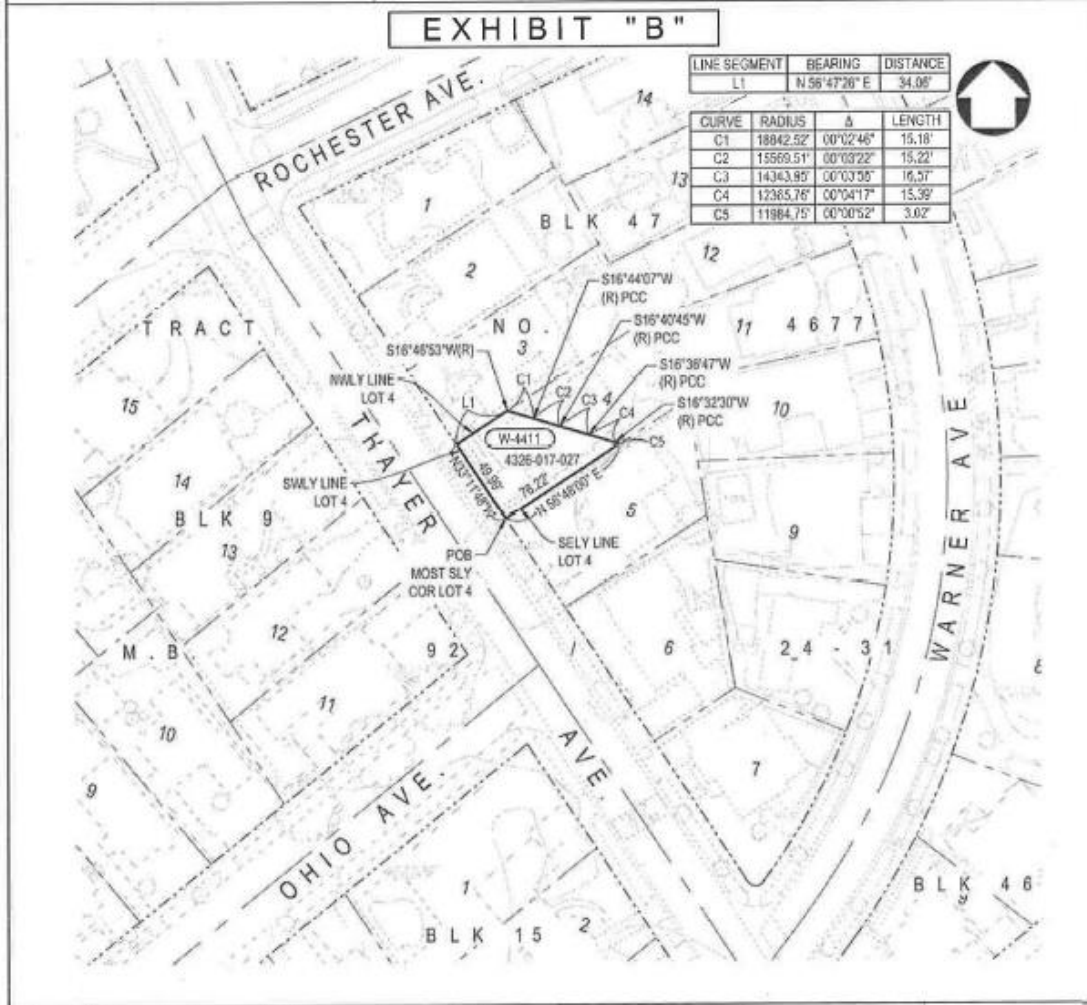
6-25-20  
DATE



AFFECTS APN: 4326-017-027

Parcel W-4411 – Plat Map

GRANTOR : THEODORE AND JULIA HUMPHREY TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 4, BLK 47, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE 995-25009008-AWB	ADDRESS : 1414 THAYER AVE LOS ANGELES CA	NO.	DATE
ASSESSOR'S REF. : 4326-017-027	R.O.W. REFERENCE : R-4844; W-4411	REVISION DESCRIPTION	



PARCEL	TOTAL	W-4411
AREA - SQUARE FEET	6,154	2,755

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<b>PARCEL PLAT</b>  W-4411  SHEET 1 OF 1	CONTRACT NO./DESIGN UNIT
	APPROVED BY:  DATE: 16.09.2019		SCALE: 1" = 80' DATE: 08/15/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO.

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4412**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property



described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-29 – Legal Description.
- Attachment B-29 – Plat Map

Parcel W-4412 – Legal Description

THAT PORTION OF LOT 3, OF BLOCK 47 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 3; THENCE NORTH 33°11'48" WEST, 40.66 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 3 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 49988.25 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°53'39" WEST; THENCE LEAVING SAID SOUTHWESTERLY LINE, SOUTHEASTERLY 5.28 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'22" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 31986.64 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°53'17" WEST; THENCE SOUTHEASTERLY 14.22 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'32" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 27414.73 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°51'45" WEST; THENCE SOUTHEASTERLY 17.06 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'08" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 20985.58 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°49'37" WEST; THENCE SOUTHEASTERLY 14.92 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'27" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 18842.52 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°47'10" WEST; THENCE SOUTHEASTERLY 1.56 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'17" TO THE SOUTHEASTERLY LINE OF SAID LOT 3; THENCE SOUTH 56°47'26" WEST, 34.06 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +218.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +174.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 78 TO 80 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 122 TO 124 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

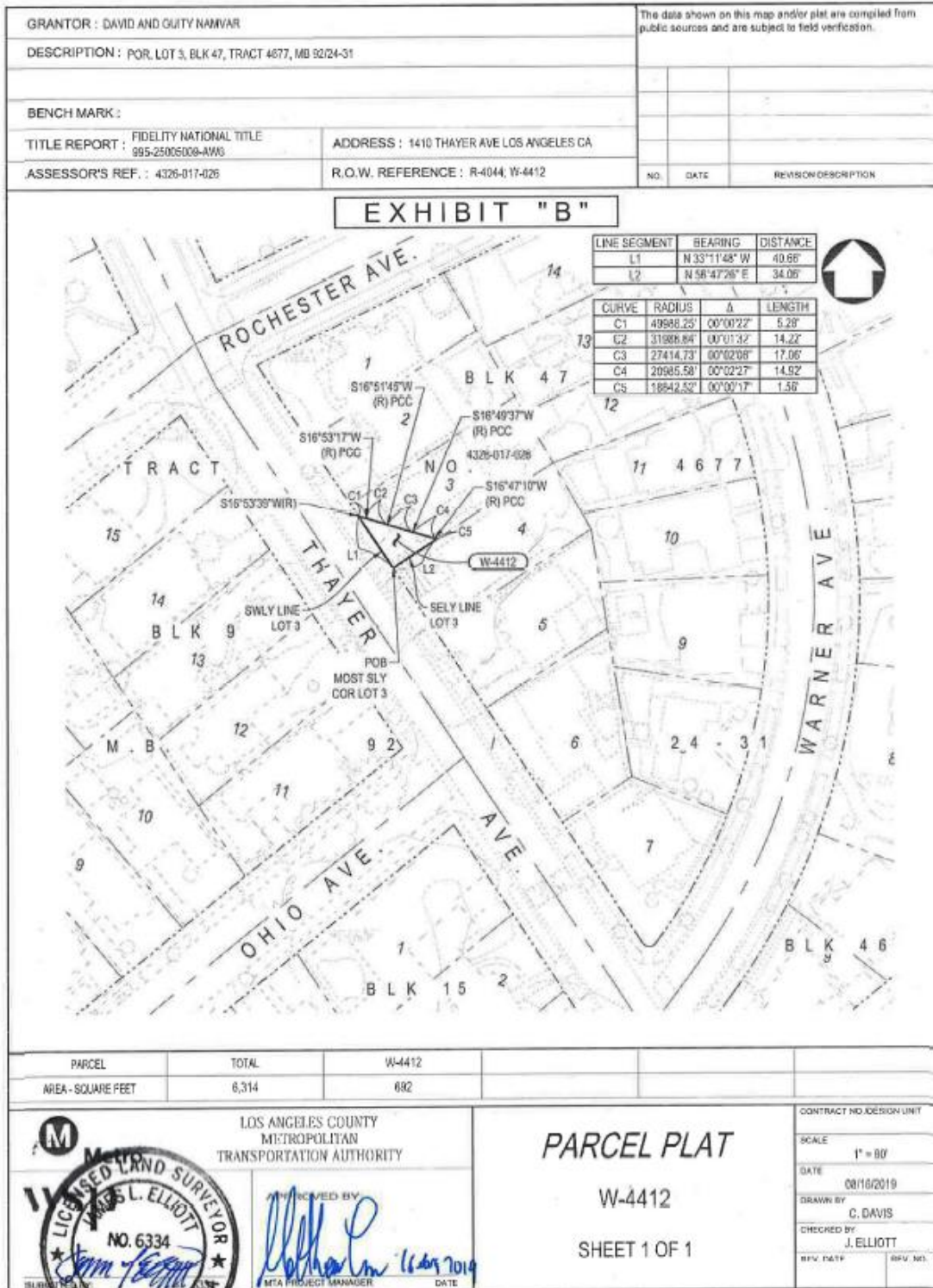
*James L. Elliott*  
JAMES L. ELLIOTT, P.L.S. 6334

*6-25-20*  
DATE



AFFECTS APN: 4326-017-026

Parcel W-4412 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4414**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-30 – Legal Description.
- Attachment B-30 – Plat Map

Parcel W-4414 – Legal Description

THAT PORTION OF LOT 13, OF BLOCK 9 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 13; THENCE SOUTH 33°11'48" EAST, 49.79 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 13 TO A POINT ON A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 50174.13 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°54'23" WEST; THENCE LEAVING SAID NORTHEASTERLY LINE, NORTHWESTERLY 1.89 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'08" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 60206.42 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°54'30" WEST; THENCE NORTHWESTERLY 10.67 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'37" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 240731.83 FEET, A RADIAL LINE TO SAID POINT BEARS SOUTH 16°55'07" WEST; THENCE NORTHWESTERLY 21.33 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'18"; THENCE NORTH 73°04'35" WEST, 25.69 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 13; THENCE NORTH 50°43'22" EAST, 38.42 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +219.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +175.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 75 TO 79 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 119 TO 123 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-016-013

Parcel W-4414 – Plat Map





**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4415**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-31 – Legal Description.
- Attachment B-31 – Plat Map

Parcel W-4415 – Legal Description

THAT PORTION OF LOT 14, OF BLOCK 9 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 14, THENCE SOUTH 33°11'48" EAST, 50.32 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 14 TO THE SOUTHEASTERLY LINE OF SAID LOT 14; THENCE SOUTH 50°43'22" WEST, 38.42 FEET ALONG SAID SOUTHEASTERLY LINE; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTH 73°04'35" WEST, 60.22 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 14; THENCE NORTH 50°43'23" EAST, 77.25 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +221.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +176.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 75 TO 81 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 120 TO 126 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-016-014

Parcel W-4415 – Plat Map

GRANTOR : JAY C. AND SYLVIA C. KIM		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 14, BLK 9, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE 895-25005012-AW6	ADDRESS : 1400 THAYER AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-016-014	R.O.W. REFERENCE : R-4044, W-4415	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 90°43'22" E	38.42'

PARCEL	TOTAL	W-4415
AREA - SQUARE FEET	6,500	2,894

	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY	<h2 style="margin: 0;">PARCEL PLAT</h2> <p style="margin: 0;">W-4415</p> <p style="margin: 0;">SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY:  MEA PROJECT MANAGER		SCALE: 1" = 60' DATE: 08/18/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO.:

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4416**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-32 – Legal Description.
- Attachment B-32 – Plat Map



**Parcel W-4416 – Legal Description**

THAT PORTION OF LOT 15, OF BLOCK 9 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST EASTERLY CORNER OF SAID LOT 15; THENCE SOUTH 50°43'23" WEST, 77.25 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 15; THENCE LEAVING SAID SOUTHEASTERLY LINE, NORTH 73°04'35" WEST, 66.23 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 15; THENCE NORTH 50°43'23" EAST, 83.43 FEET ALONG SAID NORTHWESTERLY LINE; THENCE LEAVING SAID NORTHWESTERLY LINE, SOUTH 73°04'35" EAST, 56.65 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 15; THENCE SOUTH 33°11'48" EAST, 8.00 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING.**

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +222.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +177.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 77 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 122 TO 129 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
\_\_\_\_\_  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-016-015

Parcel W-4416 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4501**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-33 – Legal Description.
- Attachment B-33 – Plat Map

Parcel W-4501 – Legal Description

THAT PORTION OF LOT 15, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 15; THENCE NORTH 39°16'37" WEST, 9.96 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 15; THENCE SOUTH 73°04'35" EAST, 11.99 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 15; THENCE SOUTH 50°43'23" WEST, 6.67 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING.**

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +223.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +179.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 83 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 127 TO 128 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
\_\_\_\_\_  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-030

Parcel W-4501 – Plat Map

GRANTOR : ANDREW WONG AND LINDSAY CONSTANTINO		The date shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 15, BLK 8, TRACT 4677, MB 9224-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE NO 995-25005015-AW6	ADDRESS : 1343 THAYER AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4325-011-030	R.O.W REFERENCE R 4045, W-4501	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

**DETAIL**  
1" = 20'

LINE SEGMENT	BEARING	DISTANCE
L1	N 35°18'37" W	9.96
L2	N 73°04'37" W	11.99
L3	N 60°43'23" E	6.67

PARCEL	TOTAL	W-4501
AREA - SQUARE FEET	7,547	33

<p><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p>	<p><b>PARCEL PLAT</b></p> <p>W-4501</p> <p>SHEET 1 OF 1</p>	<p>CONTRACT NO./DESIGN UNIT</p> <p>SCALE: 1" = 80'</p> <p>DATE: 08/23/2019</p> <p>DRAWN BY: C. DAVIS</p> <p>CHECKED BY: J. ELLIOTT</p> <p>REV. DATE:      REV. NO.:</p>
<p>APPROVED BY:</p> <p>NO. 5334</p> <p>DATE: 23 August 2019</p> <p>MTA PROJECT MANAGER</p>		

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4502**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental



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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-34 – Legal Description.
- Attachment B-34 – Plat Map

Parcel W-4502 – Legal Description

THAT PORTION OF LOT 14, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 14; THENCE NORTH 39°16'55" WEST, 84.67 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 14; THENCE SOUTH 73°04'35" EAST, 89.90 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 14; THENCE SOUTH 39°16'37" EAST, 9.96 FEET ALONG SAID NORTHEASTERLY LINE TO THE SOUTHEASTERLY LINE OF SAID LOT 14; THENCE SOUTH 50°43'23" WEST, 50.00 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +225.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +180.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 81 TO 89 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 126 TO 134 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-029

Parcel W-4502 – Plat Map

GRANTOR : ALEXANDER AND THERESA ALVY		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : FOR LOT 14, BLK 8, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT : FIDELITY NATIONAL TITLE NO. 905-25009017-AW5	ADDRESS : 10511 ROCHESTER AVE LOS ANGELES CA		
ASSESSOR'S REF : 4326-011-029	R.O.W. REFERENCE : R-4015, W-4502	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 39°16'37" W	9.96'

PARCEL	TOTAL	W-4502
AREA - SQUARE FEET	5,608	2,366

<div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <p><b>LAND SURVEYOR</b> METS L. ELLIOTT NO. 6334</p> </div> <div style="text-align: center;"> <p><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p> <p>Approved by:</p> <p>MTA PROJECT MANAGER</p> </div> </div>	<p><b>PARCEL PLAT</b></p> <p>W-4502</p> <p>SHEET 1 OF 1</p>
CONTRACT NO./DESIGN UNIT SCALE: 1" = 90' DATE: 05/23/2019 DRAWN BY: C DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO.:	

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4503**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-35 – Legal Description.
- Attachment B-35 – Plat Map

Parcel W-4503 – Legal Description

THAT PORTION OF LOT 13, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST EASTERLY CORNER OF SAID LOT 13; THENCE SOUTH 50°43'23" WEST, 26.76 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 13; THENCE NORTH 73°04'35" WEST, 41.80 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 13; THENCE NORTH 39°17'13" WEST, 95.38 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 13; THENCE NORTH 50°43'03" EAST, 19.59 FEET ALONG SAID NORTHWESTERLY LINE; THENCE SOUTH 73°04'35" EAST, 54.69 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 13; THENCE SOUTH 39°16'55" EAST, 84.67 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +226.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +180.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 85 TO 89 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 131 TO 135 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-028



Parcel W-4503 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4504**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-36 – Legal Description.
- Attachment B-36 – Plat Map

Parcel W-4504 – Legal Description

THAT PORTION OF LOT 12, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 12; THENCE SOUTH 39°17'13" EAST, 95.38 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 12; THENCE NORTH 73°04'35" WEST, 89.93 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 12; THENCE NORTH 39°17'30" WEST, 20.65 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 12; THENCE NORTH 50°43'03" EAST, 50.02 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +227.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +182.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 82 TO 88 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 127 TO 133 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-027

Parcel W-4504 – Plat Map

GRANTOR : HAMID AND NAHD RAFFII		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR LOT 12 BLK 8 TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT :	CHICAGO TITLE NO. 00099734-994-LT2-JC	ADDRESS : 10521 ROCHESTER AVE LOS ANGELES CA	
ASSESSOR'S REF. :	4326-011-027	R.O.W REFERENCE R-4045 W-4504	
		NO.	DATE
			REVISION DESCRIPTION

**EXHIBIT "B"**

LINE SEGMENT	BEARING	DISTANCE
L1	N 39°17'37" W	20.65

PARCEL	TOTAL	W-4504
AREA - SQUARE FEET	6,507	2,902

<div style="text-align: center;"> <p><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p> </div> <div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;"> <p><b>APPROVED BY:</b> <i>James L. Elliott</i> DATE: 23 July 2019</p> </div> <div style="text-align: center;"> <p><b>PARCEL PLAT</b></p> <p>W-4504</p> <p>SHEET 1 OF 1</p> </div> </div>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2">CONTRACT NO. DESIGN UNIT</td> </tr> <tr> <td>SCALE</td> <td>1" = 80'</td> </tr> <tr> <td>DATE</td> <td>08/23/2019</td> </tr> <tr> <td>DRAWN BY</td> <td>C. DAVIS</td> </tr> <tr> <td>CHECKED BY</td> <td>J. ELLIOTT</td> </tr> <tr> <td>REV. DATE</td> <td>REV. NO.</td> </tr> </table>	CONTRACT NO. DESIGN UNIT		SCALE	1" = 80'	DATE	08/23/2019	DRAWN BY	C. DAVIS	CHECKED BY	J. ELLIOTT	REV. DATE	REV. NO.
CONTRACT NO. DESIGN UNIT													
SCALE	1" = 80'												
DATE	08/23/2019												
DRAWN BY	C. DAVIS												
CHECKED BY	J. ELLIOTT												
REV. DATE	REV. NO.												

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4505**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property



described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-37 – Legal Description.
- Attachment B-37 – Plat Map

Parcel W-4505 – Legal Description

THAT PORTION OF LOT 11, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 11; THENCE SOUTH 39°17'30" EAST, 20.65 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 11; THENCE NORTH 73°04'35" WEST, 24.85 FEET TO THE NORTHWESTERLY LINE OF SAID LOT 11; THENCE NORTH 50°43'03" EAST, 13.82 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +227.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +183.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 81 TO 84 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 125 TO 128 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
\_\_\_\_\_  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-026

Parcel W-4505 – Plat Map

GRANTOR : DAVID POLGATSCH AND ANNIE TSAI		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 11, BLK 8, TRACT 4677, MB 92/24-31			
BENCH MARK :			
TITLE REPORT :	CHICAGO TITLE NO : 00069735-964-LT2-JC	ADDRESS :	10527 ROCHESTER AVE LOS ANGELES CA
ASSESSOR'S REF. :	4326-011-026	R.O.W. REFERENCE :	R-4045, W-4505
		NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

PARCEL	TOTAL	W-4505
AREA - SQUARE FEET	6,507	143

	<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b>	<b>PARCEL PLAT</b>  W-4505  SHEET 1 OF 1	CONTRACT NO./DESIGN UNIT	
	APPROVED BY:		SCALE	1" = 50'
	SUBMITTED BY:		DATE	01/03/2020
	DATE		DRAWN BY	C. DAVIS
	DATE		CHECKED BY	J. ELLIOTT
	REV. DATE	REV. NO.		

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4506**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-38 – Legal Description.
- Attachment B-38 – Plat Map

**Parcel W-4506 – Legal Description**

THAT PORTION OF LOT 5, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 5; THENCE NORTH 39°18'13" WEST, 74.48 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 5; THENCE SOUTH 73°04'35" EAST, 89.63 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 5; THENCE SOUTH 50°43'03" WEST, 50.02 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +228.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +183.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 81 TO 86 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 126 TO 131 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-020

Parcel W-4506 – Plat Map

GRANTOR : LANCE AND MARILYN SPIEGEL		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 5, BLK 8, TRACT 4677, MB 9224-31			
BENCH MARK :			
TITLE REPORT : CHICAGO TITLE NO. 0089736-LT2-JC	ADDRESS : 10534 WELLWORTH AVE LOS ANGELES CA		
ASSESSOR'S REF. : 4326-011-020	R.O.W. REFERENCE : R-4045, W-4506	NO.	DATE
		REVISION DESCRIPTION	

**EXHIBIT "B"**

The map shows a street grid with Wellworth Ave running diagonally from the top-left to the bottom-right. Fairburn Ave runs parallel to it on the left, and Rochester Ave runs parallel on the right. Parcel W-4506 is a triangular-shaped parcel located between Wellworth Ave and Rochester Ave. It is bounded by bearings and distances: N73°04'25"W 89.63' on the top side, N89°16'37"W 14.46' on the left side, and N80°42'00"E 20.02' on the right side. The parcel is situated between Block 3 and Block 8, and between Tract 4677 and Block 9. A 'POB MOST SLY COR LOT 5' is marked at the bottom vertex of the parcel. A north arrow is located in the top right corner of the map area.

PARCEL	TOTAL	W-4506
AREA - SQUARE FEET	6,808	1,855

<p style="text-align: center;"><b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b></p> <p>APPROVED BY: <i>[Signature]</i> DATE: 23 May 2019</p>	<p><b>PARCEL PLAT</b></p> <p>W-4506</p> <p>SHEET 1 OF 1</p>	CONTRACT NO. DESIGN UNIT SCALE 1" = 80' DATE 09/23/2019 DRAWN BY C. DAVIS CHECKED BY J. ELLIOTT REV. DATE REV. NO.
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**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4507**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-39 – Legal Description.
- Attachment B-39 – Plat Map

Parcel W-4507 – Legal Description

THAT PORTION OF LOT 6, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST EASTERLY CORNER OF SAID LOT 6; THENCE SOUTH 50°43'03" WEST, 33.61 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 6; THENCE NORTH 73°04'35" WEST, 29.53 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 6; THENCE NORTH 39°18'18" WEST, 105.57 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 6; THENCE NORTH 50°42'40" EAST, 12.79 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 54,790.63 FEET, A RADIAL TO SAID POINT BEARS NORTH 16°52'32" EAST; THENCE SOUTHEASTERLY, 45.87 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'53"; THENCE SOUTH 73°04'35" EAST, 21.07 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 6; THENCE SOUTH 39°18'13" EAST, 74.48 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +230.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +184.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 70 TO 80 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 116 TO 126 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

*James L. Elliott*

JAMES L. ELLIOTT, P.L.S. 6334

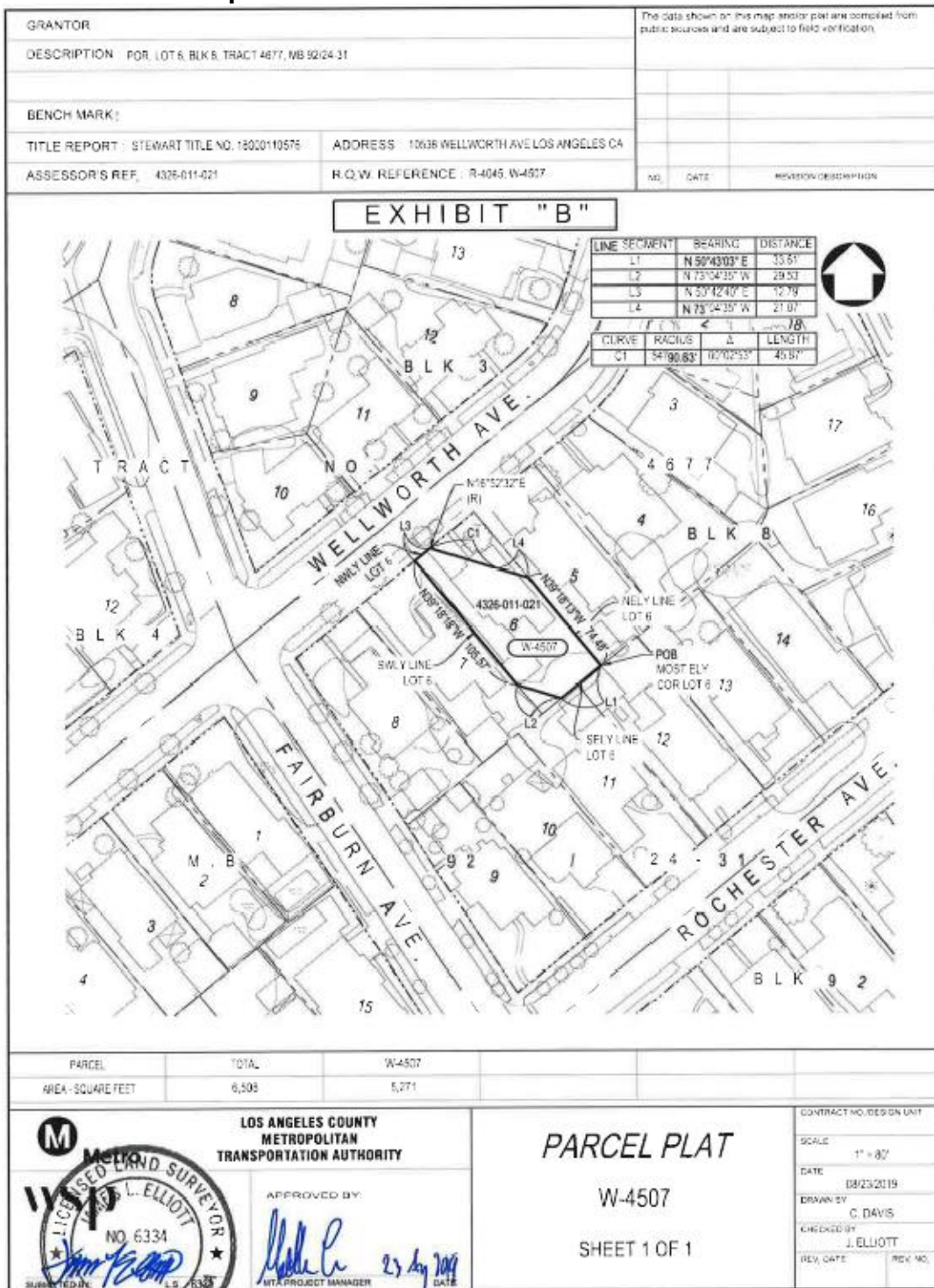
*6-25-20*

DATE



AFFECTS APN: 4326-011-021

Parcel W-4507 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4508**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-40 – Legal Description.
- Attachment B-40 – Plat Map



**Parcel W-4508 – Legal Description**

THAT PORTION OF LOT 7, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 7; THENCE SOUTH 39°18'18" EAST, 105.57 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 7; THENCE NORTH 73°04'35" WEST, 54.39 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 53,096.17 FEET; THENCE NORTHWESTERLY 35.58 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°02'18" TO THE SOUTHWESTERLY LINE OF SAID LOT 7; THENCE NORTH 39°18'23" WEST, 30.81 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 7; THENCE NORTH 50°42'40" EAST, 50.02 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +230.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +185.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 67 TO 74 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 112 TO 119 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

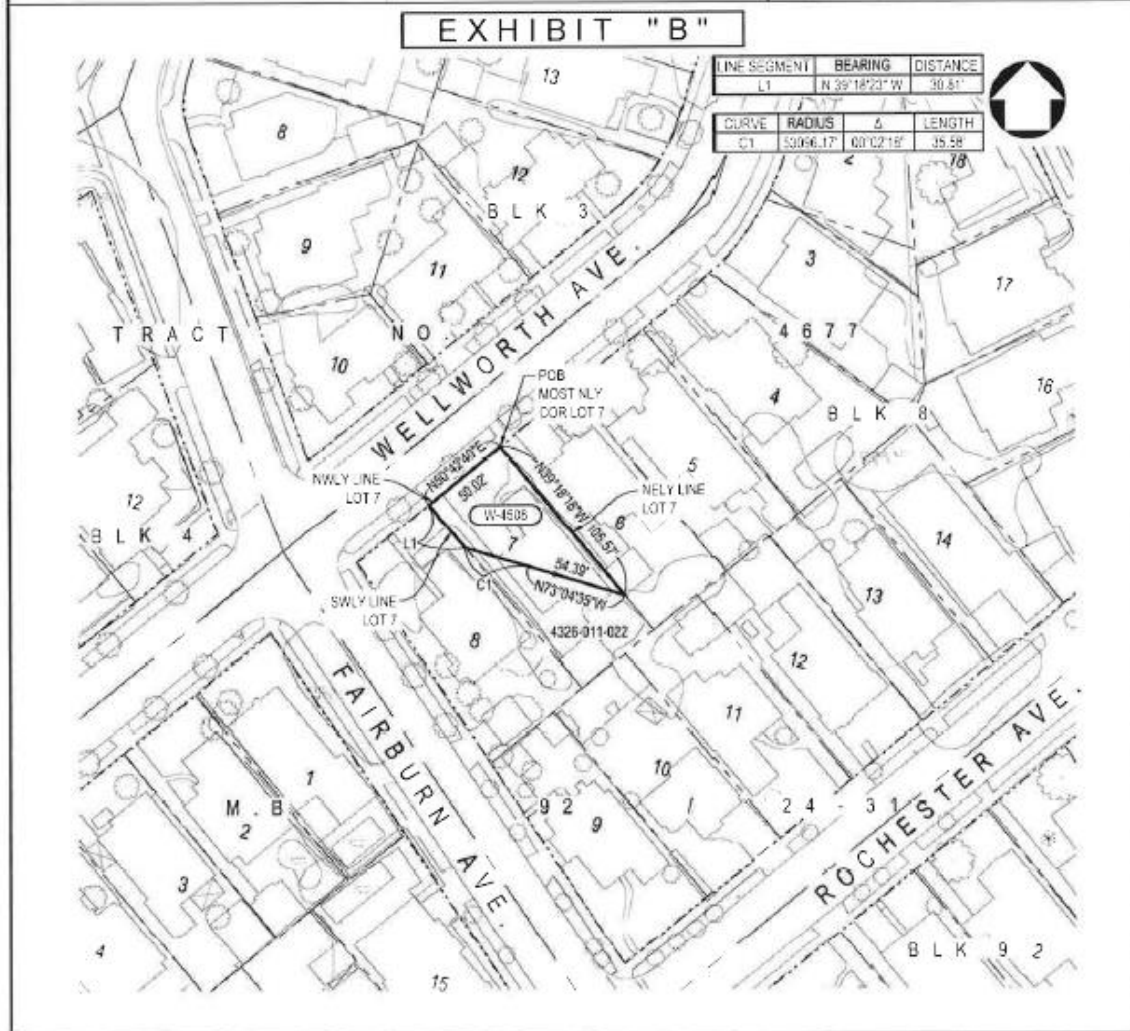
6-25-20  
DATE



AFFECTS APN: 4326-011-022

Parcel W-4508 – Plat Map

GRANTOR : JACQUELINE & STEPHEN REYNOLDS TRUST		The data shown on this map and/or plat are compiled from public sources and are subject to field verification.	
DESCRIPTION : POR, LOT 7, BLK 8 TRACT 4677, MD 92/24-31			
BENCH MARK :			
TITLE REPORT : CHICAGO TITLE NO. 0069737-394-L72-JC	ADDRESS : 10544 WELLWORTH AVE LOS ANGELES CA	NO.	DATE
ASSESSOR'S REF. : 4326-011-022	R.O.W. REFERENCE : R-4045, W-4508	REVISION DESCRIPTION	



PARCEL	TOTAL	W-4508
AREA - SQUARE FEET	6,508	3,410

	<b>LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY</b>	<p><b>PARCEL PLAT</b></p> <p>W-4508</p> <p>SHEET 1 OF 1</p>	CONTRACT NO./DESIGN UNIT
	APPROVED BY: DATE: 23 Aug 2019		SCALE: 1" = 80' DATE: 08/23/2019 DRAWN BY: C. DAVIS CHECKED BY: J. ELLIOTT REV. DATE:      REV. NO:

**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4509**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-41 – Legal Description.
- Attachment B-41 – Plat Map

Parcel W-4509 – Legal Description

THAT PORTION OF LOT 8, OF BLOCK 8 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST NORTHERLY CORNER OF SAID LOT 8; THENCE SOUTH 39°18'23" EAST, 30.81 FEET ALONG THE NORTHEASTERLY LINE OF SAID LOT 8 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 53,096.17 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°53'07" EAST; THENCE NORTHWESTERLY 24.41 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°01'35" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 13,261.86 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°51'32" EAST; THENCE NORTHWESTERLY 12.69 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°03'17" TO THE NORTHWESTERLY LINE OF SAID LOT 8; THENCE NORTH 50°42'40" EAST, 20.66 FEET ALONG SAID NORTHWESTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +231.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +187.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 66 TO 68 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 110 TO 112 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-011-023

Parcel W-4509 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4510**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental



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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-42 – Legal Description.
- Attachment B-42 – Plat Map

Parcel W-4510 – Legal Description

THAT PORTION OF LOT 10, OF BLOCK 3 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST SOUTHERLY CORNER OF SAID LOT 10; THENCE NORTH 19°53'43" WEST, 58.45 FEET ALONG THE SOUTHWESTERLY LINE OF SAID LOT 10 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 6276.71 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°08'49" EAST; THENCE SOUTHEASTERLY 0.77 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°00'25" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 7320.03 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°09'14" EAST; THENCE SOUTHEASTERLY 40.97 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°19'14" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 11,428.40 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 16°28'29" EAST; THENCE SOUTHEASTERLY 25.02 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°07'31" TO THE SOUTHEASTERLY LINE OF SAID LOT 10; THENCE SOUTH 50°42'40" WEST, 57.04 FEET ALONG SAID SOUTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +232.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +188.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 62 TO 66 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 106 TO 110 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

  
JAMES L. ELLIOTT, P.L.S. 6334

6-25-20  
DATE



AFFECTS APN: 4326-008-010

Parcel W-4510 – Plat Map



**RESOLUTION OF THE  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
DECLARING CERTAIN REAL PROPERTY NECESSARY FOR PUBLIC PURPOSES  
AND AUTHORIZING THE ACQUISITION THEREOF  
PURPLE LINE WESTSIDE EXTENSION PROJECT, SECTION 3 - PARCEL NO. W-4513**

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

Section 1.

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

Section 2.

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

Section 3.

The property interest consists of the acquisition of a subsurface tunnel easement, as described more specifically in the legal description (Exhibit A), depicted on the Plat Map (Exhibit B), attached hereto (hereinafter, the "Property"), incorporated herein by this reference.

Section 4.

- (a.) The acquisition of the above-described Property is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Project Section 3 ("Project");
- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board found that in accordance with the California Environmental

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

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

#### Section 5.

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

- (a.) The public interest and necessity require the proposed Project;
- (b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- (d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- (e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

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

#### Section 7.

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

#### Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property

described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

I, MICHELE JACKSON, Secretary of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 22nd day of October, 2020.

\_\_\_\_\_  
MICHELE JACKSON  
LACMTA Secretary

Date: \_\_\_\_\_

**ATTACHMENTS**

- Attachment A-43 – Legal Description.
- Attachment B-43 – Plat Map


Parcel W-4513 – Legal Description

THAT PORTION OF LOT 2, OF BLOCK 4 OF TRACT NO. 4677, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 92, PAGES 24 THROUGH 31 INCLUSIVE, OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

**BEGINNING** AT THE MOST EASTERLY CORNER OF SAID LOT 2; THENCE SOUTH 53°53'19" WEST, 15.97 FEET ALONG THE SOUTHEASTERLY LINE OF SAID LOT 2 TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 4630.68 FEET, A RADIAL TO SAID POINT BEARS NORTH 15°14'51" EAST; THENCE NORTHWESTERLY, 5.81 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°04'19" TO A POINT OF COMPOUND CURVATURE WITH A CURVE HAVING A RADIUS OF 4156.48 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 15°10'32" EAST; THENCE NORTHWESTERLY 44.83 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°37'05" TO THE SOUTHWESTERLY LINE OF SAID LOT 2; THENCE NORTH 32°49'33" WEST, 63.14 FEET ALONG SAID SOUTHWESTERLY LINE TO THE NORTHWESTERLY LINE OF SAID LOT 2; THENCE NORTH 57°09'59" EAST, 35.05 FEET ALONG SAID NORTHWESTERLY LINE TO A POINT ON A NON-TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 3573.35 FEET, A RADIAL TO SAID POINT BEARS NORTH 13°59'35" EAST; THENCE SOUTHEASTERLY, 21.92 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°21'06" TO THE NORTHEASTERLY LINE OF SAID LOT 2; THENCE SOUTH 32°49'29" EAST, 83.67 FEET ALONG SAID NORTHEASTERLY LINE TO THE **POINT OF BEGINNING**.

THE UPPER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED, IS A HORIZONTAL PLANE WITH AN ELEVATION OF +237.00 FEET AND THE LOWER ELEVATION LIMIT OF THE SUBSURFACE EASEMENT HEREIN DESCRIBED IS A HORIZONTAL PLANE WITH AN ELEVATION OF +191.00 FEET, BASED ON THE NAVD-88 DATUM ELEVATION OF 285.39 FEET FOR CITY OF LOS ANGELES BENCHMARK NO. 13-13450. THE UPPER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 63 TO 65 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011), AND THE LOWER LIMIT OF THIS EASEMENT VARIES APPROXIMATELY 109 TO 111 FEET BELOW FINISH GRADE (EXISTING SURFACE ELEVATION IN JANUARY OF 2011). THESE ELEVATIONS WERE DETERMINED FROM THE LOS ANGELES COUNTY METRO WESTSIDE PURPLE LINE EXTENSION PROJECT – SECTION 3 PROJECT DEFINITION DRAWINGS.

THIS DESCRIPTION PREPARED BY ME OR UNDER MY DIRECTION:

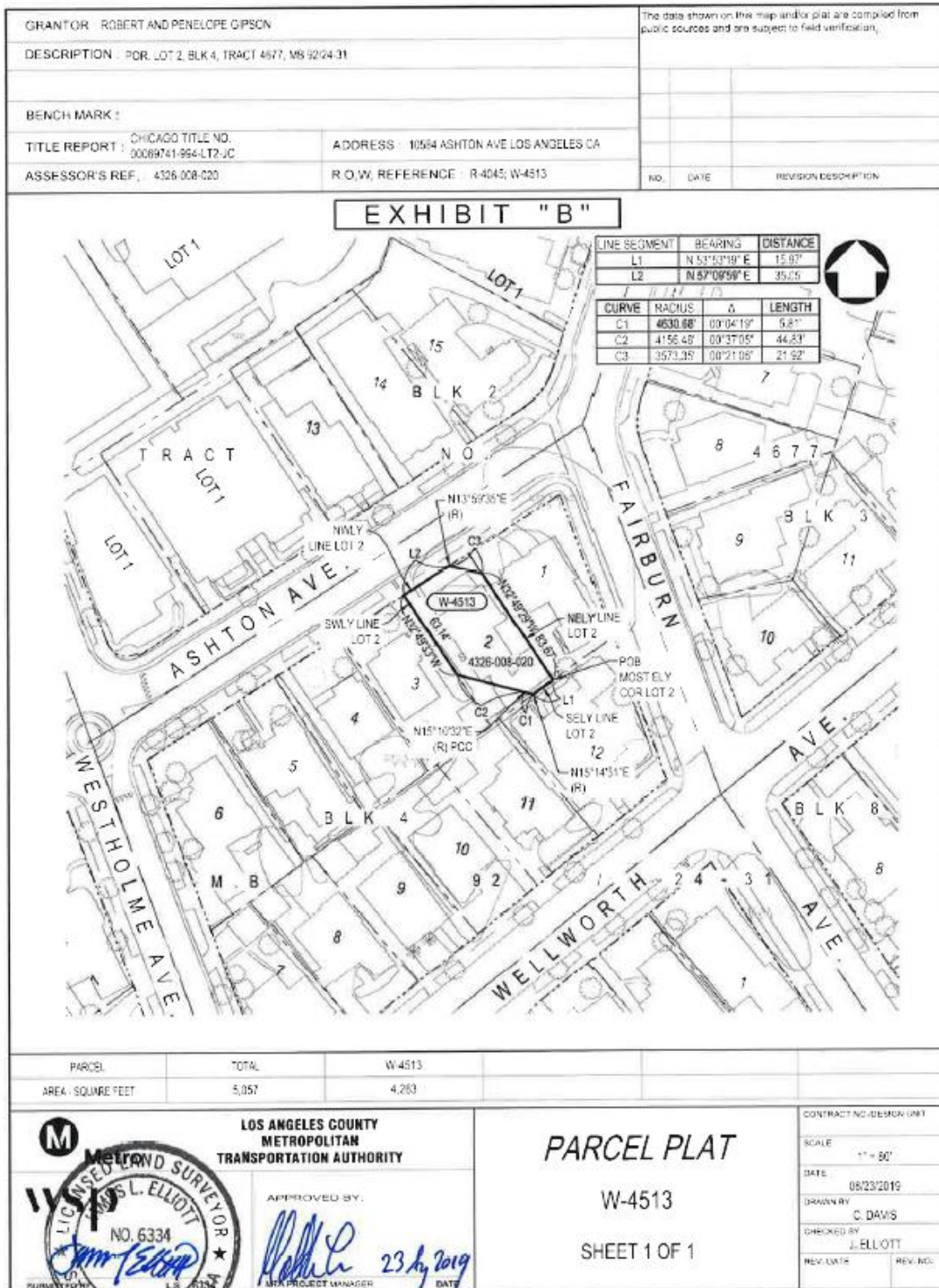
  
JAMES L. ELLIOTT, P.L.S. 6334  
6-25-20  
DATE



AFFECTS APN: 4326-008-020



Parcel W-4513 – Plat Map



**EXHIBIT C**

**SUBSURFACE TUNNEL EASEMENT**

**SUBSURFACE TUNNEL EASEMENT**

A perpetual, assignable and exclusive subsurface easement ("Easement") to the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA"), its successors, and assigns.

This Easement shall be for use by LACMTA and its "Permitees" (which term refers to the officers, directors, employees, agents, contractors, licensees, customers, visitors, invitees, tenants and concessionaires of LACMTA) to construct, maintain, repair, operate, replace, relocate, remove, use and occupy LACMTA's improvements for mass transit purposes, including, but not limited to, a portion of an underground rail tunnel, and all incidental uses related thereto ("LACMTA's Facilities"). LACMTA intends to use the Easement to operate and provide rail train service as part of LACMTA's rail transit operations.

There shall be no building or use of any property upon, above, or contiguous to the Easement that would interfere with, damage or endanger LACMTA's Facilities, or the excavation, construction, maintenance, replacement, enjoyment or use thereof. In order to ensure the structural integrity of LACMTA's Facilities, there shall be no excavation or construction above or adjacent to the Easement without LACMTA's express written consent, and after LACMTA's review of the plans and specifications for excavation or construction. LACMTA's right to consent to such excavation or construction is limited to this purpose, and LACMTA may not unreasonably withhold its consent.

The Easement and all the provisions hereof shall inure to the benefit of, and be binding upon, all parties who claim an interest in the property and LACMTA, and their respective successors and assigns.