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**Agenda - Final**

**Thursday, April 28, 2022**

**10:00 AM**

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

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

*Hilda L. Solis, Chair*

*Ara Najarian, 1st Vice Chair*

*Jacquelyn Dupont-Walker, 2nd Vice Chair*

*Kathryn Barger*

*Mike Bonin*

*James Butts*

*Fernando Dutra*

*Eric Garcetti*

*Janice Hahn*

*Paul Krekorian*

*Sheila Kuehl*

*Holly Mitchell*

*Tim Sandoval*

*Tony Tavares, non-voting member*

*Stephanie Wiggins, Chief Executive Officer*

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

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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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Written public comments must be received by 5PM the day before the meeting.  
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."  
Email: BoardClerk@metro.net  
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Los Angeles, CA 90012

**CALL TO ORDER**

**ROLL CALL**

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 11, 13, 16, 17, 18, 22, 24, 25, 26, 27, 30, 31, 32, 33, 34, 35, 40, and 43.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 10.

**NON-CONSENT**

3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0268](#)

**RECOMMENDATION**

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0269](#)

**RECOMMENDATION**

RECEIVE report by the Chief Executive Officer.

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

8. **SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR PROJECT ENVIRONMENTAL IMPACT REPORT** [2021-0693](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);
- C. ADOPTING, in accordance with CEQA, the:
  1. Findings of Fact, and
  2. Mitigation Monitoring and Reporting Program; and

- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

Attachments:      [Attachment A - Executive Summary](#)  
[Attachment B - Findings of Fact](#)  
[Attachment C - MMRP](#)  
[Attachment D - Map of Proposed Project](#)  
[Attachment E - Outreach Summary](#)  
[Attachment F - Conceptual Renderings of Proposed Project Presentation](#)

**9. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT** [2022-0273](#)

**RECOMMENDATION**

RECEIVE AND FILE status report on the January 2022 Motion 10 by Directors Hahn, Solis, Garcetti, Mitchell and Dutra on the West Santa Ana Branch Transit Corridor Project.

Attachments:      [Attachment A - January 2022 Motion 10](#)  
[Attachment B - February WSAB City Manager TAC Presentation](#)

**PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION (3-0):**

**10. SUBJECT: INTERSTATE 10 HOV LANES PROJECT PROGRAMMING INCREASE** [2022-0124](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING \$21,749,863 of additional Congestion Mitigation and Air Quality (CMAQ) programming within the current FY22 budget allocation; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute the necessary amendments to existing agreements for additional funding to the I-10 High Occupancy Vehicle Lanes Project from Puente Avenue to SR-57.

Attachments:      [Attachment A - Caltrans Letter 2-14-2022](#)

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**12. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT** [2022-0274](#)

**RECOMMENDATION**

RECEIVE AND FILE the following updates on the Eastside Transit Corridor Phase 2 Project:

- A. Streamlining the Project's path forward on the National Environmental Policy Act (NEPA);
- B. Funding strategy for the Initial Operating Segments (IOS) and the full project to the City of Whittier; and
- C. Project delivery approaches and pre-construction activities.

**Attachments:** [Attachment A - Eastside Phase 2 Project Map Presentation](#)

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

**23. SUBJECT: RECEIVE AND FILE 2022 CUSTOMER EXPERIENCE PLAN** [2021-0774](#)

**RECOMMENDATION**

RECEIVE AND FILE the 2022 Customer Experience Plan.

**Attachments:** [2022 Customer Experience Plan](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

**29. SUBJECT: METRO SMALL BUSINESS BONDING ASSISTANCE PROGRAM** [2022-0186](#)

**RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modifications to Contract No. PS137313000 with Merriwether and Williams Insurance Services, Inc. to continue to provide Small Business Bonding Assistance Program services and Contractor Finance Assistance Program (CFAP) administration in the amount of \$450,000, increasing the total contract price from \$2,197,870 to \$2,647,870, and extend the period of performance from June 1, 2022, through November 30, 2022;

This Contract Modification also includes an as-needed option to extend the contract period of performance up to an additional six (6) months or

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through May 31, 2023, and increase the total contract price up to an additional \$450,000, for a total not-to-exceed contract price of \$3,097,870.

- B. AUTHORIZING the Chief Executive Officer to approve budget for the Contractor Finance Assistance Program (CFAP) loan fee which provides financial relief for certified small businesses performing on a Metro contract for an amount not to exceed \$300,000; and
- C. ADOPTING a resolution, Attachment A, authorizing the Chief Executive Officer and other Authorized Officers to continue the \$4,000,000 line of credit with Bank of America for six months at a cost of \$8,000 with the option to extend for an additional six months at a cost of \$8,000, and to execute as needed, individual standby letters of credit at a cost of \$2,000 each or 2% of the value of each letter of credit executed, whichever is greater, for a six-month period in the amount of \$37,500 with an option for an additional six-month period for \$37,500 for a not-to-exceed amount of \$71,000 if the option is exercised.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE FULL BOARD)

**Attachments:**      [Attachment A - Memorandum of Understanding with the City of LA](#)  
[Attachment B - Procurement Summary.](#)  
[Attachment C - Contract Modification.](#)  
[Attachment D - DEOD Summary](#)

**44. SUBJECT:      PROPOSITION A AND PROPOSITION C COMMERCIAL  
PAPER/SHORT-TERM BORROWING PROGRAMS**

[2022-0131](#)

**RECOMMENDATION**

ADOPT:

- A. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit ("LOC") with respect to the Proposition A ("Prop A") commercial paper ("CP") and short-term borrowing program, Attachment A; and
- B. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C ("Prop C") revolving credit facility ("RCF") and short-term borrowing program, Attachment B.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE FULL BOARD)

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- Attachments:**      [Attachment A - Proposition A Authorizing Resolution](#)  
[Attachment B - Proposition C Authorizing Resolution](#)  
[Attachment C - Bank Recommendation Summary](#)  
[Attachment D - Financial Services Survey](#)  
[Attachment E - Local Financial Institutions](#)  
[Attachment F - Financial Services Survey Outreach Summary](#)

**45. SUBJECT:      USE OF PUBLIC SAFETY DATA MOTION**

[2022-0286](#)

**RECOMMENDATION**

APPROVE Motion by Directors Mitchell, Dupont-Walker, Hahn, and Bonin that will:

- A. Reaffirm and declare that racism is a threat to public health and safety and that racism against Black people has reached crisis proportions that result in large disparities in life outcomes beyond the Metro system.

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

- B. Draft a policy for applying public safety analytics, including a data summary, to inform resource deployment that averts racial profiling for board consideration. The draft policy shall have robust community outreach and input from appropriate stakeholders such as racial justice advocacy organizations and the Public Safety Advisory Committee.
- C. Develop a Bias-Free Policing Policy which shall include:
  - 1. definitions for Bias-Free Policing and racial and identity profiling;
  - 2. key performance indicators to measure the effectiveness of the Bias-Free Policing Policy (including disparities in citations, uses of force, searches, arrests, and stops);
  - 3. clarification on circumstances in which characteristics of individuals may be considered;
  - 4. a system to encourage prompt completion of bias and inclusivity trainings with appropriate consequences for contractors and employees who fail to complete the trainings on schedule;
  - 5. a system for processing complaints regarding biased policing; and
  - 6. a plan to publicly host and analyze demographic data on a quarterly basis to track changes in arrest data over time for all contracted law enforcement partners.

D. Report back to the Board on the above by August 2022.

**END ON NON-CONSENT**

**46. SUBJECT: CLOSED SESSION**

[2022-0284](#)

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

1. Denise Crews, et al. v. LACMTA, Case No. BC713509
2. Amber Martinez v. LACMTA, Case No. BC594335

**CONSENT CALENDAR**

**2. SUBJECT: MINUTES**

[2022-0270](#)

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held March 24, 2022.

Attachments:      [MINUTES - March 24, 2022 RBM](#)  
                                 [March 2022 Public Comments](#)

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

**5. SUBJECT: 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

[2022-0132](#)

**RECOMMENDATION**

ADOPT the resolution for the 2023 Los Angeles County Transportation Improvement Program as shown in Attachment A.

Attachments:      [Attachment A - Resolution for the 2023 Los Angeles County TIP](#)

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

**6. SUBJECT: FIRST/LAST MILE ON-CALL CONSULTING SERVICES**

[2022-0017](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS61079000, with Deborah Murphy dba Deborah Murphy Urban Design and Planning (DMUDP) for First/Last Mile On-Call Consulting Services in the amount of \$500,000, increasing the total contract value from \$475,000 to \$975,000, to support the early project development phases for four (4) first/last mile (FLM) projects of the Metro Active Transport (MAT) Program.



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

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

7.    **SUBJECT:    FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 (CRRSAA AND ARPA FUNDING) GRANT PROGRAM**      [2022-0104](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING the recommended Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding awards totaling \$2,817,612, as authorized under the Coronavirus Response and Relief Supplemental Appropriations Act and American Rescue Plan Act funds for Operating Projects as shown in Attachments A, B and C;
  
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the sub-recipient agencies receiving awards; and
  
- C. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County (“Coordinated Plan”) that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private and nonprofit transportation and human service providers and other members of the public.

- Attachments:**      [Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Areas](#)  
[Attachment B - Lancaster-Palmdale Urbanized Areas](#)  
[Attachment C - Santa Clarita Urbanized Areas](#)  
[Attachment D - Evaluation Criteria](#)

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

**11. SUBJECT: LITTLE TOKYO/ARTS DISTRICT JOINT DEVELOPMENT**

[2021-0725](#)

**RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the City of Los Angeles related to the joint development of Metro-owned property and City-owned property adjacent to the Regional Connector Little Tokyo/Arts District Station, to be procured in a competitive solicitation led by the City, pursuant to Public Utilities Code Section 130242(f)(4).

**Attachments:**      [Attachment A - Site Map](#)  
[Presentation](#)

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

**13. SUBJECT: HIGH DESERT CORRIDOR RAIL PROJECT**

[2022-0171](#)

**RECOMMENDATION**

CONSIDER:

- A. APPROVING \$1,236,500 for Fiscal Year 2023 to complete the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental document for the High Desert Corridor (HDC) Rail Project and other related activities as further described in Attachment A;
- B. APPROVING an increase of \$500,000 in Life-of-Project (LOP) budget for the High Desert Intercity Rail Corridor Service Development Plan for a new total LOP budget of \$5,125,000;
- C. REPURPOSING \$1,736,500 of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition for the High Desert Corridor High Speed Rail Project and the Service Development Plan to fund the above two recommendations; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary funding agreements with HDC JPA.

**Attachments:**      [Attachment A - High Desert Corridor Joint Powers Authority Budget Request](#)

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

16. **SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION AND REPLENISHMENT**

[2022-0150](#)

**RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 11 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) to extend the contract period of performance by 12 months through July 30, 2023, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory, to ensure a consistent on-street fleet for the duration of this contract, in the amount of \$15,250,213, increasing the total contract value from \$95,343,861 to \$110,594,074; and
- B. ESTABLISH a Capital project with a \$2 million Life of Project (LOP) value in support of the purchase of Metro Bike Share (MBS) equipment, including bicycles, GPS equipment, and other associated equipment and materials.

**Attachments:**      [Attachment A - Metro Bike Share Board Motion No. 41](#)  
[Attachment B - Metro Board Report March 2022 \(Item 2021-0812\)](#)  
[Attachment C - Procurement Summary](#)  
[Attachment D - Contract Modification/Change Order Log](#)  
[Attachment E - DEOD Summary](#)

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

17. **SUBJECT: PROPERTY INSURANCE PROGRAM**

[2022-0021](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at increased policy limits at a not to exceed price of \$5.5 million for the 12-month period May 10, 2022 through May 10, 2023.

**Attachments:**      [Attachment A - Recommended Pricing and Carriers](#)  
[Attachment B - Alternatives Considered](#)

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

18. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCIL [2022-0057](#)

**RECOMMENDATION**

APPROVE nominee for membership on Metro's Westside Central Service Council.

**Attachments:** [Attachment A - Nominee's Listing of Qualifications](#)  
[Attachment B - Nomination Letter](#)

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

22. SUBJECT: CRENSHAW/LAX OPERATING PLAN UPDATE [2022-0169](#)

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to review the Crenshaw/LAX Operating Plan, including conduct necessary public outreach and report back to Board with findings and a recommendation to maintain or change the Operating Plan.

**Attachments:** [Attachment A - Figures 1 through 6 Presentation](#)

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

24. SUBJECT: POLICING ON THE METRO BUS AND RAIL TRANSIT SYSTEM MOTION [2022-0257](#)

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Kuehl, and Butts that the Board direct the Chief Executive Officer to report back to the Board in May 2022 on how Metro can modify its contracts with the Los Angeles Police Department and Long Beach Police Department to ensure continuity of service and continued law enforcement services coverage throughout the Metro Bus and Rail Transit System.

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

**25. SUBJECT: CREATING A METRO TREE POLICY MOTION**

[2022-0259](#)

**RECOMMENDATION**

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

- A. Create a Metro Tree Policy, with consideration of and recommendations for the following:
1. Protecting trees during construction;
  2. Appropriate species, palette, and planting strategies that maximize opportunities for native species, carbon capture, mitigating urban heat island effect, implementing low-flow water run-off, minimizing maintenance costs and damage to other infrastructure, and providing a robust tree canopy;
  3. A tree replacement approach that is, at minimum, two-for-one replacement of any trees removed as a result of Metro capital projects or on Metro property, including planting and establishment;
  4. In-lieu fees for instances where a minimum two-for-one replacement of trees on Metro property is not possible;
  5. Encouraging creative approaches, including but not limited to parkway strips, parklets, or pocket parks, where permeable surfaces are increased and planted for greater visual, cooling, and air and water quality impact;
  6. Coordination with local jurisdictions to plant and establish street trees along transit corridors in equity-focused communities, in accordance with jurisdictions' existing urban forestry policies, and as part of Metro's Complete Streets Policy, including a minimum tree canopy coverage threshold for high-quality transit corridors;
  7. For trees on Metro property and where Metro is responsible for maintenance (e.g., as the adjacent property owner), develop maintenance standards including but not limited to: watering, trimming, and replacement;
  8. Opportunities for partnership with private and non-governmental organizations; and,

9. Community engagement;

B. Present this Metro Tree Policy to the Board in August 2022 for consideration and approval; and,

C. Identify and pursue funding opportunities to plant and maintain trees along Metro transit corridors no later than January 2023.

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

**26. SUBJECT: HR4000 CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION, TECHNICAL SUPPORT SERVICES INCREASE OF CONTRACT MODIFICATION AUTHORITY (CMA) [2022-0103](#)**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 14 to Contract No. OP16523-30433487 with LTK Engineering Services for Technical Support Services for HR4000 Heavy Rail Vehicle Acquisition to extend the Period of Performance through April 30, 2024, and increase the Not-to-Exceed Total Contract Price by \$5,618,956, from \$14,228,248 to \$19,847,204; and
- B. INCREASE the Contract Modification Authority (CMA) to \$6,180,852 to execute Modification No. 14 in Recommendation A, which provides an additional \$561,896 CMA or 10% for future changes.

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

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

**27. SUBJECT: BUS ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL SUPPORT SERVICES [2022-0139](#)**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a six (6) year cost reimbursable contract, Contract No. PS81062000, to WSP USA, Inc. for as-needed professional consultant support services that will be utilized for bus engineering and acquisition, program management and technical support services, in the total not-to-exceed amount of \$10,930,917.43, subject to resolution of protest(s), if any.

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

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

- 30. SUBJECT:      FUND ADMINISTRATOR FOR METRO PILOT BUSINESS      [2022-0147](#)**  
                                 **INTERRUPTION FUND (BIF)**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) to exercise the second, one-year option in the amount of \$650,306, increasing the total contract value from \$2,754,855 to \$3,405,161, to continue to serve as the fund administrator for Metro’s Pilot BIF and extending the period of performance from May 1, 2022 to April 30, 2023.

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

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

- 31. SUBJECT:      METRO I-105 EXPRESSLANES FINAL SEGMENTS 2 AND      [2022-0170](#)**  
                                 **3 DESIGN PLANS SPECIFICATIONS AND ESTIMATES**  
                                 **CONTRACT**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute Contract No. AE77613000 with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-105 Segments 2 and 3 in the amount of \$39,935,928, subject to resolution of protests, if any.

**Attachments:**      [Attachment A - Procurement Summary](#)  
                                 [Attachment B - DEOD Summary](#)  
                                 [Attachment C - 105 Potential Right of Way Impacts](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

- 32. SUBJECT:      RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR      [2022-0063](#)**  
                                 **PROJECT**

**RECOMMENDATION**

CONSIDER:

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- A. INCREASING the life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$27,295,000, from \$115,989,173 to \$143,284,173;
  - B. REVISING the project funding plan to accept \$27,295,000 in funding contributions by the City of Los Angeles;
  - C. DELEGATING authority to the Chief Executive Officer to accept up to \$15 million in American Rescue Plan Act funds from the County of Los Angeles and program them to the Rail to Rail project; and
  - D. AUTHORIZING the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

Attachments:      [Attachment A - Sources and Uses](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

- 33. SUBJECT:      METRO DIVISION 1 INDUSTRIAL STREET VACATION AND      [2022-0152](#)  
                         CITY OF LOS ANGELES 7TH STREET STREETScape  
                         IMPROVEMENTS NEGOTIATED FUNDING AGREEMENT**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a Funding Agreement with the City of Los Angeles for the 7th Street Streetscape Improvements project in the negotiated amount of \$3,500,000.

Attachments:      [Attachment A - Deleted Conditions](#)  
                         [Attachment B - Industrial Street Vacation from Alameda to Central](#)

**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

- 34. SUBJECT:      TRACK AND TUNNEL INTRUSION PROJECT      [2022-0195](#)**

**RECOMMENDATION**

INCREASE the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$1,948,680, from \$8,873,092 to \$10,821,772.

Attachments:      [Attachment A - TTIDS Funding and Expenditure Plan](#)



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**CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):**

**35. SUBJECT: 3% CONTRIBUTION MOTION**

[2022-0258](#)

**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Garcetti, Butts, and Dutra that the Board direct the CEO to update the Measure M Guidelines and First-Last Mile Guidelines in accordance with the following:

- A. Revise the Measure M Guidelines 3% Contribution calculation to be consistent with the Measure M ordinance;
- B. In cases where Metro withholds 15 years of Measure M Local Return, clarify that Metro will allow withheld funds to satisfy the 3% contribution via an agreement with the jurisdiction, that jurisdictions may spend withheld funds on First-Last Mile investments, and that those expenses shall be eligible to credit toward a jurisdiction's 15-year total Measure M Local Return obligation in accordance with established Metro procedures, such as the First-Last Mile Guidelines and Measure M Guidelines;
- C. Confirm that the cost of First-Last Mile improvements delivered by local jurisdictions shall not be included in the "total project cost" from which Metro calculates the 3% Contribution;
- D. Consistent with precedent from the Purple Line Extension, confirm that jurisdictions along segments of a larger transit corridor will incur a 3% Contribution obligation only for project segments that include station construction within their jurisdiction; and,
- E. Reaffirm that in-kind contributions and subregional investments that support a Metro transit corridor may count toward a project's total 3% Contribution under existing provisions of the Measure M Guidelines.

WE FURTHER MOVE that the Board direct the CEO to report back on all the above to the Construction Committee in June 2022.

**EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):**

**40. SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SERVICES**

[2022-0127](#)

**RECOMMENDATION:**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 1 to Contract No. PS6056400A with FAME

Assistance Corporation (FAME) for Administration of Metro's LIFE program for the Southwest and Northwest Service Regions in the amount of \$965,932, increasing the total contract value from \$2,991,965.01 to \$3,957,897.01, for the remaining two years of the contract; and

- B. EXECUTE Modification No. 1 to Contract No. PS6056400B with the International Institute of Los Angeles (IILA) for Administration of Metro's LIFE program for the Southeast Service Region in the amount of \$467,085, increasing the total contract value from \$1,605,248 to \$2,072,333, for the remaining two years of the contract.

**Attachments:**      [Attachment A - Procurement Summary](#)  
[Attachment B - Modification Change Order Log](#)  
[Attachment C - DEOD Summary](#)  
[Attachment D - Motion 40](#)

- 43. **SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING** [2022-0281](#)

**RECOMMENDATION**

CONSIDER making the following findings:

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

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

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

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

- SUBJECT: GENERAL PUBLIC COMMENT** [2022-0272](#)

RECEIVE General Public Comment

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

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

**Adjournment**



Board Report

File #: 2021-0693, File Type: Project

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE  
APRIL 20, 2022

SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR  
PROJECT ENVIRONMENTAL IMPACT REPORT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);
- C. ADOPTING, in accordance with CEQA, the:
  - 1. Findings of Fact, and
  - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse.

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project) would build a high-quality BRT line connecting the San Fernando and San Gabriel valleys, traveling east-west between the North Hollywood Metro B/G Line (Red/Orange) Station, the Memorial Park L Line (Gold) Station, and Pasadena City College (PCC). The Proposed Project is funded through Measure M and SB-1 funds with an anticipated opening date of 2024. It aims to meet the priorities set out in 'Metros Vision 2028 strategic plan <[http://media.metro.net/about\\_us/vision-2028/report\\_metro\\_vision\\_2028\\_plan\\_2018.pdf](http://media.metro.net/about_us/vision-2028/report_metro_vision_2028_plan_2018.pdf)> to offer high-quality mobility options and outstanding trip experiences while enhancing the quality of life of the communities it serves.

Metro is the CEQA Lead Agency and has completed the steps required for the Final EIR to be

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considered for certification by the Board. The Executive Summary of the Final EIR is included as Attachment A. Certification of the Final EIR also includes approval of the Findings of Fact (Attachment B) and the Mitigation Monitoring and Reporting Program (Attachment C).

## **BACKGROUND**

The Proposed Project is a 19-mile BRT corridor with 22 stations. The study area serves as a key regional connection between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena (Attachment D). Each community has dense residential populations and many cultural, entertainment, shopping, and employment areas throughout, including the NoHo Arts District, Burbank Media District, Glendale Galleria, Americana at Brand, Eagle Rock Plaza, and Old Pasadena.

Of the 700,000 daily trips in the study area, the majority of trips are destined to locations within the corridor, and only a third of these trips currently travel through the entire corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips, as transit currently accounts for only 2% of trips despite the presence of Metro rail connections at both ends of the corridor. The key challenge for the corridor is to design a premium transit service that captures more of the travel market by offering competitive travel times, improved service reliability, better transit access and enhanced passenger comfort and convenience. Regional connectivity is also a key element of the Proposed Project, especially given that this is among the region's largest commuter sheds without a premium transit service and serves several Equity Focus Communities (EFCs).

[Metro Line 501 currently connects North Hollywood and Pasadena primarily via the SR-134 but has struggled to attract riders \(approximately 1,500 daily boardings pre-COVID\) in large part because it bypasses several major destinations along the corridor. The Proposed Project will offer a premium transit service connecting to these destinations with an estimated end-to-end travel time of approximately 70 minutes. This compares with an existing travel time of approximately 2 hours using a combination of existing bus lines such as 180, 92, 155, and 224. Additionally, the Proposed Project will greatly enhance service reliability by separating buses from the fluctuating traffic congestion, resulting in more consistent run times. The Proposed Project will also maintain its faster travel times and reliability even as traffic congestion continues to worsen over time. Further, the BRT will also include additional features that will enhance the customer experience. As a result, the Proposed Project is anticipated to attract approximately 30,000 daily riders when it opens](#)

In May 2021, the Metro Board approved staff's recommendation to adopt a refined version of the Proposed Project presented in the Draft EIR, which included refinements in Burbank and Glendale and two separate design options for Colorado Boulevard in Eagle Rock. Staff was also instructed to conduct additional stakeholder outreach and to continue coordinating with the corridor cities, particularly Burbank and Los Angeles (Eagle Rock), prior to completing the Final EIR. As a result of these additional efforts, staff worked with stakeholders to develop further refinements to the Proposed Project in Burbank and Eagle Rock. Details on the recommended refinements are provided in the discussion section below.

## **DISCUSSION**

### California Environmental Quality Act (CEQA)

As the CEQA Lead Agency and proponent for the Proposed Project, Metro has completed an EIR in

coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena. The EIR assessed the Proposed Project in addition to a No Project Alternative and an Improved Existing Bus Service Alternative. If the Metro Board certifies the Final EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance, the Proposed Project will advance into pre-construction and construction activities.

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an EIR adopt a Mitigation Monitoring and Reporting Program (MMRP). The purpose of the MMRP is to ensure that the measures identified in the Final EIR that mitigate the potentially significant environmental effects of the Proposed Project are implemented. Metro is responsible for assuring full compliance with the provisions of the MMRP. A full description of the mitigation measures is included in the MMRP.

Prior to Board approval of the refined Proposed Project in May 2021, Metro released the Draft EIR for a 64-day public review and comment period beginning on October 26, 2020 and ending on December 28, 2020. Metro also hosted two virtual Public Hearings. To increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform. During these two-hour meetings, staff presented information about the Proposed Project and allotted time for public members to provide both verbal and written comments.

An online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period to give the public as much opportunity to comment. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special hotline phone number, email, website, and via U.S. mail.

During the 64-day public comment period, nearly 450 comments were received through mail, email, voicemail, the website, and the two virtual public hearings. Approximately 280 of those comments were specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. The main comments received during the Draft EIR public review period are summarized as follows:

- Majority of comments supported and/or were not opposed to the Proposed Project;
- Most comments related to the different design options, particularly in Eagle Rock;
- Majority of Eagle Rock comments supported the Proposed Project with an overall preference for the new service to operate along Colorado Boulevard;
- There was significant support in Eagle Rock for the community-developed concept, which proposed reducing the number of general traffic lanes in order to accommodate the new dedicated bus lanes;
- Eagle Rock community emphasized the importance of consistency with the City of Los Angeles's Mobility Plan 2035; and
- Strong support for retaining existing bike infrastructure or introducing new bike infrastructure throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Responses to all comments received during the 64-day public review and comment period are contained in Chapter 4 of the Final EIR. Written responses were provided to all commenting agencies in accordance with CEQA Guidelines Section 15088(b).

### Public Outreach

In response to the comments received on the Draft EIR, staff made several refinements to the Proposed Project, which were presented to and approved by the Board in May 2021. Following Board action, staff started work on the Final EIR and began an extensive community outreach effort. The primary purpose of the outreach was to present and gather feedback on additional refinements in Burbank and Eagle Rock made in the months following the May 2021 Board meeting. These outreach efforts, conducted throughout 2021 and into early 2022, are described in detail in the Outreach Summary (Attachment E), and are summarized as follows:

- **Virtual community meetings** held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community.
- **Transit Application/Rider Intercept Surveys** were conducted in September and October 2021 via Metro's Transit Application and in-person at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the B/G Line (Red/Orange) station in North Hollywood.
- **Door to door outreach to businesses** on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted in November and December 2021.

In addition, Metro received a significant number of comments through the Project's email address and phone number during Fall 2021. Most of these comments were related to the design options in Eagle Rock and emphasized the need to preserve median space, minimize parking loss and reduce traffic impacts. City of Los Angeles Council District 14 (CD14) in Eagle Rock also conducted an in-person open house in October 2021. Metro staff attended the meeting to help explain the Proposed Project and answer questions.

### Proposed Project

The Proposed Project described within the Final EIR is the result of further coordination with the cities and extensive community input, including recent refinements in Burbank and Eagle Rock. Staff's proposed refinements seek to strike a balance between many of the key elements from the community-developed proposal submitted during the Draft EIR public comment period and the many concerns and/or issues raised by the community of Eagle Rock as a whole. It also addresses the concerns raised in the City of Burbank. Conceptual renderings of the Proposed Project are contained in Attachment F.

The capital cost of the Proposed Project is currently estimated to be in the range of \$263 million to \$386 million, including contingencies and escalation. The estimated costs are based on a conceptual level of project design and will be further refined as design and engineering advances. The annual operating and maintenance cost is estimated to be approximately \$18.5 million. The attached Executive Summary to the Final EIR provides a detailed description of the proposed project.

The Proposed Project would generally include dedicated bus lanes on surface streets with adequate street width but will operate in general purpose traffic lanes on the freeway segments and in the City of Pasadena. Dedicated bus lanes are one of the most crucial components of BRT. In combination

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with other BRT attributes such as transit signal priority, limited stops, all-door boarding, and enhanced stations, Bus lanes significantly improve bus speeds and service reliability by allowing for more consistent travel times and enhancing the customer experience. The implementation of these attributes ensures the BRT meets the project goals and objectives and maintains its high performance over time even as traffic congestion worsens.

The goals and objectives for the project are summarized as follows:

- Advance a premium transit service that is more competitive with private auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

A description of the Proposed Project by segment is provided below.

#### North Hollywood

The route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound, sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic lane near the SR-134 freeway). Lastly, the route would continue east via the SR-134 freeway to Pass Avenue. Proposed stations would be located at North Hollywood Station, which offers connections to the Metro B Line (Red) and G Line (Orange), and on Vineland Avenue at Hesby Street in the North Hollywood Arts District.

#### Burbank

The route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. The route would then operate along Alameda Avenue and Buena Vista Street to/from Olive Avenue in a combination of curb and side-running bus lanes.

During the Draft EIR public review and comment period and during on-going coordination with the City, concerns were raised regarding the implementation of curb-running dedicated bus lanes on Olive Avenue, particularly between Buena Vista Street and Victory Boulevard. The City's primary concerns centered around the potential elimination of on-street parking and the narrowing of sidewalks needed to accommodate the bus lanes.

In response to the concerns, an additional side-running design option for Olive Avenue was introduced. This option converts one traffic lane in each direction to bus lanes between Buena Vista Street and Lake Street. Under this option, the existing parking and sidewalk widths would remain unchanged and have no significant effects on traffic. For these reasons and based on additional feedback received, the original curb-running option between Buena Vista Street and Lake Street was removed from further consideration and the side-running option was evaluated in the Final EIR.



Lastly, the route would then operate in general traffic over the Olive Ave bridge before transitioning to/from curb-running bus lanes in Downtown Burbank. Along Glenoaks Boulevard between Olive Avenue and Alameda Avenue the Project includes a combination of general-purpose traffic lanes and center-running bus lanes.

Proposed stations in Burbank would be located on Olive Avenue at Riverside Drive, Alameda Avenue at Naomi Street to serve the Burbank Media District, Olive Avenue at Verdugo Avenue, Olive Avenue at Lake Street to serve the Burbank - Downtown Metrolink Station, and Olive Avenue at San Fernando Boulevard to serve Downtown Burbank.

### Glendale

The route would operate via Glenoaks Boulevard in center-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would be at Alameda Avenue, Western Avenue, Grandview Avenue, and Pacific Avenue. The route would continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) and continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive in Downtown Glendale, Broadway at Brand Boulevard (near the Americana and the Glendale Galleria), Broadway at Glendale Avenue and Broadway at Verdugo Road.

### Eagle Rock

In May 2021, the Board approved two median/center-running design options for Colorado Boulevard east of Eagle Rock Boulevard to the SR-134 at Linda Rosa Avenue. One option reduced the number of traffic lanes to one in each direction (based on the community-developed proposal) and the second option maintained two existing traffic lanes in each direction (based on the original Route Option F1 in the Draft EIR). Both design options were advanced through further design and evaluated at an equal level of detail in the Final EIR. Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard, and Townsend Avenue.

Additional refinements to the Proposed Project were also incorporated into the Final EIR. These further refinements were a result of continued coordination with the City of Los Angeles and aimed to better accommodate the City's planned curb extensions as part of an Active Transportation Program; landscaped median space; parking preservation; enhanced bicycle lane infrastructure; traffic and pedestrian circulation; and additional traffic safety features. Based on further coordination with the City of Los Angeles and additional feedback from the community, staff recommends incorporating the design option of converting one travel lane in each direction to BRT lanes.

### Pasadena

The bus would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and Fair Oaks Avenue in Pasadena before taking Walnut Street to Raymond Avenue. The route would then operate north/south on Raymond Avenue between Walnut Street and Colorado Boulevard and east/west along Colorado Boulevard between Raymond Avenue and Hill Avenue. All segments would operate in general-purpose traffic lanes. Proposed stations would be located on Raymond Avenue at

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Holly Street to serve the Memorial Park L Line (Gold) Station and Old Pasadena, as well as on Colorado Boulevard at Los Robles Avenue serving the Paseo Colorado and Playhouse District, at Lake Avenue to serve the South Lake Avenue neighborhood, and on Hill Avenue at Pasadena City College (PCC).

#### Proposed Project Benefits

As discussed above, the EIR also assessed a No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project.

While the No Project Alternative results in no new potential environmental impacts, not implementing the Proposed Project would eliminate its associated benefits. These include improved transportation access and connectivity to jobs, education, medical facilities, and the regional transit network. Other additional benefits include reduced regional vehicle miles traveled (VMT), improved air quality, and opportunities for Transit-Oriented Communities. The No Project Alternative also fails to serve the Equity Focus Communities (EFCs) along the Project corridor.

#### Final EIR

The Proposed Project included in the FEIR was analyzed under all CEQA resources for both construction (temporary) and operation phases and was determined to have no significant and unavoidable impacts. There was a total of 16 potentially significant impacts related mostly to construction; however, these are temporary and can be reduced to less than significant with mitigations. If the Metro Board certifies the EIR and approves the Proposed Project, thereby completing the CEQA environmental clearance process, the Proposed Project will be eligible to commence construction activities. The full Final EIR is available online via the Metro website and can be accessed directly at:

<https://www.dropbox.com/sh/s4loxkf0hqpvf7/AABc2Fb3EIYcqVosm7dKC2Ca?dl=0>.

#### Public Release of Final EIR

The Final EIR was released on March 25, 2022, 34 days in advance of this Board meeting to allow the public sufficient time to review. The Project team developed a robust notification strategy to maximize awareness of the final planning phase of the Project, including electronic notification to the project stakeholder database with links to access the Final EIR electronically on the website. Requests for hardcopies can be submitted via email at [RMC@metro.net](mailto:RMC@metro.net) or via the records request portal at <https://records.metro.net/>.

#### Filing of Notice of Determination

A Notice of Determination (NOD) is a notice filed with the County Clerk's Office and State Clearinghouse following Proposed Project approval, describing the Project and identifying any expected environmental impacts. Staff will be filing the NOD for the Proposed Project with the Los Angeles County Clerk and the State of California Clearinghouse following Board approval.

#### **EQUITY PLATFORM**

This Board action will approve the Proposed Project, certify the FEIR, and advance the Project to the

next design and construction activities phase.

The Proposed Project area includes several Equity Focus Communities (EFCs). The Proposed Project would provide the benefits of enhanced mobility and improved regional access for transit riders within the study area. The Proposed Project would also provide multiple access points for people living in EFCs along the corridor that would allow them to connect with the greater regional transportation network and key destinations. These access points include 10 planned stations located in EFCs. Improvements to bicycle and pedestrian facilities are also planned as part of the Proposed Project, including the upgraded bike lanes on Colorado Boulevard in Eagle Rock which were added to the Proposed Project in response to feedback received from the community. Additionally, any potential impacts to existing facilities within these communities would be addressed by a set of proposed mitigations during both construction and operation of the Proposed Project to ensure safe and easily navigable options. Such mitigation measures would include, for example, wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction and coordinating with the cities and communities along the corridor to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

The outreach strategy for the Proposed Project was designed to engage with historically marginalized groups through the use of multilingual outreach materials (English, Spanish, Armenian, Tagalog), live-translation during meetings, accessible meeting times and locations, regular updates via a mailing list, and transit-intercept surveys to reach current riders who were otherwise unable to attend meetings. The Proposed Project team provided robust stakeholder engagement and focused outreach activities to better engage transit riders and EFCs to inform the environmental review and the ultimate recommendations going before the Board.

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

The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Deliver outstanding trip experiences for all users of the transportation system; and
- Strategic Goal #3: Enhance communities and lives through mobility and access to opportunity.

### **DETERMINATION OF SAFETY IMPACT**

Recommended actions will not have any impact on the safety of Metro customers and/or employees because this Proposed Project is in the planning phase and no capital or operational impacts result from this Board action.

### **FINANCIAL IMPACT**

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Approval and adoption of the Proposed Project would have no financial impact to the agency.

Impact to Budget

With Board approval of the Proposed Project and certification of the Final EIR, the CEQA process will be complete. Approval of the Proposed Project will allow the Proposed Project to move forward with on-going pre-construction and construction activities. The Proposed Project has capital funding programmed into the Metro financial forecast based on the cost estimate prepared for the Measure M Expenditure Plan of approximately \$267 million with an additional \$50 million in SB1 funds, for a total of \$317 million. These funds are within the midrange of the current capital cost estimates but below the high end of the range. As these funds are earmarked for the Proposed Project, they are not eligible for Metro bus and rail capital and operating expenditures.

The current FY 2022 budget includes \$2,039,643 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining Proposed Project budget.

**ALTERNATIVES CONSIDERED**

The Board could defer or not approve the Proposed Project, certify the Final EIR, or adopt the Findings of Fact and MMRP. However, this action is not recommended as it would jeopardize the Proposed Project schedule. Delaying the Proposed Project would delay these efforts and could add cost.

**NEXT STEPS**

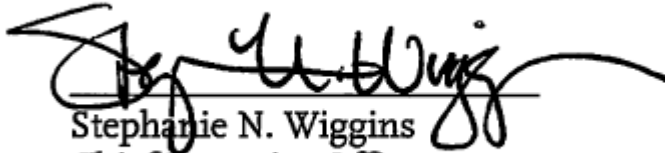
Upon Board approval, staff will file the Notice of Determination for the Proposed Project with the Los Angeles County Clerk and State of California Clearinghouse. Following on-going Preliminary Engineering of the Project, it can then advance into Final Design and Construction. Metro staff will continue to coordinate with local jurisdictions on the implementation and necessary approvals of the Proposed Project.

**ATTACHMENTS**

- Attachment A - Executive Summary of Final EIR
- Attachment B - Findings of Fact
- Attachment C - Mitigation Monitoring and Reporting Program
- Attachment D - Map of Proposed Project
- Attachment E - Outreach Summary
- Attachment F - Conceptual Renderings of Proposed Project

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Stephanie N. Wiggins  
Chief Executive Officer

# ES. Executive Summary

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This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project or Project) and its potential environmental effects. The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. From west to east, the route traverses the communities of North Hollywood (in the City of Los Angeles), Burbank, Glendale, Eagle Rock (in the City of Los Angeles) and Pasadena. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. **Figure ES-1** shows the regional context of the Project corridor.

Key revisions to the Proposed Project since circulation of the Draft Environmental Impact Report (EIR) are summarized below. Additional details are provided below and in Chapter 2, Project Description.

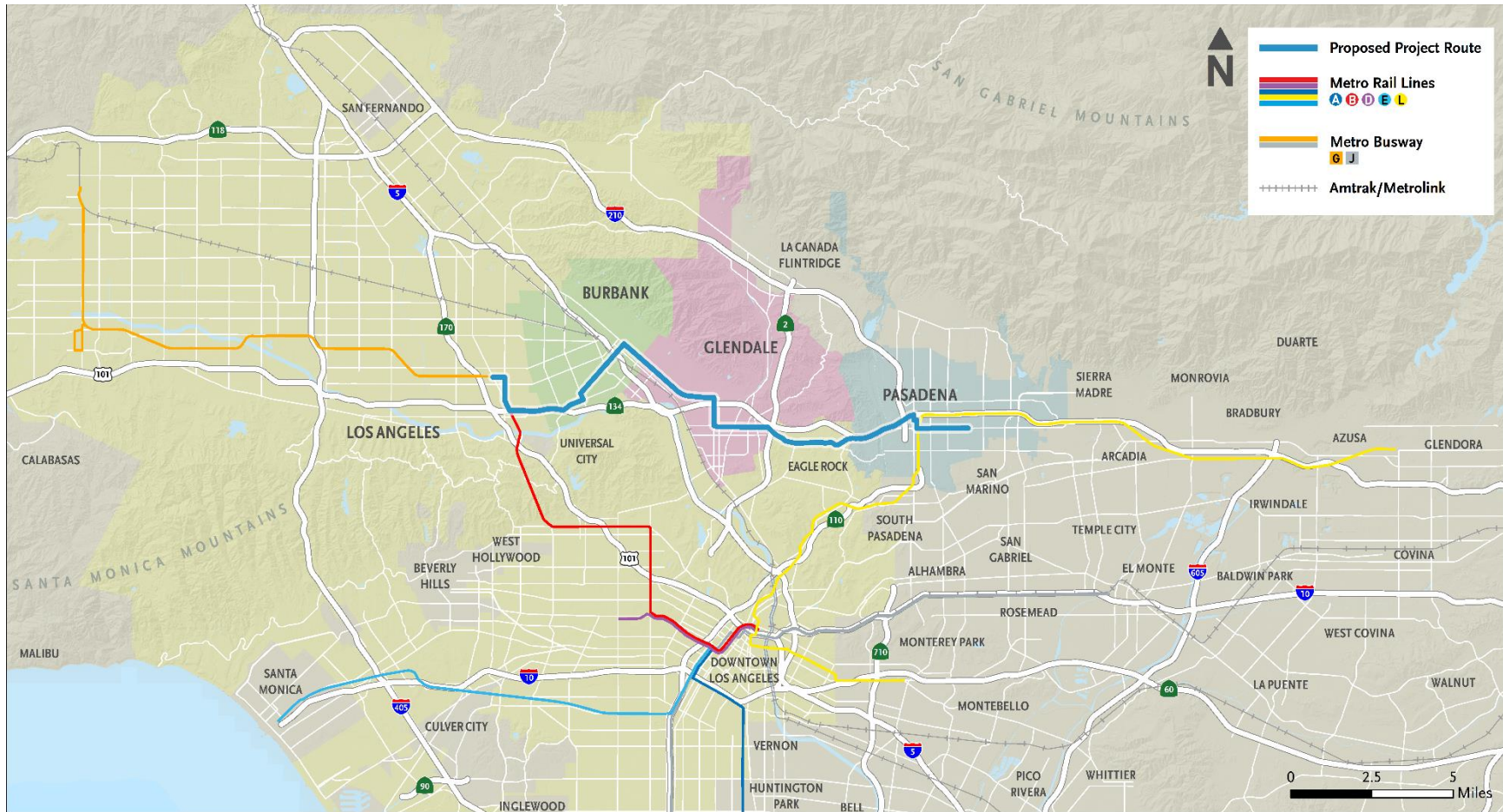
- The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project.
- The Proposed Project no longer includes shared bus and bicycle lanes in Eagle Rock.
- The Final EIR assesses configuration options in Eagle Rock that implement dedicated bus lanes while also preserving bicycle lanes, medians, and parking, including a travel lane reduction option.
- A station is proposed at Alameda Avenue and Naomi Street in Burbank in place of the two stations that were formerly proposed at Olive Avenue and Alameda Street along with Olive Avenue and Buena Vista Street.
- Curb-running bus lanes are no longer proposed along Olive Avenue between Buena Vista Street and Lake Street in Burbank. The Final EIR instead assesses a side-running bus lanes configuration for this stretch, including a travel lane reduction while preserving parking and retaining existing sidewalk widths.
- The proposed station on Olive Avenue and Lake Street in Burbank is no longer located on the Olive Avenue bridge.

## ES.1 PURPOSE OF THIS FINAL ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Final EIR to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.). This Final EIR is intended to assist Metro in making decisions regarding the adoption of the Proposed Project.



**Figure ES-1 – Regional Context of the Study Corridor**



SOURCE: Terry A. Hayes Associates Inc., 2021.

It is required by Section 15132 of the CEQA Guidelines to include the Draft EIR or a revision of the draft; comments and recommendations received on the Draft EIR (either verbatim or in summary); a list of persons, organizations, and public agencies who commented on the Draft EIR; responses to significant environmental comments raised in the review and consultation process; and any other relevant information added by the lead agency.

Metro serves as the lead agency for the Proposed Project and has the principal responsibility for approving the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In determining whether to approve a project that would result in significant adverse environmental effects, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

## ES.2 ENVIRONMENTAL REVIEW PROCESS

In May 2019, an Alternatives Analysis Report, including its findings and recommendations, was presented to the Metro Board of Directors. The Metro Board directed staff to initiate a Draft EIR. In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on June 14, 2019, to the State Clearinghouse and June 17, 2019, to various other public agencies and the general public for a 45-day review and comment period. During the initial 45-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on August 15, 2019. Five scoping meetings were held in July 2019 to facilitate public review and comment on the Proposed Project and the Draft EIR. Metro received a total of 2,584 comments during the public scoping period. Generally, comments received were a mix of both supportive and opposed sentiments toward the Proposed Project.

Following the public scoping review period and NOP release, Metro began developing the Draft EIR. Upon release of the Notice of Availability (NOA) on October 26, 2020, a 46-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. During the initial 46-day review period, Metro extended the public review period for an additional 18 days – officially ending the scoping period on December 28, 2020. The decision to extend the public review period was based on community interest in the Proposed Project and the current Los Angeles County COVID-19 Safer at Home orders to allow sufficient opportunities for the public to review and comment on the Draft EIR. Additionally, due to the holiday schedule, the public review period was extended beyond 60 days to allow for comments to be received after the holidays and without interruption.

Per CEQA, a public review period is required when issuing the availability and completion of a Draft EIR. Metro conducted two virtual public hearings and one virtual platform where the public was able to provide comments regarding the content and findings of the overall project plans. A virtual platform allows the public access to materials and project information similarly to an in-person setting. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in 11 newspapers of general circulation in the Project area, and 15,000 flyers were delivered door-to-door to residents and businesses within the Eagle Rock community.



The virtual public hearings to take testimony on the Draft EIR was conducted on November 12, and 14, 2020. A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. Metro received approximately 445 comments during the Draft EIR public review period.

Upon the completion of the Final EIR and other required documentation, the Metro Board of Directors certify the Final EIR and the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and approve the Proposed Project. The public can comment on the contents of the Final EIR when the Metro Board considers the Proposed Project at the Board Meeting on March 24, 2022.

### **ES.3 PROJECT OBJECTIVES**

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro's Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

### **ES.4 PROJECT HISTORY**

The North Hollywood to Pasadena BRT Corridor was identified by Metro's 2013 Countywide Bus Rapid Transit and Street Design Improvement Study as one of the region's most heavily traveled corridors without a premium bus service. This led to the North Hollywood to Pasadena BRT Corridor Technical Study, completed in March 2017, which explored the feasibility and performance of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The North Hollywood to Pasadena BRT Corridor Planning and Environmental Study was initiated in August 2018 to further study BRT concepts. Metro launched an extensive public outreach effort to provide project updates and to solicit feedback on the two initial BRT concepts identified in the BRT Corridor Technical Study. This outreach effort included five community meetings in addition to approximately 40 individual briefings with the affected cities' elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the Metro outreach team attended neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information at the North Hollywood Metro B/G Line (Red/Orange) Station.

Field reviews were conducted to evaluate potential routing, station opportunities and constraints, and surrounding land uses. Concurrently, a comprehensive database of street cross sections,

existing transit service characteristics, and other data was assembled and evaluated to inform the screening and evaluation of alternatives in the North Hollywood to Pasadena Alternatives Analysis Report. The results of the initial screening analysis were synthesized into three distinctive refined routes to further study: street-running, freeway-running, and hybrid street/freeway-running. Each of these three routes extended from the Metro B/G Line (Red/Orange) terminus on Lankershim Boulevard and terminated at the Pasadena City College near Colorado Boulevard at Hill Avenue in Pasadena. It was determined that the street-running route best met the Project's Objectives and would achieve the highest number of overall benefits, including ridership potential, connectivity, transit-orientated community opportunities, equity, and environmental benefits. Promising route segments from the other two screened routes were also recommended to be carried forward, resulting in a refined street-running route with options.

The Alternatives Analysis Report describes routes that were eliminated from consideration. Combined with the feedback received from the various communities, several of the initial routing options were eliminated from further consideration: three from the Primary Street Concept and two from the Primary Freeway Concept. Routes that were eliminated from consideration included Chandler Boulevard (North Hollywood – Burbank), Magnolia Boulevard (North Hollywood – Burbank), Brand Boulevard (Glendale), Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5, and Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena).

Following the release of the Draft EIR, two virtual public hearings were conducted in November 2020. In addition, Metro received a total of 349 public comment letters (including emails and transcribed voicemails) on the Draft EIR during the public comment period, for a total of approximately 445 comments including public hearings. Upon evaluating the comments received during the Draft EIR public review period, Metro made refinements to the Proposed Project, particularly in the Eagle Rock community along Colorado Boulevard and in the Burbank community. The refinements to the Proposed Project are described in Chapter 2, Project Description, of the Final EIR. Metro updated the community on the refinements to the Proposed Project through a series of briefings and presentations with elected officials, City staff, key stakeholder roundtable meetings, business roundtable meetings and a community meeting.

Throughout this public engagement effort, the Metro team gathered feedback about the technical aspects of the Proposed Project and refinements to the alignment along Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. These communities have been engaged with Metro since the Proposed Project was initiated and presented to the public. This process included an opportunity for key groups and businesses in the Eagle Rock community to provide direct feedback to the project team on the Proposed Project and the Project refinements, and an opportunity for the communities in the corridor to provide feedback on that same information. These opportunities for feedback were designed to be transparent and inclusive, and allowed community members extended meeting times for the Project team to respond to the many questions and comments received. Due to the COVID-19 pandemic and Los Angeles County Safer at Home Orders, all meetings were held virtually to allow the public to attend from the safety of their homes. The community meetings were also recorded and made available on the Proposed Project website along with the meeting presentation materials.

Metro attended one-on-one meetings with individual agencies to provide an overview of the project, schedule, next steps and to solicit feedback on the project. Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting to public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school organizations.

The key stakeholder roundtable meetings were conducted virtually with key stakeholders in Eagle Rock on Tuesday, March 16, 2021, with two sessions provided at different times to allow for opportunities that fit their schedules. At the roundtable meetings, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback about the project and refinements. Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in English and Spanish.

A business roundtable meeting was conducted virtually with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the roundtable meeting, Metro provided an overview of the project, an update on the refinements of the project in Eagle Rock, the timeline, next steps and an opportunity for dialogue with project staff. The meeting format allowed meeting attendees to ask questions and provide feedback about the project and refinements. Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts). Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting notifying businesses of the meeting.

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined alignments in Eagle Rock and Burbank and to solicit feedback from the public. Following the approval of the Proposed Project by the Board of Directors on May 27, 2021, an additional series of virtual community meetings were held on September 23, 2021, for the Eagle Rock community and October 7, 2021, for the Burbank community to gather feedback and answer questions about the proposed refinements in their respective communities. Each meeting consisted of a presentation of the refinements by Metro followed by a question and answer session. In addition to simultaneous Spanish interpretation, a copy of the PowerPoint presentation was made available in Spanish on the project website.

Transit rider intercept surveys were conducted in Burbank and Eagle Rock between October 1 and October 13, 2021, to inform transit users and capture feedback about the project. Surveys were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the Metro B/G Line (Red/Orange) Station in North Hollywood. Interviewees had the opportunity to provide either written responses or video comments.

Mobile phone surveys were also sent to transit riders within the project study area via Metro's Transit Application between September 27 and October 10, 2021. The goal of the surveys was to better understand the characteristics of transit riders and which elements of the Proposed Project they found most important. Two separate surveys were made available for targeted geographic audiences – one for Eagle Rock and one for Burbank – and were available in both English and Spanish.

Additionally, Metro staff conducted door-to-door outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank between November 5 and December 4, 2021. The purpose was to further inform business owners and employees about the project and capture feedback on the design options being studied in both communities. Staff also distributed flyers providing background information, the design options being studied, and contact information.

After consideration of public comments and further public engagement following the circulation of the Draft EIR, a number of refinements were made to the Proposed Project. Among these refinements are two configuration options for the Colorado Boulevard segment in Eagle Rock. One configuration maintains existing general purpose travel lanes and the other configuration eliminates a general purpose travel lane in order to implement a dedicated bus lane while also preserving bicycle lanes, medians, and parking. As shown in Chapter 3, Corrections and Additions, of this Final EIR, the refinements to the Proposed Project and the configuration options would not alter the conclusions of the Draft EIR regarding the potentially significant impacts of the Proposed Project or result in any new significant environmental impact.

## ES.5 PROPOSED PROJECT

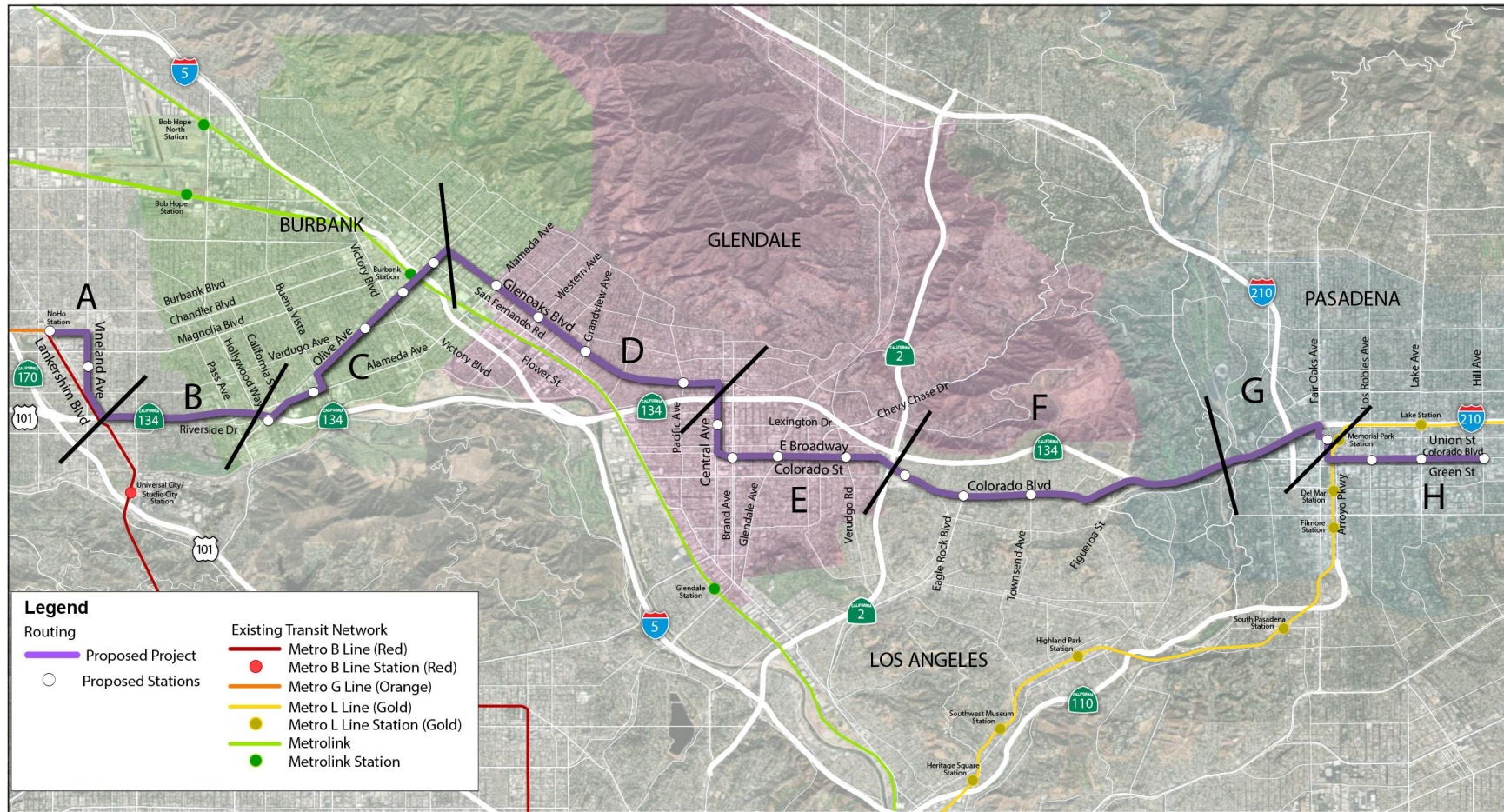
The Proposed Project extends approximately 19 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route [SR] 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Project Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The Proposed Project that was presented in the Draft EIR included route options at various locations. Based on comments on the Draft EIR received from the public and stakeholders, as well as additional technical analysis, the various route options were eliminated from further consideration by the Metro Board of Directors on May 27, 2021. The Metro Board of Directors selected Route Options A1 to B to C to D to E1 to F1 to G1 to H1 as the Proposed Project. In addition, the Proposed Project does include configuration options for the Colorado Boulevard segment in Eagle Rock, as presented subsequently in this section.

**Figure ES-2** shows the Proposed Project. **Table ES-1** provides the bus lane configurations for each route segment of the Proposed Project.



Figure ES-2 – Proposed Project



SOURCE: Kimley-Horn and Associates Inc., 2022.

**Table ES-1 – Route Segments**

Key	Segment	From	To	BRT Lane Configuration	Stations
<b>A</b>	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	<ul style="list-style-type: none"> <li>Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange)</li> </ul>
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running <sup>1</sup> Mixed-Flow <sup>2</sup>	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	<ul style="list-style-type: none"> <li>Hesby St.</li> </ul>
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow <sup>3</sup>	
<b>B</b>	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
<b>C</b>	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow <sup>4</sup>	<ul style="list-style-type: none"> <li>Riverside Dr.</li> </ul>
	Olive Ave.	Riverside Dr.	Alameda Ave.	Curb-Running	
	Alameda Ave.	Olive Ave.	Buena Vista St.	Mixed-Flow/Curb Running <sup>5</sup>	<ul style="list-style-type: none"> <li>Naomi St.</li> </ul>
	Buena Vista St.	Alameda Ave.	Olive Ave.	Mixed-Flow/Curb-Running <sup>6</sup>	
	Olive Ave.	Buena Vista St.	First St.	Side-Running <sup>7</sup> Mixed-Flow <sup>7</sup>	<ul style="list-style-type: none"> <li>Verdugo Ave.</li> <li>Lake St.</li> </ul>
	Olive Ave.	First St.	Glenoaks Blvd.	Curb-Running	<ul style="list-style-type: none"> <li>San Fernando Blvd.</li> </ul>
<b>D</b>	Glenoaks Blvd.	Olive Ave.	Providencia Ave.	Mixed-Flow	
	Glenoaks Blvd.	Providencia Ave.	Central Ave.	Median-Running	<ul style="list-style-type: none"> <li>Alameda Ave.</li> <li>Western Ave.</li> <li>Grandview Ave.</li> <li>Pacific Ave.</li> </ul>
<b>E</b>	Central Ave.	Glenoaks Blvd.	Broadway	Mixed-Flow Side-Running <sup>8</sup>	<ul style="list-style-type: none"> <li>Lexington Dr.</li> </ul>
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	<ul style="list-style-type: none"> <li>Brand Blvd.</li> <li>Glendale Ave.</li> <li>Verdugo Rd.</li> </ul>

Key	Segment	From	To	BRT Lane Configuration	Stations
F	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center-/Median-Running <sup>9, 10</sup>	<ul style="list-style-type: none"> <li>Eagle Rock Plaza (at Broadway)</li> <li>Eagle Rock Blvd. (at Caspar Ave.)</li> <li>Townsend Ave.</li> </ul>
G	SR-134	Colorado Blvd.	Fair Oaks Ave. Interchange	Mixed-Flow	
	Fair Oaks Ave.	SR-134	Walnut St.	Mixed-Flow	
	Walnut St.	Fair Oaks Ave.	Raymond Ave.	Mixed-Flow	
	Raymond Ave.	Walnut St.	Colorado Blvd.	Mixed-Flow	<ul style="list-style-type: none"> <li>Holly St. - Metro L Line (Gold)</li> </ul>
H	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	<ul style="list-style-type: none"> <li>Los Robles Ave.</li> <li>Lake Ave.</li> <li>Eastern Terminus on Hill Ave. south of Colorado Blvd. (near Pasadena City College)</li> </ul>

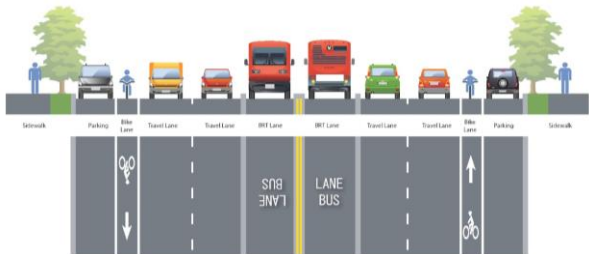
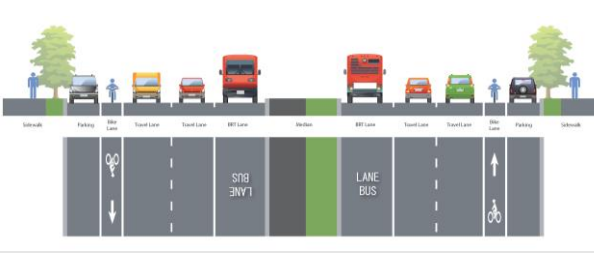
**NOTES:**

1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
5. Limited curb-running bus lanes could be implemented around stations.
6. Curb-running bus lanes would replace on-street parking approaching Olive Ave. in the northbound direction and approaching Alameda Avenue in the southbound direction.
7. Transitions to mixed-flow bus lanes between Lake St. and 1<sup>st</sup> St.
8. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Design options for the segment of Colorado Blvd. between Eagle Rock Blvd. and the SR-134 ramps at Linda Rosa Ave. include (1) two through travel lanes per direction (consistent with existing condition), or (2) one through travel lane per direction.

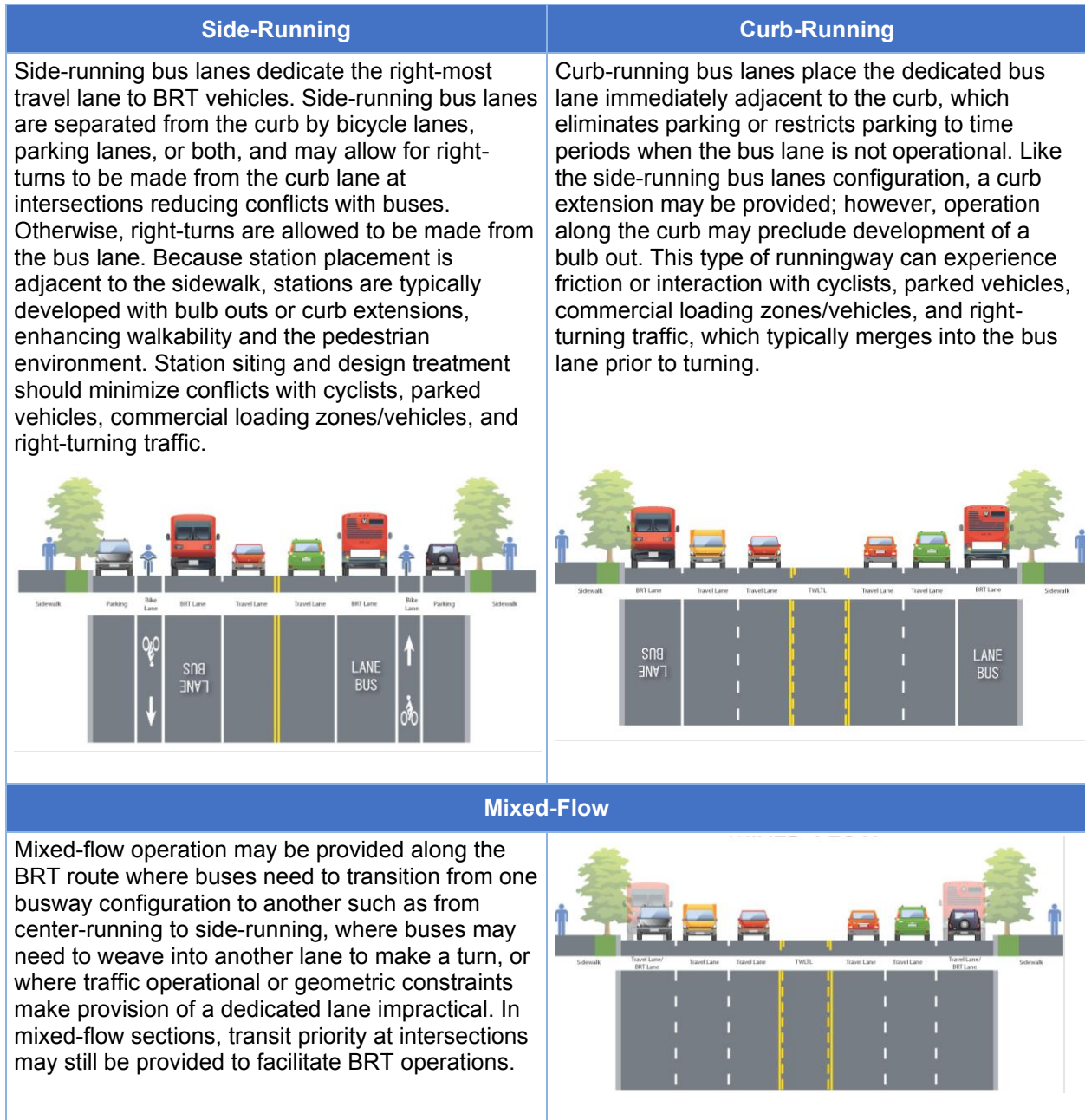
## ES.6 LANE CONFIGURATIONS AND TREATMENTS

The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians. The treatments for the Proposed Project, including the design options in Eagle Rock, are shown in **Table ES-2**.

**Table ES-2 – Lane Configuration and Treatments**

Center-Running	Median-Running
<p>Center-running bus lanes typically provide two lanes (one for each direction of travel) in the center of the roadway. Center-running bus lanes may be physically separated from adjacent traffic by short raised-curbs to provide an exclusive guideway for BRT vehicles or can simply be delineated with pavement markings. In order to preclude roadway traffic from turning across the bus lanes, a physical barrier such as a short raised-median barrier between the two bus lanes may be provided. Cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p>	<p>In median-running segments, the BRT service operates within dedicated lanes adjacent to a median (i.e., the left-most lane in the direction of travel). Stations can be placed within the median (for buses with left side doors). Alternatively, the median can be reconfigured in the station area to provide loading islands located outside of the bus lanes (for buses with standard right side doors). A median-running bus lane may also be physically separated from parallel roadway traffic in a defined guideway through the use of short raised-curbs or rumble strips. Similar to the center-running configuration, cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p>
	





Illustrations have been developed to visually show how the Proposed Project would be incorporated into the communities. These illustrations are shown in **Figure ES-3** through **Figure ES-13**.

**Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project**



SOURCE: Kilograph and Google Maps, 2020

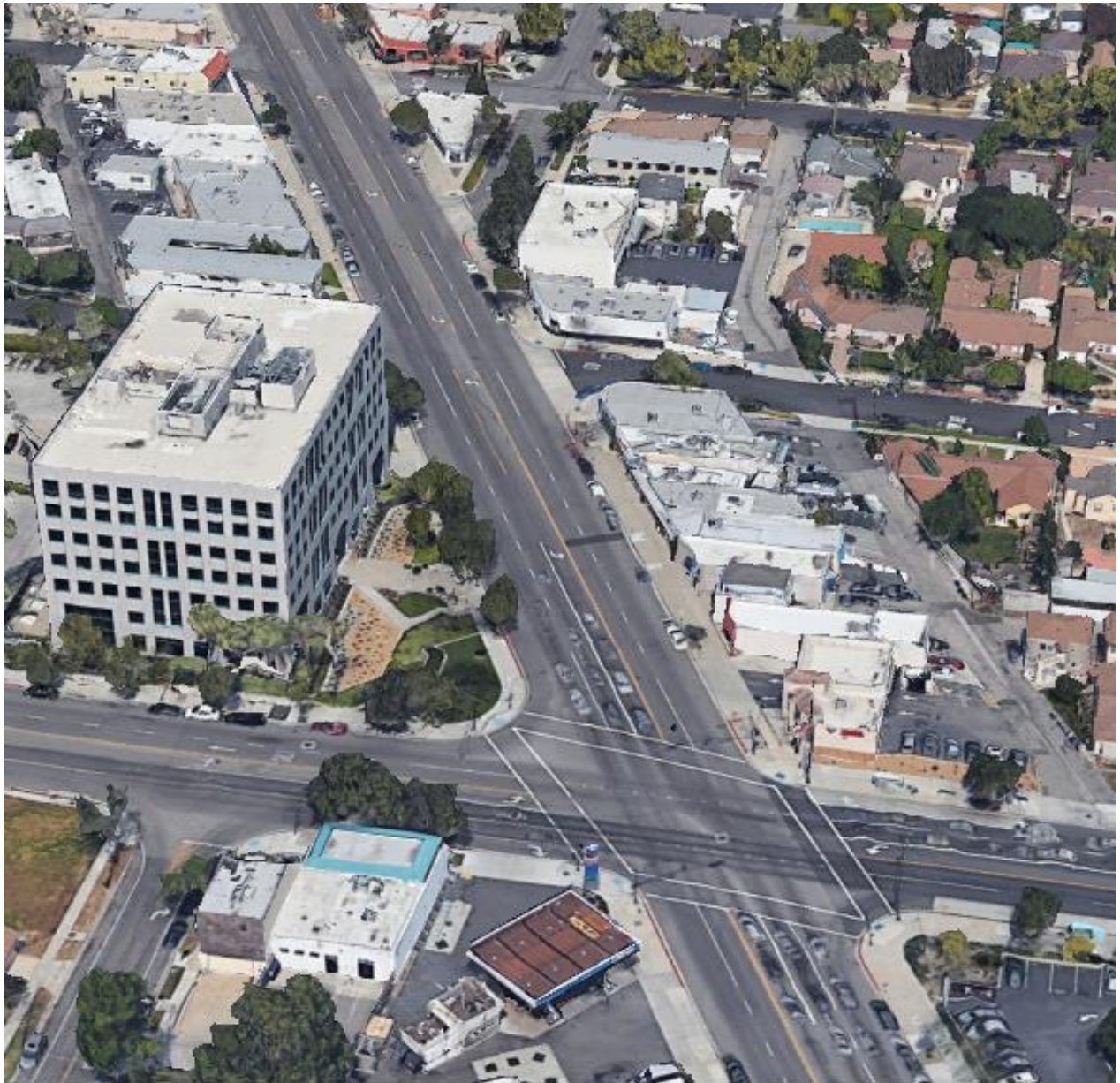
**Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project**



SOURCE: Kilograph and Google Maps, 2020



**Figure ES-5 – Burbank – Olive Avenue Pre-Project**



**SOURCE:** Kilograph and Google Maps, 2021



**Figure ES-6 – Burbank – Olive Avenue Post-Project**



**SOURCE:** Kilograph and Google Maps, 2021



**Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project**



**SOURCE:** Kilograph and Google Maps, 2020

**Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project**



**SOURCE:** Kilograph and Google Maps, 2020



**Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project**



**SOURCE:** Kilograph and Google Maps, 2020

**Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project**



**SOURCE:** Kilograph and Google Maps, 2020



**Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project**



**SOURCE:** Kilograph and Google Maps, 2020



**Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Project  
(Design Option with Two Travel Lanes per Direction)**



**SOURCE:** Kilograph and Google Maps, 2021



**Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Project  
(Design Option with One Travel Lane per Direction)**



SOURCE: Kilograph, 2021

## ES.7 TRANSIT SIGNAL PRIORITY

Transit Signal Priority (TSP) expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and on Colorado Boulevard in the City of Pasadena. It is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green:** When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green:** When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.
- **Transit Phase:** A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

## ES.8 ENHANCED STATIONS

The Proposed Project includes 22 stations, as indicated in **Table ES-3**. Metro BRT stations are designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations are distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of parts approach, similar to Metro rail stations. The station elements as described below would be utilized to establish a minimum requirement of baseline amenities for station platforms. Station siting would provide safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes.

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

It is anticipated that BRT buses would support all door boarding with on-board validators in lieu of deployment of ticket vending machines at stations. The Proposed Project would be integrated with Metro's TAP card system, which improves the multimodal transit experience by allowing a singular payment option for bus and rail trips as well as other transit programs throughout Los Angeles County. Nearly all transit agencies in Los Angeles County accept use of a TAP card for payment. There is also a mobile application for TAP allowing payment from cellular phones.

**Table ES-3 – Station/Platform Locations**

Location	Segment	Description
<b>NORTH HOLLYWOOD (CITY OF LOS ANGELES)</b>		
North Hollywood Metro B/G Line (Red/Orange) Station	A (Project Terminus)	Existing off-street station would be replaced with a new transit center that would accommodate the Proposed Project. The new transit center would be constructed regardless of the Proposed Project as part of the separate and independent North Hollywood Station Joint Development Project (see <a href="https://www.metro.net/projects/jd-noho/s">https://www.metro.net/projects/jd-noho/s</a> ).
Vineland Ave. at Hesby St.	A	Median station with islands outboard of bus lanes (for right side loading) south of Hesby St. (eastbound far-side / westbound near-side) with new traffic signal and crosswalk for access.
<b>CITY OF BURBANK</b>		
Olive Ave. at Riverside Drive and Hollywood Way	C	Sidewalk station with eastbound loading zone on curb extension on Riverside Dr. far-side from Hollywood Way; westbound loading zone on Olive Ave. far-side from Riverside Dr. and would be integrated with existing plaza.
Alameda Ave. at Naomi St.	C	Sidewalk station with near-side eastbound and westbound loading zones.
Olive Ave. at Verdugo Ave.	C	Sidewalk station with near-side eastbound loading zone and far-side westbound loading zone. Curb extensions would be constructed for the loading zone.
Olive Ave. at Lake St. (near Metrolink Station)	C	Near-side sidewalk stations with loading zones along curb extensions.
Olive Ave. at San Fernando Blvd.	C	Sidewalk station with 120 to 140-foot-long far-side loading zones to accommodate the Project and local bus services. Station elements would be integrated with sidewalk and would avoid conflicts with existing mature street trees.
<b>CITY OF GLENDALE</b>		
Glenoaks Blvd. at Alameda Ave.	D	Median station with far-side loading islands outboard of bus lanes (for right side loading) accessible by existing signalized crosswalk. The existing landscaped median-noses would be reconfigured to accommodate the stations and left-turn bays.
Glenoaks Blvd. at Western Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Grandview Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Glenoaks Blvd. at Pacific Ave.	D	Median far-side station with same configuration as Glenoaks Blvd. at Alameda Ave.
Central Ave. at Lexington Dr.	E	Sidewalk station with far-side loading zones along curb extensions; includes bicycle pathway behind station.



Location	Segment	Description
Broadway at Brand Blvd.	E	Sidewalk station with far-side loading zones. Curb extension would be provided to widen sidewalk for eastbound station; westbound station would be integrated with sidewalk/plaza.
Broadway at Glendale Ave.	E	Sidewalk station with far-side loading zones. Stations would be integrated with sidewalk.
Broadway at Verdugo Rd.	E	Sidewalk station with far-side loading zones. Stations would utilize existing wide sidewalks.
<b>EAGLE ROCK DISTRICT (CITY OF LOS ANGELES)</b>		
Colorado Blvd. at Eagle Rock Plaza	F	Sidewalk station with loading zones along curb extensions; includes bicycle pathway behind station. The stations are located on the east leg of the Broadway/Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones.
Colorado Blvd. at Eagle Rock Blvd.	F	The stations would be located on the east leg of the Caspar Ave./Colorado Blvd. intersection with far-side eastbound and near-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.
Colorado Blvd. at Townsend Ave.	F	The stations would be located on the west leg of the Townsend Ave./Colorado Blvd. intersection with near-side eastbound and far-side westbound loading zones. The stations would be located on raised islands outboard from the bus lanes, accessible from signalized crosswalks.
<b>CITY OF PASADENA</b>		
Raymond Ave. at Holly St.	G	Sidewalk station with curb extensions on Raymond Ave. north of Holly St. proximate to the Metro L Line (Gold). The eastbound loading zone would be near-side and the westbound loading zone would be far-side. Vertical elements would be integrated with the existing landscaping to avoid removal of large trees and would be kept clear of the facade of the historic Raymond Theatre building.
Colorado Blvd. at Los Robles Ave.	H	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Colorado Blvd. at Lake Ave.	H	The station would be located on the sidewalk and would have 200-foot far-side loading zones (to accommodate the BRT and other bus services). Curb extensions behind the Rose Bowl Parade "blue line" would retain a wide sidewalk walking zone for pedestrians behind the loading area.
Hill Ave. south of Colorado Blvd.	H	The station would be located on Hill Ave. south of Colorado Blvd.; buses would be routed to Green St. approaching the terminus such that buses would likely utilize a combined station and layover zone located along the east curb of Hill Ave. south of Colorado Blvd., although it is possible that drop-off would be on Colorado Blvd. depending on the final design. If electric bus charging infrastructure is provided, vertical elements, potentially including a mast and electric bus charging boom, would be integrated with the station and a charging sub-station may displace a few parking stalls within the adjacent Pasadena City College surface parking lot. This would require coordination with Pasadena City College and possibly a property easement or acquisition.

## ES.9 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping and signage, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements and/or markings, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Construction activities would likely occur during daytime hours. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. For these specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook is a leading source of information for traffic control in low-speed/short-duration work areas. It provides quick reference traffic control guidelines for work activities for contractors, cities, counties, utilities and other agencies responsible for such work. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

## ES.10 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during weekday evenings (after 7:00 p.m.), and with 15-minute frequency during the day on weekends tapering to 30 minutes on weekend evenings. Stations are being designed to accommodate 60-foot buses, although it is anticipated that the BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated

to be in service along the route during peak operations. Charging infrastructure would be available at the North Hollywood Station and potentially at the Pasadena City College terminus, as well as at the Metro El Monte (Division 9) facility, which is where it is expected that buses would be stored.<sup>1</sup> The Proposed Project has an anticipated opening date in 2024.

When operations commence in 2024, it is possible that the fleet would consist of compressed natural gas (CNG) buses until zero-emission electric buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions. The Metro Board in 2017 unanimously adopted a motion endorsing a comprehensive plan to transition the agency to a 100 percent zero emission bus fleet by 2030.

## ES.11 RIDERSHIP

The Proposed Project is expected to attract new transit riders thus encouraging a shift from automobile use to public transit as well as improved regional connectivity and local transit access to corridor destinations in the near term as well as long term. The Proposed Project is forecast to attract 34,950 boardings in 2042. Regional vehicle miles traveled with the Proposed Project would decrease by approximately 87,000 miles compared to without the Proposed Project.

## ES.12 PROJECT COST AND FUNDING

The Proposed Project is funded by Measure M (\$267 million) and Senate Bill 1 (\$50 million), which provide a total of \$317 million in funding.

### Capital Costs

Capital costs for the Proposed Project were estimated based on the Concept Plans. The approach for developing the capital cost estimate used the Standard Cost Category format developed by the Federal Transit Administration, which captures both the “hard” infrastructure construction costs of a project and the “soft” costs like professional services, right-of-way acquisition, contingency, and inflation. An individual estimate was prepared for each route segment (and design option) to capture and identify the costs associated with each segment, and to assist in the evaluation of the design options. There are several project costs that are not attributable to an individual segment, therefore an estimate was prepared for “overall” project items, including the bus vehicles and spare parts allowance.

The results of the conceptual capital cost estimates for the Proposed Project indicate a range of approximately \$263 million to \$386 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering,

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<sup>1</sup> Charging infrastructure is currently being designed for installation at North Hollywood Station for the Metro G Line (Orange) and additional bus service that accesses this station. Charging infrastructure could potentially be accommodated at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte Division 9 facility, Metro would be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.

and environmental analysis that has been completed for the Project. The level of estimating detail would increase as the project design and engineering advances.

## Operations and Maintenance (O&M) Costs

An O&M cost model was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. O&M costs are expressed as the annual total of employee wages and salaries, fringe benefits, contract services, materials and supplies, utilities and other day-to-day expenses incurred in the operation and maintenance of a transit system. O&M costs include costs directly related to the provision of transit service (e.g., bus operators and mechanics), and an allocation of administrative functions to each mode of service that is related to the provision of transit service (e.g., customer service, finance and accounting).

The BRT O&M cost model uses the following service supply characteristics as inputs for estimating annual O&M costs:

- Annual Revenue Bus-Hours
- Annual Revenue Bus-Miles
- Peak Buses
- BRT Station Platforms
- BRT Directional Lane Miles
- BRT Maintenance Facilities (Garages)

The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from \$16.6 million to \$18.5 million.

## ES.13 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified for the Proposed Project.

## ES.14 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

A Draft EIR was prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts. Revisions to the Proposed Project have not resulted in new impacts that were not identified in the Draft EIR. Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels and impacts that are less than significant or non-existent. **Table ES-4** provides a summary of the potential environmental impacts. **Table ES-5** provides recommended mitigation measures and the level of significance after mitigation.

**Table ES-4 – Summary of Impacts**

Proposed Project/Alternative		Environmental Resource										
District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal	
Proposed Project	North Hollywood	A	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
	North Hollywood/ Burbank	B	NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
	Burbank	C	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
	Glendale	D/E	LTSM CUL-1	LTS	LTSM BIO-1	LTSM CUL-1 CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
	Eagle Rock	F (One Travel Lane)	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2



Proposed Project/Alternative		Environmental Resource									
District	Segment	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
	F (Two Travel Lanes)	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2
Pasadena	G	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
Pasadena	H	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
No Project Alternative		NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alternative 2		NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

**Notes:** NI – No impact, LTS – Less-than-significant impact, LTSM – Less-than-significant impact with Mitigation  
**SOURCE:** Terry A. Hayes Associates, Inc., 2022.

**Table ES-5 – Summary of Impacts and Mitigation Measures**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>AESTHETICS</b>		
<p>The Proposed Project would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.</p>	<p><b>CUL-1:</b> Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.</p>	<p><b>Less Than Significant</b></p>
<p>The Proposed Project would result in the removal of street trees considered to be important visual resources, a potentially significant impact</p>	<p><b>VIS-1:</b> Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</p> <ul style="list-style-type: none"> <li>• Street trees shall be replaced in accordance with the regulations established by each affected jurisdiction’s Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.</li> <li>• Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction’s Bureau of Street Services.</li> <li>• A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.</li> </ul> <p><b>VIS-2:</b> Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction’s streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>BIOLOGICAL RESOURCES</b>		
<p>Construction of the Proposed Project would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.</p>	<p><b>BIO-1:</b> To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>• If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>• If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.</li> <li>• If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.</li> </ul> <p>To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.</li> <li>• During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction</li> </ul>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</p> <ul style="list-style-type: none"> <li>• No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.</li> <li>• No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.</li> <li>• If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.</li> <li>• In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).</li> </ul>	

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>CULTURAL RESOURCES</b>		
<p>The Proposed Project would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.</p>	<p><b>CUL-1:</b> A qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.</p>	<p><b>Less Than Significant</b></p>
<p>Ground disturbing activities during construction of the Proposed Project has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.</p>	<p><b>CUL-2:</b> A Qualified Archaeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>	
<b>GEOLOGY AND SOILS</b>		
<p>The Proposed Project poses risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.</p>	<p><b>GEO-1:</b> The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and State seismic and environmental requirements.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>NOISE</b>		
<p>Construction of the Proposed Project has the potential to generate noise that could increase ambient noise levels by 5 dBA <math>L_{eq}</math> or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.</p>	<p><b>NOI-1:</b> Where construction cannot be performed in accordance with the FTA 1-hour <math>L_{eq}</math> construction noise standards, elevates existing ambient noise levels by 5 dBA <math>L_{eq}</math> or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.</p> <p>The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:</p> <ul style="list-style-type: none"> <li>• City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA <math>L_{eq}</math> within one hour for construction lasting more than one day, 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.</li> <li>• City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA <math>L_{eq}</math> at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> <li>• City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient</li> </ul>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>exterior noise levels by 5 dBA <math>L_{eq}</math> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.</p> <ul style="list-style-type: none"> <li>City of Pasadena: Construction noise levels that exceed 85 dBA <math>L_{eq}</math> at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA <math>L_{eq}</math> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> </ul> <p>Noise-reducing methods that may be implemented include:</p> <ul style="list-style-type: none"> <li>Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.</li> <li>Limit unnecessary idling of equipment.</li> <li>Install temporary noise barriers or noise-control curtains, where feasible and desirable.</li> <li>Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.</li> <li>Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.</li> </ul>	
<p>Construction of the Proposed Project includes use of heavy equipment that could produce vibration that would exceed the FTA's recommended limit of 0.2 in/sec PPV for any non-engineered timber and masonry buildings within 25 feet of construction activity, a potentially significant impact.</p>	<p><b>NOI-2:</b> Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as a large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:</p> <ul style="list-style-type: none"> <li>The contractor shall minimize the use of tracked vehicles.</li> <li>The contractor shall avoid vibratory compaction within 25 feet of buildings.</li> </ul>	<p><b>Less Than Significant</b></p>



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<ul style="list-style-type: none"> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	
<p>Construction of the Proposed Project could produce vibration from bulldozers and similar equipment that could annoy those in institutional uses (e.g., schools, churches) during the day, and residents at any time during the day or evening. Equipment such as large bulldozers could generate 87 VdB of vibration at 25 feet, which would exceed the 75 VdB significance threshold for occasional events impacting residences and the 78 VdB threshold for institutional daytime land uses, a potentially significant impact.</p>	<p><b>NOI-3:</b> Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences or the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> <li>The contractor shall minimize the use of tracked vehicles and vibratory equipment.</li> <li>The contractor shall avoid vibratory compaction.</li> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	<p><b>Less Than Significant</b></p>
<b>TRANSPORTATION</b>		
<p>Construction of the Proposed Project may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.</p>	<p><b>TRA-1:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<p>Construction of the Proposed Project may result in traffic delays and inconvenience due to temporary lane closures, a potentially significant impact.</p>	<p><b>TRA-2:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.</p>	<p><b>Less Than Significant</b></p>
<p>Construction of the Proposed Project may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.</p>	<p><b>TRA-3:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<p>Construction of the Proposed Project would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact</p>	<p><b>TRA-4:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>	<p><b>Less Than Significant</b></p>
<p>The Proposed Project would reconfigure existing bicycle facilities, a potentially significant impact.</p>	<p><b>TRA-5:</b> Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.</p> <p>In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.</p>	<p><b>Less Than Significant</b></p>
<p>Construction of the Proposed Project would result in lane closures and traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services, a potentially significant impact.</p>	<p><b>TRA-6:</b> The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>TRIBAL CULTURAL RESOURCES</b>		
<p>Ground disturbing activities during construction of the Proposed Project has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.</p>	<p><b>CUL-2:</b> A Qualified Archeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p> <p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>	<p><b>Less Than Significant</b></p>

SOURCE: Terry A. Hayes Associates Inc., 2022.

## ES.15 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. Two alternatives have been identified to the Proposed Project. Alternative 1 is the No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6(e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

Alternative 2 would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in mixed-flow traffic with TSP. Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. Physical improvements would be limited to new signs at bus stops as well as shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenities. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. This alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be identified among the alternatives that are evaluated in the Draft EIR. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternative 2 relative to the Proposed Project is shown **Table ES-5**. The No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. Other transit projects would be constructed within the Project corridor to enhance the regional network, although transit improvements would be limited compared to the Proposed Project. The No Project Alternative would include the North San Fernando Valley (SFV) BRT Project and the NextGen Bus Plan, in addition to other transportation and land use projects listed in Chapter 5 Cumulative Impact Analysis. The North SFV BRT Improvements Project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. Not constructing and operating the Proposed Project would eliminate the potentially significant impacts associated with the Proposed Project related to transportation (construction), aesthetics (operations), biological resources (construction), cultural resources (construction and operations), geology and soils (operations), noise (construction), and tribal cultural resources (construction).

However, the regional transit network within the Project corridor would not be substantially enhanced by the other transit projects.

If the No Project Alternative is identified as the environmentally superior alternative, CEQA requires identification of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative in this case because, as compared to the Proposed Project, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

Findings of Fact

Pursuant to CEQA Guidelines Section 15091 and  
Public Resources Code Section 21081

North Hollywood to Pasadena  
Bus Rapid Transit Corridor Project

February 2022



In Association with:

Kimley-Horn  
Terry A. Hayes Associates Inc.  
Connetics Transportation Group  
GPA Consulting  
Paleo Solutions, Inc.

Impact Sciences, Inc.  
PARIKH Consultants, Inc.  
Resource Systems Group  
The Robert Group  
Translink Consulting, LLC

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## ABBREVIATIONS/ACRONYMS

AQMP .....	Air Quality Management Plan
BRT .....	Bus Rapid Transit
CEQA .....	California Environmental Quality Act
CO .....	Carbon Monoxide
EIR.....	Environmental Impact Report
FTA.....	Federal Transit Administration
GHG .....	Greenhouse Gases
LADOT .....	Los Angeles Department of Transportation
L <sub>eq</sub> .....	Equivalent Noise Level
Metro .....	Los Angeles County Metropolitan Transportation Authority
MMRP.....	Mitigation Monitoring and Reporting Program
NPDES .....	National Pollutant Discharge Elimination System
PPV .....	Peak Particle Velocity
PRC.....	Public Resources Code
RTP/SCS .....	Regional Transportation Plan/Sustainable Communities Strategy
SCAQMD .....	South Coast Air Quality Management District
SCAB.....	South Coast Air Basin
SCAG .....	Southern California Association of Governments
SFV.....	San Fernando Valley
SR.....	State Route
SUSMP .....	Standard Urban Stormwater Mitigation Plan
SWPPP.....	Stormwater Pollution Prevention Plan
VdB.....	Vibration Decibels
TAC .....	Toxic Air Contaminants
VMT .....	Vehicle Miles Traveled
WEAP .....	Worker Environmental Awareness Protection

## 1. INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) followed a prescribed process, in accordance with California Environmental Quality Act (CEQA) and the CEQA regulations, to identify the issues to be analyzed, including the solicitation of input from the public, stakeholders, elected officials, and other affected parties. Implementation of the North Hollywood to Pasadena Bus Rapid Transit (BRT) Project (Proposed Project) would not result in significant unavoidable impacts with the incorporation of mitigation measures as part of the Proposed Project's approval. In accordance with CEQA, Metro, in adopting these Findings of Fact, also adopts a Mitigation Monitoring and Reporting Program (MMRP). Metro finds that the MMRP, which is included in Chapter 5 of the Final Environmental Impact Report (EIR) and is provided as a part of these findings as Attachment B to the March Metro Board Report, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Proposed Project.

In accordance with the CEQA Guidelines, Metro adopts these findings as part of the approval of the Proposed Project. Pursuant to PRC Section 21082.1(c)(3) and CEQA Guidelines Section 15090, Metro certifies that the Final EIR:

- 1) Has been completed in compliance with the CEQA;
- 2) The Final EIR was presented to the Board of Directors and that the Board reviewed and considered the information contained in the Final EIR prior to approving the Proposed Project; and
- 3) The Final EIR reflects Metro's independent judgment and analysis.

## 2. ORGANIZATION

The Findings of Fact and Statement is comprised of the following sections after the Introduction:

- Section 3. A brief description of the Proposed Project and its objectives
- Section 4. Statutory requirements of the findings and a record of proceedings
- Section 5. Significant impacts of the Proposed Project that cannot be mitigated to a less-than-significant level even with the identification and incorporation of all feasible mitigation measures
- Section 6. Potentially significant impacts of the Proposed Project that can be mitigated to a less-than-significant level
- Section 7. Environmental impacts that are less than significant
- Section 8. Environmental resources to which the Proposed Project would have no impact
- Section 9. Potential cumulative impacts
- Section 10. Alternatives analyzed in the evaluation of the Proposed Project and findings on mitigation measures

### 3. PROJECT DESCRIPTION AND OBJECTIVES

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro's Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals

The Proposed Project is a BRT line that would extend approximately 19 miles from North Hollywood to the City of Pasadena. From west to east, the Proposed Project would travel through and serve the North Hollywood community of the City of Los Angeles, the City of Burbank, the City of Glendale, the Eagle Rock community of the City of Los Angeles, and the City of Pasadena. BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT service is comparable to light rail, but on rubber tires and at a lower cost.

To achieve the envisioned quick and efficient service, the BRT is proposed to operate in dedicated bus lanes through a majority of the route with portions of the route operating on freeways and in mixed flow. The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians. The configuration of each project segment is described as follows:

- **Segment A (North Hollywood):** From the western terminus at the North Hollywood Metro Station, the BRT would operate along Chandler Boulevard – in a side-running bus lane in the eastbound direction and in mixed-flow traffic going westbound – before transitioning to a center-running configuration along Vineland Avenue and Lankershim Boulevard.
- **Segment B (North Hollywood to Burbank):** The BRT would operate in mixed flow along the State Route (SR)-134 freeway.
- **Segment C (Burbank):** The BRT would generally operate in mixed-flow traffic between the SR-134 freeway and Olive Avenue before transitioning to a curb-running configuration along Olive Avenue approaching Alameda Avenue. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue generally in mixed-flow operations to access a station near Naomi Street, with dedicated curb-running bus lanes in both directions within the block of the proposed station at Naomi Street. The route then returns to Olive Avenue via Buena Vista Street partially operating in mixed-flow traffic, with a dedicated curb-running bus lane in the southbound direction approaching Alameda Avenue

and a dedicated curb-running bus lane in the northbound direction approaching Olive Avenue. Between Buena Vista Street and Lake Street, Olive Avenue would be reconfigured to provide side-running dedicated bus lanes (accomplished by conversion of the outside travel lanes). Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge. Within Downtown Burbank, the BRT would operate in curb-running bus lanes between 1<sup>st</sup> Street and Glenoaks Boulevard.

- **Segment D (Burbank/Glendale):** The Proposed Project would operate along Glenoaks Boulevard in mixed-flow traffic between Olive Avenue and Providencia Avenue and then transition to a median-running bus lanes configuration to Central Avenue.
- **Segment E (Glendale):** The Proposed Project would operate in mixed-flow traffic along Central Avenue through the SR-134 interchange area, then operate in a side-running bus lanes configuration along Central Avenue, and then turn down Broadway where the Project would continue primarily in a side-running bus lanes configuration.
- **Segment F (Eagle Rock):** From Broadway, the Proposed Project would turn onto Colorado Boulevard. Side-running bus lanes would be provided between Broadway and Ellenwood Drive. East of El Rio Avenue, the Proposed Project would operate in a center-running configuration in one of two design options between Eagle Rock Boulevard and the SR-134 on-ramp achieved by reducing the existing median and street parking or converting a travel lane in each direction to provide dedicated BRT lanes.
- **Segment G (Eagle Rock to Pasadena):** The Proposed Project would operate in mixed-flow traffic along the SR-134 freeway and exit at Fair Oaks Avenue before traveling to Colorado Boulevard via Walnut Street and Raymond Avenue also in mixed-flow traffic.
- **Segment H (Pasadena):** The Proposed Project would operate in mixed-flow traffic along Colorado Boulevard to the Project's eastern terminus at Pasadena City College on Hill Avenue.

The Proposed Project includes 22 stations. The typical station footprint would be approximately 100 feet long and 10 feet wide; however, station loading zones as short as 70 feet in length may be required due to site constraints. The BRT service would be provided on 40-foot zero-emission electric buses<sup>1</sup> with the capacity to serve up to 75 passengers. A maximum of 16 buses are anticipated to be in service along the route during peak operations. A typical 40-foot bus seats approximately 40 passengers and can carry up to 35 additional standees in the aisle circulation space, although this maximum capacity lowers the passengers' comfort and perception of quality of service and is not recommended for standard operations.

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<sup>1</sup> As noted in the Draft and Final EIR, when operations commence in 2024, it is possible that the fleet would operate compressed natural gas (CNG) buses in its service until ZEV buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions.

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. The Proposed Project is more fully described in Chapter 2.0, Project Description, of the Final EIR.

#### **4. STATUTORY REQUIREMENTS**

CEQA (PRC Section 21081), and particularly the CEQA Guidelines (Title 14 California Code Regulations Section 15091) require that:

- (a) No public agency shall approve or carry out a project for which a certified EIR identifies one or more significant environmental effects of the Proposed Project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
  1. Changes or alterations have been required in, or incorporated into, the Proposed Project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. [CEQA Finding 1]
  2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. [CEQA Finding 2]
  3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. [CEQA Finding 3]
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project.<sup>2</sup>

For those significant impacts that cannot be mitigated to less-than-significant levels, the lead agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Proposed Project outweigh the significant impacts on the environment.<sup>3</sup> CEQA Guidelines Section 15093(a) states that, "If the specific economic, legal, social, technological, or other benefits of a Proposed Project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'" If the adverse environmental effects are considered acceptable the lead agency is required to prepare a Statement of Overriding Considerations. Here, for the reasons presented in the Final EIR, and based on the administrative record as a whole, the Metro Board finds that the Project would not result in any significant and unavoidable impacts. Therefore, a Statement of Overriding Considerations is not necessary for the Proposed Project.

## 4.1 RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for Metro's decision on the Proposed Project consists of: (a) matters of common knowledge to Metro, including, but not limited to, federal, State, and local laws and regulations; and (b) the following documents which are in the custody of Metro, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by Metro in conjunction with the Proposed Project;
- The Draft EIR dated October 2020, including all associated appendices and documents that were incorporated by reference;
- All testimony, documentary evidence, and all correspondence submitted in response to the Proposed Project during the scoping meetings or by agencies or members of the public during the public comment period on the Draft EIR, and responses to those comments (Chapter 4 Responses to Comments of the Final EIR);
- The Final EIR dated February 2022, including all associated appendices and documents that were incorporated by reference;
- The MMRP (Chapter 5 of the Final EIR);
- All findings and resolutions adopted by Metro in connection with the Proposed Project, and all documents cited or referred to therein;

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<sup>2</sup> CEQA Guidelines Section 15091 (a) and (b).

<sup>3</sup> Public Resources Code Section 21081 (b).



- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by Metro or the consultants relating to the Proposed Project;
- All documents submitted to Metro by agencies or members of the public in connection with development of the Proposed Project;
- All actions of Metro with respect to the Proposed Project; and
- Any other materials required by PRC Section 21167.6(e) to be in the record of proceedings.

## 5. ENVIRONMENTAL IMPACTS FOUND TO BE SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, none of the impacts associated with the Proposed Project would be significant or have the potential to remain significant after the implementation of Project mitigation measures.

## 6. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT WITH MITIGATION

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are significant, but can be reduced to less-than-significant levels through the proposed mitigation measures listed below and in the MMRP. The following Findings summarize the analysis in the EIR, but do not purport to provide the full analysis of each environmental impact contained in the EIR. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR and these Findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. As identified in the EIR, the Metro Board finds that changes or alterations which avoid or substantially lessen the significant environmental effects have been required in, or incorporated into, the Proposed Project.

### 6.1 TRANSPORTATION

As discussed in Section 3.1 of the EIR, the Proposed Project would result in a potentially significant transportation impact with respect to the following significance thresholds:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities (Impact 3.1-1); and
- Result in inadequate emergency access (Impact 3.1-4 (construction only)).

**Impacts.** *Impact 3.1-1:* As discussed more fully in Section 3.1 of the EIR, the Proposed Project would result in construction effects like those experienced for a typical roadway project. These construction effects could include inconveniences associated with temporary disruptions to existing travel patterns and temporary access limitations. Construction activities would result in significant impacts due to the potential need for temporary closures of roadway lanes, sidewalks, and bicycle lanes; the traffic generated by construction workers and truck haul trips;

and the temporary relocation of existing bus stops. Such closures would be temporary, and the degree of interruption would depend on factors including the size of the construction site and duration of each construction phase. To minimize this construction transportation impact to a less-than-significant level, Mitigation Measures **TRA-1**, **TRA-2**, **TRA-3**, and **TRA-4**, set forth below, would be implemented.

Operational activities would primarily enhance bicycle facilities by providing bypass lanes around BRT stations and by allowing bicycles to access dedicated bus lanes. However, there are design elements that require mitigation measures to ensure public safety. For example, along Colorado Boulevard in Eagle Rock (Segment F), the existing Class II bicycle lanes would be shifted to the curb and a continuous bikeway would be delineated with green pavement markings; on-street parking, where present, would be located between the bicycle lane and the adjacent mixed-flow travel lane or bus lane. The bike lanes would be routed behind the loading zones at the Eagle Rock Plaza Station and at local bus stops. To minimize this operational transportation impact to a less-than-significant level, Mitigation Measure **TRA-5**, set forth below, would be implemented.

*Impact 3.1-4:* Lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services. To minimize this construction transportation impact to a less-than-significant level, Mitigation Measure **TRA-6**, set forth below, would be implemented.

**Reference.** Section 3.1, Transportation, of the Draft EIR, pages 3.1-24 through 3.1-30. Chapter 3, Corrections and Additions, of the Final EIR, page 3-13.

### **Mitigation Measures**

**TRA-1:** Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.

**TRA-2:** Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of

warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.

- TRA-3:** Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.
- TRA-4:** Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.
- TRA-5:** Prior to completion of Final Design, Metro shall convene a design working group with the Los Angeles Department of Transportation (LADOT) to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase. In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.
- TRA-6:** The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control

Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.

**Findings.** Each of the potentially significant transportation impacts (Impacts 3.1-1 and 3.1-4) would be mitigated through the development of Traffic Management Plans and requiring coordination with affected jurisdictions. Metro finds that, through implementation of Mitigation Measures **TRA-1** through **TRA-6**, these impacts related to transportation would be reduced to a less-than-significant level. Thus, with respect to Impacts 3.1-1 and 3.1-4 identified in the EIR, Metro adopts CEQA Finding 1, as set forth in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 6.2 AESTHETICS

As discussed in Section 3.2 of the EIR, the Proposed Project would create a potentially significant impact related to aesthetics with respect to the following significance threshold:

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (Impact 3.2-2 (operations only)).

**Impacts.** *Impact 3.2-2:* As discussed more fully in Section 3.2.4 of the EIR, the Proposed Project would result in the removal of potentially historic streetlights considered important visual resources, three along Central Avenue and three along Broadway in Glendale. In addition, the Proposed Project would impact several existing medians along the Proposed Project route that are valued by local communities for aesthetics.

**Reference.** Section 3.2, Aesthetics, of the Draft EIR, pages 3.1-14 through 3.1-17, and Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-13 through 3.5-19.

### Mitigation Measures

**VIS-1:** Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:

- Tree replacement shall be completed in accordance with permitting and regulatory requirements associated with each affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.
- Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.
- A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.

**VIS-2:** Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.

**CUL-1:** Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.

**Finding.** The potential operational impacts to scenic resources (Impact 3.2-2) would be mitigated by ensuring that medians and landscaping removed as part of the Proposed Project would be replaced according to the local jurisdiction's guidelines and ordinances and requiring a qualified architectural historian to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measures **VIS-1**, **VIS-2**, and **CUL-1**, this impact related to aesthetics would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 6.3 BIOLOGICAL RESOURCES

As discussed in Section 3.4 of the EIR, the Proposed Project would result in a potentially significant impact related to biological resources with respect to the following significance thresholds:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (Impact 3.4-1 (construction only)); and
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (Impact 3.4-4 (construction only)).

**Impacts.** *Impact 3.4-1:* As discussed more fully in Section 3.4.4 of the EIR, the Proposed Project has the potential to impact 13 special-status species through vegetation removal and construction activities. To minimize this impact to a less-than-significant level, Mitigation Measure **BIO-1**, set forth below, would be implemented.

*Impact 3.4-4:* As discussed more fully in Section 3.4.4 of the EIR, tree removal could interfere with bird nesting and bat roosting. To minimize this impact to a less-than-significant level, Mitigation Measure **BIO-1**, set forth below, would be implemented.

**Reference.** Section 3.4, Biological Resources, of the Draft EIR, pages 3.4-7 through 3.4-10.

### **Mitigation Measures**

**BIO-1:** To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:

- Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.
- If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.
- If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.
- If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.

To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:

- Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.
- During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.
- No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the

qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.

- No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.
- If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.
- In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

**Findings.** The potentially significant biological impacts (Impacts 3.4-1 and 3.4-2) would be mitigated by requiring qualified biologists to conduct site surveys prior to construction, restrict vegetation removal activities to outside of bird nesting and bat roosting seasons, and establish appropriate buffers around nesting birds/raptors. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **BIO-1**, Impacts 3.4-1 and 3.4-2 related to biological resources would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 6.4 CULTURAL RESOURCES

As discussed in Section 3.5 of the EIR, the Proposed Project would result in a potentially significant impact related to cultural resources with respect to the following significance thresholds:

- Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 (Impact 3.5-1); and
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 (Impact 3.5-2 (construction only)).



**Impacts.** *Impact 3.5-1:* As discussed more fully in Section 3.5.4 of the EIR, construction of the proposed station platforms in the City of Glendale has the potential to result in the removal or relocation of potentially significant historic streetlights currently within the existing sidewalk (three on Central Avenue and three on Broadway). Regarding project operations, project components, such as stations, electric charging infrastructure, and signs, have the potential to visually affect historic resources. To reduce this impact (Impact 3.5-1) to a less-than significant level, Mitigation Measures **CUL-1**, set forth below, would be implemented.

*Impact 3.5-2:* As discussed more fully in Section 3.5.4 of the EIR, no archeological resources have been identified in the Project Area, and resources that may have existed have likely been displaced or destroyed as a result of previous development activities. Excavation activities upon previously disturbed soils would be limited to 2 to 3 feet below ground surface. Vertical element relocation activities, such as trees, signs, parking meters and streetlights, may extend to a depth of 12 feet below ground surface, below the currently disturbed soils. It is therefore possible that previously undiscovered and undocumented archaeological resources could be encountered during construction activities. To reduce this impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

**Reference.** Section 3.5, Cultural Resources, of the Draft EIR, pages 3.5-13 through 3.5-19.

## Mitigation Measures

**CUL-1:** A qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.

**CUL-2:** A Qualified Archaeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint

presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.

If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.

The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.

**Findings.** The potential impacts (Impacts 3.5-1 and 3.5-2) would be mitigated by requiring a qualified architectural historian and a qualified archeologist to oversee construction activities. Metro finds that, through implementation of Mitigation Measures **CUL-1** through **CUL-2**, Impacts 3.5-1 and 3.5-2 related to cultural resources would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 6.5 GEOLOGY AND SOILS

As discussed in Section 3.7 of the EIR, the Proposed Project would create a potentially significant impact related to geology and soils with respect to the following significance thresholds:

- Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: strong seismic ground shaking; seismic-related ground failure, including liquefaction; and/or landslides (Impact 3.7-3 (operations only)).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide (operations only).

**Impacts.** *Impact 3.7-1:* As discussed more fully in Section 3.7.4 of the EIR, the Proposed Project is located within the seismically active Southern California region. Hence, seismic activity as a result of earthquakes generated from nearby faults is anticipated. Seismic activity during operation activities could result in significant impacts related to seismic ground shaking, liquefaction, and landslides. Liquefaction may only occur at isolated areas within the Eagle Rock

Valley along the Project Route. To minimize this impact to a less-than-significant level, Mitigation Measure **GEO-1**, set forth below, would be implemented.

*Impact 3.7-3:* As discussed more fully in Section 3.7.4 of the EIR, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. The eastern Glendale, Eagle Rock, and western Pasadena portions of the Project Area are the most susceptible to shallow landslides and debris flows. To minimize this impact to a less-than-significant level, Mitigation Measure **GEO-1**, set forth below, would be implemented.

**Reference.** Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-12 through 3.7-16.

### Mitigation Measures

**GEO-1:** The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and State seismic and environmental requirements.

**Findings.** The potential impacts would be mitigated by ensuring that impacts related to strong seismic ground shaking, liquefaction, and landslides by designing the Project elements according to State and local building codes. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **GEO-1**, this impact related to geology and soils would be reduced to a less-than-significant level. Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 6.6 NOISE

As discussed in Section 3.9 of the EIR, the Proposed Project could result in a significant impact related to noise with respect to the following significance thresholds:

- The generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Impact 3.9-1 (construction only)); and
- Result in generation of excessive groundborne vibration or groundborne noise levels (Impact 3.9-2 (construction only)).

**Impacts.** *Impact 3.9-1:* As discussed more fully in Section 3.9.4 of the EIR, construction activities would require the use of heavy equipment, pneumatic tools, generators, concrete pumps, and similar equipment. Construction activities are likely to generate noise impacts that could increase ambient noise levels that would exceed local significance thresholds within one or more jurisdictions along the BRT alignment in terms of equivalent noise levels ( $L_{eq}$ ). Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. Nighttime activities could result in a significant impact should those activities involve heavy equipment or pneumatic tools. To minimize this impact to a less-than-significant level, Mitigation Measure **NOI-1**, set forth below, would be implemented.

*Impact 3.9-2:* As discussed more fully in Section 3.9.4 of the EIR, the use of vibratory rollers or more impactful equipment could exceed the Federal Transit Administration (FTA) recommended vibration limits for building damage in peak particle velocity (PPV) and general annoyance in terms of vibration decibels (VdB). To minimize this impact to a less-than-significant level, Mitigation Measures **NOI-2** and **NOI-3**, set forth below, would be implemented.

**Reference.** Section 3.9, Noise and Vibration, of the Draft EIR, page 3.9-15 through 3.9-31.

### Mitigation Measures

**NOI-1:** Where construction cannot be performed in accordance with the FTA 1-hour  $L_{eq}$  construction noise standards, elevates existing ambient noise levels by 5 dBA  $L_{eq}$  or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.

The Noise Control Plan shall require weekly noise monitoring at land uses adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:

- City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA  $L_{eq}$  within one hour for construction lasting more than one day, 5 dBA  $L_{eq}$  for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.
- City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA  $L_{eq}$  for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA  $L_{eq}$  at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.
- City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA  $L_{eq}$  for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA  $L_{eq}$  at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.
- City of Pasadena: Construction noise levels that exceed 85 dBA  $L_{eq}$  at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA  $L_{eq}$  at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.

Noise-reducing methods that may be implemented include:

- Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.
- Limit unnecessary idling of equipment.
- Install temporary noise barriers or noise-control curtains, where feasible and desirable.
- Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.
- Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.

**NOI-2:** Where equipment such as a vibratory roller that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:

- The contractor shall minimize the use of tracked vehicles.
- The contractor shall avoid vibratory compaction within 25 feet of buildings.
- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

**NOI-3:** Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences or the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:

- The contractor shall minimize the use of tracked vehicles and vibratory equipment.
- The contractor shall avoid vibratory compaction.
- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

**Findings.** Impact 3.9-1 would be mitigated by ensuring that the construction contractor develops a Noise Control Plan designed to follow Metro requirements, including construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). Impact 3.9-2 would be mitigated by requiring the construction contractor to develop a Construction Vibration Control Plan to mitigate vibrational impacts. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **NOI-1**, **NOI-2**, and **NOI-3**, Impacts 3.9-1 and 3.9-2 related to construction noise and vibration would be reduced to less-than-significant levels. For each of these impacts, Metro adopts CEQA Finding 1, as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## 6.7 TRIBAL CULTURAL RESOURCES

As discussed in Section 3.10 of the EIR, the Proposed Project would result in a potentially significant impact related to tribal cultural resources based on the following significance thresholds:

- Cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k) (Impact 3.10-1 (construction only)); and
- Cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (Impact 3.10-2 (construction only)).

**Impacts.** *Impact 3.10-1:* As discussed more fully in Section 3.10.4 of the EIR, the Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources have been identified through the Assembly Bill 52 consultation process. There is, however, the possibility that ground-disturbing activities could impact previously undiscovered buried tribal cultural resources of historical significance. To minimize this potential impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

*Impact 3.10-2:* As discussed more fully in Section 3.10.4 of the EIR, construction activities of the Project would be limited to minor roadway construction or widening, excavation limited to two to three feet below ground surface, station platform placement, and the relocation of vertical elements. The Project Area is highly developed and the possibility of uncovering previously undiscovered and undocumented tribal cultural resources is low. Nonetheless, it is possible that construction activities would reveal a new resource. To minimize this potential impact to a less-than-significant level, Mitigation Measure **CUL-2**, set forth below, would be implemented.

**Reference.** Section 3.8, Tribal Cultural Resources, of the Draft EIR, pages 3.10-13 through 3.10-19.

### Mitigation Measures

**CUL-2:** A Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural

resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.

If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.

The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.

**Finding.** The potential impacts (Impacts 3.10-1 and 3.10-2) would be mitigated by ensuring that any tribal cultural resources discovered during construction of the Proposed Project would be properly assessed and preserved. For the reasons stated above and as set forth in the EIR, Metro finds that, through implementation of Mitigation Measure **CUL-2**, Impacts 3.10-1 and 3.10-2 related to tribal cultural resources would be reduced to a less-than-significant level. For each of these impacts, Metro adopts CEQA Finding 1 as identified in Section 4 above and in Section 15091(a) of the CEQA Guidelines.

## **7. ENVIRONMENTAL IMPACTS FOUND TO BE LESS THAN SIGNIFICANT**

Metro finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the Proposed Project are less than significant, and no mitigation is required.



## 7.1 TRANSPORTATION

As discussed in Section 3.1 of the EIR, the Proposed Project would result in a less-than-significant impact related to transportation with respect to the following significance thresholds:

- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (Impact 3.1-2 (construction only));
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Impact 3.1-3 (operations only)); and
- Result in inadequate emergency access (Impact 3.1-4 (operations only)).

**Impacts.** *Impact 3.1-2:* As discussed more fully in Section 3.1.3.3 of the EIR, the additional construction-related vehicle miles traveled (VMT) would be typical of a roadway construction project consisting of approximately 25 trips per day with an assumed average trip length of approximately 15 miles. Consistent with CEQA Guidelines Section 15064.3, once constructed, the Proposed Project is anticipated to reduce VMT regionally.

*Impact 3.1-3:* As discussed more fully in Section 3.1.3.3 of the EIR, the Proposed Project would be designed per applicable State, Metro, and city design criteria and standards. For segments with median-running bus lanes, stations are usually provided on islands at intersections and are accessible from the signalized crosswalk. The safety measures include signal-protected pedestrian movements, channelization, barriers to protect and route pedestrians, Americans with Disabilities Act-compliant curb ramps, along with warning signs to provide for convenient and safe access to boarding areas. Further, the BRT service would include queue jumps at selected locations at which a traffic signal with special bus indications would display a bus-only phase, which would allow buses to enter an intersection before a green indication is given to other traffic in order to allow the bus to maneuver across mixed-flow lanes ahead of conflicting traffic. Therefore, during operations, the Proposed Project would result in a less-than-significant impact related to increased hazards due to geometric design features or incompatible uses.

*Impact 3.1-4:* As discussed more fully in Section 3.1.3.3 of the EIR, during operations, emergency vehicles would be permitted to use the dedicated bus lanes, like mixed-flow vehicular travel lanes. Since the dedicated bus lanes would be free of most vehicular traffic and emergency vehicles would be permitted to use the dedicated bus lanes, emergency response time would be no worse than under current conditions and would likely be improved. In addition, Metro would consult the local emergency response departments to confirm emergency access is adequately maintained at locations with restricted left turns. For example, the Proposed Project would provide a westbound left-turn bay on Colorado Boulevard at Maywood Avenue immediately to the west of the Los Angeles Fire Department Station 42, which would facilitate response in either direction from the fire station driveway. Metro will evaluate options to facilitate fire department access and circulation during subsequent design phases. While center-running and median-running BRT configurations would result in some left-turn restrictions, left-turn opportunities throughout the Project Area would be provided at major signalized intersections. In addition, Proposed Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria.

**Reference.** Section 3.1, Transportation, of the Draft EIR, pages 3.1-28 through 3.1-30.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that these impacts related to transportation would be less than significant.

## 7.2 AESTHETICS

The Proposed Project would result in a significant impact related to aesthetics with respect to the following significance thresholds:

- Have a substantial adverse effect on a scenic vista (Impact 3.2-1);
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway (Impact 3.2-2 (construction only));
- Conflict with applicable zoning and other regulations governing scenic quality (Impact 3.2-3 (operations only)).

**Impacts.** *Impact 3.2-1:* There are no formal scenic vistas in the Project Area and views of surrounding landscapes and topography are available but generally low quality. Construction activities would introduce heavy equipment to the area (i.e., bulldozers, scrapers, and trucks), security fencing, barricade materials, stockpiled building materials, and safety and directional signage into the Project Area, which would result in some obstructed views of visual elements in the foreground such as buildings and landscape elements; however, views of surrounding mountains and landscapes would remain unaffected from view corridors of public streets, sidewalks, and properties.

Regarding operations, the addition of buses in any of the proposed configurations would not be expected to substantially affect existing views in the Project Area. Stations would include canopies, potential monument signs, and other vertical features which could limit views for viewers directly adjacent to or underneath the canopies; however, views in the Project Area as a whole would not be substantially affected by the Proposed Project.

*Impact 3.2-2:* Construction activities are not anticipated to result in damage to any scenic resources. Certain construction activities associated with modifications to the medians along Glenoaks Boulevard and Colorado Boulevard as well as placing stations along sidewalks may require trimming of existing street trees and temporary removal of streetscape features (i.e., decorative street lights and paving), but such resources would be replaced or maintained where feasible.

*Impact 3.2-3:* While each jurisdiction in the Project Area has a zoning ordinance that regulates the scenic quality of development projects, the zoning ordinances do not directly regulate the design of transportation infrastructure elements including bus facilities such as stations. The Proposed Project elements would primarily be located within the street right-of-way such that no

changes to existing land uses are anticipated. As such, the Proposed Project would be consistent with zoning requirements. The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings which provide a consistent, streamlined systemwide design approach for Metro stations that include sustainable design features and sustainable landscaping. In locations where there are specific design guidelines or ordinances, including the North Hollywood Redevelopment Project Commercial Core Urban Design Guidelines, Glendale Downtown Specific Plan, Glendale Town Center Specific Plan, Glendale Comprehensive Design Guidelines, Pasadena Citywide Design Principles and Design Guidelines, or Pasadena Central District Specific Plan, the Project would comply with applicable design requirements including undergoing mandated design review. The aesthetic design of stations and related transit facilities will promote a sense of place and minimize adverse visual impacts on surrounding neighborhoods. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

**Reference.** Section 3.2, Aesthetics, of the Draft EIR, pages 3.2-13 through 3.2-25.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that these impacts related to aesthetics would be less than significant.

## 7.3 AIR QUALITY

As discussed in Section 3.3 of the EIR, the Proposed Project would result in a less-than-significant impact related to air quality with respect to the following significance thresholds:

- Conflict with or obstruct implementation of the applicable air quality plan (Impact 3.3-1);
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (Impact 3.3-2);
- Expose sensitive receptors to substantial pollutant concentrations (Impact 3.3-3); and
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (Impact 3.3-4).

### Impacts.

*Impact 3.3-1:* As discussed in Section 3.3.4 of the EIR, the Proposed Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. In order to reduce such emissions, the SCAQMD drafted the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving the California Ambient Air Quality Standards and National Ambient Air Quality Standards. The Proposed Project would not exceed the short-term

construction standards or long-term operational standards and, as a result, would not violate any air quality standards. In addition, the 2016 AQMP contains air pollutant reduction strategies based on the Southern California Association of Governments (SCAG) latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the AQMP. The Proposed Project would expand the transit network within the County of Los Angeles and would encourage mode shift from single-passenger vehicles to transit. As a result, the Proposed Project is consistent with the 2016 AQMP as well as the goals set out in the Cities of Los Angeles, Burbank, Glendale, and Pasadena's General Plans.

*Impact 3.3-2:* As discussed in Section 3.3.4 of the EIR, the SCAB region is in nonattainment for ozone and particulate matter 2.5 microns or less in diameter. Construction activities would result in the short-term generation of criteria pollutant emissions. Emissions would include (1) fugitive dust generated from curb/pavement demolition, site work, and other construction activities; (2) hydrocarbon emissions related to the application of architectural coatings; (3) exhaust emissions from powered construction equipment; and (4) motor vehicle emissions associated with debris hauling trips, material delivery trips, and worker trips. Detailed emissions modeling demonstrated that the Proposed Project construction emissions would not exceed the SCAQMD regional construction thresholds for any criteria air pollutant. Regarding operations, the Proposed Project would result in indirect criteria air pollutant emissions from, brake and tire wear from transit buses, and the reduction of motor vehicle use throughout the surrounding region as motorists shift from vehicles to public transit. Detailed emissions modeling demonstrated that the Proposed Project would reduce regional operational emissions due to the reduction in emissions associated with passenger vehicles.

*Impact 3.3-3:* As discussed in Section 3.3.4 of the EIR, construction and operational activities were assessed for exposure to toxic air contaminants (TACs) and localized criteria pollutants. Regarding construction TACs, the greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures. Construction would travel along the route and would not be in any one location over those 30-months. The assessment of cancer risk is typically based on a 70-year exposure period; however, the Proposed Project's construction is anticipated to have a duration of approximately 30 months. Because exposure to diesel exhaust would be well below the 70-year exposure period, construction activities would not result in an elevated cancer risk to exposed persons. The SCAQMD has developed a set of mass emissions rate look-up tables that can be used to evaluate localized impacts that may result from criteria air pollutants. Detailed emissions modeling demonstrated that the Proposed Project construction emissions would not exceed the SCAQMD localized construction thresholds for any criteria air pollutants.

Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include zero emission vehicles and there would be no exhaust emissions. There is no potential for localized emissions to exceed the SCAQMD significance thresholds.

The SCAQMD recommends the evaluation of potential carbon monoxide (CO) hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Based on ambient air monitoring data collected by SCAQMD, SCAB has continually met State and federal ambient air quality standards for CO since 2003. As such, SCAB was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007. While the Final 2016 AQMP is the most recent AQMP, no additional regional or hot-spot CO modeling has been conducted to demonstrate attainment of the 8-hour average CO standard since the analysis provided in the 2003 AQMP. Maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration. Volumes would be less in the Existing plus Project condition without the ambient growth attributed to future years. Furthermore, the background concentration of 8-hour CO has significantly reduced as compared to the 2003 AQMP. As such, there would be no potential for CO emissions at any intersection location to result in an exceedance of either the CAAQS or NAAQS for CO.

The Proposed Project includes a lane reduction on Olive Avenue in Burbank between Buena Vista Street and Lake Street and may include a lane reduction on Colorado Boulevard in Eagle Rock. The lane reductions would slow existing traffic speeds and increase congestion. This would result in increased localized pollutant concentrations along these roadway segments. For example, according to the California Air Resources Board EMFAC model, a passenger vehicle traveling at 5 miles per hour generates 1.85 grams of CO per mile while a passenger vehicle traveling at 35 miles per hour generates 1.06 grams of CO per mile. However, as discussed above, maximum volumes would be over 40 percent less than the maximum volume used for the 2003 AQMP attainment demonstration. In addition, transportation modeling completed for the Proposed Project found that traffic volumes on Colorado Boulevard would be reduced by approximately 20 percent as drivers search for other routes in the area. Similar reductions would occur on Olive Avenue. Given the relatively low traffic volumes and the low emission rates associated with the existing vehicle fleet, there is no potential for the lane reduction to result in significant localized pollutant concentrations.

Operation of the proposed BRT service would utilize zero-emission buses that do not combust fuel that could create TAC emissions from diesel or other fuels. Further, the enhancement of public transit service over this approximately 19-mile corridor would generally reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles.

*Impact 3.3-4:* As discussed in Section 3.3.4 of the EIR, construction activities associated with the Proposed Project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and

cease upon project completion. In addition, the Proposed Project would be required to comply with the California Code of Regulations, Title 13, Section 2449(d)(3), which applies to off-road diesel vehicles with a break horsepower (bhp) greater than 50, and Section 2485, which minimizes the idling time of on-road diesel-fueled construction equipment with a gross vehicle weight rating greater than 10,000 pounds either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would reduce the detectable odors from heavy-duty equipment exhaust. The Proposed Project would also be required to comply with the SCAQMD Rule 1113 – Architectural Coating, which would minimize odor impacts from reactive organic gases emissions during architectural coating. Regarding operations, the SCAQMD identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project would not include any of the land uses that have been identified by the SCAQMD as odor sources. Stations would include waste bins that would be maintained on a regular basis and would not typically generate significant odors.

**Reference.** Section 3.3, Air Quality, of the Draft EIR, pages 3.3-17 through 3.3-26. Chapter 3 of the Final EIR, page 3-22.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to air quality would be less than significant.

## 7.4 BIOLOGICAL RESOURCES

As discussed in Section 3.4 of the EIR, the Proposed Project would result in a less-than-significant impact related to biological resources with respect to the following significance threshold:

- Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (Impact 3.4-5 (construction only)).

**Impact.** As discussed in Section 3.4.4 of the EIR, there is potential for the Proposed Project to remove trees or vegetation to accommodate station platforms within the Cities of Los Angeles, Glendale, Burbank, and Pasadena. Each of these jurisdictions have ordinances governing the removal and replacement of trees as a result of construction activities, which would reduce the potential for significant impacts.

**Reference.** Section 3.4, Biological Resources, of the Draft EIR, page 3.4-12.

**Mitigation Measures.** This impact would be less than significant and does not require mitigation measures.

**Finding.** For the reasons stated above, Metro finds that this impact related to biological resources would be less than significant.

## 7.5 CULTURAL RESOURCES

As discussed in Section 3.5 of the EIR, the Proposed Project would result in a less-than-significant impact related to cultural resources with respect to the following significance threshold:

- Disturb any human remains, including those interred outside of dedicated cemeteries (Impact 3.5-3 (construction only)).

**Impact.** As discussed in Section 3.5.4 of the EIR, record searches indicated that no human remains have been recorded within the Project Area or within a 0.25-mile radius. The Project Area is highly developed and the likelihood of uncovering previously undiscovered human remains is low. Nevertheless, the results of previous studies do not preclude the existence of buried remains which may be encountered during the construction phase. Therefore, Metro would follow the procedures and protocols set forth in CEQA Guidelines Section 15064.5(e)(1); Health and Safety Code Section 7050.5, subdivision (c); and PRC Section 5097.98 (as amended by Assembly Bill 2641) if human remains are encountered during construction.

**Reference.** Section 3.5, Cultural Resources, of the Draft EIR, page 3.5-19.

**Mitigation Measures.** This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

**Finding.** For the reasons stated above, Metro finds that this impact related to cultural resources would be less than significant.

## 7.6 ENERGY

As discussed in Section 3.6.1 of the EIR, the Proposed Project would result in a less-than-significant impact related to energy with respect to the following significance thresholds:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (Impact 3.6-1); and
- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (Impact 3.6-2 (construction only)).

**Impacts.** *Impact 3.6-1:* As discussed in Section 3.6.4 of the EIR, construction activities would use energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment, construction worker travel, delivery truck travel, and haul truck travel. Construction would result in a one-time expenditure of approximately 1,095,225 gallons of diesel fuel and 14,331 gallons of gasoline. Average annual fuel consumption would be approximately 438,090 gallons of diesel fuel and 5,733 gallons of gasoline. Construction would not place an undue burden on available petroleum-based fuel resources. The one-time expenditure of gasoline would be offset by operations within one year and the one-time expenditure of diesel fuel would be offset within five years of operation through transportation mode shift. The temporary additional transportation fuels consumption does not require

additional capacity provided at the local or regional level. In addition, lighting equipment required for construction staging would consume a marginal level of electricity relative to regional consumption levels. Construction of the Proposed Project would be required to divert at least 50 percent of the construction generated debris to recycling facilities. By 2024, the net annual energy effects of Proposed Project operations would be an equivalent reduction of approximately 114,229,190 mega joules. The Proposed Project would result in the reduction of regional on-road vehicle miles traveled and annual transportation fuels consumption. Therefore, construction and operations of the Proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources.

*Impact 3.6-2:* As discussed in Section 3.6.4 of the EIR, implementation of Metro's Green Construction Policy, the CALGreen Code, and Title 24 would ensure that construction would be consistent with State and local energy plans and policies to reduce energy consumption. The Green Construction Policy commits Metro contractors to using less-polluting construction equipment and vehicles and implementing best practices to reduce harmful diesel emissions. Best practices include Tier 4 emission standards for off-road diesel-powered construction equipment with greater than 50 horsepower and restricting idling to a maximum of five minutes. The CALGreen Code requires reduction, disposal, and recycling of at least 50 percent of nonhazardous construction materials and requires demolition debris to be recycled and/or salvaged. This would ensure that the Proposed Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

**Reference.** Section 3.6, Energy, of the Draft EIR, pages, 3.6-17 through 3.6-24.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to Energy would be less than significant.

## 7.7 GEOLOGY AND SOILS

As discussed in Section 3.7 of the EIR, the Proposed Project would result in a less-than-significant impact related to geology and soils with respect to the following significance thresholds:

- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in lateral spreading, liquefaction, or collapsible soils (Impact 3.7-3 (operations only)); and
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Impact 3.7-6 (construction only)).

**Impacts.** *Impact 3.7-3:* As discussed in Section 3.7.4 of the EIR, during operations, the Proposed Project is not expected to experience lateral spreading since liquefaction is not likely to occur in the Project Area. Furthermore, the liquefied area must be relatively near a free face, a vertical or sloping face such as a road cut or stream/riverbank, which is unlikely to occur (or



may be limited to very specific areas) in the Project Area. The potential for liquefaction is related to water-saturated soils. Deep groundwater is expected in the Project Area with isolated cases of shallower groundwater depth within the Eagle Rock Valley. Shallow groundwater is not expected in the Project Area. The Proposed Project would be located on existing roadways that do not have a history of collapsible soils. The relatively deep groundwater conditions substantially reduce the potential for collapse.

*Impact 3.7-6:* As discussed in Section 3.7.4 of the EIR, the Project Area is underlain with sediments of high paleontological potential Pleistocene-age older sedimentary deposits or Miocene-age Topanga Formation. While the Project Area is heavily developed and construction activities would only require shallow excavation, it is possible that previously undiscovered paleontological resources or unique geological features would be uncovered during construction in the upper three feet of the site. In the unanticipated event that fossil resources are discovered during construction, they should be protected from further excavation, destruction, or removal as required by the California PRC.

**Reference.** Section 3.7, Geology and Soils, of the Draft EIR, page 3.7-15 through 3.7-18.

**Mitigation Measures.** These impacts would be less than significant with the incorporation of applicable laws and regulations and do not require mitigation measures.

**Finding.** For the reasons stated above, Metro finds that the above-referenced impacts related to geology and soils would be less than significant.

## 7.8 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Section 4.1.2 of the EIR, the Proposed Project would result in a less-than-significant impact related to hazards and hazardous materials with respect to the following significance thresholds:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (Hazards Impact “a”);
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (Hazards Impact “b”);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school (Hazards Impact “c”);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Hazards Impact “d”);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment (Hazards Impact “f”); and
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires (Hazards Impact “g”).

**Impacts.** *Hazards Impact a:* As discussed in Section 4.1.2 of the EIR, construction activities would involve the temporary use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids for on-site construction equipment. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project.

*Hazards Impact b:* As discussed in Section 4.1.2 of the EIR, Construction activities would not involve the use of significantly hazardous materials. Excavation work associated with utility relocations and station platform construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. Construction vehicles would use diesel fuel, although the accidental release of construction fuel would not significantly endanger the public or the environment through reasonably foreseeable upset or accident conditions.

Regarding operations, Project activities would not involve the use of significantly hazardous materials. Vehicle maintenance activities would require the use of detergents and cleansers. These are not hazardous materials that could endanger the public or the environment through reasonably foreseeable upset and accident conditions.

*Hazards Impact c:* As discussed in Section 4.1.2 of the EIR, there are many schools located within one-quarter mile of the approximately 19-mile alignment. Construction activities would involve minimal ground disturbance and excavation. Construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. During operations, the potential for exposure to hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. Therefore, it is not reasonably anticipated that the Proposed Project would emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance within one-quarter mile of a school.

*Hazards Impact d:* As discussed in Section 4.1.2 of the EIR, database searches revealed 469 environmental concern sites within one mile of the Proposed Project route, including 115 permitted underground storage tanks, 331 cleanup sites, and 23 sites of historical concerns. This includes two sites in the Cortese database of hazardous sites maintained by the Department of Toxic Substances Control. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. The Proposed Project would operate in repurposed existing travel lanes and would not operate on an existing hazardous materials site pursuant to Government Code Section 65962.5.

*Hazards Impact f:* As discussed in Section 4.1.2 of the EIR, the Proposed Project would be constructed along or near several emergency/disaster routes, including the SR-134 freeway, Colorado Boulevard, Glenoaks Boulevard, Olive Avenue, and Lankershim Boulevard. Los Angeles County and each of the cities affected by the Proposed Project have developed emergency response plans. Temporary lane closures may be required, and emergency routes may be temporarily disrupted during construction activities. The Project Area is a fully built roadway network with parallel streets in every direction. Detour routes, of which there are multiple options, would be established in consultation with emergency service providers. Construction activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project would operate on existing roadways and would not affect the ability of emergency routes to serve the Project Area in the event of an emergency or disaster. Bus-only lanes would be open to emergency vehicles, which could improve response plans. During emergencies, the bus-only lanes would be open to all evacuating vehicles. Operational activities would not impede public access to emergency/disaster routes and would not interfere with an adopted emergency response plan or emergency evacuation plan.

*Hazards Impact g:* As discussed in Section 4.1.2 of the EIR, the Cities of Los Angeles, Burbank, Glendale, and Pasadena are Very High Fire Hazard Severity Zone according to the California Department of Forestry and Fire Protection database. However, the Project Area is also highly urbanized and well protected by existing emergency response. In the event of a wildland fire outbreak during the construction phase of the Proposed Project, the construction manager would comply with the emergency response procedures of the local fire and police departments to ensure the safe evacuation of on-site workers and to ensure that construction staging would not interfere with emergency services. While the stations and roadway modifications would be constructed in areas prone to wildfires, these structures would not result in impacts to wildland fires, nor would they exacerbate risk of loss, injury, or death involving wildland fires. The Proposed Project would operate on existing roadways and in a highly developed urbanized area that is adequately served by fire emergency services. In the event of a wildland fire outbreak during operation of the Proposed Project, bus operators would comply with local fire and police department emergency procedures to ensure that riders and operators are safely evacuated.

**Reference.** Chapter 4.0, Other Environmental Considerations, of the Draft EIR, pages 4-4 through 4-8.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to hazards and hazardous materials would be less than significant.

## 7.9 HYDROLOGY AND WATER QUALITY

As discussed in Section 4.1.3 of the EIR, the Proposed Project would result in a less-than-significant impact related to hydrology and water quality with respect to the following significance thresholds:

- Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

**Impacts.** As discussed in Section 4.1.3 of the EIR, construction would include paving, striping, and reconstruction of sidewalks, which would result in an increase in surface water pollutants such as sediment, oil and grease, and miscellaneous wastes. Water quality would be temporarily affected if disturbed sediments were discharged via existing stormwater collection systems. Increased turbidity and other pollutants resulting from construction-related discharges can ultimately introduce compounds toxic to aquatic organisms, increase water temperature, and stimulate the growth of algae. Construction activities would disturb more than one acre and would require the construction contractor to prepare and implement one Storm Water Pollution Prevention Plan (SWPPP) applicable to each of the affected Cities in accordance with the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction Activity (Order No. 2009-0009-DWQ, NPDES No. CAR000002) (Construction General Permit). Implementation of the SWPPP during construction would ensure that water quality objectives, standards, and wastewater discharge thresholds would not be violated.

Regarding operational activities, the Proposed Project would result in a negligible change in impervious area and there would be no major sources of new pollutants. Because the Project Area is currently a transportation corridor, the water runoff from roadway surfaces would contain the same types of pollutants as expected under existing conditions. However, enhanced bus frequencies could result in small increases in potential pollutants from bus operations. Because the Proposed Project would replace 5,000 square feet or more of impervious surface area on an already developed site, per the County's Standard Urban Stormwater Mitigation Plan (SUSMP) requirements, as part of the stormwater program, SUSMP and Site-Specific Stormwater Mitigation Plans must be incorporated into the Project. Compliance with these regulations would require the inclusion of post-construction stormwater measures and low-impact development measures designed to minimize runoff flows and water quality degradation.

**Reference.** Chapter 4, Other Environmental Considerations, of the Draft EIR, pages 4-9 to 4-10.

**Mitigation Measures.** This impact would be less than significant with the incorporation of applicable laws and regulations and does not require mitigation measures.

**Finding.** For the reasons stated above, Metro finds that these impacts related to hydrology and water quality would be less than significant with regulatory compliance.

## 7.10 LAND USE AND PLANNING

As discussed in Section 4.1.4 of the EIR, the Proposed Project would result in a less-than-significant impact related to land use and planning with respect to the following significance thresholds:

- Physically divide an established community (Land Use Impact “a”); and
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect (Land Use Impact “b”).

**Impacts.** *Land Use Impact a:* As discussed in Section 4.1.4 of the EIR, construction activities would require temporary road, lane, and sidewalk closures, which would reduce pedestrian and vehicle mobility and access within and between local communities throughout the Project Area. The Proposed Project would operate entirely within existing transportation corridors and would not cause a change in land uses. Although there would be some turn restrictions and pedestrian crossing restrictions depending on the bus lane configuration, the Proposed Project would not physically divide an established community.

*Land Use Impact b:* Construction activities would be conducted in compliance with local land use plans and codes. It is anticipated that construction activities would take place between the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays within the City of Los Angeles, in accordance with the Los Angeles Municipal Code. Within the City of Burbank, City of Glendale, and City of Pasadena, in accordance with the City Codes construction would typically occur between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. (Refer to the Section 3.9 Noise of the Draft EIR for the nighttime construction noise analysis.) Should nighttime construction be necessary, the construction contractor would be required to coordinate with the jurisdictions to obtain necessary permits, such as a variance to the Noise Ordinance in the City of Los Angeles. For these reasons, construction of the Proposed Project would not conflict with local land use plans.

Regarding operations, the Proposed Project corridor is an existing transportation route with ongoing bus service, and therefore, the Proposed Project operations would be compatible with existing land uses. This Proposed Project would be consistent with SCAG regional goals which focus upon land use and growth patterns that encourage transit and non-motorized transportation use by focusing growth along major transportation corridors in the region. The local land use plans for the jurisdictions along the project corridor include several goals and

policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor. The Proposed Project would not conflict with local land use plans.

**Reference.** Chapter 4.0, Other Environmental Considerations, of the Draft EIR, page 4-14 through 4-16.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to land use and planning would be less than significant.

## 7.11 NOISE

As discussed in Section 3.9 of the EIR, the Proposed Project would result in a less-than-significant impact related to noise and vibration with respect to the following significance thresholds:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (Impact 3.9-1 (operations only)); and
- Generate excessive groundborne vibration or groundborne noise levels (Impact 3.9-2 (operations only)).

**Impacts.** *Impact 3.9-1:* As discussed in Section 3.9.4 of the EIR, operation of the Proposed Project would impact the noise environment along the corridor in two key ways. First, it would increase the number of buses traveling in the Project Area, with 90,200 annual revenue hours and 1,348,500 annual revenue miles in 2042. However, Metro bus service in the Project Area may be reduced in frequency or consolidated as part of the NextGen Bus Plan and/or in conjunction with the opening of the Project. These potential changes have not been implemented and are therefore not accounted for in the EIR noise analysis. The result is a more conservative analysis with louder background noise levels related to existing bus service. Second, the service would shift drivers from personal vehicles to BRT services, reducing 86,659 daily vehicle miles of travel throughout the region by 2042, of which 13,339 miles would be entirely reduced within the Project Area and 68,278 miles would be reduced from trips that start or end in the Project Area. The detailed analysis prepared for the Draft EIR demonstrates that operation of the Proposed Project would not significantly increase permanent noise levels.

*Impact 3.9-2:* As discussed in Section 3.9.4 of the EIR, operational vibration impacts would be attributed to the rubber tires on the buses. Under the Federal Transit Administration's Transit Noise and Vibration Assessment Manual, the use of rubber tires would not result in a significant

vibration-related impact because the Proposed Project does not include substantial infrastructure irregularities like expansion joints, speed bumps, or other design features that create unevenness in the road surface.

**Reference.** Section 3.9, Noise, of the Draft EIR, page 3.9-15 through 3.9-31.

**Mitigation Measures.** These impacts would be less than significant and do not require mitigation measures.

**Finding.** For the reasons stated above and as set forth in the EIR, Metro finds that impacts related to operational noise would be less than significant.

## 8. ENVIRONMENTAL RESOURCES FOUND TO NOT BE IMPACTED

One or more aspects of the following environmental resources would not be impacted by the Proposed Project:

- Transportation (CEQA Guidelines Section 15064.3, subdivision (b) during operations; hazards due to a geometric design feature during construction)
- Aesthetics (Conflict with applicable zoning and other regulations governing scenic quality during construction; substantial light or glare)
- Agriculture and Forestry Resources (farmland conversion; existing zoning for agricultural use; forest lands)
- Biological Resources (Adverse effect on special-status plant species, special-status wildlife species (operations); adverse effect on riparian or other sensitive natural community, adverse effect on federally protected wetlands; interfere with wildlife movement (operations); conflict with local policies or ordinances protecting biological resources (operations))
- Cultural Resources (archaeological resources during operations; human remains during operations)
- Geology and Soils (seismic activities and landslides during construction; surface fault rupture during operations; soil erosion; unstable soil during construction; subsidence during operations; expansive soil; alternative wastewater disposal systems; paleontological resource or site or unique geologic feature during operations)
- Greenhouse Gas Emissions (GHG) (generation of GHG emissions; conflicts with GHG reduction plans, policies, or regulations)
- Hazards and Hazardous Materials (proximity to private airstrips and public-use airports)
- Hydrology and Water Quality (groundwater supplies and management plans; drainage; water inundation; water quality control plans)
- Mineral Resources (loss of a known mineral resource; loss of a locally important mineral resource)
- Noise (exposure of persons to noise from private airstrips or public-use airports)
- Population and Housing (induce substantial population growth; substantial displacement of people or housing)
- Public Services (fire protection, police protection, schools, parks, or other public facilities)

- Recreation (parks and recreational facilities)
- Tribal Cultural Resources (impacts to California Native American Tribal Cultural Resources during operations)
- Utilities and Service Systems (relocation or construction of new or expanded water, wastewater treatment or storm water drainage; electric power, natural gas, or telecommunications facilities; water supplies; wastewater; solid waste)
- Wildfire (emergency response or evacuation plans; exacerbate wildfire risk and associated mitigating infrastructure; risk from post-fire slope instability or drainage changes)

**Impact.** No impacts would occur.

**Reference.** Section 3.1, Transportation, pages 3.1-28 through 3.1-29; Section 3.2, Aesthetics, pages 3.2-26; Section 3.4, Biological Resources, pages 3.4-10 through 3.4-13; Section 3.5, Cultural Resources, pages 3.5-18 through 3.5-19; Section 3.6, Energy Resources, page 3.6-23; Section 3.7, Geology and Soils, page 3.7-12 through 3.7-18; Section 3.8, Greenhouse Gas Emissions, pages 3.8-14 through 3.8-17; Section 3.9, Noise, page 3.9-31; Section 3.10, Tribal Cultural Resources, pages 3.10-5 through 3.10-7; and Chapter 4, Other Environmental Draft Considerations, pages 4-1 through 4-31 of the Draft EIR.

**Mitigation Measures.** No impact would occur and mitigation measures are not required.

**Findings.** Metro finds that the Proposed Project would not result in impacts to one or more aspects of the following resources, as described above:

- |                                      |                                 |
|--------------------------------------|---------------------------------|
| • Transportation                     | • Hydrology and Water Quality   |
| • Agriculture and Forestry Resources | • Mineral Resources             |
| • Aesthetics                         | • Noise                         |
| • Agriculture and Forestry Resources | • Population and Housing        |
| • Biological Resources               | • Public Services               |
| • Cultural Resources                 | • Recreation                    |
| • Energy                             | • Tribal Cultural Resources     |
| • Geology and Soils                  | • Utilities and Service Systems |
| • Greenhouse Gas Emissions           | • Wildfire                      |
| • Hazards and Hazardous Materials    |                                 |

## 9. CUMULATIVE IMPACTS

The cumulative impact analysis in the EIR considers the combined effect of the Proposed Project and Related Projects. Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project vicinity within the same timeframe as the Proposed Project. In this context, Related Projects includes past, present, and reasonably probable future projects. Refer to Chapter 5, Cumulative Impacts, of the Draft EIR and Chapter 3 of the Final EIR for a comprehensive list of projects considered in the cumulative analysis.



As stated in CEQA Guidelines Section 15130(a)(1), the cumulative impacts discussion in an EIR need not discuss impacts that do not result in part from a proposed project. Metro finds that there is no potential for a cumulative impact related to Agricultural and Forestry Resources, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, or Wildfire.

## 9.1 TRANSPORTATION

**Conflict with Programs, Plans, Ordinances, or Policies.** Construction activities could interfere with circulation system, including transit, roadway, bicycle and pedestrian facilities through temporary lane closures, equipment activity, staging areas, and truck activity. Mitigation Measures **TRA-1** through **TRA-4** would ensure that the Proposed Project would not interfere with transit, traffic circulation and access, pedestrian operations and circulation, or bicycle operations and circulation during construction. Mitigation Measure **TRA-6** would reduce potential construction impacts on emergency vehicle access by requiring early notification and coordination with emergency service providers as part of the Traffic Management Plan. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to transportation is not cumulatively considerable during construction.

Regarding operational activities, the Proposed Project would generally include a combination of dedicated bus lanes (running along the center, median, side or curb lane) and mixed traffic operations. It is not expected that the cumulative projects would substantially diminish pedestrian circulation along the corridor and/or result in hazards due to a geometric design feature or incompatible uses. The related projects, independent of the Proposed Project, are not expected to result in the removal of bicycle lanes or any other operational adverse cumulative impacts on bicycle lanes. Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with local policies, including the City of Los Angeles Mobility Plan 2035, avoiding potential conflicts between the Proposed Project operations and bicycles. Emergency vehicles will be permitted to use the dedicated bus lanes along the Proposed Project corridor, and therefore emergency response time under cumulative conditions would be no worse than under current conditions. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to transportation is not cumulatively considerable during operations.

**CEQA Guidelines Section 15064.3, subdivision (b).** The Proposed Project is expected to decrease VMT and is also aligned with long-term environmental goals and relevant plans for the region and municipalities. The Proposed Project has a finding of less-than-significant for VMT, which results in a less-than-significant cumulative impact for VMT. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with VMT is not cumulatively considerable.

## 9.2 AESTHETICS

**Scenic Vistas.** There are no formal or designated scenic vistas within the Project Area. Scenic viewing areas are available at higher elevations in the San Gabriel Mountains and Santa Monica Mountains. Views from these vista points would be unaffected by the Proposed Project. For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic vistas.

**Scenic Resources within State Scenic Highway Corridors.** The Project Area and its surroundings are not within the viewshed of any scenic highway. For this reason, Metro finds that there is no potential for the Proposed Project to combine with past, present, and reasonably foreseeable future projects to create a cumulative impact related to scenic resources within State scenic highway corridors.

**Visual Character or Quality.** The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians at the locations of station platforms. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring site-specific public art and streetscape beautification. The Proposed Project would follow Metro's Transit Service Policies & Standards, Public Art Policy, Systemwide Station Design Standards, and Standard/Directive Drawings. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with visual character or quality is not cumulatively considerable.

**Light and Glare.** Because the Proposed Project is located in a developed, urban area, there is a substantial amount of existing lighting and glare from streetlights, buildings, vehicles, and other sources. The primary elements of the Proposed Project that could result in lighting, glare, and shading are the station upgrades and additional buses. These elements would not be expected to result in a substantial change in existing lighting, glare, or shading. For this reason, Metro finds that the contribution of the Proposed Project's activities to the significant cumulative impact associated with light and glare is not cumulatively considerable.

## 9.3 AIR QUALITY

**Consistency with Air Quality Plans.** Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. In addition, emissions modeling demonstrated that the Proposed Project would not generate significant construction or operational emissions. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the SCAQMD AQMP. In addition, the Proposed Project would reduce VMT and associated transportation criteria air pollutant emissions in the Project Area as automobile trips would be replaced with zero emissions, electric buses. For these reasons, Metro finds that the impact related to the Proposed Project's consistency with the AQMP would not be cumulatively considerable.

**Cumulatively Considerable Net Increase of Criteria Pollutant for which the Region is Non-Attainment.** The SCAQMD has promulgated guidance that if daily emissions generated by construction or operation of a project remain below the regional mass daily thresholds, those emissions would not result in a significant air quality impact under regionally cumulative considerations. Emissions modeling demonstrated that that the Proposed Project would not generate significant construction or operational emissions. Therefore, the Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. For this reason, Metro finds that the Proposed Project's incremental contribution to the significant cumulative impact associated with violations of air quality standards and substantial pollutant concentrations is not cumulatively considerable.

**Substantial Pollutant Concentrations.** Construction and operational activities were assessed for exposure to TACs and localized criteria pollutants. Regarding construction TACs, the greatest potential for TAC emissions would be related to diesel particulate matter emissions associated with heavy equipment operations. Construction activities associated with the Proposed Project would be sporadic and short-term in nature. Metro has committed to using equipment outfitted with engines meeting Tier 4 emissions standards that would substantially reduce diesel PM emissions and associated exposures.

Operational activities would not include localized emissions. The only potential source of localized emissions associated with bus operations would be pollutants from bus idling. The Proposed Project would include zero emission vehicles and there would be no exhaust emissions. Further, the enhancement of public transit service over this approximately 19-mile corridor would reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles.

For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the substantial pollutant concentrations would not be cumulatively considerable.

## 9.4 BIOLOGICAL RESOURCES

**Wildlife Species, Habitats, and Wetlands.** Construction activities would include creating bus stops, restriping existing roadway, and other roadway modifications (i.e., removal of existing medians) and would not contribute to development in the Project Area. The Proposed Project could result in temporary impacts on plants, bats, and bird species through the removal of street trees to construct stations. Mitigation Measure **BIO-1** would mitigate inadvertent impacts to biological resources during construction activities by ensuring compliance with the Migratory Bird Treaty Act and California Fish and Game Code (Sections 2126, 3503, 3513, and 3800).

Operational activities would not affect the Coastal Sage Scrub community along SR-134. In addition, there is already a high level of human activity, night lighting, and noise and the Proposed Project would not increase levels of human activity, night lighting, or noise. Therefore, operation of the Proposed Project would not result in impacts on any species identified as a candidate, sensitive, or special-status. Once construction is complete, no additional removal of

trees would be required; therefore, project operation would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to wildlife species, habitats, and wetlands would not be cumulatively considerable.

## 9.5 CULTURAL RESOURCES

**Historical Resources.** Within the cumulative setting, there are a total of 23 designated properties (listed in the National, California, and/or local register), including 16 contributors to historic districts, and 29 properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local Register), including eight that are contributors to a potential historic district. An additional six potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project. During construction and operational activities, the Proposed Project has the potential to affect historic streetlights on Central Avenue and Broadway in the City of Glendale that are within proposed station platform footprints and historic buildings in the Cities of Los Angeles, Burbank, Glendale, and Pasadena that are immediately adjacent to proposed station platform footprints. Mitigation Measure **CUL-1** would mitigate impacts to historic resources by ensuring that the Proposed Project design would be consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties Rehabilitation Standards. Effects to historic resources would not be significant with mitigation. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to historic resources would not be cumulatively considerable.

**Archaeological Resources.** Although much of the Project Area is developed and paved, there is a potential for buried archaeological deposits to exist. The potential for an individual project to impact significant archaeological resources is unknown but it is possible that cumulative growth and development in the Project Area could have impacts on significant archaeological and paleontological resources. Mitigation Measure **CUL-2** would mitigate inadvertent impacts to potential subsurface archaeological deposits during construction activities. There is no potential for the Proposed Project to encounter sub-surface archaeological resources during operations. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to archaeological resources would not be cumulatively considerable.

## 9.6 ENERGY RESOURCES

**Wasteful, Inefficient, or Unnecessary Energy Consumption.** Relative to existing petroleum-based transportation fuels consumption in Los Angeles County, construction of the Project would temporarily increase annual diesel fuel consumption within the County by approximately 0.17 percent and would temporarily increase annual gasoline fuel consumption by approximately 0.0002 percent. The Proposed Project would adhere to the provisions of the

Metro Green Construction Policy to control and minimize energy use. Energy demand would be within the existing and planned electricity and natural gas capacities.

Operational activities would result in changes (net benefits) to energy resources consumption through direct electricity demand for zero emission vehicle bus propulsion and indirect, reduction of transportation fuels combustion from passenger vehicles on the regional roadway network. Based on 2019 Metro usage, operations would increase systemwide electricity consumption by 1.1 percent. In addition to direct energy consumption, implementation of the Proposed Project would reduce on-road regional VMT. Implementation of the Proposed Project would reduce annual VMT by over 30 million, and would decrease regional gasoline and diesel fuels consumption by 755,140 gallons and 168,608 gallons, respectively. The effects of Proposed Project operations would reduce regional petroleum-based energy consumption and would improve regional transportation energy efficiency.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to energy resources would not be cumulatively considerable.

**Obstruction or Conflict with Energy Plan.** All equipment and vehicles that would be used in construction activities would comply with applicable California Air Resources Board regulations, the Pavley and Low Carbon Fuel Standards, and the Corporate Average Fuel Economy Standards. The Proposed Project does not conflict with Metro design criteria or California Code of Regulations Title 24 (including Part 1 - California Building Standards Administrative Code, Part 2 - California Building Code, Part 6 - California Energy Code, Part 11 - California Green Building Standards Code (CAL Green Code), and Part 12 - California Reference Standards Code). The Proposed Project would adhere to the provisions of the Metro Green Construction Policy to control and minimize emissions to the maximum extent feasible. The BRT system would reduce auto passenger vehicle trips and reduce reliance on petroleum-based transportation fuels. The benefits of the Proposed Project are consistent with the goals, objectives, and policies of SCAG and the Cities of Los Angeles, Burbank, Glendale, and Pasadena outlined in the local regulatory framework above. As the renewable energy portfolios of Metro and the Los Angeles Department of Water and Power expand over time, natural resources consumption to provide the electricity required for BRT operations would become more energy efficient. The Proposed Project would not conflict with any adopted plan or regulation to enhance energy efficiency or reduce transportation fuels consumption. In addition, the Proposed Project would not interfere with renewable portfolio targets and would not result in a wasteful or inefficient expenditure of energy resources. The Proposed Project would positively contribute to statewide, regional, and local efforts to create a more efficient and sustainable transportation infrastructure network.

For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to energy resources would not be cumulatively considerable.

## 9.7 GEOLOGY AND SOILS

**Earth Movement.** Construction activities would not involve substantial earthmoving along slopes, such that existing landslide risks would be worsened or exacerbated. Therefore, no construction impact would occur related to seismic activities, including landslides. The Proposed Project would be designed based on the latest versions of local and State building codes and regulations in order to counteract erosion. There is no potential for the surface-running BRT to result in substantial soil erosion or the loss of topsoil or risk from expansive soils. Regarding operational activities, the Proposed Project would be located in a seismically active region. There is potential for operational activities to be influenced by earthquakes and related effects, such as ground shaking and liquefaction. Mitigation Measure **GEO-1** would mitigate inadvertent impacts to geology and soils during construction activities by ensuring the Proposed Project is designed to limit potential seismic impacts. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to earth movement would not be cumulatively considerable.

**Paleontological Resource or Unique Geologic Feature.** Paleontological resources have been recorded from the subsurface of the Project Area and Project Vicinity. However, due to the minimal amount of deep excavation with the potential to encounter native sediments with high paleontological potential (i.e., Pleistocene-age older sedimentary deposits and Miocene-age Topanga Formation), the Proposed Project would not significantly impact paleontological resources. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to paleontological resources or unique geologic features would not be cumulatively considerable.

## 9.8 GREENHOUSE GAS EMISSIONS

There is an existing cumulative impact in the Project Area related to GHG emissions. The cumulative setting is both regional and statewide. The State of California, through AB 32 and SB 32, has acknowledged that GHG emissions are a statewide impact. Emissions generated by the Proposed Project combined with past, present, and reasonably probable future projects could contribute to this impact. The CEQA Guidelines emphasize that the effects of GHG emissions are cumulative in nature and should be analyzed in the context of CEQA's existing cumulative impacts analysis. The OPR acknowledges that although climate change is cumulative in nature, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment.

Per guidance from the SCAQMD, construction amortized annually and operational emissions are considered together over a 30-year period. The Proposed Project would reduce VMT and associated transportation GHG emissions in the Project Area. CO<sub>2e</sub> emissions would be reduced by approximately 54 million metric tons per year. Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project would be consistent with the goals and policies of applicable GHG reduction plans in the Plan Area including SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), CARB's 2017 Scoping Plan, Metro Climate Action and Adaptation Plan 2019, Los Angeles Green New Deal, City of

Burbank GGRP, Greener Glendale Plan, and the City of Pasadena CAP. Each of these plans is, in and of itself, a GHG reduction plan aimed to reduce cumulative GHG emissions at the local level and beyond. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the existing cumulative impact.

## 9.9 HAZARDS AND HAZARDOUS MATERIALS

**Significant Hazard to the Public or Environment.** Construction activities would involve minimal ground disturbance and excavation. Construction activities could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. As previously discussed, the SCAQMD regulates disposal of asbestos (Rule 1403) and contaminated soils (Rule 1166). There would be no hazardous emissions associated with operations of the Proposed Project. For these reasons, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to significant hazards to the public or environment would not be cumulatively considerable.

**Release of Hazardous Materials from Upset or Accident Conditions.** As discussed above, the handling, transport, and disposal of all hazardous materials during construction would be done according to the applicable regulations to reduce the risk of accidental release into the environment. Regarding operations, vehicle maintenance activities would require the use of detergents and cleansers. The potential for exposure to these hazards and hazardous materials would be limited to the existing Metro facilities. Metro facilities are staffed with personnel trained in hazardous materials emergencies. Metro staff is available 24-hours a day through the Quality Assurance Department to respond to hazardous materials releases, and Metro sites frequently undergo emergency response drills. There would be no hazardous emissions associated with operations of the Proposed Project. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to the release of hazardous materials from upset or accident conditions would not be cumulatively considerable.

**Hazardous Conditions at Schools.** There are multiple schools located within a quarter-mile of the Proposed Project alignment. However, the Proposed Project and Related Projects would comply with strict regulations administered by local, State, and federal agencies, ensuring that their impacts to schools would be less than significant. For this reason, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to hazardous materials at schools would not be cumulatively considerable.

**Hazardous Materials Sites.** There is an existing cumulative impact in the Project Area related to known hazardous sites, including 469 environmental concern sites, and associated remediation efforts. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to this existing cumulative impact. Construction activities would involve minimal ground disturbance and excavation, though could result in the discovery of unanticipated contamination at known release sites, potential environmental concern sites, or historical environmental concern sites. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal,



State, and local regulations. Therefore, the Proposed Project construction activities would not have a cumulatively considerable contribution to the existing cumulative impact. The Proposed Project operational activities would also not have a cumulatively considerable contribution to the existing cumulative impact regarding hazardous materials sites.

**Safety Hazard Near Public Airports or Private Airstrips.** The Project Site and its surroundings are not located near public airports or private airstrips. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to safety hazards near public airports or private airstrips.

**Exposure of People or Structures to Risk Involving Wildland Fires.** Neither the Project Site nor its surroundings are susceptible to wildland fires. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to wildland fires.

**Physical Interference of Emergency Plans and Emergency Evacuation Plans.** The Proposed Project and the Related Projects would not require the permanent closure of emergency/disaster routes or impede emergency vehicle access to the Project Site and its surrounding area. Per state and local regulations, emergency vehicle access would be maintained at all times during construction and operation of the Proposed Project and Related Projects. For the reasons stated above, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative impact related to adopted emergency response plans or emergency evacuation plans would not be cumulatively considerable.

## 9.10 LAND USE AND PLANNING

**Physically Divide an Established Community.** The Proposed Project would not physically divide an established community. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would have no impact related to physically divide an established community.

**Conflict with Applicable Land Use Plans or Policies.** The Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Land uses surrounding the Proposed Project stations may intensify due to transit orientated development pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change and availability of services and infrastructure to meet future demand. Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. For the reasons stated above, Metro finds that the Proposed Project's incremental

contribution to the potentially significant cumulative impact related to land use plans would not be cumulatively considerable.

## 9.11 NOISE

**Exposure to Excessive Noise Levels.** The Proposed Project's construction activities could increase ambient noise levels by approximately 15 dBA  $L_{eq}$  near any of the potential 22 station construction sites along the alignment, generating significant increases before mitigation measures are applied. Mitigation Measure **NOI-1** would reduce the impact to less than significant by requiring noise monitoring and control measures when levels exceed allowable standards. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction noise impact would not be cumulatively considerable.

The Proposed Project would reduce VMT and associated transportation noise from operation of motor vehicles in the Project Area as people shift to public transit. As a result, even with the addition of BRT service, permanent increases in noise would be minimal and not significant. Therefore, Metro finds that the Proposed Project's incremental contribution to the potentially significant cumulative operational noise impact would not be cumulatively considerable.

**Exposure to Excessive Groundborne Vibration.** There is no cumulative vibration impact in the Project Area and the Proposed Project would not result in a significant vibration impact with implementation of Mitigation Measure **NOI-2** for construction activities. Therefore, Metro finds that the Proposed Project's contribution to the potentially significant cumulative construction vibration impact would not be cumulatively considerable.

**Exposure to Excessive Noise Levels Associated with Public Airports or Private Airstrips.**

The Proposed Project and Related Projects are not within the proximity of a public airport. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to excessive noise associated with public airports or private airstrips.

## 9.12 TRIBAL CULTURAL RESOURCES

There is an existing cumulative impact in the Project Area related to tribal cultural resources. The cumulative setting is the areas of potential disturbance. The Kizh Nation, Fernandeno Tataviam, and Gabrieleno/Tongva San Gabriel Band of Mission Indians tribal representatives identified areas of high sensitivity within the Project Area; however, no known tribal cultural resources were identified through the Assembly Bill 52 consultation process. Most of the Related Projects are development or transportation projects, whose construction could include excavation that could disturb buried tribal cultural resources, if extant. The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

Although much of the Project Area is developed and paved, there is a potential for buried tribal cultural resources deposits to exist during earthwork activities. The potential for an individual project to impact significant tribal cultural resources is unknown but it is possible that cumulative

growth and development in the Project Area could have impacts on significant tribal cultural resources. Mitigation Measure **CUL-1** would mitigate inadvertent impacts to potential subsurface tribal cultural resources during construction activities by ensuring proper treatments. Effects to tribal cultural resources would not be significant with mitigation. There is no potential for the surface-running BRT to encounter tribal cultural resources. For this reason, Metro finds that the Proposed Project combined with past, present, and reasonably probable future projects would not create a cumulative impact related to tribal cultural resources.

## **10. ROUTE OPTIONS, DESIGN CONFIGURATION OPTIONS, ALTERNATIVES, AND MITIGATION MEASURES**

CEQA provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]” (PRC, § 21002.) However, “in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.” (*Ibid.*)

As defined by CEQA, “feasible” means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. (PRC, § 21061.1; CEQA Guidelines, § 15126.6(f)(1).) The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993), 23 Cal.App.4th 704, 715.) Moreover, “‘feasibility’ under CEQA encompasses ‘desirability’ to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors.” (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 417; *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957.)

### **10.1 ROUTE OPTIONS AND ALTERNATIVES**

Pursuant to CEQA Guidelines Section 15126.6(a), the Draft EIR described and evaluated the relative merits of a range of reasonable alternatives to the Proposed Project that would avoid or create substantially lesser impacts than the significant impacts of the Proposed Project.

The Draft EIR assessed route options for the BRT. This was necessary due to public feedback during the completion of the Alternatives Analysis and EIR scoping period. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that stakeholders and decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple route alignments. Two CEQA alternatives were also assessed in the Draft EIR: a No Project (Alternative 1) and an Improved Bus Service Alternative (Alternative 2).

The following describes the Route Options assessed but not included as part of the Proposed Project in the Final EIR.

**Route Option A2 in North Hollywood.** This route would follow Lankershim Boulevard between the North Hollywood Station and the SR-134 freeway interchange, utilizing a combination of side and curb-running bus lanes. A proposed station would be located on Lankershim Boulevard at Hesby Street.

**Route Option E2 in Glendale.** This route would operate on Central Avenue between Glenoaks Boulevard and Colorado Street (combination of general-purpose traffic lanes and side-running bus lanes), then on Colorado Street/Boulevard between Central Avenue and Broadway (primarily side-running bus lanes). Proposed stations would be located on Central Avenue at Lexington Drive and Americana Way. Proposed stations would also be located along Colorado Street/Boulevard at Brand Boulevard, Glendale Avenue and Verdugo Road.

**Route Option E3 in Glendale.** This route would operate in general-purpose traffic lanes between Glenoaks Boulevard and the SR-134 freeway via Central Avenue. Eastbound service would be provided via Sanchez Drive and westbound service would be provided along Goode Avenue to access the SR-134 freeway at Brand Boulevard. Lastly, the segment would then run along SR-134 between Brand Boulevard and Harvey Drive using general-purpose traffic lanes. Proposed stations would be located on Goode/Sanchez near Brand Boulevard and at Harvey Drive.

**Route Option F2 in Eagle Rock.** This route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in side-running bus lanes. There would be three stations serving Eagle Rock – Eagle Rock Plaza (near Sierra Villa Drive), Eagle Rock Boulevard, and Townsend Avenue. Under this configuration, the existing buffered bike lanes would be converted to 11- or 12-foot shared bus-and-bicycle lanes. Bicycles would be allowed to operate within the bus lane. Buses would maneuver into the mixed-flow lanes to pass cyclists as-needed. A bicycle bypass lane would be provided behind the stations to avoid bus-bicycle conflicts in the loading zone.

**Route Option F3 in Eagle Rock.** This route would run along SR-134 between Harvey Drive and Figueroa Street, Figueroa Street between SR-134 and Colorado Boulevard, and on Colorado Boulevard between Figueroa Street and SR-134 via the N. San Rafael Avenue Interchange. All segments utilize general purpose traffic lanes with a station pair on the intersection of Figueroa Street and Colorado Boulevard.

**Route Option G2 in Pasadena.** This route would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and the Colorado Boulevard exit in Pasadena. A proposed station would be located at Arroyo Parkway near the Metro L Line (Gold).

**Route Option H2 in Pasadena.** This route would operate in a general-purpose traffic lane along Union Street in the westbound direction (one-way street) and along Green Street in the eastbound direction (one-way street) between Raymond Avenue and Hill Avenue. Proposed

stations would be located at Los Robles Avenue, Lake Avenue and at the Eastern Terminus at Hill Avenue adjacent to PCC.

The No Project Alternative, or Alternative 1, is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

The Improved Existing Bus Service Alternative, or Alternative 2, would implement improved existing bus service instead of BRT. The bus line would be a local express service with some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. The buses would operate in mixed-flow traffic with transit signal priority systems. Stops would be more frequent than the BRT line but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no median-running, center-running, or side-running configuration. Physical improvements would be limited to new signs at bus stops as well as shelters with solar lighting, bench and trash receptacle as a minimum level of bus stop amenity. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. Like the Proposed Project, this alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

## 10.2 FINDINGS FOR ROUTE OPTIONS

Route Option A2 in North Hollywood would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there is limited right-of-way on Lankershim Boulevard for Project components. This route option has increased effects to on-street parking, sidewalk widths, and requires converting mixed-flow travel lanes to dedicated bus lanes along a constrained portion of Lankershim Boulevard. There was also community preference for Route Option A1 in North Hollywood. For these reasons, Metro finds that Route Option A2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option E2 in Glendale would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there is limited right-of-way on Colorado Street for Project components. Additionally, this option was demonstrated to result in less ridership than the Proposed Project route. Route Option E2 would not improve regional transit ridership to the same degree that the Proposed Project would. For

these reasons, Metro finds that Route Option E2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option E3 in Glendale would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because this Route Option would require buses to operate entirely in mixed-flow traffic in a congested traffic area, Metro would not be able to completely meet the Proposed Project's objectives of advancing a premium transit service that improves service reliability and is more competitive with auto travel. In addition, this route option does not achieve the project objective of improving transit access to local and regional activity and employment centers, as the alignment bypasses the core of Glendale. For these reasons, Metro finds that Route Option E3 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option F2 in Eagle Rock would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, there was a lack of community support for this Route Option. Additionally, this option conflicted with City of Los Angeles goals and policies for bicycle facilities. For these reasons, Metro finds that Route Option F2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option F3 in Eagle Rock would contribute to some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because this Route Option would require buses to operate entirely in mixed-flow traffic in a congested traffic area, Metro would not be able to completely meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. Additionally, Route Option F3 would not improve service reliability and regional transit ridership to the same degree as the Proposed Project, due to slower service as a result of travel in mixed-flow traffic lanes. This Route Option also decreases accessibility to the route for the Eagle Rock community. For these reasons, Metro finds that Route Option F3 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option G2 in Pasadena would contribute to some of the Proposed Project's objectives. However, this Route Option would not provide as direct a connection to the Metro L Line (Gold) as the Proposed Project, thus not enhancing connectivity to Metro and other regional transit services as effectively as the Proposed Project. For this reason, Metro finds that Route Option G2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

Route Option H2 in Pasadena would contribute to some of the Proposed Project's objectives, including improving transit access to major activity centers such as Pasadena City College. However, this Route Option does not provide as direct access to the core of the activity and employment center in the Pasadena commercial district as the Proposed Project. For this reason, Metro finds that Route Option H2 inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

### **10.3 FINDINGS FOR THE NO PROJECT ALTERNATIVE**

Although pursuing the No Project Alternative would avoid the Proposed Project's significant impacts, Metro finds that specific economic, legal, social, technological, and other considerations render the No Project Alternative identified in the Draft EIR infeasible (CEQA Guidelines Section 15091(a)(3)). By pursuing the No Project Alternative, Metro would not improve accessibility for disadvantaged communities; improve transit access to major activity and employment centers; enhance connectivity to Metro and other regional transit services; provide improved passenger comfort and convenience; or support community plans and transit-oriented community goals. Most importantly, Metro would not be able to meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. For these reasons, Metro finds that the No Project Alternative is not feasible.

### **10.4 FINDINGS FOR ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

CEQA Guidelines Section 15126.6 requires that an "environmentally superior" alternative be identified among the alternatives that are evaluated in the EIR. As described in the Draft EIR, the No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. If the No Project Alternative is identified as the environmentally superior, CEQA requires identification of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. The Improved Existing Bus Service Alternative is the environmentally superior alternative because it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

The Improved Existing Bus Service Alternative would meet some of the Proposed Project's objectives, including enhancing connectivity to Metro and other regional transit services. However, because Alternative 2 would require buses to operate in mixed-flow traffic for the entirety of the route, Metro would not be able to meet the Proposed Project's objectives of advancing a premium transit service that is more competitive with auto travel. Additionally, Alternative 2 would not improve service reliability and regional transit ridership to the same degree that the Proposed Project would, due to slower service as a result of travel in mixed traffic lanes and more frequent stops. For these reasons, Metro finds that the environmentally superior alternative, Alternative 2, inadequately satisfies the objectives of the Proposed Project and is therefore infeasible.

### **10.5 FINDINGS FOR MITIGATION MEASURES**

The Metro Board has considered every mitigation measure recommended in the EIR. Metro hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when Metro adopts a resolution approving the Proposed



Project. The mitigation measures are referenced in the MMRP adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the Proposed Project.

Some comments on the Draft EIR suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As shown in the Final EIR, Metro modified some of the mitigation measures in response to such comments. In response to other such comments, Metro explained why the suggested mitigation measures were not feasible and/or not superior to the mitigation measures identified in the Draft EIR. The Metro Board commends staff for its careful consideration of these comments and agrees with the Final EIR in those instances when staff did not accept proposed language, and hereby ratifies, adopts, and incorporates the Final EIR's reasoning on these issues. As discussed in Section 6 of these Findings, with implementation of the mitigation measures set forth in the MMRP, the Proposed Project would not result in any significant and unavoidable impacts.

# 5. Mitigation Monitoring and Reporting Program

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## 5.1 INTRODUCTION

Section 21081.6 of the PRC requires a lead agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). As lead agency for the Proposed Project, Metro is responsible for administering and implementing the Mitigation Monitoring and Reporting Program (MMRP). The decisionmakers must define specific monitoring requirements to be enforced during project implementation prior to final approval of the Proposed Project. The primary purpose of the MMRP is to ensure that the mitigation measures identified in the Draft and Final EIR are implemented, effectively minimizing the identified environmental effects.

## 5.2. PURPOSE

**Table 5-1** has been prepared to ensure compliance with all mitigation measures identified in the Draft EIR and this Final EIR which would lessen or avoid potentially significant adverse environmental impacts resulting from implementation of the Proposed Project. Each mitigation measure is identified in **Table 5-1** and is categorized by environmental topic and corresponding number, with identification of:

- **Monitoring Action:** The criteria that would determine when the measure has been accomplished and/or the monitoring actions to be undertaken to ensure the measure is implemented.
- **Responsible Party for Implementing Mitigation:** The entity accountable for the action.
- **Enforcement Agency and Monitoring Phase:** The agencies responsible for overseeing the implementation of mitigation and when the implementation is verified.

**Table 5-1 – Mitigation Monitoring and Reporting Program**

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<b>AESTHETICS</b>			
<p><b>CUL-1:</b> Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior’s Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior’s Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.</p>	<p>Conduct review of historic resources identified in the Historical Resources Project Area to determine Project’s consistency with the Secretary of the Interior’s Standards for the Treatment of Historic Properties.</p>	<p>Lead Engineer and Architectural Historian</p>	<p>1. Metro 2. Final Design</p>
<p><b>VIS-1:</b> Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</p> <ul style="list-style-type: none"> <li>• Street trees shall be replaced in accordance with the regulations established by each affected jurisdiction’s Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.</li> <li>• Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction’s Bureau of Street Services.</li> <li>• A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.</li> </ul>	<p>Prepare a Landscape Replacement Study; Replace plant material from center medians and sidewalks according to jurisdictional requirements.</p>	<p>Lead Engineer/Landscape Architect</p>	<p>1. Metro 2. Final Design through Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p><b>VIS-2:</b> Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.</p>	<p>After conducting a Landscape Replacement Study, design median, barriers, or other dividers with patterns or decorative features in accordance with local streetscape design guidelines.</p>	<p>Lead Engineer/ Landscape Architect</p>	<p>1. Metro 2. Final Design through Construction</p>
<p><b>BIOLOGICAL RESOURCES</b></p>			
<p><b>BIO-1:</b> To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>• If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>• If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.</li> <li>• If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a</li> </ul>	<p>Limit construction to outside the bird nesting season and outside the maternal and non-active bat season. Should vegetation be removed during these times, proper mitigation for habitat loss, vegetation replacement, and species protection shall be conducted.</p>	<p>Construction Contractor</p>	<p>1. Metro 2. Pre-Construction/Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.</p> <p>To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.</li> <li>• During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</li> <li>• No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.</li> <li>• No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.</li> </ul>			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<ul style="list-style-type: none"> <li>If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.</li> <li>In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).</li> </ul>			
<b>CULTURAL RESOURCES</b>			
Refer to <b>CUL-1</b>	Refer to <b>CUL-1</b>	Refer to <b>CUL-1</b>	Refer to <b>CUL-1</b>
<p><b>CUL-2:</b> A Qualified Archaeologist, meeting the Secretary of the Interior’s Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the</p>	<p>A qualified archaeologist shall remain on call for all ground-disturbing activities to ensure Contractor is properly trained in WEAP. Unanticipated archaeological resources discovered shall be handled, removed, and preserved according to the applicable requirements of PRC Section 21083.2.</p>	<p>Construction Contractor/Archaeological Monitor</p>	<p>1. Metro 2. Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p> <p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>			



Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<b>GEOLOGY AND SOILS</b>			
<p><b>GEO-1:</b> The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the "Guidelines for Evaluating and Mitigating Seismic Hazards in California" Special Publication 117A of the California Geologic Service, as well as Metro's Design Criteria and the latest federal and State seismic and environmental requirements.</p>	<p>Design Proposed Project according to applicable regulations; conduct geotechnical investigations prior to construction to determine risks associated with liquefaction.</p>	<p>Lead Engineer/ Geotechnical Consultant</p>	<p>1. Metro 2. Final Design</p>
<b>NOISE</b>			
<p><b>NOI-1:</b> Where construction cannot be performed in accordance with the FTA 1-hour <math>L_{eq}</math> construction noise standards, elevates existing ambient noise levels by 5 dBA <math>L_{eq}</math> or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, the construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during</p>	<p>Prepare Noise Control and Monitoring Plan and Submit to Metro</p>	<p>Construction Contractor</p>	<p>1. Metro 2. During Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.</p> <p>The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:</p> <ul style="list-style-type: none"> <li>• City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA <math>L_{eq}</math> within one hour for construction lasting more than one day, 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.</li> <li>• City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA <math>L_{eq}</math> at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> <li>• City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by</li> </ul>			

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>5 dBA <math>L_{eq}</math> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.</p> <ul style="list-style-type: none"> <li>City of Pasadena: Construction noise levels that exceed 85 dBA <math>L_{eq}</math> at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA <math>L_{eq}</math> at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> </ul> <p>Noise-reducing methods that may be implemented include:</p> <ul style="list-style-type: none"> <li>Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.</li> <li>Limit unnecessary idling of equipment.</li> <li>Install temporary noise barriers or noise-control curtains, where feasible and desirable.</li> <li>Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.</li> <li>Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.</li> </ul>			
<p><b>NOI-2:</b> Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings, or where the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:</p> <ul style="list-style-type: none"> <li>The contractor shall minimize the use of tracked vehicles.</li> </ul>	<p>Prepare Vibration Control Plan</p>	<p>Construction Contractor</p>	<p>1. Metro 2. Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<ul style="list-style-type: none"> <li>The contractor shall avoid vibratory compaction within 25 feet of buildings.</li> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>			
<p><b>NOI-3:</b> Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences or the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> <li>The contractor shall minimize the use of tracked vehicles and vibratory equipment.</li> <li>The contractor shall avoid vibratory compaction.</li> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	Prepare Vibration Control Plan	Construction Contractor	<ol style="list-style-type: none"> <li>Metro</li> <li>Construction</li> </ol>
<b>TRANSPORTATION</b>			
<p><b>TRA-1:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If</p>	Prepare a Traffic Management Plan	Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena	<ol style="list-style-type: none"> <li>Metro</li> <li>Pre-Construction</li> </ol>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.</p>			
<p><b>TRA-2:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>
<p><b>TRA-3:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p>detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>			
<p><b>TRA-4:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>
<p><b>TRA-5:</b> Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.</p> <p>In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.</p>	<p>Design Proposed Project to safely integrate bicycle and automobile lanes</p>	<p>Lead Engineer/ City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Final Design</p>

Mitigation Measures	Monitoring Action	Responsible Party	1. Enforcement Agency 2. Monitoring Phase
<p><b>TRA-6:</b> The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.</p>	<p>Prepare a Traffic Management Plan and submit to Metro</p>	<p>Construction Contractor/Metro/City of Los Angeles, City of Burbank, City of Glendale, City of Pasadena</p>	<p>1. Metro 2. Pre-Construction</p>
<p><b>TRIBAL CULTURAL RESOURCES</b></p>			
<p>Refer to <b>CUL-2</b></p>	<p>Refer to <b>CUL-2</b></p>	<p>Refer to <b>CUL-2</b></p>	<p>Refer to <b>CUL-2</b></p>

**SOURCE:** Terry A. Hayes Associates Inc., 2022.



# North Hollywood to Pasadena Transit Corridor



## **PUBLIC AND AGENCY OUTREACH**

Beginning in February 2021, Metro began an additional round of public outreach to update the communities along the North Hollywood to Pasadena Bus Rapid Transit Corridor on revisions made to the project alternatives presented in the Draft Environmental Impact Report (EIR). These revisions were made in response to the nearly 450 comments received during the Draft EIR public review period and what the project team heard at the two virtual Public Hearings conducted in November 2020. Upon further evaluation of the comments, the project team made several refinements to the Proposed Project, particularly in Burbank and along Colorado Boulevard in Eagle Rock. In order to present these refinements to the community, the project team held several elected official briefings/presentations, attended coordination meetings with key City staff, and conducted several key stakeholder and business roundtable meetings, as well as several virtual community meetings.

Throughout this public engagement effort, the project team gathered feedback on any technical aspects of the Proposed Project and any refinements proposed to the alignment along Colorado Boulevard in Eagle Rock or Olive Avenue in Burbank. This effort provided multiple opportunities for key groups and businesses, as well as the communities of Eagle Rock and Burbank, to provide feedback on any new refinements made to the project since the release of the Draft EIR. These additional opportunities for comment were designed to be transparent and inclusive, and allowed community members optional and/or extended meeting times to have all of their many questions and comments adequately responded to. Due to the COVID-19 pandemic and LA County Safer at Home orders, all meetings were held virtually to allow the public to attend from the safety of their homes. In addition, the meetings were recorded and made available on the project website along with the meeting presentation materials.

This report documents the additional outreach activities completed from February 2021 through January 2022. The initial outreach efforts from February through May 2021, focused primarily on the earlier refinements made to the project prior to its approval by the Metro Board at its May 2021 meeting. Although the Board approved the project alignment and proposed design options, staff was also directed to continue working with the corridor cities on the exact bus lane configurations, particularly in Eagle Rock and Burbank. As a result, a number of additional refinements, including a new side-running concept for a segment of Olive Avenue in Burbank, were subsequently developed. From September through January 2022, the outreach efforts then focused on providing additional updates on these newer project refinements and on soliciting and receiving the community's feedback. The community input received will help inform the Final EIR and the final Project to be considered for certification and approval by the Metro Board in early 2022.

## ENGAGEMENT ACTIVITIES: SPRING 2021 (FEBRUARY – MAY)

### ELECTED OFFICIALS, CITY STAFF AND KEY STAKEHOLDER BRIEFINGS

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Spring 2021 outreach process.

As shown in **Table 1**, the briefings and presentations included the following agencies and key stakeholders:

**Table 1. Elected Officials and City Staff Briefings**

Meeting Date	Agencies
February 12, 2021	Burbank Councilmember Anthony and Schultz
March 11, 2021	Metro Board Staff
March 26, 2021	Office of Assemblymember Wendy Carillo; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti
March 30, 2021	Burbank City Council
April 1, 2021	Arroyo Verdugo Communities Joint Powers Authority
April 7, 2021	San Fernando Valley Service Council
April 12, 2021	San Gabriel Valley Service Council
May 6, 2021	Los Angeles Department of Transportation; Bureau of Street Services; Office of Los Angeles County Supervisor Hilda Solis; Office of Los Angeles City Mayor Eric Garcetti; Office of Los Angeles City Council Kevin de Leon
May 17, 2021	City of Burbank technical staff and Office of Glendale City Councilmember Najarian
May 18, 2021	Office of Los Angeles City Councilmember Kevin de Leon
May 25, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon, Offices of Mayor Eric Garcetti and Office of Los Angeles County Supervisor Hilda Solis

### STAKEHOLDER AND BUSINESS ROUNDTABLE MEETINGS

In March 2021, Metro staff conducted outreach to key stakeholder groups within the Eagle Rock community to provide an update on the refinements to the Proposed Project prior to presenting them to the public. The stakeholder meetings included elected officials, neighborhood councils, community-based organizations, businesses and business groups, and school and university organizations.

## Key Stakeholder Roundtable Meetings

Two virtual key stakeholder roundtable meetings were conducted for Eagle Rock stakeholders on Tuesday, March 16, 2021. These two meetings were held at alternate times in order to accommodate the many stakeholders' schedules. At each roundtable meeting, Metro provided an update on the additional refinements being proposed for Eagle Rock, an updated project timeline, next steps and an opportunity for dialogue and discussion in breakout rooms with project staff. Each of the breakout rooms allowed meeting attendees to ask questions and provide feedback on the project and/or project refinements.

Key stakeholders were notified by email leading up to the roundtable meetings with a total of three email notices (e-blasts) in both English and Spanish, with an email open rate of approximately 41% out of the total who received the e-blasts. **Table 2** provides a list of these meetings.

**Table 2. Key Stakeholder Roundtable Meetings**

Meeting Date	# of Attendees
Tuesday, March 16, 11 AM – 12:30 PM	33
Tuesday, March 16, 5:30 PM – 7:00 PM	36
<b>Total</b>	<b>69</b>

The following key takeaways were received from the key stakeholder roundtable meetings:

- Strong support for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period which included, among other design features, one travel lane in each direction. Participants would like to see the community-driven proposal for Colorado Boulevard executed to the maximum extent possible—especially with the sidewalk-level bike lanes.
- General support across breakout rooms for the proposed refinements to Route Option F1 from the Draft EIR, including a travel lane reduction on Colorado Boulevard east of Eagle Rock Boulevard.
- Many participants want to see the Eagle Rock Boulevard station pushed east to Caspar and Maywood because it's more pedestrian-friendly.
- Strong desire among many participants for native and drought-tolerant plants and shade included with the project, and concerns about ensuring business signs are not blocked by landscaping.
- Concerns throughout breakout rooms regarding construction impacts and whether a Business Interruption Fund could be implemented.
- Strong desire to preserve as much parking as possible along Colorado Boulevard.
- Want to make sure the concept is safe for pedestrians and bikes by implementing traffic calming measures, widening sidewalks, implementing sidewalk-level bike lanes

and providing higher visibility for bike lanes and crosswalks. No shared bus and bike lanes.

- Several requests for traffic calming measures to be put in place on side streets near Colorado Boulevard.
- General concerns about the transition from side- to center-running bus lanes; some preferences for a single lane all along Colorado Boulevard to avoid traffic delays from interactions with buses and vehicles crossing over from side-running to center-running.
- Some willingness to sacrifice some bike lane buffering if it increases transit reliability and speed.
- Request for Zone 1 station to be closer to Sierra Villa Drive.
- Safety needs to be prioritized because of the schools in the project area.

### **Business Roundtable Meeting**

A virtual roundtable meeting was conducted with businesses along Colorado Boulevard in Eagle Rock on Friday, March 26, 2021. At the meeting, Metro provided an overview of the project, an update on the project refinements proposed for Eagle Rock, the project timeline, next steps, and an opportunity for dialogue and discussion with the project team. The meeting format allowed attendees to ask questions and provide feedback on the project and/or proposed refinements.

Businesses were notified prior to the roundtable meeting with a total of five email notices (e-blasts), with an open rate of approximately 34% out of the total who received the e-blasts. Additionally, flyers notifying businesses of the meeting were distributed door-to-door to businesses along Colorado Boulevard leading up to the roundtable meeting. **Table 3** provides the date of the Business Roundtable meeting and the number of attendees.

**Table 3. Business Roundtable Meeting**

Meeting Date	# of Attendees
Friday, March 26, 11 AM – 12:30 PM	12

The following key takeaways were received from the business roundtable meeting:

- Several concerns about the effects of reducing travel lanes on traffic, especially when someone is parallel parking, and potential bottleneaking of traffic.
- Concerns about where left turns and U-turns will be eliminated in the one-lane zones.
- Questions about parking safety with car doors potentially opening directly into traffic and bike lanes.
- Questions about loading zones remaining open for deliveries.
- Desire for parking structures to be added.
- Questions about the potential availability of a Business Interruption Fund.

- Some support for refined Route Option F1, which included a travel lane reduction on Colorado Boulevard, east of Eagle Rock Boulevard.
- Questions about signal timings and their implementation with the Proposed Project.

## SPRING 2021 COMMUNITY MEETING

A virtual community meeting was held on April 1, 2021, to update the corridor communities on the refined changes and/or alignments in Eagle Rock and Burbank and to seek their feedback.

### Community Meeting Notices

A targeted outreach effort to inform project stakeholders of the upcoming community meeting was conducted in a number of ways, including emails (e-blasts), door-to-door flyers, press releases, and notifications on Metro’s “The Source” website. Additionally, local news media sources displayed the notices on digital platforms. A total of five e-blasts were sent with an average email open rate of approximately 30% out of the total who received the e-blasts. An additional e-blast was sent after the community meeting thanking those who participated and providing guidance on where to find the meeting information presented, how to access the meeting recording and next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in both English and Spanish were also distributed within the community of Eagle Rock prior to the meeting.

**Table 4. Community Meeting**

Meeting Date/Time	# of Attendees	# of Speaker Comments	# of Written Comments
April 1, 2021, 5:30 – 9:30 PM	369	50	28
<b>Total Comments</b>		<b>78</b>	

### Community Meeting Format and Materials

The format of the virtual community meeting consisted of a PowerPoint presentation given by Metro staff followed by a facilitated question and answer period. During the PowerPoint presentation, Metro staff provided an overview of the Proposed Project, including refinements made since the Draft EIR, and discussed next steps. Due to the number of attendees who requested to ask questions and/or provide comments, the meeting time was extended by an additional two hours. Similar to an in-person open house, no time limits were placed on public speakers to allow for all questions and comments to be heard. In addition to simultaneous Spanish interpretation during the virtual meeting, a copy of the PowerPoint presentation was made available in Spanish on the project website.

## Community Meeting Comments

The majority of the attendees that provided feedback at the community meeting generally supported the project and the need for improved transit service. Additionally, the majority of feedback received during the meeting related to the Eagle Rock portion of the study area. Attendees also provided comments on their preference between the two Colorado Boulevard design options that were presented by Metro during the prior month's Eagle Rock stakeholder roundtable meetings.

The following key takeaways were received from the community meeting:

- **Bike Lanes:** Some stakeholders voiced the need for incorporating bicycle lanes into the project and advocated for additional safety measures, including protected lanes, raised lanes and lanes separated from traffic.
- **Businesses:** Some stakeholders expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders also expressed concerns that removal of parking would negatively affect businesses and that the removal of a traffic lane would increase traffic and discourage patrons from accessing businesses along Colorado Boulevard. A few stakeholders commented that the project would benefit businesses along Colorado Boulevard and allow for transit users to access them.
- **Construction:** Comments and questions were raised regarding impacts during the construction of the project and if businesses would receive compensation and/or if a Business Interruption Fund would be available during construction.
- **Design Option Preference:** Many stakeholders expressed an overall preference for the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period to be included as part of the project. Many stakeholders voiced a preference for the Refined F1 alignment presented during the meeting. A few comments mentioned a preference for the original F1 alignment in the Draft EIR, or a preference for the SR-134 Freeway alignment.
- **Landscape/Greenspace:** Many concerns were expressed about loss of landscape and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, some stakeholders expressed the need for landscape improvements and/or trees and vegetation with the project.
- **Outreach:** A few stakeholders stated the need for more outreach and/or expressed lack of outreach conducted for the project. Additionally, some stakeholders expressed concern that opportunities for stakeholders to participate in the process, especially



businesses and those unable to access virtual meetings, were limited due to the COVID-19 pandemic.

- **Parking:** Stakeholders expressed concerns about the loss of parking, the replacement of parking and safety concerns of parking (such as car doors opening into traffic and/or bicycle lanes) with only one travel lane in some segments on Colorado Boulevard in Eagle Rock.
- **Safety/Security:** Many stakeholders voiced concerns about pedestrian and overall safety, especially near crossings on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project. Some stakeholders advocated for more general safety measures for pedestrians, cyclists, and vehicles with the Proposed Project.
- **Traffic/Lane Removal:** Many comments expressed concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock. Some concerns were voiced that an increase in traffic congestion would negatively affect safety and the environment from increased pollution from vehicle emissions idling in traffic. There were also some concerns about left-turn lanes and U-turns being eliminated with the lane removal and how that could affect access to businesses on Colorado Boulevard and access to neighborhood streets in Eagle Rock.

### Community Feedback During Spring Outreach

During the community outreach process from February 2021 leading up to the Metro Board meeting in May, where the Draft EIR was presented along with recommended refinements to the project, additional comments were received via email and voicemail. The majority of comments received during that timeframe generally supported the project with preferences for design options and comments related to impacts. Additionally, the majority of comments were in reference to the Eagle Rock community or Eagle Rock design options.

Key takeaways included:

- **Bike Lanes:** Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic.
- **Businesses:** Many comments mentioned the need to preserve parking for businesses and voiced concerns that implementation of the project could negatively affect businesses along Colorado Boulevard.
- **Design Option Preference:** Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among

other design features, one travel lane in each direction. Many comments voiced a preference for the Refined F1 alignment presented to stakeholder groups in March. Some comments mentioned a preference for a SR-134 Freeway alignment.

- **Landscape/Greenspace:** Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscape in Eagle Rock. Some concerns were expressed about loss of landscape and/or trees with the project in Eagle Rock.
- **Parking:** Stakeholders expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock.
- **Traffic/Lane Removal:** Some comments voiced concern of an increase in traffic from the removal of a travel lane on Colorado Boulevard in Eagle Rock with some concerns of spillover traffic onto neighborhood streets. There were also some concerns and questions about the project’s effect on existing left-turn lanes and U-turns with the lane removal and how access on Colorado Boulevard in Eagle Rock could be affected.

## ENGAGEMENT ACTIVITIES: SUMMER – FALL 2021 (JUNE – DECEMBER)

### ELECTED OFFICIALS, CITY STAFF AND KEY STAKEHOLDER BRIEFINGS

Metro attended several one-on-one meetings with individual agencies and presented to a few key stakeholder groups to provide an overview of the project, project timeline, next steps and to hear their feedback. Additionally, Metro briefed City staff, Metro Board staff and other key elected offices regularly throughout the duration of the Summer/Fall 2021 outreach process.

As shown in **Table 5**, the briefings and presentations included the following agencies and key stakeholders:

**Table 5. Elected Officials and City Staff Briefings**

Meeting Date	Agencies
June 2, 2021	North County Cities
June 17, 2021	City of Burbank technical staff, Offices of Glendale City Councilmember Najarian and Office of Los Angeles County Supervisor Barger
July 8, 2021	Burbank Vice Mayor Talamantes and City Councilmember Anthony
July 15, 2021	Metro Technical Advisory Committee Streets and Freeways Subcommittee
July 21, 2021	Glendale City Councilmember Najarian, Office of Los Angeles County Supervisor Barger
August 3, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon

August 31, 2021	Office of Los Angeles City Councilmember Kevin de Leon
September 15, 2021	City of Los Angeles technical staff, Office of Los Angeles City Councilmember Kevin de Leon
September 16, 2021	Metro Board Staff
September 29, 2021	North County Cities
October 7, 2021	Arroyo Verdugo Communities Joint Powers Authority
October 11, 2021	Metro San Gabriel Valley Service Council
October 14, 2021	City of Pasadena and Pasadena City College technical staff
October 15, 2021	Office of Los Angeles City Councilmember Kevin de Leon
October 21, 2021	San Fernando Valley Council of Governments Board
November 3, 2021	San Fernando Valley Service Council
November 18, 2021	Burbank City Councilmembers Springer and Schultz, Vice Mayor Anthony
December 2, 2021	Arroyo Verdugo Communities Joint Powers Authority
December 14, 2021	City of Glendale technical staff
January 10, 2022	Burbank Mayor Talamantes
January 21, 2022	Burbank City Councilmember Frutos

## TRANSIT RIDER APP AND INTERCEPT INTERVIEWS

Outreach efforts to existing transit riders were also conducted to help ensure that transit users within the project area and the adjacent corridor communities such as Burbank, Eagle Rock and North Hollywood were aware of the project. This outreach effort was also intended to get their feedback on the project and/or project refinements on Colorado Boulevard in Eagle Rock and on Olive Avenue in Burbank. In order to accomplish this, transit rider intercept interviews were conducted at key bus stops with high ridership along Colorado Boulevard in Eagle Rock, Olive Avenue in Burbank, and the NoHo B/G Line (Red/Orange) station in North Hollywood.

Additionally, a survey was sent out to transit riders within the project study area via Metro’s Transit App. The survey was designed to better understand the characteristics of transit riders in the project study area and to understand what elements of the Proposed Project in Eagle Rock and Burbank they find most important. Two surveys were made available on the Transit App: one with a targeted geographic audience in Eagle Rock and one with a targeted geographic audience in Burbank. Both surveys were available from September 27, 2021 – October 10, 2021 and were available in Spanish, as well.

**Table 6. Transit Rider Intercepts**

Meeting Date/Time	Bus Stop Location	# of Intercept Comments
Friday, October 1, 2021 7:00 – 8:00 AM	Eagle Rock: Colorado Bl & Sierra Villa Dr	10
Friday, October 1, 2021 8:10 – 9:10 AM	Eagle Rock: Colorado Bl & Eagle Rock Bl	13
Friday, October 1, 2021 4:00 – 6:00 PM	Eagle Rock: Colorado Bl & Eagle Rock Bl	19
Wednesday, October 8, 2021, 7:15 – 8:00 AM, 8:20 – 9:20 AM	Burbank: Downtown Burbank Station, Front St	12
Wednesday, October 8, 2021, 4:00 – 6:00 PM	Burbank: Downtown Burbank Station, Front St	19
Wednesday, October 13, 2021, 6:45 – 8:45 AM	North Hollywood: NoHo Station, Lankershim Bl	22
<b>Total Intercept Comments</b>		<b>95</b>

The following key takeaways were received from the transit rider intercept interviews:

- Majority of riders interviewed did not know about the project but were generally supportive.
- Many comments voiced the need for more frequency and better reliability for the project when comparing to existing services.
- Some comments expressed minimizing traffic congestion as a priority.
- Some comments expressed a need or preference for bus only lanes.
- A slight preference for the two-lane design option on Colorado Boulevard in Eagle Rock.
- A slight preference for the side-running design option on Olive Avenue in Burbank.
- Some safety concerns were expressed, specifically at crosswalks, boarding areas and on the buses.

Figure 1. Transit Rider Intercepts



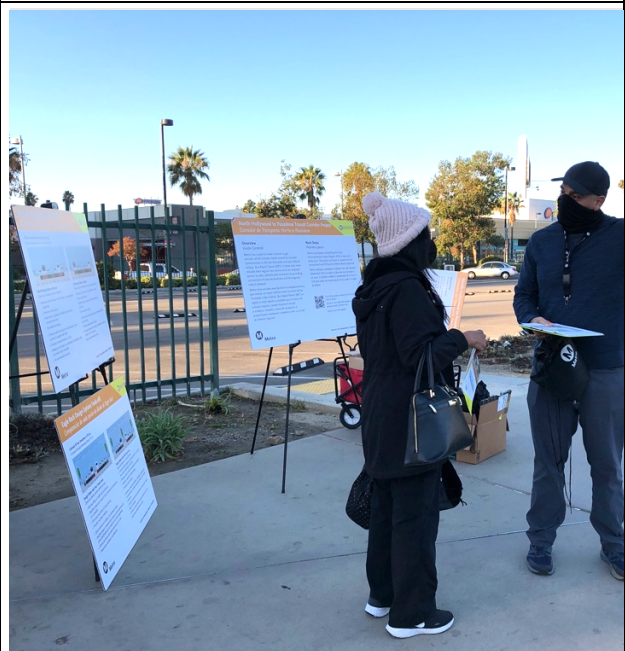
*Eagle Rock: Colorado Bl & Sierra Villa Dr*



*Eagle Rock: Colorado Bl & Eagle Rock Bl*



*North Hollywood: NoHo Station*



*North Hollywood: NoHo Station*

**Table 7. Transit App Surveys**

<b>Transit App Survey Targeted Audience</b>	<b># of Completed Surveys</b>
Eagle Rock Survey (English)	185
Eagle Rock Survey (Spanish)	36
Burbank Survey (English)	131
Burbank Survey (Spanish)	34
<b>Total Completed Surveys</b>	<b>386</b>

The following key takeaways were received from the Transit App surveys:

- The top priorities for the project in Eagle Rock are improving crosswalks for pedestrians and minimizing traffic congestion
- The top priority for the project in Burbank is improving transit speed and reliability

## **FALL 2021 COMMUNITY MEETINGS**

A total of four virtual community meetings were held to provide an update on the Proposed Project as well as project refinements being considered in Eagle Rock and Burbank. One of these refinements included the introduction of a new side-running option along a segment of Olive Avenue in Burbank. The first two virtual meetings were held on September 23, 2021 and focused on the two design options being considered for Colorado Boulevard in Eagle Rock. The second two virtual meetings were held on October 7, 2021 and focused on the project refinements being considered in Burbank, including the new side-running concept. The intent of these meetings was not only to provide updates to the community on the Proposed Project and refinements, but to continue to solicit public feedback and respond to any of the questions and/or concerns. Both meeting dates provided an opportunity for the public to attend either a lunchtime or evening meeting in order to accommodate the community's varying schedules. All meetings were held virtually with Spanish interpretation provided.

### **Community Meeting Notices**

Noticing of the community meetings to project stakeholders was accomplished via emails (e-blasts), door-to-door flyers, car cards on Metro buses, a notification on Metro's "The Source" website and through local and City news media. A total of seven e-blasts were sent notifying the public about the community meetings with an average email open rate of approximately 32% out of the total who received the e-blasts. Additionally, an e-blast was sent following all of the community meetings thanking those who participated and providing guidance on where to find the meeting materials presented, how to access the meeting recordings and a discussion on next steps. All e-blast notifications were distributed in English, Spanish, Tagalog and Armenian. A total of 15,000 flyers in English, Spanish and Tagalog were also distributed within the community of Eagle Rock leading up to the community meetings. Additionally, flyers were distributed door-to-door to businesses along Colorado Boulevard to

specifically notify them of the upcoming meetings. A total of 20,000 flyers in English, Spanish and Armenian were also distributed within the community of Burbank leading up to the community meetings.

**Table 8. Eagle Rock Community Meetings**

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
September 23, 2021, 11:00 AM – 1:00 PM	130	233
September 23, 2021, 5:00 – 7:00 PM	85	120
<b>Total Comments</b>		<b>353</b>

**Table 8. Burbank Community Meetings**

Meeting Date/Time	# of Attendees	# of Written Questions and Comments
October 7, 2021, 11:00 AM – 1:00 PM	72	86
October 7, 2021, 5:00 – 7:00 PM	49	54
<b>Total Comments</b>		<b>140</b>

### **Community Meeting Format and Materials**

The format of both the Eagle Rock and Burbank virtual community meetings consisted of a PowerPoint presentation given by Metro staff followed by a moderated question and answer session right after. To allow for sufficient time to respond to the community’s questions and/or concerns, questions and comments were only received via the Zoom Q&A function or via a dedicated text message line. All comments and questions were accepted during the meeting, but only responded to following the presentation. During the PowerPoint presentations for the two Eagle Rock meetings and two Burbank meetings, Metro provided an overview of the two design options being considered for Colorado Boulevard and Olive Avenue, respectively. In addition to simultaneous Spanish interpretation during the virtual meetings, a copy of the PowerPoint presentation was made available in Spanish on the project website.

### **Eagle Rock Community Meeting Comments**

The majority of the comments and questions received at the Eagle Rock community meetings expressed concerns with or asked clarifying questions regarding the Proposed Project and refinements presented for Colorado Boulevard in Eagle Rock.

The following key takeaways were received from the community meetings:



- **Businesses:** Some concerns were expressed that implementation of the project could negatively affect businesses along Colorado Boulevard. Stakeholders expressed concerns that removal of parking would negatively affect businesses and access to businesses. A few questions and concerns were received about impacts to outdoor dining and sidewalks in front of businesses.
- **Design Option Preference:** Some comments voiced a preference for the two-lane design option on Colorado Boulevard in Eagle Rock. Some comments mentioned a preference for a SR-134 Freeway alignment.
- **Landscape/Greenspace:** Some questions and concerns were received about loss of landscaping and/or trees along the median on Colorado Boulevard in Eagle Rock. Additionally, questions were received about how tree types and landscaping will be replaced.
- **Parking:** Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Colorado Boulevard in Eagle Rock, and spillover parking in neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Colorado Boulevard in Eagle Rock.
- **Safety/Security:** Some comments and questions were raised about pedestrian and vehicle safety, especially near crossings on neighborhood streets from spillover traffic and on Colorado Boulevard in Eagle Rock, and the need for increased pedestrian safety measures with the project.
- **Traffic/Lane Removal:** Many comments expressed concern of an increase in traffic on Colorado Boulevard in Eagle Rock from implementation of the project. Some questions and concerns were raised about the traffic simulation video and if it takes into consideration other factors, such as accidents, neighborhood street traffic and cars parking. There were also some concerns about left-turn lanes being eliminated with the lane removal and how it could affect access to businesses, like Trader Joe's on Colorado Boulevard in Eagle Rock.

### **Burbank Community Meeting Comments**

The majority of comments received at the Burbank community meetings expressed concerns, such as parking, impacts to businesses and traffic related to the Proposed Project and refinements presented for Olive Avenue in Burbank.

The following key takeaways were received from the community meetings:

- **Bike Lanes:** Some questions and comments raised concerns about bike access and bike lane removal on streets in Burbank and throughout the Proposed Project. Some

stakeholders raised questions about use of current bike lanes in Burbank and how they might be affected by the Proposed Project.

- **Businesses:** Some concerns were expressed that implementation of the project could negatively affect businesses along Olive Avenue in Burbank. Some concerns mentioned that removal of parking would negatively affect businesses.
- **Design Option Preference:** Some comments voiced a preference for the side running design option on Olive Avenue in Burbank. Some stakeholders raised questions about existing bus lines, ridership, type of buses being implemented, number of stops and frequency related to the Proposed Project on Olive Avenue in Burbank.
- **Parking:** Many comments and questions expressed concerns about the loss of parking and the replacement of parking on Olive Avenue in Burbank, and spillover parking on neighborhood streets. Some questions were raised about use of loading zones and pick-up/drop-off on Olive Avenue in Burbank.
- **Safety/Security:** Some comments and questions were raised about pedestrian safety on Olive Avenue with implementation of the project, especially near crossings at major intersections on Olive Avenue in Burbank.
- **Traffic/Lane Removal:** Some comments and questions expressed concern of an increase in traffic from implementation of the project on Olive Avenue in Burbank.

### Community Feedback During Fall Outreach

During the community outreach process from early-September 2021 through mid-October 2021, including the Eagle Rock and Burbank community meetings held in late September and early October where updates to the Proposed Project and refinements were presented, additional comments were received via email and voicemail. The comments mostly supported the project with a preference for specific design options and/or pertained to potential impacts relating to the alignments on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank. The majority of comments referred to the project design in Eagle Rock, and some comments referenced the project design in Burbank.

Key takeaways included:

- **Bike Lanes:** Many comments voiced the need for including bicycle lanes in the project and advocated for additional safety measures, including protected lanes, raised lanes and separated lanes from traffic on Colorado Boulevard in Eagle Rock.

- **Businesses:** Many comments mentioned the need to preserve parking for businesses and expressed concerns that implementation of the project could negatively affect businesses along Colorado Boulevard. Many comments voiced concern with preserving outdoor dining and access to businesses along Colorado Boulevard in Eagle Rock, especially during COVID-19 restrictions.
- **Design Option Preference:** Many comments expressed the need for a study and inclusion of design elements from the community-driven proposal for Colorado Boulevard submitted during the Draft EIR comment period, and included, among other design features, one travel lane in each direction. Some comments mentioned a preference for the study of other alignments or design options, including the SR-134 Freeway or operating the BRT in mixed-flow traffic on Colorado Boulevard through Eagle Rock.
- **Landscape/Greenspace:** Many comments expressed the need for preserving trees and landscaped medians and increasing the number of trees and landscaping on Colorado Boulevard in Eagle Rock.
- **Parking:** Many comments expressed concerns about the loss of parking and preference to ensure businesses have access to parking on Colorado Boulevard in Eagle Rock. Some stakeholders mentioned the need to preserve parking on Olive Avenue in Burbank, especially for businesses.
- **Safety/Security:** Some comments were raised about pedestrian, transit rider and overall safety, especially near crosswalks in Eagle Rock and Burbank.
- **Traffic/Lane Removal:** Some comments voiced concern of an increase in traffic from the removal of a travel lane and implementation of the project on Colorado Boulevard in Eagle Rock. Some concerns were expressed regarding spillover traffic onto neighborhood streets from implementation of this project on Colorado Boulevard in Eagle Rock. There were also some concerns and questions about the project's effects on left-turn lanes and U-turns and overall access in Eagle Rock.

### **Council District 14 Hosted Open House**

Council District 14 and Councilmember Kevin de Leon hosted an in-person open house meeting in Eagle Rock on Saturday, October 2 from 10 AM – 5 PM. Community members were asked to RSVP to the community meeting in advance in order to ensure that COVID-19 public health guidelines and social distancing could be maintained. Metro project team members were in attendance during the meeting to answer questions and provide information on the design options being considered for Colorado Boulevard in Eagle Rock. Informational boards and survey forms developed by Council District 14 were provided at the

meeting to receive feedback on the project in Eagle Rock. More than 200 community members attended the open house and Council District 14 received approximately 176 survey responses to their distributed surveys.

The following key takeaways are from the 176 surveys received and developed by Council District 14 and presented to the project team. All takeaways below are in reference to the project study area in Eagle Rock:

- Nearly half of the responses expressed a preference for the one lane design option on Colorado Boulevard in Eagle Rock. Some comments expressed the need for alternative design options on Colorado Boulevard in Eagle Rock, including mixed flow traffic and the 134-Freeway.
- When asked to rank design elements by importance, the number one response was pedestrian safety followed by air quality and sustainability. The third highest response was convenience for drivers.
- All respondents identified as living, working, playing, learning, shopping, eating or some form of travel through Eagle Rock.
- Many comments expressed the need for some form of support for businesses during construction, such as a Business Interruption Fund.
- Many comments expressed the need for additional landscaping elements as a project mitigation measure.
- Many comments voiced concerns for loss of parking and an increase in traffic with implementation of the project.

## **BUSINESS DOOR-TO-DOOR OUTREACH**

Outreach to businesses on Colorado Boulevard in Eagle Rock and Olive Avenue in Burbank was conducted to help further inform business owners and employees in the project area about the project and capture their feedback on the design options being studied on Colorado Boulevard and Olive Avenue. Door-to-door outreach was conducted on Colorado Boulevard between El Verano Avenue and Holbrook Street in Eagle Rock and on Olive Avenue between Buena Vista Street and Lake Street in Burbank. Flyers providing project background information, the design options being studied and contact information were distributed to these businesses.

**Table 9. Business Door-to-Door Outreach**

<b>Date/Time</b>	<b>Location</b>	<b># of Businesses Contacted*</b>
Friday, November 5, 2021 9:00 AM – 12:30 PM	Eagle Rock: Colorado Bl	42
Friday, November 12, 2021 8:30 AM – 2:00 PM	Burbank: Olive Av	54
Friday, November 12, 2021 10:00 AM – 2:00 PM & 3:00 – 5:00 PM	Eagle Rock: Colorado Bl	63
Saturday, November 13, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	23
Thursday, December 2, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	24
Friday, December 3, 2021 10:00 AM – 2:00 PM	Eagle Rock: Colorado Bl	31
Saturday, December 4, 2021 10:00 AM – 12:00 PM	Eagle Rock: Colorado Bl	9
<b>Total Businesses Contacted</b>		<b>246</b>

\*Open businesses that were contacted by project team members and provided project information.

The following key takeaways were received from the door-to-door business outreach conducted on Colorado Boulevard in Eagle Rock:

- Majority of businesses contacted knew about the project but were generally not supportive of it.
- Loss of parking was the most frequently raised concern with the project.
- Some businesses expressed concern about increased traffic with implementation of the project.

The following key takeaways were received from the door-to-door business outreach conducted on Olive Avenue in Burbank:

- Many of the businesses contacted knew about the project and were generally in support of a design option that keeps the existing parking on Olive Avenue. Many businesses did not know there were two design options being studied and initially were not in support of the project due to assumptions that there would be loss of parking.
- Many concerns were raised about the loss of parking.
- Some comments expressed a preference for the side running option on Olive Avenue.
- Some concerns about increased traffic with implementation of the project were expressed.

## **Next Steps**

During the next phase of the environmental review process, the Metro Board of Directors will consider certifying a Final Environmental Impact Report (FEIR) presented by Metro staff. The Final EIR is anticipated to be released in early 2022 for public review. The Final EIR will be available for review prior to the Metro Board meeting, and the public will have the opportunity to comment on the Final EIR at the Metro Board meeting.

**Conceptual Renderings of Proposed Project**



Figure 1: Center-running BRT on Vineland Avenue and Lankershim Boulevard in North Hollywood



Figure 2: Side-running BRT on Olive Avenue between Buena Vista Street and Lake Street in Burbank





Figure 3: Center-running BRT on Glenoaks Boulevard in Glendale



Figure 4: Side-running BRT on Broadway in Glendale



Figure 5: Side-running BRT on Colorado Boulevard at College View Avenue in Eagle Rock (west of Eagle Rock Boulevard)





Figure 6: Center-running BRT on Colorado Boulevard in Eagle Rock (east of Eagle Rock Boulevard) – design option with single travel lane (Staff recommendation)





Figure 7: Center-running BRT on Colorado Boulevard at Maywood Avenue in Eagle Rock (design option with single travel lane)



Figure 8: Center-running BRT on Colorado Boulevard at Linda Rosa Avenue in Eagle Rock (design option with single travel lane)





Figure 9: Center-running BRT on Colorado Boulevard in Eagle Rock (east of Eagle Rock Boulevard) – design option maintaining all travel lanes





# Next stop: a new way to ride between NoHo and Pasadena.

**NOHO TO PASADENA TRANSIT CORRIDOR**



**Planning & Programming Committee**  
April 20, 2022



# Recommended Board Actions

Consider:

- A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);
- C. ADOPTING, in accordance with CEQA, the:
  - 1. Findings of Fact, and
  - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse



# Purpose and Need

- > Corridor currently has 700,000 daily trips but no premium transit service
  - Currently served by Metro Lines 501, 180, and other bus lines
  - 10 of 22 planned stations within ½ mile of Equity Focus Community (EFC)
- > Project Goals and Objectives:
  - Provide a new, **premium transit** option to retain existing riders and attract new riders
  - Provide quick and convenient **access** to major local and regional activity/employment centers
  - Enhance **connectivity** to the regional transit network
  - Provide improved passenger **comfort** and **convenience**
  - Improve **air quality** and create healthier communities
  - Support **community plans**

# Project Background

- > **November 2016:** Approved in Measure M
- > **June 2019:** Scoping on primarily street-running BRT with route options
  - Received over 2,500 comments
  - Feedback resulted in new SR-134 Route Option in Eagle Rock
- > **October 2020:** Draft EIR released for public review
  - Nearly 450 comments received, majority supported the project
  - Several comments supported a community-developed concept in Eagle Rock
- > **May 2021:** Board approved project with some refinements, including two design options in Eagle Rock (both included in Final EIR)
  - Staff directed to work with Burbank and Eagle Rock to address remaining concerns

# Proposed Project



- > Approximately 19-mile corridor with 22 enhanced stations
- > Improves service reliability and customer experience; total peak travel time savings of 34-44%
- > Additional study during FEIR focused on Burbank and Eagle Rock

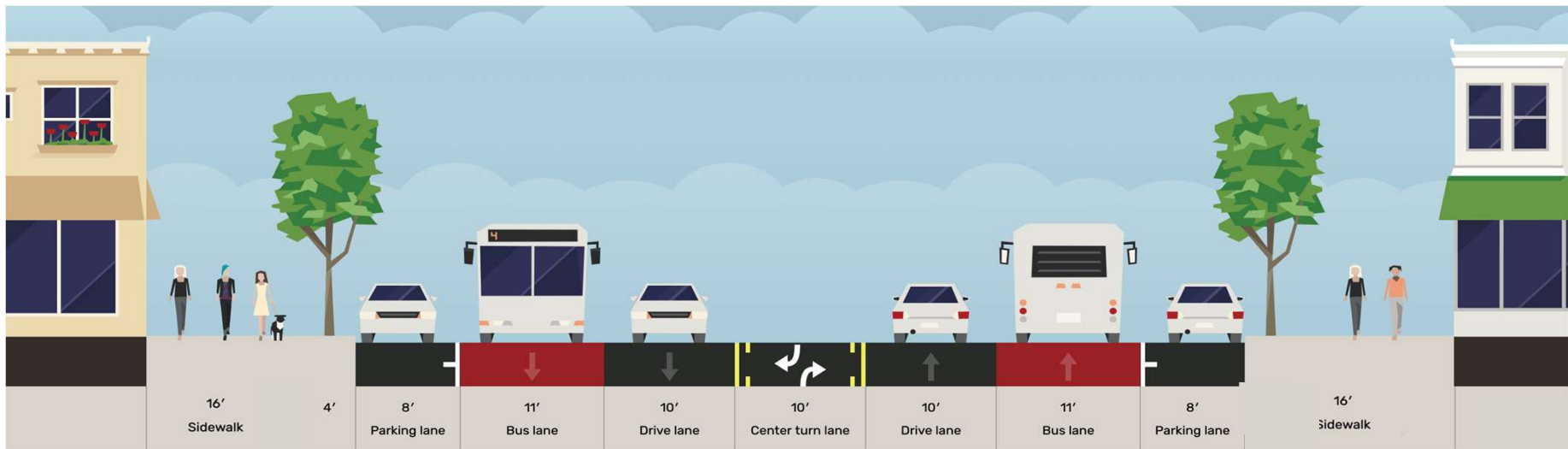




# Additional Study of Olive Ave

## Buena Vista St to Lake St

- > In response to City's concerns, a new side-running bus lane option was proposed and studied in FEIR



- > Preserves on-street parking and existing loading zones
- > Requires no sidewalk narrowing/street widening
- > Minimal traffic impacts; traffic diverts to other major streets with sufficient capacity
- > Minimal trip diversion anticipated onto residential streets

# What We Heard in Eagle Rock

- Proposed Project includes side-running bus lanes west of Eagle Rock Blvd
  - Segment approved by Board in May 2021; community is generally supportive
- East of Eagle Rock Blvd, community expressed several preferences:
  - Operate BRT in median-running configuration
  - Preserve/enhance bike lanes
  - Preserve parking and median space
  - Prioritize safety on Colorado Blvd
  - Minimize traffic effects, including diversion into residential neighborhoods



# Additional Study of Colorado Blvd Eagle Rock Blvd to Linda Rosa Ave

- > Two center-running design options evaluated in FEIR for Colorado Blvd east of Eagle Rock Blvd
  - Option 1 - Retains two travel lanes in each direction, but significantly reduces parking and landscaped medians
  - Option 2 - Converts one travel lane in each direction to bus lanes
  - Both equivalent in BRT performance
  - Both options include safety improvements and buffered bike lanes



Option 1



Option 2 9



# Recommended Design Option

- > Option 2 recommended by staff
  - Compatible with City's ATP plans
  - Stronger public support
  - Improves safety for all street users
  - Minimal traffic diversion to neighborhood streets



Colorado/Maywood



Colorado/Eagle Rock  
Transition to one travel lane

# Staff Recommendation

- > **Eagle Rock**: Approve the design option which adds one dedicated bus lane in each direction on Colorado Boulevard, reduces the number of mixed-flow traffic lanes to one in each direction east of Eagle Rock Boulevard, preserves more on-street parking, and provides additional landscaped medians.
- > **Burbank**: Approve the side running bus lane configuration on Olive Avenue between Buena Vista and Lake Streets which adds one dedicated bus lane in each direction, reduces the number of mixed-flow traffic lanes to one in each direction and preserves existing curbside parking and left turn lanes.

# Outreach During Final EIR

- > Conducted extensive outreach during development of the Final EIR, including:
  - Four virtual public meetings to present design options in Eagle Rock (9/23/21) and Burbank (10/7/21) with 336 total attendees
  - Walked the corridor in both Burbank and Eagle Rock to directly engage with businesses in November and December 2021
  - 386 Transit App rider surveys were completed (9/27 to 10/10/21)
  - Project briefings to various key stakeholders (COGs, Service Councils, studios, Chambers of Commerce, etc.)
  - In-person open house in Eagle Rock attracted more than 200 attendees who completed 176 surveys

# Next Steps

- > File Notice of Determination (NOD) for FEIR
- > Continue to work with cities on project design, including:
  - Dedicated bus lanes
  - Stations
  - Transit Signal Priority
  - Pedestrian and bicycle enhancements, including crosswalk safety improvements, sidewalk lighting and landscaping near stations, improved buffered bike lanes
- > Work with cities on approvals needed for Final Design and Construction
  - Necessary permitting for improvements

**Board Report**

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**File #:** 2022-0273, **File Type:** Motion / Motion Response

**Agenda Number:** 9.

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**REGULAR BOARD MEETING  
APRIL 28, 2022**

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

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE status report on the January 2022 Motion 10 by Directors Hahn, Solis, Garcetti, Mitchell and Dutra on the West Santa Ana Branch Transit Corridor Project.

**ISSUE**

This item provides responses to the tasks included in the January 2022 Motion 10 (Attachment A) by Directors Hahn, Solis, Garcetti, Mitchell and Dutra (Legistar File# 2022-0023), as requested by the Board.

**BACKGROUND**

At its January 2022 meeting, the Board received the Draft EIS/EIR for the WSAB Project, approved Los Angeles Union Station (LAUS) as the northern terminus, and also approved the 14.8-mile Slauson/A Line to Pioneer route as the Locally Preferred Alternative (LPA) for the project's initial segment between Artesia and Downtown Los Angeles. The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS.

At the January 2022 meeting, the Board also approved a motion by Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (Motion 10) directing that the Board adopt as policy that the full WSAB project will be declared complete once it provides a single seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also included tasks for staff to initiate to ensure the full completion of the WSAB Project. The Board has requested that staff provide a status update on these tasks at the April 2022 Board Meeting.

**DISCUSSION**

Below is a report on the tasks included in the January 2022 Board Motion.

**A. Identify and pursue accelerated construction of individual project components and**



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**accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33.**

The Metro Grants Management Team, in collaboration with Planning, the Technical Services Team, other Metro departments, and WSP USA, Inc. has prepared and applied to the California State Transportation Agency (CalSTA) for Cycle 5 of the TIRCP grant. The application was submitted on March 3 and included a request of \$1 billion in funds.

**B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA.**

Metro has procured a value capture consultant team to assist staff in the collaborative process with WSAB corridor cities to discuss opportunities for value capture. The value capture approach and process were presented to various governmental bodies, including the WSAB City Manager Technical Advisory Committee on February 10, 2022 (Attachment B). Initial meetings will be scheduled with cities and follow-up efforts are expected to take place in the upcoming months. Metro will also continue to coordinate with key stakeholders as part of the process including Gateway Cities COG and Eco-Rapid.

For the initial segment, Metro staff is continuing to assess project delivery methods to make a recommendation to the Board on a project delivery strategy in September. Staff has developed a list of topics and key questions to answer to determine how to best deliver the LPA and allow completion of the entire line to Union Station by 2041. Metro will recommend a delivery method based on its potential to accelerate the schedule, reduce costs, and provide a high-quality customer experience.

Metro staff are continuing to analyze the potential for a PDA to accelerate delivery of the downtown segment and provide a one seat ride from Pioneer to Union Station by 2041. Staff will continue to work with key stakeholders, including developers, businesses, and residents to assess the technical and financial feasibility of various alignment types.

**C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:**

- 1. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021).**

Additional technical analysis on the identification of bus connections to connect the Slauson/A Line (Blue) to the LAUS segment is included in the scope of work approved for Contract Modification No. 14 by the Board in March 2022. This work is under development and will include stakeholder coordination to consider speed and reliability



matters along the corridor and remain consistent with the March 2021 BRT Vision and Principles Study.

- 2. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group.**

The Washington/Flower WYE Junction is the point where the Metro A (Blue) Line trains merge with the Metro E (Expo) Line trains before proceeding north along Flower Street to enter the existing subway tunnel just south of the 7th/MetroCenter Station. This tunnel will soon operate further north through the new Regional Connector project tunnels. The Washington/Flower WYE would grade separate the northbound E Line track to allow the junction to operate more smoothly with less delay, which will then support systemwide operations. This portion of the line that travels along Flower Street is adjacent to the Los Angeles Convention Center and the Crypto.Com Arena. This area will serve as the location for the Olympic Games Downtown Sports Park that is expected to attract upwards of 360,000 daily visitors during the summer of 2028.

The project is currently not funded, however, it is included in the list of 28x'28 projects and Metro is currently working to advance the review of the Washington/Flower WYE Junction Improvements as part of the 2028 Mobility Concept Plan, a set of projects that will provide mobility benefits during the Games and deliver legacy benefits for Metro. The 2028 Mobility Concept Plan will be refined over the next few months with input from LA28, our mobility partners (LADOT, Metrolink and Caltrans) and other agency stakeholders. The refinements will include better scope definition and cost estimates for the project as well as prioritization based on mutually agreed criteria, with endorsements by LA28 and our mobility partners. The goal is to have a prioritized list for joint Olympic funding advocacy that the Board can adopt in the summer/fall of 2022.

**D. As part of the additional study of the Slauson to Union Station segment, include the following:**

- 1. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities.**

Technical analysis and additional stakeholder outreach for the Little Tokyo station access are included in the scope of work approved for Contract Modification No. 14 in March 2022. This work is currently being initiated.

- 2. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost.**

Technical analysis and additional stakeholder outreach are included in the scope of work approved for Contract Modification No. 14 in March 2022. This work is currently being initiated.

**E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station.**

Metro Staff is currently preparing the feasibility study and anticipates presenting the findings of this station to the Board in Fall 2022. Based on the findings, Metro Board will determine the feasibility of this station.

In the meantime, the WSAB project is working on updating the WSAB alignment to not preclude this future station and to reduce impacts to WSAB operations associated with future construction of this station.

**F. In partnership with community-based organizations (CBOs), develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project.**

Metro has had ongoing CBO partnerships with groups based along the southeast Los Angeles County corridor. Early on, the project established a Stakeholder Working Group (SWG) to guide the community engagement process to better define improvements and enhancements to the future rail line. In addition, the first-last mile (FLM) planning work that is scheduled to start beginning in May will have a robust CBO engagement strategy, which will be tailored to the communities near the stations, taking into account community context, prior planning and outreach efforts, demographics, groups often underrepresented in the planning process, and availability to participate at different days/times throughout the week or month. The engagement strategy will be developed in coordination with the CBOs and will identify opportunities to incorporate FLM activities into existing community events, recommend the number and location of the events/activities, and describe the format for soliciting input.

Metro has worked with 22 CBOs along the WSAB Corridor, including Alliance for a Better Community, California Environmental Justice Alliance, Communities for a Better Environment, and Southeast LA Collaborative (SELA) to name a few.

As with all Measure M, construction contracts that have a contract value over \$2.5 million, Metro Project Labor Agreement/Construction Careers Policy (PLA/CCP) applies. Metro's PLA was adopted on January 27, 2012, and was subsequently renewed on January 27, 2017 for a period of 10 years. Metro's PLA/CCP shall be applicable on the WSAB project.

The PLA/CCP requires that the contractors commit to meet the applicable targeted hiring requirements. In addition, Metro's PLA/CCP conforms with the Local Hire Initiative as announced by U.S. Department of Transportation (US DOT) in May 2021. As part of Metro's PLA/CCP requirements is the hiring of a Jobs Coordinator to assist in the recruitment of targeted workers through a collaborative effort with CBOs and other key-stake holders.

**G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar.**

The current funding plan for the locally preferred alternative includes Measure M funding designed for the Gateway Cities subregion and no Measure M funding designated for the Central City Area subregion. Any future funding plan for the LPA, or portions thereof, will only include Central City Area Measure M funds with the approval of the subregion and Board, and will include a provision to replenish the funds back to the subregion.

### **EQUITY PLATFORM**

This Project will benefit communities through the addition of a new high-quality reliable transit service which will increase mobility and connectivity for the historically underserved and transit-dependent communities in the corridor. The WSAB Transit Corridor is comprised largely by Environmental Justice (EJ) communities. In 2017 (the first year of environmental analysis), minority residents comprised 65 percent of the total Study Area population, with Hispanic/Latino groups alone accounting for 51 percent of the total population. In addition, 44 percent of Study Area residents live below the poverty level, which is higher than the county average of 33 percent.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. During completion of the above tasks included in the January Board motion, Metro staff will continue to engage project stakeholders, including collaboration with corridor CBOs in the upcoming FLM planning work. Staff will also reengage communities as a part of the completion of the final environmental document to help define the project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and businesses.

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

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

### **NEXT STEPS**

Staff will continue to make progress on the tasks included in the January 2022 motion.

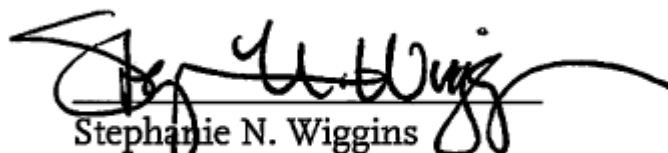
**ATTACHMENTS**

Attachment A - January 2022 Motion 10

Attachment B - February WSAB City Manager TAC Presentation

Prepared by: Matthew Abbott, Principal Transportation Planner, Countywide Planning & Development, (213) 922-3071  
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Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Stephanie N. Wiggins  
Chief Executive Officer



**Board Report**

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

**Agenda Number:** 10.

**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 19, 2022**

**Motion by:**

**DIRECTORS HAHN, SOLIS, GARCETTI, MITCHELL, AND DUTRA**

**West Santa Ana Branch Transit Corridor Project Motion**

The West Santa Ana Branch is the next major Measure M transit construction project set to advance to engineering and construction, with completion of the final environmental document anticipated in early 2023.

Once fully completed, this 19-mile light-rail line will provide a one-seat ride connecting the City of Artesia with Union Station in Downtown Los Angeles, traversing a dozen more cities along the way. Nearly the entire alignment runs through Metro-defined Equity-Focused Communities and the CalEnviroScreen’s SB 535-defined “Disadvantaged Communities.”

One of the Board of Directors’ four “Pillar Projects” (February 2019), the West Santa Ana Branch has had an aspirational completion date no later than the 2028 Olympic and Paralympic Games. With those games set to take place six years from now, that completion date appears unlikely; but of the four pillar projects, the acceleration of this one would benefit the most underserved communities.

Metro staff’s recommended approach, while advancing the West Santa Ana Branch toward funding and construction, also commits to a timeline that should be further accelerated. The project needs to do more for future riders of the initial operating segment as well as those on other Metro services that would be affected by this new line.

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

**RECOMMENDATION**

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

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

- 
- A. Identify and pursue accelerated construction of individual project components and accelerated funding for the locally preferred alternative including as part of the Transit Intercity Rail Capital Program (TIRCP) Cycle 5, in order to complete it sooner than FY33;
- B. Advance Value Capture and Public-Private Partnership work, including a Project Development Agreement opportunity, to accelerate and complete the line into Downtown LA;
- C. To mitigate impacts of a Slauson Ave forced transfer on the existing light rail system with the initial operating segment's northern terminus at A Line (Blue) Slauson Station:
- a. Coordinate with stakeholder agencies, including the City of Los Angeles Department of Transportation, the County of Los Angeles Department of Public Works, and the City of Vernon Public Works Department to develop and implement bus rapid transit service along the future final project alignment between Slauson Ave and Los Angeles Union Station, consistent with the Metro Board-approved Bus Rapid Transit Vision and Principles Study (March 2021);
  - b. Advance major capital improvements to the Washington/Flower Wye Junction countywide light rail bottleneck, based on a minimum funding target of \$330 million as defined by previous studies (July 2017) to be sought through new or future funding opportunities. As this project will support increased transit usage during major events, including the 2028 Olympic and Paralympic Games, as well as improved service reliability for daily transit users, Metro shall prioritize the project for 2028-related funding opportunities, subject to consideration by the 2028 Olympic and Paralympic Games Mobility Executives group;
- D. As part of the additional study of the Slauson to Union Station segment, include the following:
- a. Develop the Little Tokyo station and access, in collaboration with the Little Tokyo and surrounding communities;
  - b. An assessment of above-grade/aerial sections of the locally preferred alternative where cut-and-cover could be constructed at lower cost;
- E. Consistent with the LA River / Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station;
- F. In partnership with community-based organizations, develop a local and targeted hiring policy and project labor agreement (PLA) for construction jobs and for permanent jobs to be created by the West Santa Ana Branch Project;
- G. Maintain subregions' funding apportionments as provided under Measure M, with any consideration for borrowing across subregions subject to future Board action. Should it ever become necessary to consider the use of Central City Subregion funding for construction outside the Central City Subregion, the Central City Subregion shall be made whole dollar-for-dollar; and,



H. Report back to the Board in April 2022 with updates on all of the above items.



**Metro**

# **Metro Value Capture Implementation West Santa Ana Branch (WSAB)**

**WSAB City Manager Technical Advisory Committee**

February 2022

# Metro VC Support Project Kickoff

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- **Project Scope:**

- Coordinate with TOC studies and local planning activities
- Develop legislative strategies
- Outreach to local governments
- Provide technical assistance

- **Project Team:**

- Morgner: PM (*J. Kim*), technical analysis/debt transactions
- Kosmont: DPM (*J. Dieguez*), district formation
- Community Connections: Stakeholder coordination (*T. Martinez*)
- NBS: CFD/special tax districts
- Ross Infrastructure: Innovative/private financing

# Metro VC Efforts to Date

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- **Comprehensive assessment of VC revenue potential from future rail corridors (completed in July 2020)**
  - 11 corridors (67 stations) in construction or planning
- **Basic approach**
  - Buildout potential based on recommended TOD density from CTOD\* for 1/2-mile radius around each station
  - Detailed assessment of 10 representative stations, results extrapolated to the rest (~60 to 100% increase in AV)
- **WSAB preliminary VC results (9 stations up to Slauson)**
  - Total AV: \$7.1B (Current), \$11.6-14.0B (TOD buildout)
  - EIFD tax increment: \$0.7-0.9B in 2020 PV (45-year, 50/50 City/County)
  - CFD bond capacity: \$0.5-\$0.9B in 2020 PV (30-year @ 5%)

*\*CTOD—Center for Transit Oriented Development*

# VC Focus Areas—9 Stations, 1/2-Mi Radius

- **Station (City; Current AV)**
  - Pioneer (Artesia; \$1.0B)
  - Bellflower (Bellflower; \$1.0B)
  - Paramount/Rosecrans (Paramount; \$0.8B)
  - I-105/Green Line (South Gate; \$0.8B)
  - Gardendale (Downey; \$0.5B)
  - Firestone (South Gate; \$0.5B))
  - Florence/Salt Lake (Huntington Park; \$0.7B)
  - Pacific Randolph (Huntington Park; \$1.1B)
  - Slauson (Florence; \$0.7B)



# VC Focus Areas—TOD Potential

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- **Current planning/developer discussions (partial list)**

- Paramount Clearwater District Specific Plan area
- South Gate Gateway District Specific Plan (discussions with major active developers in town)
- Bellflower TOD Specific Plan
- Corridor-wide WSAB TOD Strategic Implementation Plan

## Past Metro TOC Grants on WSAB Corridor

- ✓ Huntington Park: General Plan Update
- ✓ Downey: Gardendale Station TOD Specific Plan
- ✓ Bellflower: Bellflower Station TOD Specific Plan
- ✓ Artesia: Artesia Station Specific Plan, Overlay Zone, General Plan Amendment



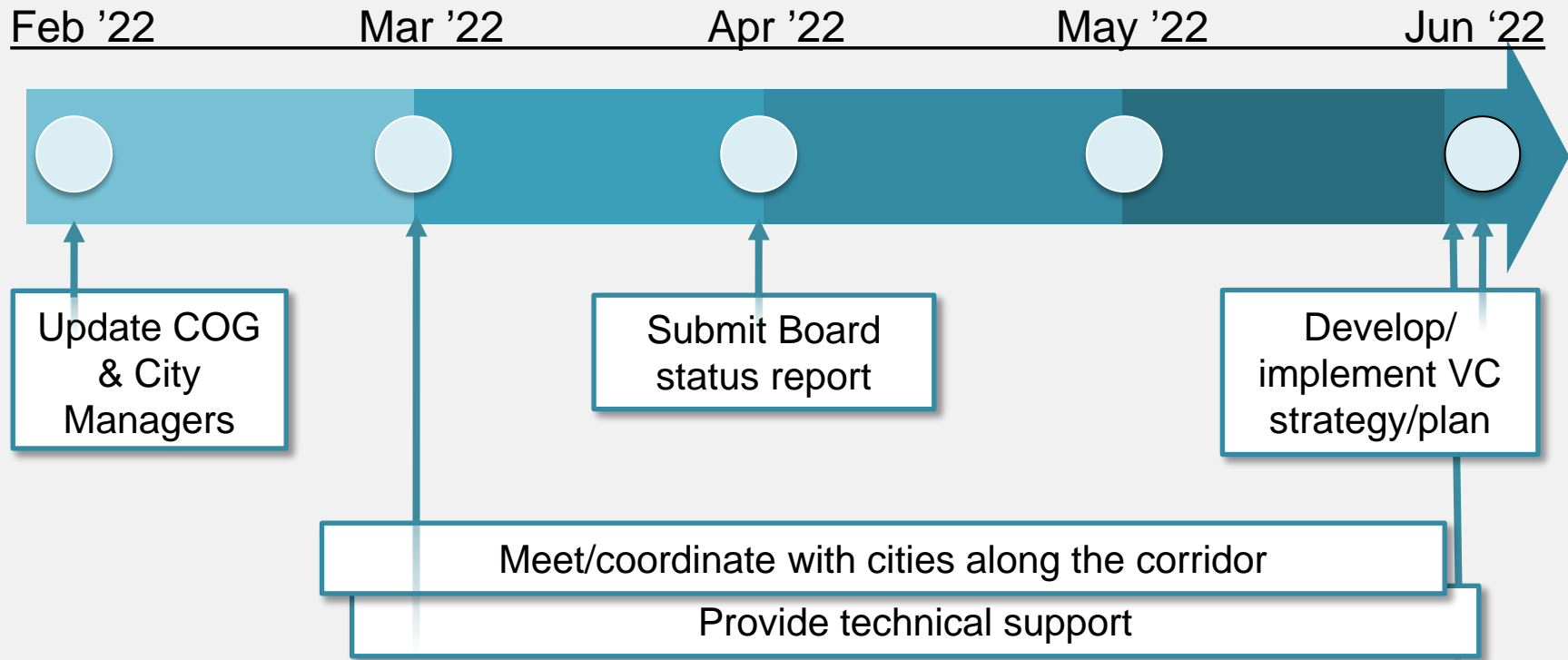
# Basic Steps Envisioned

- **Meet with cities to identify current conditions, plans, entitlements**
- **Metro prepares development scenarios and projected tax revenues**
  - Estimated debt capacity
  - Estimated 3% contribution
- **Cities approve tax; district formation**
- **Issue tax increment/special tax bonds**

## Cities gain from Metro VC support...

- ✓ Enhances WSAB success along with positive fiscal/economic impacts
- ✓ Enables each city's 3% cost match requirement
- ✓ Facilitates City/County TIF partnership with greater funding capacity for "City choice" projects
  - FM/LM connectivity, utility upgrades, parks and open space, etc.

# WSAB Metro VC Support Timeline





Board Report

File #: 2022-0124, File Type: Program

Agenda Number: 10.

**REVISÉ**  
**PLANNING AND PROGRAMMING COMMITTEE**  
**APRIL 20, 2022**

**SUBJECT: INTERSTATE 10 HOV LANES PROJECT PROGRAMMING INCREASE**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

CONSIDER:

- A. APPROVING \$21,749,863 of additional Congestion Mitigation and Air Quality (CMAQ) programming within the current FY22 budget allocation; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute the necessary amendments to existing agreements for additional funding to the I-10 High Occupancy Vehicle Lanes Project from Puente Avenue to SR-57.

**DUPONT-WALKER AMENDMENT:** Return to the board with other capital-only funding sources for this project in place of CMAQ should there be additional need for operations funding.

Report back in August 2022 on the following:

- A. an operations funding outlook beyond fiscal year 23 and how cmaq can help forestall the expected operations deficit; and
- B. a policy to use CMAQ first for any eligible operations costs.

**ISSUE**

The I-10 High Occupancy Vehicle (HOV) Lanes Project from Puente Avenue to SR-57 (the Project) is led by Caltrans with partial funding from Los Angeles County Metropolitan Transportation Authority (Metro). Additional funds are required to close out the Project to cover several contractor claims. The anticipated costs to close out the Project are as follows: Segment 2 (PA.P000340A-3) in the amount of \$29,688,029 (State share is \$16,103,191 and Metro’s share is \$13,584,837) and Segment 3 (PA.P000399A-2) in the amount of \$12,841,343 (State share is \$4,676,317 and Metro’s share is \$8,165,026). Metro’s total share of the additional funds required to close out the project, using segregated Contractor’s bid established based on funding agreements, is: \$21,749,863. The Board’s

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action to increase programming for the Project will enable Caltrans to close out the construction contract.

## **BACKGROUND**

The Project is being delivered by Caltrans in two segments and has added approximately ten miles of HOV lanes in each direction (now open to traffic), closing the gap to provide a continuous HOV/Express Lanes facility from east of Downtown Los Angeles to the San Bernardino County. Metro's current contribution to the Project is as follows: \$117,726,051 out of \$203,001,051 programmed for Segment 2 per Funding Agreement Number PA.P000340A-3, effective as of February 3, 2020, and \$157,450,000 out of \$267,116,000 programmed for Segment 3 per Funding Agreement Number PA.P000399A-2, effective as of September 30, 2020.

Segment 1, between I-605 and Puente Avenue, was completed in 2016 with a savings of \$10,910,051 in CMAQ funds. For Segment 2, between Puente Avenue and Citrus Avenue, construction was completed in January 2022. Segment 3, between Citrus Avenue and SR-57, is undergoing plant establishment (expected to be completed in February 2023) and was opened to traffic in April 2021.

## **DISCUSSION**

The construction contract for the I-10 improvements between Puente Ave and SR-57 has several claims. The Contractor Claims for Segment 2 totaling \$47,236,856 are for inefficiencies and escalation of material and labor cost due to project delays. The project delays were due to utility relocations, right-of-way possession, site condition that required redesign of retaining walls and roadways, and discovery of buried man-made objects that required removal. The Contractor Claims for Segment 3 total \$8,458,049 primarily due to unsuitable material caused by ground water, pavement grinding issues, and other minor claims. In addition, Segment 3 needs \$2,550,000 to replenish contingencies to complete the Project.

In a letter dated February 14, 2022 (Attachment A), the California Department of Transportation (Caltrans) requested that Metro contribute \$21,749,863 in supplemental funding for Segment 2 and Segment 3 to complete construction and close out these segments. Metro staff supports the programming of additional funds as the claims are being negotiated and the requested additional funds are required for the Project's closeout. Metro's contribution to cover these additional costs was calculated based on the established work items relating to the HOV lane as the original funding agreement scope.

## **DETERMINATION OF SAFETY IMPACT**

The proposed action has no known adverse impact to the safety of Metro patrons and employees or users of our facilities. The I-10 freeway is a state-owned facility and Caltrans standards will be adhered to in the construction of the proposed improvements.

## **FINANCIAL IMPACT**

Caltrans Life of Project (LOP) budget of I-10 Segments Improvement for Segment 2 is \$203,001,051 per Funding Agreement Number PA.P000340A-3 effective as of February 3, 2020 and Segment 3 is \$267,116,000 per Funding Agreement Number PA.P000399A-2 effective as of September 30, 2020.

The current project budget allocations and shortfalls are summarized in the funding tables below:

### Segment 2:

<b>Project Cost \$</b>	<b>\$147,564,080 (2022)</b>
<b>Cost Type</b>	Estimated Cost

#### Revenue

Funding Source	Type	Amount	Status
State	IIP & RIP	\$6,838,000	Approved
	SHOPP	\$ 28,312,000	Approved
	IIP Shortfall	\$ 2,187,470	Pending CTC Approval
	SHOPP Shortfall	\$ 13,915,722	Pending CTC Approval
Local	CMAQ	\$ 81,776,051	Approved
	Net Toll Revenues	\$950,000	Approved
	CMAQ Shortfall	\$13,584,838	Pending Metro Board Approval
<b>Total Revenue</b>		<b>\$147,564,080</b>	

### Segment 3:

<b>Project Cost \$</b>	<b>\$210,100,343 (2022)</b> (\$209,000,343 in Capital & \$1,100,000 in Support)
<b>Cost Type</b>	Estimated Cost

#### Revenue

Funding Source	Type	Amount	Status
State	SHOPP	\$41,750,000	Approved
	G-12 Award	\$4,375,000	Approved
	SHOPP Capital Shortfall	\$4,094,226	Pending CTC Approval
	SHOPP Support Shortfall	\$582,092	Pending CTC Approval
Local	CMAQ	\$148,634,000	Approved
	Net Toll Revenues	\$2,500,000	Approved

	CMAQ Capital Shortfall	\$7,647,118	Pending Metro Board Approval
	CMAQ Support Shortfall	\$517,908	Pending Metro Board Approval
<b>Total Revenue</b>		<b>\$210,100,343</b>	

**IMPACT TO BUDGET**

Adoption of the recommendation will not have an impact to the FY 2022 budget, as Metro staff has identified CMAQ funds to pay for the cost increase. The CMAQ funds were not included or identified for other uses in the Metro FY 2022 budget.

**EQUITY PLATFORM**

The Project is administrated by Caltrans. The environmental process for Segment 2 and Segment 3 were completed in December 2002 and included public participation. Throughout the construction phase, the outreach efforts consisted of sending press releases to the cities, communities, media outlets, and elected offices regarding construction work. Caltrans Public Affairs unit responded to constituent inquiries and scheduled as-needed community meetings. Progress reports and updated information have been posted on Caltrans website. Every effort has been made to avoid, minimize, and/or mitigate construction impacts on the corridor communities, such as building sound walls to mitigate noise at various locations throughout the project limits and help improve the quality of life for residents.

The Project transverses through an Equity Focus Community (EFC) within the City of West Covina. In 2019, 53% of the people in West Covina were Hispanic and 81.4% of workers in West Covina drove alone to work, followed by those who carpooled to work (9.32%). This action will complete a Caltrans project that promotes and encourages ridesharing; thereby alleviating congestion through the San Gabriel Valley. The Project was constructed within the existing Caltrans right-of-way and additional acquired right-of-way. It has DBE goal of 9.0 percent for Segment 2 and 10.0 percent for Segment 3. The contract was certified with 10 percent for Segment 2 and 10.4 percent for Segment 3 in DBE.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of staff recommendation would allow for Caltrans and Metro to close out the Project. The Project is consistent with the following Metro Vision 2028 Goals and Objectives:

Goal 1: Providing high-quality mobility options that enable people to spend less time traveling by providing improved mobility at this location through upgrading the Expressway to an access-controlled freeway and HOV lanes to encourage carpooling and improve transit efficiency.



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Goals 4 and 5: Transforming LA County through regional collaboration with Caltrans and the corridor cities by contributing funds and providing resources to assist Caltrans in management and delivery of this project.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve staff's recommendation. However, this would be inconsistent with our commitment to partnering with Caltrans on the delivery of High-Occupancy Vehicle network improvements.

### **NEXT STEPS**

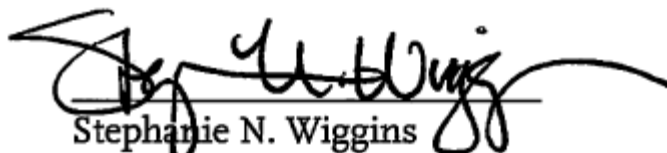
Upon Board's approval of the recommended action, Metro staff will complete the necessary funding agreements.

### **ATTACHMENT**

Attachment A - Caltrans letter 2-14-2022

Prepared by: Maher Subeh, Director of Engineering, Highway Program, (213) 418-3291  
Ernesto Chaves, DEO, Countywide Planning & Development, (213) 547-4362  
Michael Cano, Interim EO, Countywide Planning & Development, (213) 418-3010

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



Stephanie N. Wiggins  
Chief Executive Officer

## California Department of Transportation

DISTRICT 7  
100 S. MAIN STREET, SUITE 100, LOS ANGELES, CA 90012  
PHONE (213) 897-0362  
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[www.dot.ca.gov](http://www.dot.ca.gov)



February 14, 2022

Mr. Abdollah Ansari  
Senior Executive Officer  
Highway Program  
Los Angeles County Metropolitan Transportation Authority (LACMTA)  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Mr. Ansari:

First, I would like to express the California Department of Transportation (Caltrans) appreciation for LACMTA's partnership in construction of the High Occupancy Vehicle (HOV) projects on Interstate (I) 5 North, I-5 South, and I-10 corridors to serve the people of the region. As you know, these mega projects that takes many years of collaboration and resources from both agencies to complete. The I-10 corridor consists of three segments, all of which are open to traffic. Two of the segments are completed having achieved Construction Contract Accepted (CCA). The last segment is targeted to achieved CCA in February 2023.

Caltrans closed out Segment 1 of the project with the Contractor in 2018, we are now in claim negotiation with both contractors on Segment 2 and Segment 3. With the contractor submitted claims, both segments will need additional funds from Caltrans and Metro to settle the claims and close the projects with each contractor. Caltrans has been discussing the claims with LACMTA team for many months. This letter is a formal request documenting the amounts and the reasons for the LACMTA share of the project cost increase for Segment 2 and Segment 3.

Project Segment 2 (EA 07-1170U) has a total project estimated cost increase of \$29,688,029 in construction capital, of which \$13,584,837 is LACMTA share. Segment 3 has a total estimated cost increase of \$12,841,343 in construction capital and support, of which \$8,165,026 is LACMTA share.

Cost increases for projects such as these with multiple fund sources, are based on the work items that each fund type was programmed for per the STIP and SHOPP guidelines and the CTC approved funds.

For Segment 2, before the Construction contract was advertised, we established the segregated Engineer's Estimate (EE), which identified the items of work that will be funded by SHOPP (Caltrans fund) and CMAQ (Metro fund) for the HOV lane project and a combined soundwall project. The funding proportions for the project was established based on this segregated scope. The project cost split was re-established based on the segregated EE percentages and Contractor's bid prices after award of the contract. After construction complete, the project cost split was re-calculated to include change orders and claims relating to the work for SHOPP, CMAQ, and the soundwall project. Based on these calculations, the LACMTA share was calculated for the CMAQ and RIP (from Soundwall) funds.

Segment 3 project is funded by SHOPP and CMAQ funds. We used the same approach as above to calculate the cost split for Caltrans and LACMTA share.

For the reasons given above, Caltrans is requesting for LACMTA fund their proportional share of the cost increase for these two projects. We request the LACMTA submit the request to add additional funds for these two projects to the LACMTA Board for approval at April 2022 Board meeting.

Please don't hesitate to contact me at (818)254-5439 if you require any additional information.

Sincerely,



Gregory Farr  
District 7 Assistant Division Chief  
Program & Project Management  
California Department of Transportation

c: Mark Archuleta, Deputy District Director - Construction  
Susan Chang, Deputy District Director - PPM



## Board Report

File #: 2022-0274, File Type: Informational Report

Agenda Number: 12.

### REGULAR BOARD MEETING APRIL 28, 2022

**SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 PROJECT**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE the following updates on the Eastside Transit Corridor Phase 2 Project:

- A. Streamlining the Project's path forward on the National Environmental Policy Act (NEPA);
- B. Funding strategy for the Initial Operating Segments (IOS) and the full project to the City of Whittier; and
- C. Project delivery approaches and pre-construction activities.

#### **ISSUE**

At the February 2022 Board meeting, Metro staff provided an update on the Eastside Transit Corridor Phase 2 Project (Project), introducing the Initial Operating Segments and Preliminary Costs Estimates based on 15 percent conceptual engineering design. At this meeting, the Board requested a report back in April on the following:

- A. Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
- B. Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
- C. Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
- D. An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
- E. An accelerated project schedule for the two IOS alternatives and the entire project segment.
- F. Which specific grants and state and federal funding programs the Eastside Transit Corridor Project is applying for;
- G. The competitiveness and priority of this project in relation to our other Metro projects also in the pipeline for these opportunities;
- H. Any other Measure R and Measure M funding that might be available through future

- amendment or borrowing; and
- I. Any opportunities for low- and no-cost financing through federal or private sources. In addition to those four things, engage relevant municipal agencies and Community Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

**BACKGROUND**

In February 2019, the Board approved a motion that prioritized funding for four “pillar” fixed guideway projects: Eastside Transit Corridor Extension Phase 2, Green Line Extension to Torrance, Sepulveda Transit Corridor, and West Santa Ana Branch (WSAB) Transit Corridor.

At its February 27, 2020, meeting, the Board approved proceeding with a focused California Environmental Quality Act (CEQA) environmental study for the Eastside Transit Corridor Phase 2 Project, to include the Washington Alternative (Item #2020-0027). This was pre-pandemic and at the time the Project was primarily funded by state and local funds through Measures M and R. This CEQA-only strategy was adopted by the Board to accelerate and prioritize the Project for 2028.

At its April 14, 2021, meeting, the Board approved WSAB and Sepulveda Transit Corridor Projects as Metro’s priorities for pursuing New Starts grants from the Federal Transit Administration (FTA) Capital Investment Grants (CIG) Program. Given that the Board prioritized these two Metro projects for New Starts funding, the following sections describe a financial strategy for the Eastside Transit Corridor Project.

According to Measure M and Metro’s Long-Range Transportation Plan (LRTP) financial forecast, the Project has a \$3 billion (2015\$) allocation of Measure M and other local and state funding. Measure M funding becomes available in two cycles as follows:

Measure M Expenditure Plan (Initial Year of Funding)	Opening Year	LRTP Funding Allocation (2015\$)	Alignment
FY 2029	2035	\$3 billion	Washington
FY 2053	2057	\$3 billion	San Gabriel Valley Transit Feasibility Study (TBD)

A second funding cycle becomes available in 2053; since the SR 60 alternative was withdrawn in February 2020, a San Gabriel Valley Transit Feasibility Study currently is being prepared by the San Gabriel Valley Council of Governments (SGVCOG) to consider different solutions for both short- and long-term needs.

The Measure M allowance was based on early conceptual studies conducted in 2009 and 2014. The initial Washington Alternative did not include an underground segment. Instead, the project alignment was entirely above ground. In 2017, based on extensive technical analysis and community input, the 3-mile tunnel segment along Atlantic Boulevard was introduced to the project.

The Washington alignment is approximately 9 miles that travels south along Atlantic Boulevard in an underground segment between the current Metro L (Gold) Line terminus station at Pomona Boulevard/Atlantic Boulevard and the Citadel Outlets in Commerce. The route then proceeds east

along Washington Boulevard via aerial and at-grade configurations ending at Lambert Road in the city of Whittier. Proposed stations along this route that are being considered include:

- Relocated Atlantic/Pomona Boulevard station (design options)
- Atlantic/Whittier Boulevard station in East Los Angeles.
- Commerce/Citadel station in Commerce.
- Greenwood Avenue station in Montebello (design options)
- Rosemead Boulevard station in Pico Rivera.
- Norwalk Boulevard station serving unincorporated Los Nietos, Whittier, and Santa Fe Springs, and
- Lambert Road station in Whittier.

Two IOS options and preliminary cost estimates were introduced to the Board in February 2022 and are currently being evaluated in the Draft Environmental Impact Report (EIR). The two IOS options are as follows:

**IOS-1 Commerce** would extend the Metro L (Gold) Line approximately 3.2 miles from the current terminus at Atlantic Boulevard to an underground terminal station at the Commerce/Citadel station in the city of Commerce with connections to the Commerce Maintenance Storage Facility (MSF) site option.

**IOS-2 Greenwood** would extend the Metro L (Gold) Line approximately 4.6 miles east from the current terminus at Atlantic Boulevard to an aerial or at-grade terminal station at the Greenwood station in the city of Montebello.

Preliminary cost estimates are based on 15 percent design, are subject to change, and are as follows:

Preliminary Cost Estimate (15% design)	Range
Project	\$6.1B - \$6.5B
IOS -1 Commerce (Commerce MSF)	\$4.5B - \$5.0B
IOS - 2 Greenwood (Commerce or Montebello MSF)	\$5.1B - \$5.3B
(2021\$)	

## **DISCUSSION**

### Streamlining CEQA and NEPA

As mentioned previously, Metro Board authorized staff to proceed with CEQA only, consistent with the Board’s acceleration goals. As such, this approach has allowed the environmental clearance process to advance ahead of the Measure M timeline, as the Draft EIR is anticipated to be released in summer 2022. Although there are newly emerging prospects for federal funding, the CEQA process currently underway does not preclude the project entering the NEPA process later the Locally Preferred Alternative (LPA), tentatively scheduled in fall 2022. Having a clearly defined project, such as the LPA, may even be preferred by the FTA to streamline federal reviews.

Metro staff has initiated conversations with the FTA and will continue to engage with the agency to streamline the CEQA process to proceed concurrently while preparing the Draft Environmental Impact Statement (EIS) for NEPA clearance, at the appropriate time. Additionally, some analyses conducted for CEQA purposes now may serve to inform NEPA requirements later.

NEPA process by Delegating Authority to the State (NEPA Assignment)

When the timing is appropriate to pursue NEPA, one streamlining opportunity may be to pursue NEPA Assignment, a process by which the State is delegated authority to assume federal responsibility for transportation projects. This strategy may expedite the NEPA process by eliminating FTA or Federal Highway Administration’s (FHWA) reviews and approval. This process is regularly applied to highway projects for which State departments typically lead environmental clearances. However, as part of the State’s assumed NEPA responsibilities, the State typically would also serve as the lead agency for CEQA. Should this be applied to the Project, this change in CEQA lead agencies likely would delay the Project because the Metro-led Draft EIR is nearing completion already.

While this NEPA Assignment is not likely to yield a more efficient evaluation for the Project, Metro staff, however, will continue to explore the potential for NEPA Assignment for other Metro transportation projects.

Funding Strategy for the Two IOSs and Full Alignment to the City of Whittier

A funding plan for the Project was initially prepared based on the Measure M cost estimate of \$3 billion (2015\$) and was included in the 2020 LRTP. The funding available for the Project with inflation (year of expenditure dollars) is estimated at \$4.4 billion. This funding plan is comprised of local Measure M and Measure R sales tax designated for the Project, assumed (i.e., planned or yet-to-be-secured) State SB-1 grants, and federal funds specified for planning uses only.

**2020 LRTP Funding Plan (as projected):**

Uses	Amount
Total, Uses	\$3.0

Sources – Secured	Amount
Local (Sales Tax, 3% Contribution)	\$2.1
Sources – Yet-To-Be-Secured	
State (Cap/Trade, SB-1)	0.8
Federal (Planning funds)	0.0
Total, Sources	\$3.0

*Costs in 2015 dollars, in billions.  
Construction FY29 – FY35.*

The most recent preliminary cost estimate for the IOS-1 Commerce is between \$4.5 billion to \$5.0 billion in 2021 dollars as shared with the Board in February. Funding for the cost increase may be available from new sources that have arisen or may arise in the future, and tradeoffs (i.e., transfer of



funds) from other projects and programs.

The Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL), was enacted in November 2021 and this provides additional federal funding for existing and new transportation grant programs that may be available to address the cost increase. Another significant, potential increase in funding is the Governor's proposed use of the state budget surplus that is designated for rail and transit. The transfer of existing local sales tax funds may also be required given the risk that the amount of funding needed cannot be met with federal and state grants. This can happen if grant awards are not successful or are less than requested.

### ***IOS-1 Commerce***

A funding plan for the IOS-1 Commerce is presented below assuming additional funding from the IIJA/BIL (\$1.0 billion in current dollars); potential funding from the state budget surplus and future State SB-1 grant cycles (\$1.0 billion in current dollars); and Measure M and Measure R sales tax allocated to the Project, transfers from other projects and programs in the respective Expenditure Plans, a higher 3% local agency contribution, and other Metro sales tax (\$2.5 billion in current dollars). The specific amounts and funding sources will be developed over time as the grants are made available and awarded and as the Project progresses. The cost will need to be escalated based on the year of construction and we will include this cost and required revenues in the draft environmental document when we return to the Board.

### ***IOS-2 Greenwood***

The IOS-2 Greenwood has an estimated cost of \$5.1 billion to \$5.3 billion in 2021 dollars. The proposed additional funding sources are similar to those identified for the IOS-1 Commerce and would include additional funding from the IIJA/BIL, new state funding, transfers from other Measure M and or Measure R projects and a higher 3% local agency contribution. The cost will need to be escalated based on the year of construction and will be included in the draft environmental document.

A funding plan for the Full Project is also provided. Similar to those for each of the two IOSs, this plan assumes significant amounts of new federal and state funding, and transfers from other Metro subregional projects. Each of the funding plans in the following table are for the low-end cost estimate and are segregated by secured (i.e., in-hand) and yet-to-be-secured funding sources.

### ***Funding Strategy for IOS-1, IOS-2, and Full Project to the City of Whittier***

Uses	IOS-1 Commerce	IOS-2 Greenwood	Full Project
Total, Uses	\$4.5	\$5.1	\$6.1

Sources – Secured	Amount	Amount	Amount
Local (Sales Tax, 3% Contribution)	\$2.4	\$2.4	\$2.4

Sources – Yet-To-Be-Secured	Amount	Amount	Amount
Local (Sales Tax, 3% Contribution)	0.1	0.2	0.4
State (Cap/Trade, SB-1, Surplus)	1.0	1.3	1.6
Federal (IIJA/BIL)	1.0	1.2	1.7
Total, Sources	\$4.5	\$5.1	\$6.1

*Costs in 2021 dollars, in billions.  
Construction FY29 – FY35.*

### Grant Funding Programs

The specific federal grant programs for which this Project is eligible include the Capital Investment Grants (New Starts, Expedited Project Delivery), National Infrastructure Project Assistance “megaproject” (MEGA), and programs that fund freight-related improvements.

The Project may also seek funding from state programs including the SB-1 Transit and Intercity Rail Capital Program (TIRCP), also known as Cap-and-Trade, Solutions for Congested Corridors, and Local Partnership Program. Each of these programs are funded with ongoing, annual funding amounts and are expected to have regular, future grant cycles for which Metro can apply.

The planned SB-1 grants for the Project are estimated to be near the maximum that can be expected given the forecasted future funding levels statewide and assumed proportional allocation to Metro. The funding plan relies on the expectation that the state budget surplus will result in additional transit funding, either through existing programs like TIRCP, or the creation of a new \$2 billion statewide Transit and Rail and a \$1.25 billion Southern California Transit and Rail program.

### Grant Competitiveness

The Project is eligible for Capital Investment Grants (CIGs), subject to federal environmental clearance, as it is an extension to a fixed guideway system. However, the Project would compete for limited funding with other Metro and rail projects nationwide. Metro previously identified (April 2021) the WSAB and Sepulveda Transit Corridor as priorities for the CIG program. Since then, CIG funding was increased by almost twofold through the enactment of IIJA/BIL in November 2021. This provides additional CIG funding for the Eastside Transit Corridor Project and other Metro rail projects.

The federal New Starts grant, which is one type of grant in the CIG program, requires minimum ratings per the authorizing statute. The Project must have at least a “medium” overall rating. As part of Metro’s CIG assessment in April 2021, Metro staff and consultants have assessed the Project and estimate a “medium” project justification rating for the full alignment to the City of Whittier. Assuming this is the ultimate FTA rating for the IOS or full alignment, the Project would also need a financial capacity assessment rating of at least a “medium.” To achieve this rating, Metro must demonstrate that it can fund the construction and operation of both the Project and the entire planned transit system. The financial capacity assessment ratings will be stressed by the higher updated Metro cost estimates for the Project and other Metro projects.

The Project may also qualify for new MEGA and freight-related federal grants given the eligibility criteria for these grants. The criteria are somewhat similar to the New Starts ratings, where rating factors include safety, ability to maintain a state of good repair, economic impacts, environmental impact, quality of life, and project readiness (including financial completeness).

### ***Measure M/R Tradeoffs***

Additional local funds may be available from an increase in the three percent (3%) local agency contribution that is required by the Measure M and Measure R Ordinances (due to the higher project cost), and value capture, should the cities along the Project corridor choose to implement this. Metro staff intends to work with the cities to implement value capture financings to help fund the Project, but the ultimate success of value capture and the amount made available for the Project is unknown and uncertain. The local sources may require additional funding and would benefit from a reallocation of programmed funding and/or an Ordinance amendment to transfer funds from other projects and programs in the related Gateway Cities subregion.

The Subregional Equity Program is a “multi-year subregional program” in the Measure M Expenditure Plan that is currently available beginning in 2043. It may be possible to accelerate a portion of this program to fund the Project, though it is important to note that acceleration of funds would carry a cost to borrow from future revenues. Another option to advancing funds is to transfer funds through a “decennial transfer” (every 10 years) from subregional programs such as highways.

### ***Low and No-Cost Financing***

Metro continues to maintain debt capacity to qualify for most forms of subsidized financing. Access to low-cost financing does not, in and of itself, provide additional funding to address a cost increase/funding shortfall. Metro has access to low-cost TIFIA and Railroad Rehabilitation & Improvement Financing (RRIF) federal loan programs and will likely compare the pros and cons and financing terms to direct Metro tax-exempt borrowing as the need for financing arises. Other forms of borrowing that may be considered are private activity bonds, where lower cost tax-exempt financing is available for a private use (such as a real property development), and private financing by a transit project developer, who may rely on similar low-cost financing vehicles (such as TIFIA, private activity). In any event, Metro’s borrowing capacity will be restricted by the amount of the repayment source (e.g., Measure M amounts), and the low-cost interest rates or no-cost financing may not significantly increase the amount available for construction.

### **Advanced Engineering and Preconstruction activities**

Planning staff and the consultant teams will continue coordinating with Program Management to determine the appropriate project delivery method. Understanding the project risks such as costs, schedule, utility conflicts and relocations, the right-of-way of acquisition, and permitting/construction requirements with third-party agencies are critical for the next steps that lead to construction. Engineering activities that could be completed in the next fiscal year to reduce risks and advance the project into alternative project delivery include further geotechnical and utility investigation and exploration and refining and confirming project scope design elements. Staff could also begin third-party coordination with agencies and utility owners where appropriate. Additionally, the team will continue studying various project delivery methods and phasing in conjunction with the federal risk register.

### Alternative Project Delivery

Metro continues to explore alternative delivery methods to better manage risk, cost, and schedule in delivering our major transportation infrastructure projects. For instance, the Construction Manager/General Contractor (CM/GC) method has been selected to deliver the Link US and I-105 Expresslanes projects, and Progressive Design Build (PDB) has been selected to deliver the G-Line BRT Improvements and East San Fernando Valley LRT projects. Both these delivery methods are qualifications-based, open books negotiated methods that select contractor teams most qualified to design and build the project, encourage early involvement of the industry during project definition, and allocate project risks to the party best suited to manage those risks. Although not necessarily a panacea for lowering project costs, these alternative delivery methods may certainly provide schedule efficiencies and may provide greater predictability with regards to cost, schedule, and risk of these complex transportation projects.

With regard to the Eastside Transit Corridor Phase 2 project, Planning and Program Management staff are currently undertaking our Project Delivery Selection Process, which is an internal systematic process designed for project teams to analyze the various delivery methods in conjunction with the specific project traits and make a recommendation for approval of the delivery method prior to contract planning and development. These studies are currently underway and it is likely that the delivery method for this project will be recommended in summer 2022.

### EQUITY PLATFORM

The project and the IOSs aim to provide a more reliable and high-quality transit alternative to the communities of eastern Los Angeles County that will help solve the mobility challenges and needs of the area's residents and businesses. There are 119,759 persons living in the census tracts that are within 0.5 miles of the stations along the alignment. Of those persons, 49 percent report as people of color and 51 percent report as White only (non-Hispanic or Latino) according to the 2015-2019 ACS 5-Year population estimates. In addition, 34 percent of the total population is either a student (21 percent) or senior (13 percent). The Project includes six (6) Equity Focused Communities (EFC) while the IOSs has two (2) to three (3) EFCs depending on the IOS. Both IOS will serve and benefit the East Los Angeles Community and the cities of Commerce and Montebello depending on the IOS. Around 9 percent of people are transit-dependent and 16.4 percent below the poverty level. The median household income is \$59,420 annually and the average household size is 3.6 persons per household.

Environmental and temporary construction impacts are being evaluated in the Draft EIR. Community meetings were conducted in March to inform the public of the proposed project's IOS and general construction activities. The project team worked closely with eight (8) local CBOs to share meeting presentations in a draft form to gather input from the CBOs to shape the messaging and communication approach favorable to the community. As a result of this partnership, we have simplified the language in all our meeting materials, included bilingual PowerPoint (PPT) presentations rather than having a separate PPT, easier to understand design drawings and more importantly, remind the public of the project goals that align with the values our partnership developed. For these community meetings, the CBOs participated in extended outreach such as email distribution, newsletter announcements, podcast advertisement, and co-hosting at pop-ups. This partnership has become very valuable due to the CBOs' insight on the community's concerns

and perspectives.

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

The Project supports the goals outlined in the Metro Vision 2028 Strategic Plan. More specifically, the Project supports Goal #3 - *Enhance Communities through Mobility and Enhanced Access to Opportunity*, as it will connect communities to the regional Metro rail network, which will expand access to jobs, major activity centers, including educational and medical institutions, and recreational opportunities within the Project area and across the Los Angeles region.

### **NEXT STEPS**

Planning staff may seek Board authorization to update the professional services contracts for environmental, engineering and outreach services to proceed with the strategies outlined in this report. Staff will continue to coordinate with the Washington Coalition as the project reached key milestones.

### **ATTACHMENTS**

Attachment A - Eastside Transit Corridor Phase 2 map

Prepared by: Jenny Cristales-Cevallos, Senior Manager, Countywide Planning & Development, (213) 418-3026

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

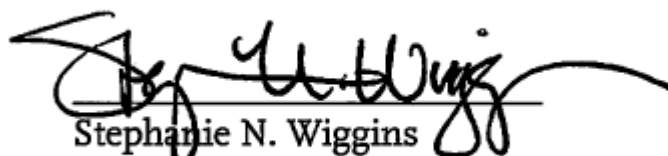
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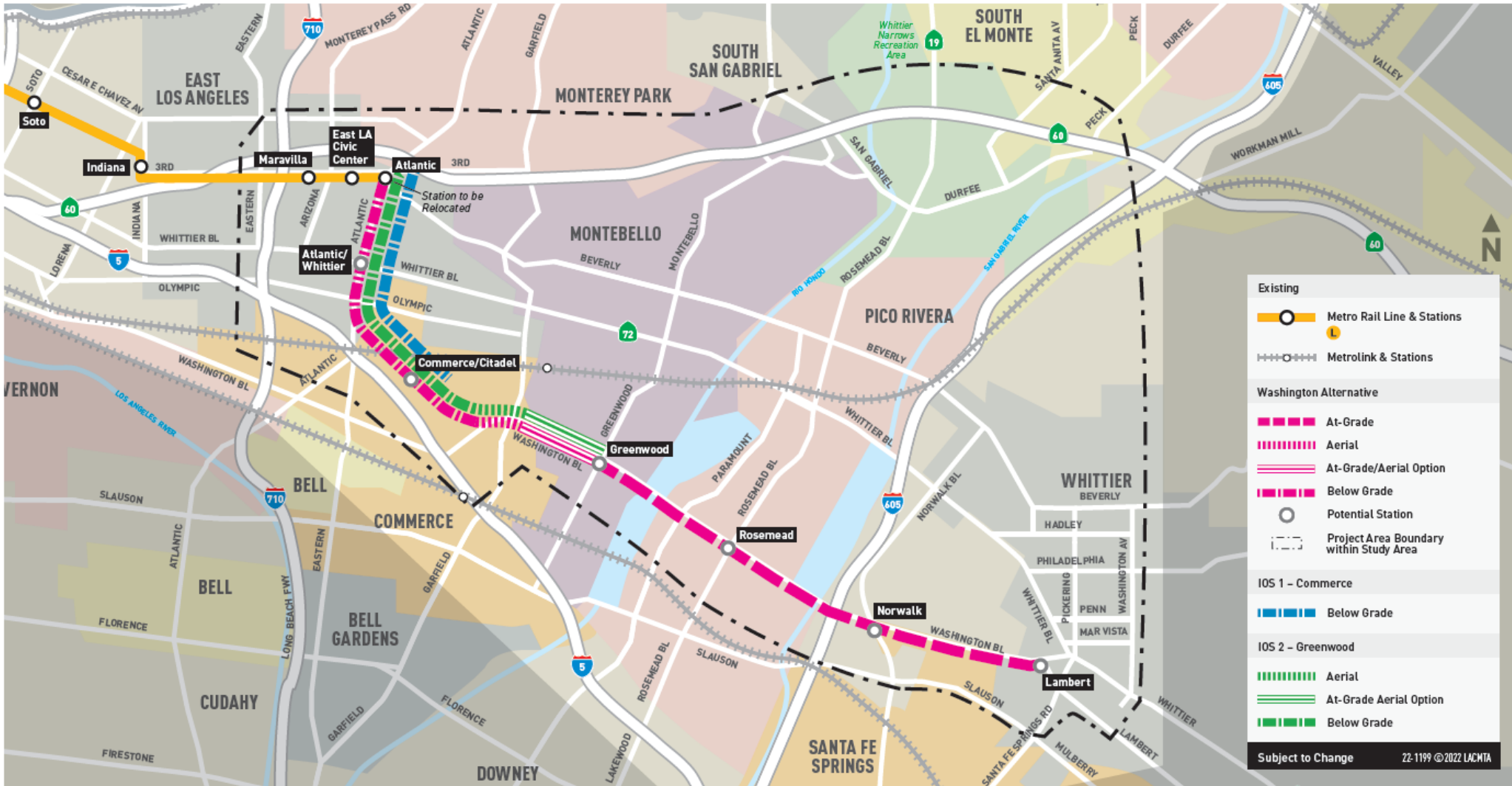
Timothy Lindholm, Deputy Chief Program Management Officer, (213) 922-7297

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



Stephanie N. Wiggins  
Chief Executive Officer

## Eastside Transit Corridor Phase 2 Initial Operating Segments





An illustration of a Metro Rail train at a station platform. The train is yellow and black with 'Metro Rail' and 'Go Metro' written on it. The platform has a red awning and several people walking, including a cyclist. The background shows a building and palm trees under a blue sky. A large yellow tree trunk is on the left side of the image.

# Next stop: further east.

EASTSIDE TRANSIT CORRIDOR PHASE 2

Planning and Programming Committee  
April 20, 2022

Item #2022-0160



# Board Information Requests – Chair Solis

- A. **Construction Advancement** Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
- B. **Interim Operable Segment Funding** Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
- C. **Streamline Environmental Review** Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
- D. **Alternative Delivery Plans** An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
- E. **Accelerate Project Schedule** An accelerated project schedule for the two IOS alternatives and the entire project segment.

# Board Information Requests- Director Hahn

- F. **State and Federal Grants** Which specific grants, state and federal funding programs the eastside transit corridor project is applying for;
- G. **Grant Competitiveness** The competitiveness and priority of this project related to our other Metro projects also in the pipeline for these opportunities;
- H. **Measure M/R Tradeoffs** Any other Measure R and Measure M funding that might be available through future amendment or borrowing; and
- I. **Low and No Cost Financing** Any opportunities for low and no-cost financing through federal or private sources.
- J. **Community Engagement** In addition to those four things, engage relevant municipal agencies and Community Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

# Project Measure M Schedule Status

- Board decision in February 2020 to proceed with CEQA and discontinue NEPA helped advance the Board's goals of accelerating the project
- Project is ahead of the Measure M schedule with final environmental clearance in 2023
- Per Measure M expenditure plan, the first funding cycle for construction in 2029
- Advancing engineering work to streamline the project into the selected Alternative Project Delivery

# Eastside Phase 2: NEPA Process

## Optimal Process to Streamline NEPA

(Requests: A, B)

- > Project would enter the NEPA process upon the Board selection of the Locally Preferred Alternative (LPA)
- > A defined project alignment such as LPA would streamline FTA federal reviews

## NEPA process by Delegating Authority to the State (NEPA Assignment)

(Requests: C)

- > Project team is not pursuing this process because it would delay the project's environmental clearance (State and Federal) since the Draft EIR is nearing completion
- > FTA would need to delegate responsibilities to the State and State would need to serve as the lead agency for CEQA
- > Process has only been implemented on highway projects and not on major transit projects



# Project Interim Operable Segments



## Maintenance Storage Facility Options

### Commerce MSF:

Capacity 100 LRV

### Montebello MSF:

Capacity 120 LRV

## IOS-1 Commerce

- Approx. 3.2 miles
- Atlantic Boulevard - Commerce/Citadel station
- Commerce MSF site option

## IOS-2 Greenwood

- Approx. 4.6 miles
- Atlantic Boulevard - Greenwood station
- Commerce or Montebello MSF site option

# 2020 LRTP - Project Funding Plan

- Funding is programmed in the LRTP for a \$3 billion (2015 dollars) full alignment
- Funds for construction would be available in 2029 per the Measure M expenditure plan
- Funding sources include Measure M and Measure R sales tax designated for the Project, planned State SB-1 grants, and federal funds specified for planning uses only

<b>Uses</b>	<b>Amount</b>
Total, Uses	\$3.0

<b>Sources – Secured</b>	<b>Amount</b>
Local (Sales Tax, 3% Contribution)	\$2.1
<b>Sources – Yet-To-Be-Secured</b>	
State (Cap/Trade, SB-1)	0.8
Federal (Planning funds)	0.0
Total, Sources	\$3.0

*Costs in 2015 dollars, in billions.  
Construction FY29 – FY35.*

# Revised Project Funding Plan

Uses	IOS-1 Commerce	IOS-2 Greenwood	Full Project
Total, Uses	\$4.5	\$5.1	\$6.1

Sources – Secured	Amount	Amount	Amount
Local (Sales Tax, 3% Contribution)	\$2.4	\$2.4	\$2.4
Sources – Yet-To-Be-Secured			
Local (Sales Tax, 3% Contribution)	0.1	0.2	0.4
State (Cap/Trade, SB-1, Surplus)	1.0	1.3	1.6
Federal (IIJA/BIL)	1.0	1.2	1.7
Total, Sources	\$4.5	\$5.1	\$6.1

*Costs in 2021 dollars, in billions.  
Construction FY29 – FY35.*

## Federal and State Grant Funding:

(Request: E, F)

- Funding has increased from IIJA/BIL and potentially from the State budget surplus
- Federal: Capital Investment Grants (New Starts, Expedited Project Delivery), National Infrastructure Project Assistance (MEGA), and programs that fund freight-related improvements
- State: Statewide and SoCal rail and transit allocations, SB-1 Transit and Intercity Rail Capital Program, Solutions for Congested Corridors, and Local Partnership Program



# Competitiveness, Tradeoffs, and Financing

## **Grant Competitiveness:**

(Request: F, G)

- Statutorily eligible for Capital Investment Grants (CIG)
- CIG funding was increased by almost twofold through the enactment of IJJA/BIL
- Estimated a “medium” project justification rating for the full alignment
- Must demonstrate that Metro can fund the construction and operation of the Project

## **Measure M/R Tradeoffs**

(Request: H)

- Funding from existing Gateway subregional programs could be transferred to the Project
- Value capture financings could provide supplemental local funding

## **Low and No-Cost Financing**

(Request: H, J)

- Metro will continue to determine the benefit of TIFIA and Railroad Rehabilitation & Improvement Financing (RRIF) federal loan programs
- Financing may not significantly increase available funding for Project

# Preconstruction Activities and Alternative Project Delivery

## Preconstruction Activities

(Request A)

Engineering activities advance the project into alternative project delivery may include:

- > Geotechnical
- > Utility investigation and exploration
- > Refining and confirming project scope design elements
- > Third-party coordination with agencies and utility owners where appropriate
- > Continue updating the federal risk register

## Project Delivery

(Request D, E)

- Planning and Program Management staff are currently undertaking our Project Delivery Selection Process.
- Explore alternative delivery methods to better manage risk, cost, and schedule in delivering our major transportation infrastructure projects.
  - > **Construction Manager/General Contractor (CM/GC)**
  - > **Progressive Design Build (PDB)**



## Board Report

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File #: 2021-0774, File Type: Informational Report

Agenda Number: 23.

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 21, 2022

**SUBJECT: RECEIVE AND FILE 2022 CUSTOMER EXPERIENCE PLAN**

**ACTION: RECEIVE AND FILE**

#### **RECOMMENDATION**

RECEIVE AND FILE the 2022 Customer Experience Plan.

#### **ISSUE**

Metro is working to create a customer-centric culture among employees throughout the organization and improve customer experiences for bus and rail riders. The goal of Metro's Customer Experience Plans is to take an honest look at pain points customers tell us about and to implement solutions that address their concerns.

Metro's second annual CX Plan, the 2022 Customer Experience Plan, is attached (Attachment A).

#### **BACKGROUND**

An Annual Customer Experience (CX) Plan is required by Board Motion 38.1 (2018). In April 2020, Metro established the CX unit within the Office of the CEO, and staff developed the first CX Plan on a compressed schedule, with Board adoption in December 2020. The first CX Plan included nearly fifty Action Items. Additional Action Items were subsequently added to reflect customer experience improvements in the FY22 Budget and approval of the Better Bus Plan, which is folded into the 2022 CX Plan and will be folded into future Customer Experience Plans as well.

In October 2021, the CX team provided an oral report to the Executive Management Committee highlighting progress and an outline of the content being developed for the 2022 CX Plan.

Also in 2021, the CEO announced an organizational realignment establishing a Chief Customer Experience Officer position that will report directly to the CEO and oversee not only Customer Experience, but also Communications and Customer Care to bolster excellence in all these areas.

#### **DISCUSSION**

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Staff fielded the first comprehensive Customer Experience Survey in October 2020 to identify top customer pain points. For more information on this survey and methodology, see receive and file #2021-0085.

In addition to conducting customer research, the CX team solicited input from the Regional Service Councils, and Metro advisory boards such as the Accessibility Advisory Committee, Citizen Advisory Committee, and the Bus Operations Subcommittee. In addition, over 150 Metro staff contributed to the Plan.

The Plan focuses on five areas for improvement which are listed below (not in priority order):

1. Cleanliness
2. Public safety
3. Bus stop shade and seating
4. Customer information
5. Time competitiveness and connectivity

Highlights include:

- Cleaning more buses and trains at terminus points during the day and adding weekend coverage.
- Expanded cleaning, floor scrubbing, and pressure washing at stations.
- Accelerating the completion of the shift from cloth to vinyl seats on all buses and trains by June 2023.
- Piloting a Transit Ambassador program and increasing the amount of homeless outreach to provide an overall expanded presence on the system.
- Launching a “Shade For All” campaign to encourage local jurisdictions to improve bus stop conditions.
- An expanded test of real time information e-paper signs at bus stops.
- Accelerating the development of bus lanes and testing camera enforcement to keep them clear.
- A new User Experience Testing process to ensure that the designs of new Metro vehicles, signs, websites, apps, etc. are refined based on customer testing before launch.

The Plan also dives into the varied needs of diverse riders in the chapter titled *Diverse Riders, Diverse Needs*. This year’s plan touches on the unique needs of riders with disabilities, and women, girls, and people who identify as transgender or nonbinary.

And the Plan describes ways Metro is *Institutionalizing Customer Experience* through cultural change, User Experience (UX) testing of products and services, and incorporating CX into organizational planning, budgeting, goal-setting, and decision-making processes.

The Plan commits to 55 Action Items that will be included in the proposed FY23 budget. A consolidated list of these is provided in Appendix A.

Appendix B provides a progress report on the 69 Action Items from the previous Plan and FY22 budget process.

## **DETERMINATION OF SAFETY IMPACT**

This receive and file has no immediate impact on safety. However, public safety is a top area of focus in the 2022 CX Plan, and Action Items that flow from this Plan are designed to improve safety for Metro riders.

## **FINANCIAL IMPACT**

There is no immediate financial impact related to this receive and file, however 2022 CX Plan Action Items will be included in the proposed FY23 budget.

## **EQUITY PLATFORM**

The CX Plan recommends a range of initiatives that would benefit marginalized communities, low-income households, people with disabilities, and Equity Focus Communities (EFCs), such as:

- More shade and seating for bus riders at bus stops to help low-income marginalized communities living in areas of extreme heat and who are reliant on transit for many trips.
- Digital beacons and tactile guidance pathways to help riders who are blind or sight impaired.
- Bystander trainings for internal staff as well as customers to create a culture of safety on Metro and a people-powered movement to end harassment.
- User Experience testing to ensure that products that Metro provides meet the diverse needs of diverse riders.

In conjunction with the CX planning effort, Metro also works to remedy any potential negative consequences. For example:

- Marketing of the *Transit Watch* app also markets the 213.788.2777 text and phone number for people with phones that do not accommodate apps, who are often older adults or low-income individuals.
- Translation of the *Transit Watch* app into five languages for Limited English Proficient users.
- Lighting at bus stops allocated via criteria that award extra points for stops within EFCs, to address the disparity in such amenities.
- For e-paper signs that provide real time info at bus stops, staff are pursuing inclusion of text-to-speech buttons for customers who are blind or sight impaired.

The Plan dedicates an entire chapter to Diverse Riders, Diverse Needs. Also, detailed equity assessments are prepared for CX projects in conjunction with the Metro Budget Equity Assessment Tool (MBEAT).

CX staff engage with diverse stakeholders and communities throughout the year to solicit input on the annual CX Plan, and the Plan will be available in English and Spanish languages on the

*metro.net* Customer Experience page.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

This status report supports strategic plan Goal 2, “Deliver outstanding trip experiences for all users of the transportation system” and Goal 1.2, to “invest in a world class bus system that is reliable, convenient, and attractive to more users for more trips.”

## **NEXT STEPS**

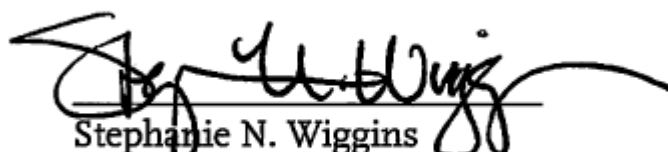
A new CX survey is being fielded in Spring 2022 to inform the 2023 CX Plan, and staff will provide the Board with a Customer Experience update in mid-2022.

## **ATTACHMENTS**

Attachment A: Metro’s 2022 Customer Experience Plan

Prepared by: Aaron Weinstein, EO, Customer Experience (213) 922-3028

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins  
Chief Executive Officer





# 2022 Customer Experience Plan

DRAFT PLAN. All photos are temporary placeholders and will be updated in final design.



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# Metro Board Chair Letter

Hilda Solis

Dear Metro riders, employees, and members of the public,

It's my pleasure to welcome you to Metro's second annual Customer Experience Plan. This year we report progress on multiple fronts: cleaner buses and trains, free fares for students, testing energy-efficient lighting at bus stops to help customers feel safe at night, and hundreds of Transit Ambassadors coming soon to help customers feel safer on Metro buses and trains.

But we know there is much more to be done to make Metro the go-to-choice for LA residents. As Chair of the Metro Board, I am committed to making Metro B.E.T.T.E.R (Bringing Equitable Transportation To Every Resident). This year's Plan sets a vision for a future Metro that is cleaner, safer, faster, and more comfortable. It delves into pain points that customers tell us about, and develops solutions that address their concerns. This Plan is part of our commitment to bring equitable transportation to every resident in Los Angeles County. Read on to envision what the future will bring, and how we plan to get there!

# Chief Executive Officer Letter

Stephanie N. Wiggins

To our valued customers,

I am pleased to share with you Metro's second annual Customer Experience Plan. We are in the midst of a transformational change at Metro that is centered around people. This plan demonstrates our strong commitment to you to deliver a transit experience that exceeds your expectations.

At every level of our organization, from leadership to our heroic frontline employees, we are committed to this change. We recently realigned our organization to prioritize you and hold ourselves more accountable. We are expanding our service options and improving safety, all through a lens for delivering equity to our diverse customers.

As you read through this plan, you will see how we will maintain our absolute commitment to customer satisfaction, integrity and transparency. We are steadfast on our work to plan, design, operate and maintain a service that is customer-oriented, safe, clean and reliable that meets your needs.

We understand the valuable role that Metro has in the daily lives of Angelenos and with that comes an immense amount of responsibility to ensure that we are meeting your needs.

I invite you to read this important plan and join us as we transform transportation in the LA region.

I thank you for entrusting your travels with us and I am equally thankful to our employees for their deep engagement to providing you with a safe, clean, frequent and reliable service.

Sincerely,

Stephanie N. Wiggins  
Metro Chief Executive Officer

# Executive Summary

What LA County residents want from Metro is nothing extraordinary. It is simply a Metro that puts them first – their safety, time, comfort, and peace of mind when they ride Metro to live, work, and play in the LA region.

We strive to meet customer needs at every stage of their journey, from when they start their trip to when they reach their destination.

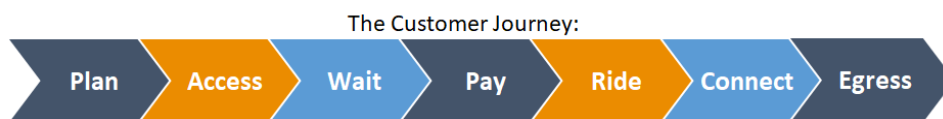


Figure 1: The Customer Journey diagram

Metro takes an honest look at pain points that customers tell us about at every stage. We randomly survey thousands of riders every year to obtain feedback on everything from cleanliness to security and reliability. We then use this data to prioritize areas for improvement and implement solutions.

## Call Out Box: 2021 Customer Experience (CX) Progress

Metro’s Fiscal Year 2022 Annual Budget included \$61.9M for Customer Experience Improvements. Early wins from this funding include:

- ✓ Metro replaced fabric seats with easier-to-clean vinyl seats on 50 buses, and 330 additional buses will be completed by July 2022 using CX funds.
- ✓ Starting in Summer 2021, Metro used CX funds to jumpstart end-of-line cleaning of train interiors on the B/D (Red/Purple) Lines, decreasing the litter and trash seen by customers by 48%, then expanding to other Lines.
- ✓ Also, beginning in the Summer of 2021, Metro used CX funds for midday bus interior cleaning, where staff pick up trash and remove graffiti on buses at two high-volume layover points. Staff removed over 5,000 pieces or piles of trash on 2,200 buses, cleaned up over 150 spills, and removed over 400 incidences of graffiti just in the first month of the program.
- ✓ To help customers feel safer on buses and trains, Metro used CX funds to run advertisements to promote the TransitWatch app. A Spring 2021 media campaign that included digital and bus bench advertisements resulted in 12,000 new app downloads, doubling the previous downloads. A new campaign is underway for 2022, with a total goal of 5,000 new downloads per month.
- ✓ To address the needs of people experiencing homelessness on the Metro system, Metro used CX funds to temporarily provide 80 beds and wrap-around services, helping 465 unsheltered individuals from March to October 2021, for example.

Out of 69 CX action items from 2021, 36 are complete, 14 are in progress and will continue to be tracked, 17 will be replaced with a new action item, one has not started but will continue to be tracked, and one has been canceled. For details, visit Appendix B: Status of Previous CX Action Items.



We considered over 40 aspects of bus and rail service ranging from frequency of service and reliability to cleanliness, security, hours of operation, and temperature on Metro vehicles. In addition, we gathered feedback from non-riders to understand improvements that are needed to attract them to ride Metro. We used these surveys and lessons learned from the past year to select five pain points most in need of improvement (not in priority order): Cleanliness, Public Safety, Bus Stop Shade and Seating, Customer Information, and Time Competitiveness and Connectivity. This Customer Experience Plan includes a chapter on each of these five pain points:

1. The [Cleanliness chapter](#) outlines a Cleaning Surge to improve cleanliness on Metro dramatically.
2. The [Public Safety chapter](#) outlines programs to address crime and code of conduct issues and reimagines Metro's approach to security. Upcoming improvements include the deployment of hundreds of Transit Ambassadors, expanded outreach to people experiencing homelessness to get them the help they need, and lighting to help customers feel safer at bus stops at night.
3. The [Bus Stop Shade and Seating chapter](#) delineates a new Shade For All campaign to increase shade and lighting, and seating at bus stops. This will involve collaboration with county and city partners who own and control most Metro bus stops.
4. The [Customer Information chapter](#) outlines lessons learned from recent communications where we fell short of our standards and sets forth new processes to provide clear, accurate, and timely information on services, schedules, and fares. Highlights include the new All-Hands Support Team to help customers during major service changes, as well as more accurate real time notification of delays.
5. Last, but not least, the [Time Competitiveness and Connectivity chapter](#) discusses speed and reliability improvements for bus and light rail. Highlights include doubling the rollout pace for new bus lanes, steps to reduce canceled trips, and a comprehensive study to improve Metro's competitiveness with automobiles when it comes to equitably connecting people to jobs, medical centers, food shopping and other destinations.

This Plan also has chapters on [Diverse Riders, Diverse Needs](#), and [Institutionalizing Customer Experience](#), as well as a summary of planned Actions to improve the Customer Experience (in [Appendix A](#)).

Read on to learn more!

#### Call Out Box – Changes From The Previous CX Plan

The 2022 CX Plan differs from the previous CX Plan in two key ways. Firstly, it is a financially constrained Plan and has been coordinated with the proposed FY23 budget. As a result, rather than including a list of unfunded CX ideas, the Plan now lists definitive actions that are funded and will be implemented. And secondly, the new CX Plan is shorter, making it more accessible to readers, with chapters structured to include Customer Feedback, Recent Metro Actions, an Action Plan, and a brief assessment of whether current initiatives are adequate, identifying gaps and challenges to provide transparency and honesty about where we are and the challenges ahead.

## Turning Insight into Action

Customer feedback is crucial in helping us understand your experiences on Metro so that we can make improvements. To make sure we know what our customers need we pay attention to feedback provided to our Customer Care staff or reported via the Transit Watch smartphone app, as well as postings on social media, and most of all survey results that provide us with statistically accurate information on a random cross-section of Metro riders.

### Rider Survey

The 2020 comprehensive Customer Experience Survey invited random riders to rate Metro on over 40 specific aspects of service. The survey had a total sample size of 1,287 riders: 1,192 current riders and 95 people who had recently stopped riding due to the COVID-19 pandemic or other factors. Note that the 2020 Comprehensive Customer Experience Survey was conducted online among customers who previously completed a Metro on-board survey and agreed to participate in future research. The online method was used because on-board surveying was suspended due to the COVID-19 pandemic. Starting Spring 2022, however, Metro is once again conducting surveys on-board Metro vehicles with paper surveys, which will provide a larger, more inclusive, and representative sample.

The cornerstone of the Customer Experience Survey results is something called a quadrant chart that helps us find the aspects of service that most need improvement. We have one quadrant chart for bus riders and another for rail.

The bus quadrant chart below shows average customer ratings for each aspect of bus service, ranging from safety to cleanliness to on-time performance. Customers were asked to rate each aspect on a scale from 1 = poor to 10 = excellent. In the quadrant charts, the dots further to the right earned higher ratings, and the dots further to the left earned lower ratings. The quadrant chart also uses a statistical technique to gauge how important each aspect of service is as a driver of overall satisfaction or dissatisfaction with Metro. The points higher on the chart are more important, and the points lower on the chart are less so. The aspects of service in the top left quadrant are identified as Target Issues for improvement because they are rated low but are very important to riders. As you can see in the chart, many Target Issues relate to safety and cleanliness. Also delay advisories is a target issue.

The chart also flags several issues outside the Target Issues quadrant that warrant attention. One of those is bus stop shade (see orange arrow), which is flagged because it is one of the three lowest-rated aspects of service by bus riders and because shade may not have been quite as important when the survey was administered in October, as compared to the summer months. Safety from sexual or racial harassment is also flagged (see red arrows) because harassment impacts some riders more than others. For example, women give lower marks than men on feeling safe from sexual harassment, with young women rating it even lower, and non-binary individuals rating it lowest of all, putting it squarely into the Target Issues quadrant for that group.



# Bus Quadrant Chart – 2020 Customer Experience Survey

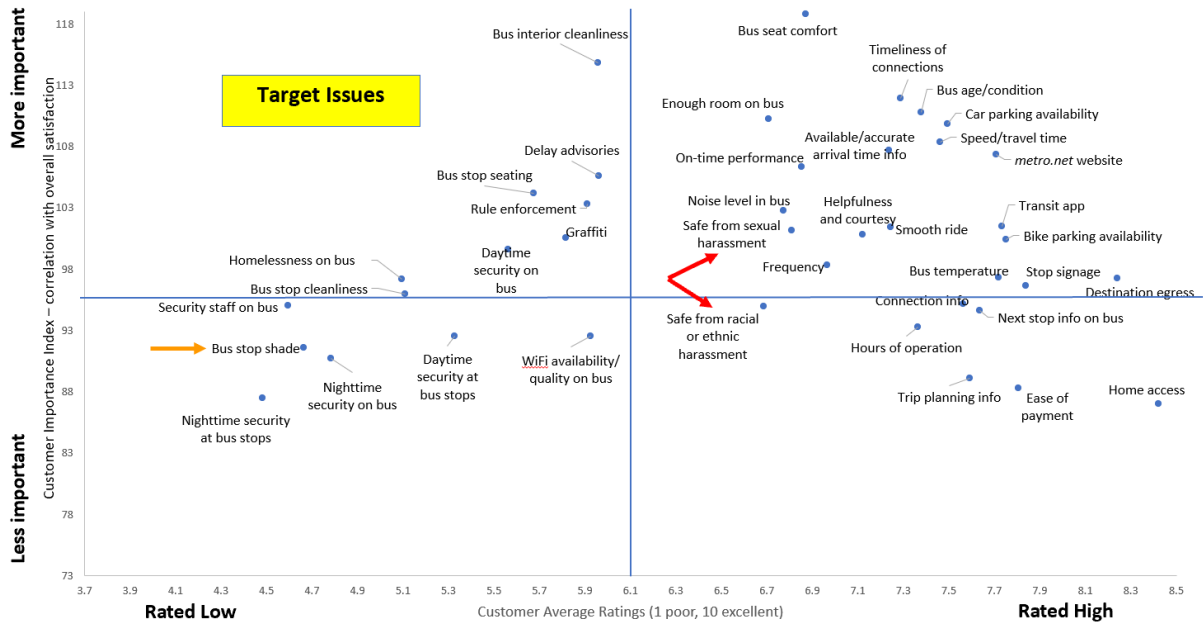


Figure 2 2: Source: 2020 Customer Experience Survey, Bus Quadrant Chart

The rail quadrant chart points to similar priorities for improvement, with many safety and cleanliness-related items falling in the Target Issues quadrant.

# Rail Quadrant Chart – 2020 Customer Experience Survey

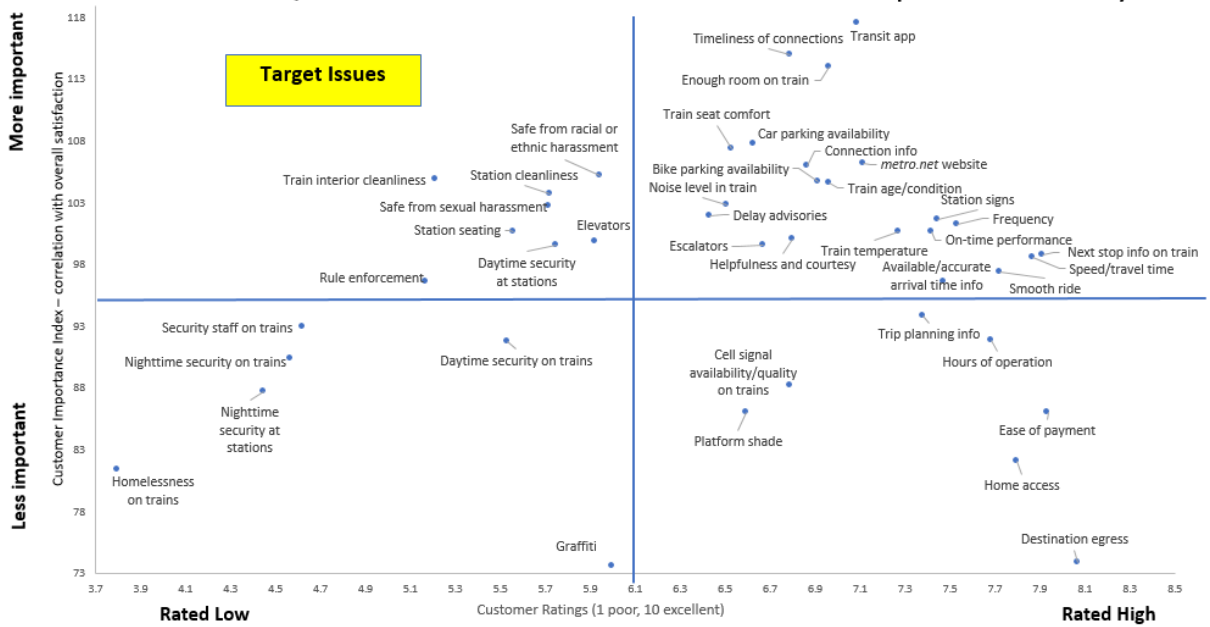


Figure 3 3: Source: 2020 Customer Experience Survey, Rail Quadrant Chart

## Call Out Box: Who Is Our Customer?

Los Angeles County is one of the most diverse counties in America. We see this daily as we carry riders of all types to and from where they need to go. Metro bus and rail operators are not just driving vehicles full of customers. They are transporting diverse communities with diverse needs.

How are LA Metro riders diverse? They are:

- multi-ethnic
- multi-cultural
- multi-lingual
- mothers with small children
- middle class suburbanites
- cash-paying customers
- people without smart phones
- people with disabilities
- people who identify as transgender or nonbinary
- people clocking into work
- essential workers
- Metro employees
- older adults
- students
- out-of-town visitors
- and many more...

All these riders have diverse needs, so one size does not fit all. Metro has taken many steps to address diverse needs, such as providing translation of essential rider information and forming a Women and Girls Governing Council and a Metro Youth Council to advise us on issues unique to women and younger riders.

For details, read the chapter titled [Diverse Riders, Diverse Needs](#). Highlights include a “Request a Stop” pilot program, that enables riders to request that the bus to stop nearer their home or work at night if they feel unsafe, and expedited rollout of a digital beacon system to enable customers who are blind or low vision to more easily navigate the transit system.

We want to continue challenging ourselves to meet the diverse needs of diverse riders better. As technology and innovation advance faster than ever, there may never be a time when we can say *we’ve done enough for our customers*. We are embarking on a new era of putting our customers at the center of everything we do at Metro and must live up to our customer-focused agenda.

## Recent Customer Comments

As of January 2022, bus rider complaints received by Metro Customer Care staff and via the Transit Watch app and social media often regarded no shows and pass-ups. This reflected the high level of bus cancellations due to bus operator shortages occurring at that time due to labor shortages and the Omicron COVID surge. Top rail comments related to homelessness, cleanliness, and passenger conduct.

## Non-Riders

Metro’s annual survey of non-riders shows that time competitiveness is a key issue for Metro, with just 30% of nonriders or infrequent riders agreeing that Metro travel times are as good as driving, and just 35% agreeing that they can get where they need to go quickly on Metro. For this reason, this Customer Experience Plan flags

time competitiveness as a key area for improvement and sets forth actions to make Metro more time competitive.

**Ride Metro less than yearly or never**  
n=9,003

	Agree Strongly	Agree Somewhat	Total Agree
Riding Metro is affordable	26%	42%	67%
Riding Metro is a good value for the money	24%	40%	63%
Riding Metro is a reliable way to get around LA County	18%	39%	56%
Learning how to ride Metro is easy	17%	36%	52%
It is safe to ride Metro	12%	35%	47%
Metro has a simple and easy payment system	20%	33%	53%
It is comfortable to ride Metro	11%	33%	44%
It is easy to plan a trip on Metro	15%	32%	47%
It is easy to find my way to/around Metro stations/stops	14%	32%	46%
Metro can get me everywhere I need to go	11%	30%	41%
<b>I can get where I need to go quickly on Metro</b>	<b>9%</b>	<b>26%</b>	<b>35%</b>
<b>Metro's travel times are as good as driving</b>	<b>8%</b>	<b>22%</b>	<b>30%</b>

*Table 1: Survey Responses from: Metro Brand Tracker Survey, July 2018 - August 2021*

## Peer Comparisons

To see how Metro stacks up against 25 peer transit agencies in large urban areas, we looked at the results of a Spring 2021 national survey of Transit App users. Transit App currently serves as the official Metro app for trip planning purposes. Transit App users were asked how much they agree or disagree with each of the following statements, using a scale of 1 = Disagree to 5 = Agree:

- I feel well informed by my agency about route disruptions and change
- My agency is on-time and reliable
- My driver/operator was good at their job I was able to get to my destination in the amount of time I expected
- Everyone on board was wearing a mask
- I felt safe while riding My stop/station provided a good place to wait
- The predictions in the app for when the vehicle was arriving were accurate

Metro ratings were generally close to peer averages. However, Metro had lower ratings for “everyone on board was wearing a mask” and for feeling safe when riding or waiting. Metro did better than average on reliability, information about route disruptions and changes, and good operators, but still, the reliability and disruption information scores were just 3.3 and 3.5, respectively, on the 5-point scale, so there is room for improvement on those two issues.

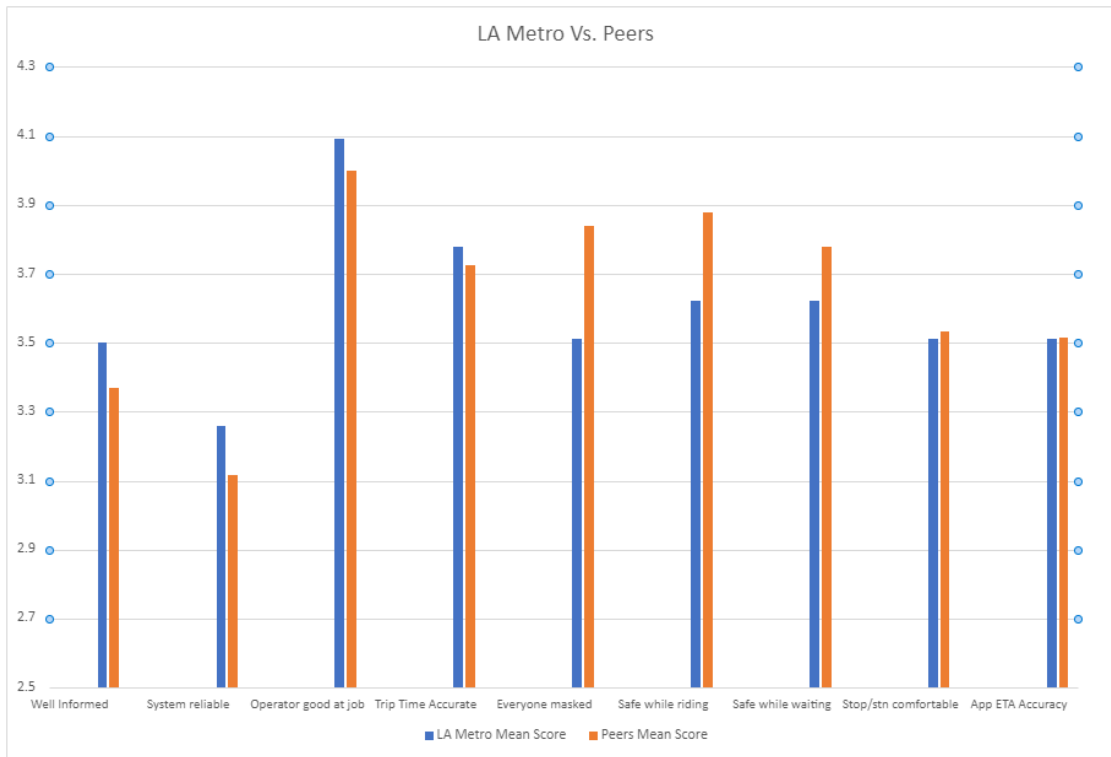


Figure 4: Source: Transit App Survey, Spring 2021, mean ratings

Also, Transit App users were asked if they would recommend their agency to friends or family, on a scale of 1 = Disagree to 10 = Agree. Metro slightly exceeded the peer average of 7.1, by 0.3 points.

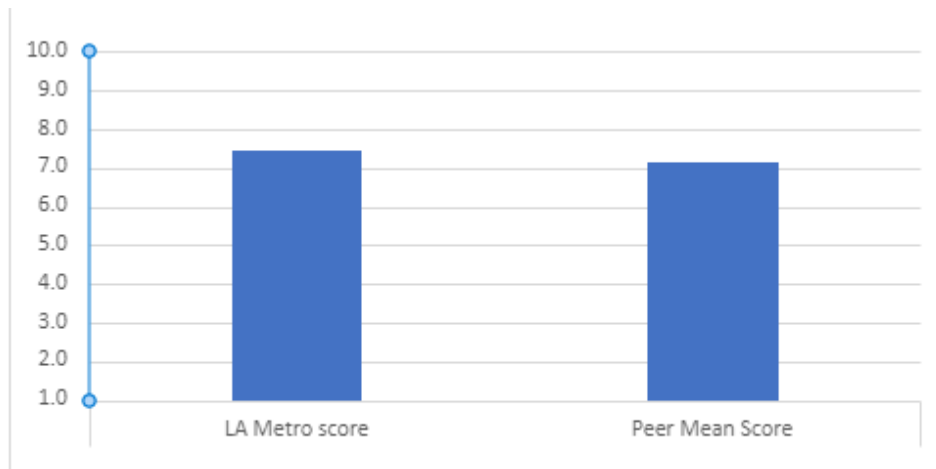
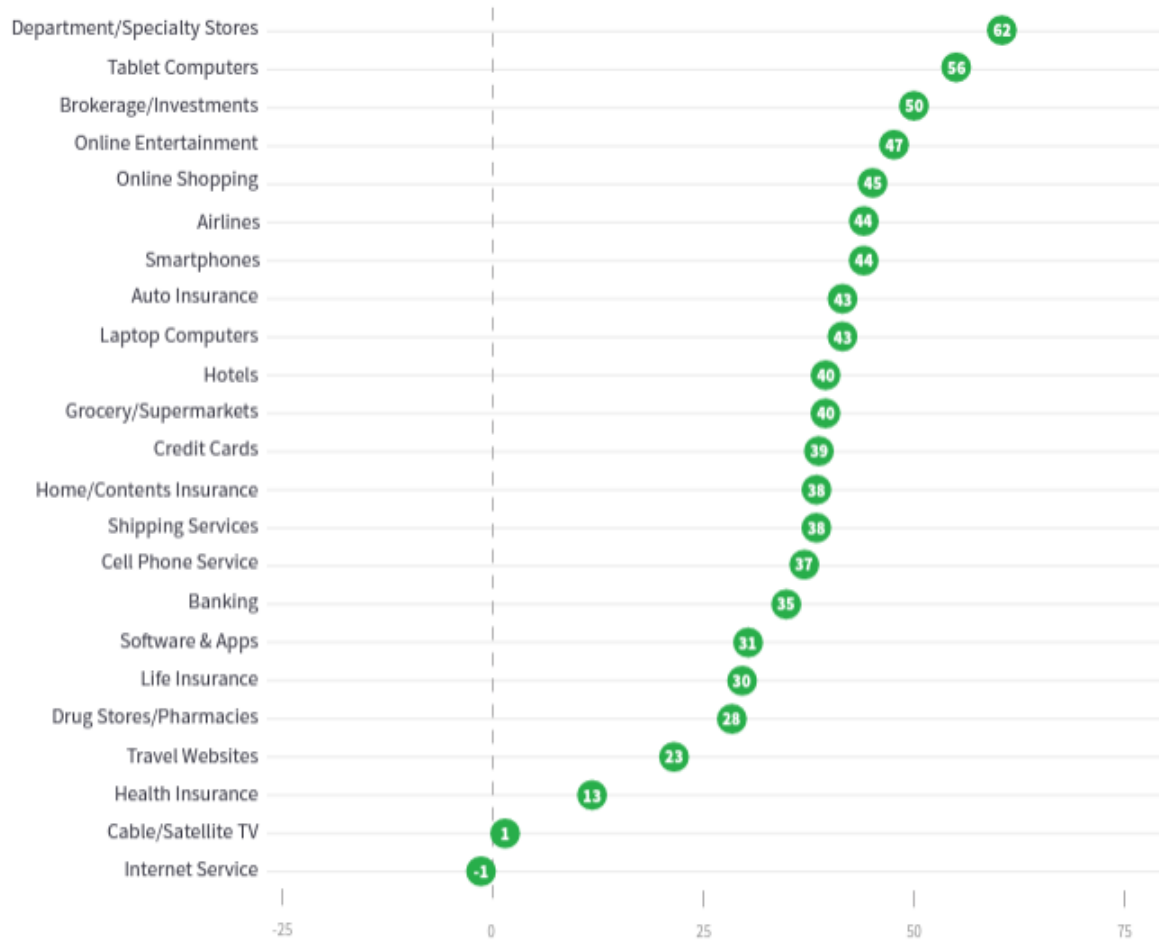


Figure 5: Source: Transit App Survey, Spring 2021, Would Recommend to Family & Friends

Below is a figure showing Net Promoter Scores (NPS), a standard metric that captures how customers feel about recommending a product or service to others based on customer surveys. Metro, at 12, while above the peer transit agency average, is lower than twenty-one other industries (and only higher than cable/satellite TV and Internet Service Providers). Clearly Metro has a way to go before it can join leading service providers across other industries, but we know we can get there by focusing on the needs of our customers.

# Average NPS by Industry

Net Promoter Scores vary widely by industry, as you can see from the average scores for 23 industries. Knowing what similar companies have achieved helps you to set realistic goals for improvement, and realism is key to the long-term success of your program.





# Opportunities For Improvement

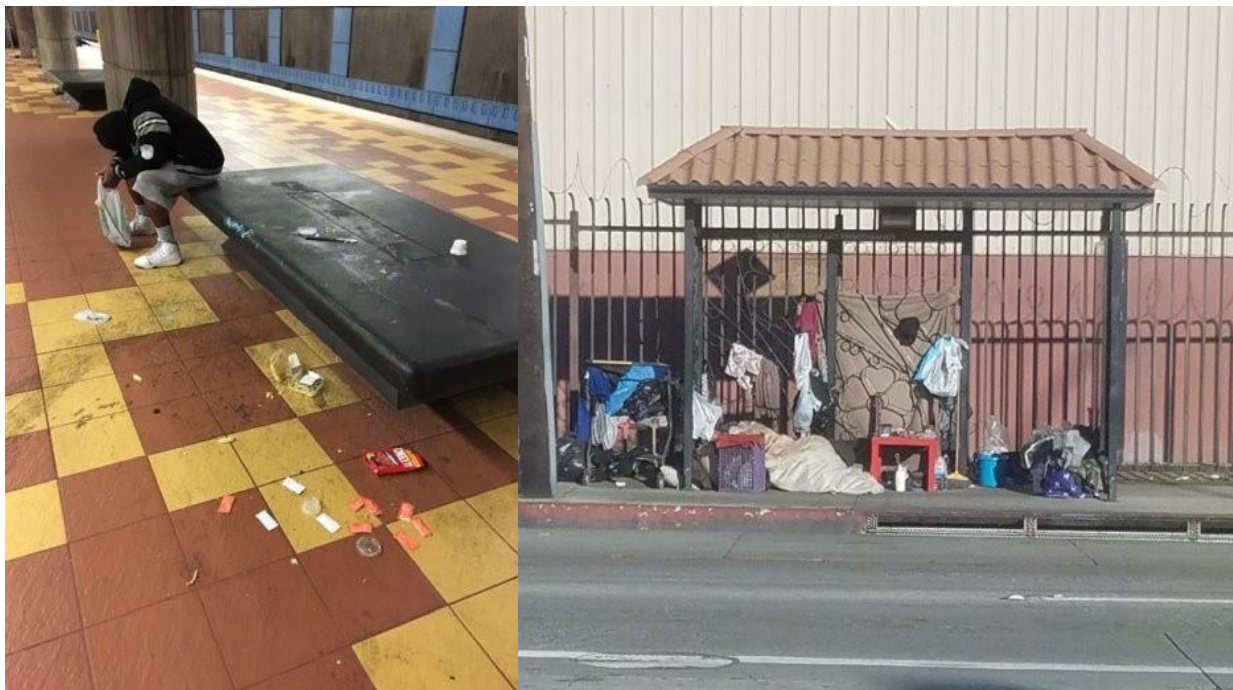


# Opportunities For Improvement

## Cleanliness

Customers want a clean and odor-free environment at stations and bus stops and on trains and buses. Like other high-use services and facilities, Metro requires frequent cleaning. Unclean conditions can make customers feel disgusted or even unsafe. A dirty public transit system can make frequent riders uncomfortable riding Metro and make infrequent riders not want to ride.

During the COVID-19 pandemic, Metro shifted resources to focus on the disinfection of surfaces. This shift, along with labor shortages due to staff being on COVID-19 leave, left less time for mopping floors, removing graffiti, and picking up trash, and there have been gaps in coverage at some locations and on weekends. Also, while buses and trains were cleaned thoroughly before going into service each day, the lack of cleaning during the day allowed trash and spills to build up, making the customer experience unpleasant in the afternoons and evenings.



*Figure 6: Examples of trash build up at Metro train platforms and bus stops*

Another cleanliness issue is biohazards and odor. Only three of Metro's 93 rail stations currently have public restrooms. Restrooms are costly to build and maintain but would be valuable to customers and could help avert urination or defecation in elevators and other parts of the system.

## Customer Feedback:

Sample customer comments include:



*“Most of the time the bus was clean that morning but by time other people ride on and leave the trash on the bus” – Black/African American female with disability, age 55-64*

*“Should I start with the beer cans and whiskey bottles rolling around trains? How about food wrappers everywhere?” – Latinx/Hispanic male, age 55-64*

*“This is more of a city problem than a Metro problem. I'm sure Metro does their best, but most of my stops are surrounded by piles of garbage.”—Asian/Pacific Islander non-binary person, age 18-24*

*“Hay basuras y graffiti en algunos autobuses” – There is trash and graffiti in some of the buses, - Latinx/Hispanic male, age 45-54, below poverty line*

*“Some areas have homeless people camping there. Always trash around the area for weeks before it's been cleaned up.” - Asian/Pacific Islander female, age 25-34*

## Recent Metro Actions

- ✓ Starting in late 2021, Metro deployed dedicated custodians and dramatically increased daily cleaning hours by a factor of 3-10x at 13 high-volume rail stations during all hours of operation, as well as increased floor scrubbing and pressure washing.
- ✓ Metro is building a sense of ownership and increasing accountability by requiring Supervisors to spend at least 50% of their time inspecting stations using a standardized checklist, assigning one Supervisor on each shift to a group of Stations to perform weekly inspections.
- ✓ Brought on additional teams to improve cleaning along the Metro trackway, at transit stations, bus stops, and on-board buses and trains during the day.
- ✓ Upgraded Metro’s Transit Watch App to enable customers to report unclean conditions or biohazards.
- ✓ Accelerated replacement of fabric seats with easier-to-clean vinyl seats on buses.
- ✓ Implemented a midday bus interior cleaning pilot program in August 2021 at one terminal location with high bus volumes and expanded to a second location. In the first month of the program, service attendants removed over 5,000 pieces or piles of trash on 2,200 buses, cleaned up over 150 spills, and removed over 400 incidences of graffiti.
- ✓ Restarted the Metro Clean Community Service Program to clean up bus stop zones. Metro Clean participants complete court-mandated community service by removing trash, weeds, and graffiti at bus stops and participating in community clean-up events. The Program is available seven days a week (excluding holidays), free for participants, is transit-accessible, and Metro provides all necessary safety equipment.
- ✓ Implemented regular midday train cleaning at end-of-line locations on weekdays, reducing trash levels experienced by customers by 48%.
- ✓ Expanded the Station Evaluation Program of rail stations, bus stations, and transit centers to cover 38 aspects of stations ranging from stairs, elevators, lighting, seating, and TAP machines to signage.
- ✓ Enhanced cleaning of trackways adjacent to station platforms with 12 additional staff.
- ✓ Installed additional cameras inside elevators to deter misuse.



Figure 7: With jumpstart funding from the Customer Experience program, buses at several high-volume terminals are now being cleaned during the day

## Action Plan

Metro will:

1. As part of an overall Cleaning Surge, expand to seven-day a week midday bus interior cleaning and expand to four layover points.
2. As part of an overall Cleaning Surge, expand “end of line” train cleaning to all rail lines and add weekend coverage at Union Station and 7th/Metro.
3. As part of an overall Cleaning Surge, increase escalator step cleaning at rail stations to four times per year.
4. As part of an overall Cleaning Surge, remove trash and litter from all trackways adjacent to underground platforms weekly.
5. Conduct preliminary design to renovate five aging subway stations to improve safety, security, accessibility, equity, operations, maintenance, sustainability, and the overall customer experience, including:
  - Replacement of subway station flooring, wall surfaces, and ceiling tiles, which have deteriorated over time
  - Replacement of lighting and signage
  - Replacement of benches and trash cans and increase quantities where needed
  - Possible attachment of bright, modern, easy-to-clean cladding to subway station trainway walls, where feasible; and
  - Possible relocation of roll-down gates to the top of stairs and escalators, where feasible, to protect those areas during overnight hours to keep them cleaner

The five stations are Civic Center, Pershing, 7th/Metro, Westlake/MacArthur Park, and Union Station (Metro areas).

6. Replace cloth seats with easier-to-keep-clean vinyl seats on all Metro buses and trains that serve customers by the end of FY23.
7. Explore working with the Los Angeles Conservation Corps to conduct additional trash pickup at bus stop zones.
8. Pilot an "Adopt-a-Transit Stop" program at select locations to test an approach where local businesses or community organizations are invited to sponsor bus stops and provide light cleaning and maintenance.
9. Develop and execute a strategy to post at all Metro bus stops the contact information for the entity responsible for addressing conditions at the stop.
10. Deploy tablets in the field to allow supervisors to input bus stop conditions to generate work orders, modeled after the success of Operation's pilot Station Evaluation program.
11. Finalize a roadmap for placing restrooms at geographically dispersed high-volume transfer and terminus stations to improve the customer experience and reduce urination and defecation in and around the Metro system.
12. Pilot test on the C (Green) Line a "cleaned by" form posted inside train cars near side doors, indicating when the train was cleaned and by whom. This will communicate to customers that Metro is serious about ensuring train cars are cleaned regularly.
13. Evaluate the impact of elevator cameras on vandalism, cleanliness, and biohazards.
14. Examine procedures to ensure timely follow-up and response to cleaning and maintenance complaints from the Transit Watch app and set goals for follow-up and response times.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

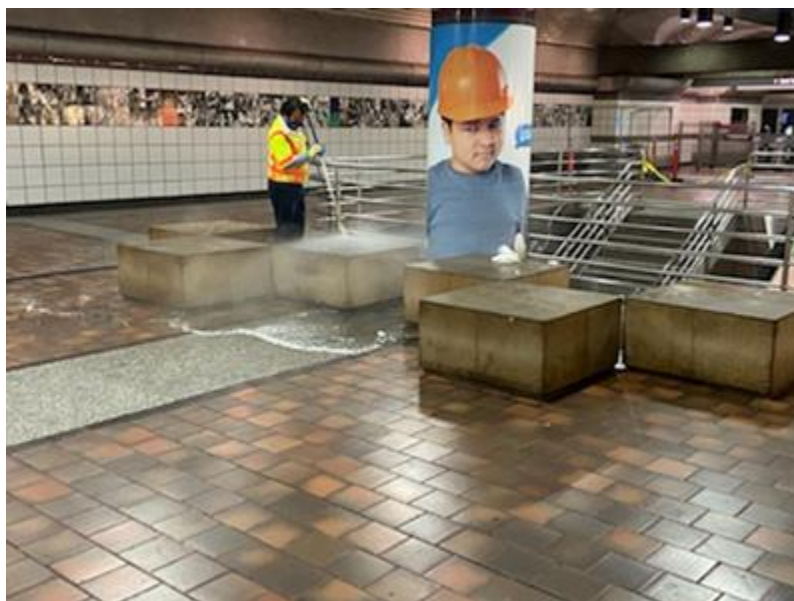


Figure 8: Pressure washing at rail station

## Call Out Box – Overall Assessment – Cleaning

Metro has made significant strides to expand the cleaning of buses, trains, bus stops, and train stations. To ensure that improvements are sustained over time, it will be important to continue to monitor conditions – with regular supervisor inspections, occasional inspections by top management, and regular customer surveys.

# Public Safety

Customers are concerned about crime and safety on Metro. Even though violent crime on Metro is low, it has increased, and customers tell us they are concerned. Safety can mean different things to different people and is intertwined with concerns about code of conduct enforcement, harassment, policing, and homelessness.



Figure 9: 2020 Metro campaign against harassment.

With input from Metro's Public Safety Advisory Committee (PSAC), Metro's Board and CEO are reimagining security on the system, looking at it as an ecosystem of inter-related services that need to work together seamlessly:



This ecosystem approach recognizes that security involves more than security and law enforcement. It requires a coherent, multi-disciplinary approach that includes social workers and ambassadors to address the wide variety of issues encountered, matching the right resource to the right situation, supported by infrastructural improvements like better lighting.

Riders are concerned about homelessness on the system. Metro’s objective is to help people on our system experiencing homelessness by connecting them to resources to get them the help they need. Metro also recognizes the urgency of curtailing behaviors and conditions that adversely affect the health and safety of other customers. This includes threatening or erratic behavior, open drug use, extreme odor, and defecation or urination in public spaces. The lack of adequate local, state, and federal resources to prevent and respond to homelessness represents an existential threat to the thousands of individuals experiencing homelessness every day in Los Angeles County. It also threatens to undermine the willingness of LA residents to take public transit even as the system rapidly expands via the largest transit construction program in the country.

## Customer Feedback

The October 2020 Customer Experience Survey revealed continuing apprehension about security at bus stops and train stations, and on buses and trains, especially at night. In all, out of 82 aspects of service rated by Metro customers, looking at the five lowest for bus and rail, nine of the bottom ten relate to the intertwined issues of security presence, rules, and how well Metro addresses homelessness.

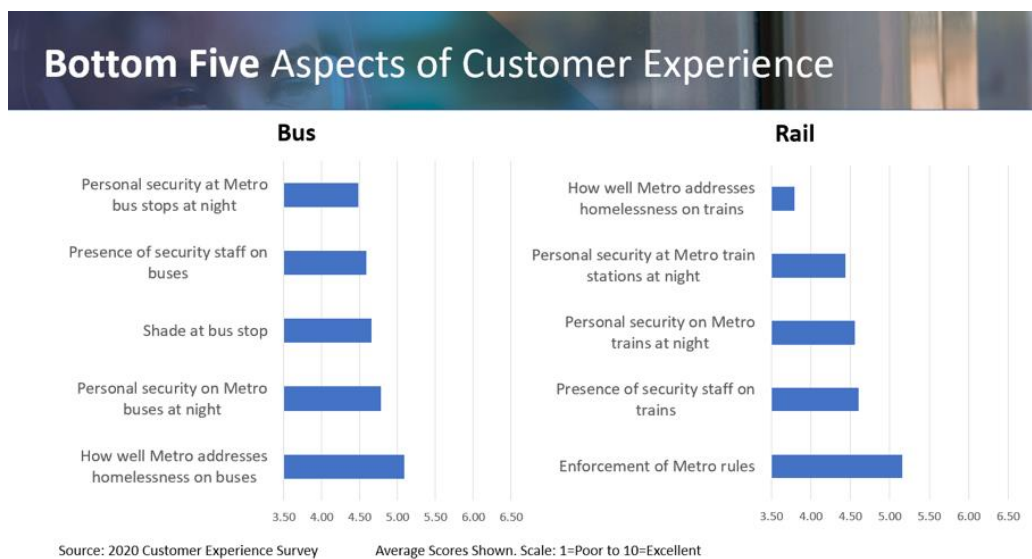


Figure 10: Source: 2020 Customer Experience Survey, Bottom Five Aspects of the Customer Experience

Later, in summer 2021, Metro again surveyed customers, but this time made a special effort to include 100 customers experiencing homelessness and surveyed Metro employees. These surveys were conducted to get a complete 360-degree perspective on public safety issues. This survey highlighted the demand for comprehensive safety and security measures, with riders supporting a multi-faceted approach. Key findings included:

1. Most riders, including people experiencing homelessness, usually feel safe on Metro except at night.
2. Women and nonbinary individuals tend to feel less safe than men.
3. Top rider priorities include:



- a. Lighting and emergency call buttons at stations and bus stops
  - b. Staff who can assist people with disabilities
  - c. Social workers and mental health professionals
  - d. Transit Ambassadors
4. Most riders support both armed and unarmed staff on the system. Over 60% want law enforcement and armed security staff to be more of a priority, and this support spans all race/ethnicity categories.
  5. Even more, over 70%, want unarmed security staff to be more of a priority.
  6. Just over half of riders want Metro to allow people experiencing homelessness to ride just like anyone else, while a third wants Metro to be “tougher” about removing them from buses and trains.

Sample rider comments included:

*“The trains become rolling homeless shelters at night” - Latinx/Hispanic male, age 55-64*

*“There’s always people on the train playing loud music and sometimes smoking weed or doing meth. I’ve seen it all! And this is because there’s not enough visible security on train or stations.”  
Latinx/Hispanic Male, age 35-44*

*“Sometimes, people play the phones (music) so loud...the driver never says anything...rules are broken but nothing is said or done...it [makes me] fearful...no one wants to get involved” Black/African American female, age 55-64*

*“I have had men try to get off on stops that I also got off of just to follow me home.” - White/Caucasian female with disability, age 18-24*

*“I am Asian and I experienced verbal attacks.” Asian/Pacific Islander female, age 45-54*

*“In 20+ years, I have seen security staff on a bus only ONCE!” Native American female with disability, age 35-44*

*“I see Homeless people shooting up drugs, urinating in public, vomiting, drinking alcohol on the bus and metro security or cops are nearby, drivers are aware, sometimes police even witness it directly, BUT NOTHING IS DONE!” Black/African American male, age 45-54*

*“Homelessness is addressed via policing and removal instead of providing the services that our homeless neighbors deserve.” - Black/African American male, age 18-24*

*“Some bus stops are poorly lit and without covering or seating.” - Black/African American male, age 25-34*

Like riders, Metro employees are concerned about safety on the system, voicing concerns about being assaulted while doing their job. More than 80% of employees said that police and armed security should be more of a priority, with the level of support even higher among front-line employees like bus and rail operators and custodial staff.

Additional findings from the employee survey:

1. When thinking about their recent experience on Metro, only 29% of employees felt safe all or most of the time, with 39% feeling safe rarely or never.
2. About two-thirds of employees felt that having local police, sheriffs, and/or armed Metro security officer on Metro should be much more of a priority.



3. Twenty percent of employees agreed with the statement that Metro needs to allow people experiencing homelessness to ride buses and trains, while 70% agreed with the statement that Metro needs to get tougher about removing people experiencing homelessness from buses and trains.

## Recent Metro Actions

- ✓ Convened a new community advisory committee, the Public Safety Advisory Committee (PSAC), to provide community input and advice on future improvements to safety.
- ✓ Developed a reimagining Public Safety Strategic Framework.
- ✓ Completed a scope of work for the upcoming Transit Ambassador Program.
- ✓ Expanded homeless outreach teams, including a new partnership with LA Mission that provides both outreach at Metro stations as well as related mental health, addiction, nursing, meals, and housing support.
- ✓ Home At Last interim shelter for people experiencing homelessness on Metro, including services for those impacted by mental health crises and addiction, counseling, meals, laundry, showers, basic skills training, medical care, transportation to medical appointments, and help with paperwork for longer term housing assistance.



*Figure 11: PATH Outreach Coordinator engaging with a person experiencing homelessness*

- ✓ Developed changes to the Code of Conduct that recognize that riders asleep on the system may be unhoused and in need of help.
- ✓ Had staff participate in sensitivity training, and implemented a communication campaign to promote a culture of zero tolerance for sexual harassment on the system.
- ✓ Completed design of more highly visible illuminated light emergency call boxes (called Call Points) that will improve security for customers.
- ✓ Developed a Bystander Program that encourages employees and riders to report incidents and support one another.

- ✓ Finalized plans for a Flexible Dispatch program that will divert some calls from law enforcement to social workers instead.
- ✓ Launched a new awareness and voluntary compliance program called “Keep Metro Clean and Safe” to protect employees and riders from COVID-19 and improve the customer experience by promoting shared responsibility and mutual respect.
- ✓ Tested pole-mounted solar lighting units to improve lighting at bus stops.
- ✓ Provided Metro Transit Security Officers with training to avoid unconscious bias.
- ✓ Began deploying mystery shoppers to check whether fare enforcement is conducted equitably and is free from bias based on economic and social status, gender, and race.



Figure 12: Keep Metro Clean and Safe Campaign

**Call Out Box:** Metro recently adopted the following Mission and Value Statement for public safety on Metro:

**Mission:** Metro safeguards the transit community by taking a holistic, equitable, and welcoming approach to public safety. Metro recognizes that every individual is entitled to a safe, dignified, and human experience.

**Values:**

**Implementing a Human-Centered Approach:** Metro commits to pursuing a human-centered approach to public safety. This means working in partnership with historically neglected communities to build trust, identify needs, and create alternatives to traditional law enforcement models.

**Emphasizing Compassion and a Culture of Care:** Metro commits to treating all transit riders, employees, and community members with dignity and respect. The key pillars of our approach to public safety are compassion, kindness, dependability, and fair treatment for all.

**Recognizing Diversity:** Metro commits to recognizing and respecting the wide range of people and communities we serve. Metro will work with transit riders, community members, families,

neighborhoods, and historically underserved groups to identify needs and tailor public safety approaches.

**Acknowledging Context:** Metro understands that neglected communities have disproportionately endured the negative effects of systemic inequalities. Historically, institutions have excluded these same groups from decision-making. Metro’s approach to public safety recognizes this context and seeks reparative models to minimize harm and promote inclusion.

**Committing to Openness and Accountability:** Metro’s commitment to public safety recognizes that the agency must operate with the highest ethical standards, prioritize transparency, and rely on community-defined accountability measures.

## Action Plan

Metro will:

1. Continue working with other transit agencies in California to request that transit agencies be eligible to access existing and new sources of state and federal homelessness funding for transit homeless outreach teams and for housing and services designated specifically for people experiencing homelessness on transit systems, and to recommend to the Board that this effort be included in Metro’s 2022 State legislative agenda.
2. Double the deployment of homeless outreach workers and clinicians in the Metro system.
3. Assess opportunities to partner with other agencies to establish extended-hours, drop-in centers where Transit ambassadors and homeless outreach workers can offer to take people experiencing homelessness on Metro to access bathrooms, showers, food, and health services, like the Hub of Hope model in Philadelphia.
4. Utilize \$40 million authorized by the Metro Board to launch an Ambassador program to assist Metro riders and help them feel safe.
5. Pilot test a flexible dispatch concept whereby Metro responds to safety and security issues on the system by dispatching appropriate staff: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands.
6. Deploy additional security officers to support an expanding ecosystem of hundreds of homeless outreach workers, ambassadors, and cleaning staff in the Metro system.
7. Continue to deploy over 50% of security and law enforcement staffing to swing and graveyard shifts to address customer and employee concerns about safety at night.
8. Continue to market the Transit Watch app to generate at least 5,000 monthly downloads, and the 213.788.2777 text number (for people with phones that do not accommodate apps). Also, share information with Metro customers about the new SOS features available on smartphones that make it easier for people to summons help when they are in danger.
9. Continue new bystander intervention training for customers and Metro employees.
10. Work with other jurisdictions to install lighting at least 100 bus stops per year to help bus riders feel safer at bus stops at night.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

#### Call Out Box – Overall Assessment – Public Safety

Metro is advancing numerous initiatives to make the system feel safer for Metro riders and employees. Success will require sound implementation by Metro and adequate housing and mental health services from the county, city, and community-based partners. Decisions will also need to be made around appropriate and compassionate responses to people in crisis who decline offers of assistance. Another key challenge will be to link Metro’s numerous initiatives together as seamlessly as possible. For example, ambassadors, homeless outreach workers, and security or law enforcement can quickly access each other to provide rapid mutual assistance. This will require intentional deployment strategies, common communication protocols, joint scheduling, and adequate staffing for all these specializations. Proximity will be challenging since staff will be spread across a large, sprawling service area across multiple shifts. Metro will need to continuously monitor the health of the security ecosystem through a comprehensive set of metrics that track response times and outcomes to ensure the ecosystem is operating seamlessly and effectively.

## Bus Stop Shade and Seating

Waiting in the heat with no protection from the sun, and no seat can be a difficult daily experience for many bus riders and even a complete barrier for some.

The average trip taken on Metro Bus is less than five miles, and on average about half the journey time is spent waiting for the bus. Thus, the waiting environment significantly affects a bus rider's experience. When customers are uncomfortable because of hot weather and a lack of shade and seating, a fifteen-minute wait can feel much longer and even be a health hazard for certain customers, such as older adults and people with disabilities or chronic health conditions. Of the 12,268 bus stops served by Metro, only 46% have seating, and only 24% have bus stop shelters.

Bus stops are also the visible face of Metro in many communities. When the waiting environment is inviting and comfortable, this enhances the image of Metro Bus and the Metro organization as a whole. Conversely, when people see bus riders standing in the sun on a hot day, this may give the impression that transit does not care about its customers, even though (excluding the bus stop pole and route sign) most bus stops are controlled by cities and other jurisdictions, whose cooperation and support are needed to make improvements.

## Customer Feedback

Shade and seating at bus stops were key pain points cited by customers in the 2020 Customer Experience Survey. Bus riders rated shade and seating at bus stops very low on the October 2020 Customer Experience Survey, averaging 4.7 and 5.7 out of 10 points, respectively.

Sample customer comments include:

*"...it is very hot and sometimes there aren't even seats at a stop. Shade would really help especially when waiting for buses after a long day." – Latinx/Hispanic female, age 18-24*

*"A lot of your bus stop don't provide covering you just sit in the hot beaming sun directly on you." – Black/African American female, age 55-64, below poverty line*

*"Sunburn city most of the time, if I'm riding mid-day" – White/Caucasian male, age 35-44*

*"some [stops] are in the sun or when winter comes ... me and my little boy get wet or sun burned." – Latinx/Hispanic female, age 35-44*

*"...no seating on stops and I'm handicap with a cane." – Latinx/Hispanic female with disability, age 45-54*

*"Trees at a bus stop would be amazing. Some bus stops are literally just a stick and a sign, nothing else." – Latinx/Hispanic female, age under 18*

## Recent Metro Actions

- ✓ Created a system to prioritize bus stops for improvement based on ridership, location in Equity Focus Communities (EFCs), areas of high heat, and other factors, and shared the system with the City of LA for their use in grant applications and funding decisions.

- ✓ Corridor-level improvements are underway in multiple parts of LA County, many of which are funded in part by the Measure M sales tax measure. Although still early in the planning process, these projects will result in hundreds of bus stations with enhanced customer amenities.
- ✓ Completed preliminary design of a modernized bus stop post kit of parts that includes real-time information, universal accessibility features, lighting, and shade and seating.
- ✓ Working with the City of LA to test new seating options that can be mounted to the bus stop post in space-constrained environments.

## Action Plan

Metro will:

1. Collect countywide data on bus stop conditions to guide a multi-phase comprehensive “Shade For All” campaign to expand the number of bus stops with shade and other amenities, including seating and lighting.
2. Work with an interdepartmental Metro action team to launch the “Shade For All” Campaign, including:
  - a) Visiting bus stops with representatives from local jurisdictions to understand better the conditions that their constituents experience and to build local support for improvements.
  - b) Offering technical assistance to local jurisdictions where needed, to help them with more detailed bus stop needs conditions in their area, equity-based bus stop prioritization, grant writing, offering standard contract specifications if needed, and possibly bulk purchasing contracts.
  - c) Offering technical assistance to help jurisdictions prioritize locations of greatest need based on ridership volume, location in an equity-based community, crime rates, direct and indirect canopy coverage, cleanliness, and other factors.
  - d) Pursuing grants to establish an incentive program for local jurisdictions could partially subsidize new bus stop shelters, seating, lighting, and other amenities.
  - e) Working with cities to jointly pursue funds for sidewalk repair and accessibility.
  - f) Working with cities to refine practices to ensure adequate bus stop maintenance and cleaning.
  - g) Testing of bench designs that incorporate shade.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

### Call Out Box – Overall Assessment – Bus Stop Shade and Seating

Progress on this topic has been sporadic, based on grants or opportunities that happen to present themselves. What’s needed is a more intentional program with annual targets to incentivize and rapidly augment shade and seating in partnership with the cities and county. This CX Plan establishes a central unit within Metro to work with jurisdictions that own bus stops to provide that more comprehensive approach.

## Customer Information

Customers want clear, accurate, and timely information on services, schedules, and fares. This information is needed across the customer journey, from signs guiding you to a rail station and information on how to pay to knowing whether your connecting bus is on-time and knowing when to exit the vehicle to access your destination.

The biggest customer pain point is information on delays. When Metro is late AND delay information is unavailable or inaccurate, this is double trouble for customers. This can be a big deal, making a customer late to work, daycare, or other important destinations, leading to job loss or daycare penalties.

Many bus riders said they didn't even know Metro provided delay advisories. For customers who can access this information, the information is often too late or inaccurate.

Communication issues are bad for tech-savvy riders, but even worse for customers who lack access to a smartphone or Wi-Fi, or older adults who may not know how to use smartphone apps. As one customer states: "si no tengo Wi-Fi en el cell no hay informacion disponible (if there is no Wi-Fi, there is no information available)." This is from a customer who presumably has a smartphone but without a data plan, so if no public Wi-Fi is available, they cannot access this information at a bus stop or on a train.

Unfortunately, only 324 bus stops out of the 12,268 bus stops served by Metro have arrival/departure information for customers. Currently, Metro uses countdown clocks on LED screens. Although many riders use and appreciate this real-time info, the countdown clocks do not show delay advisories. Additionally, many customers complain that displays don't work consistently or are inaccurate. Some customers, particularly people with certain disabilities, have issues reading the displays.

Improved communications are essential given major changes in services, schedules, and fares planned for 2022, major updates to the Metro website, opening of new Metro Rail services (Crenshaw Phase I and Regional Connector), and welcoming visitors during major events such as the Major League Baseball All Stars Game.

For Metro Rail openings, staff plan to anticipate potential points of confusion for customers and provide information and assistance to alleviate the confusion. For example, residents living along the Crenshaw Line may be unfamiliar with where it can take them or may have basic questions like, "Do I have to have a TAP card before I go to the station, or can I get one there?" For the Regional Connector opening, if communications are inadequate, regular customers may get off to transfer at the usual place without realizing that they can now enjoy one-seat service to their destination. To ensure that staff anticipate all the potential confusions and information needs, preliminary communication materials will be user-tested.

For major events such as the Major League Baseball All Stars Game, and further down the road, the LA28 Summer Olympics and Paralympic Games in 2028, Metro will develop a comprehensive communication plan and deploy more front-line staff to assist customers and out-of-town visitors riding the system.





Figure 13: Metro began offering a “SoFi Stadium Shuttle” for fans attending Chargers and Rams games, connecting the C (Green) Line Hawthorne/Lennox Station to the SoFi stadium in Inglewood

## Customer Feedback

Sample customer comments include:

*“... sometimes there’s no advisories give[n] to passengers and it affects us when we are going to work.”*  
– Asian/Pacific Islander female, age 45-54

*“No avisar a tiempo” “They do not give you notifications in time”* – Latinx/Hispanic female, age 45-54, below poverty line

*“There is no quick and easy way to know what is going on with the trains when they are delayed and what the alternatives are.”* – Latinx/Hispanic male, age 45-54

*“I’ve never seen a bus delay advisory”* – White/Caucasian male, age 65+

*“Most often [when] there is a temporary change in [a] bus route ... there is no sign on the bus stop indicating the change, date(s) this change will be in effect, or where the alternative bus stop is...”* – White/Caucasian female with disability, age 55-64, below poverty line

*“The bus stop signs are not right. They need to be kept up to date.”* – Native American female, age 65+

The 2020 Customer Experience Survey asked bus riders to rate from 1=poor to 10 = excellent customer information across the entire journey. Overall, all nine aspects of customer information have room to

improve. However, the area that most needs improvement is delay advisories during the “wait” period of the customer journey, as shown below:

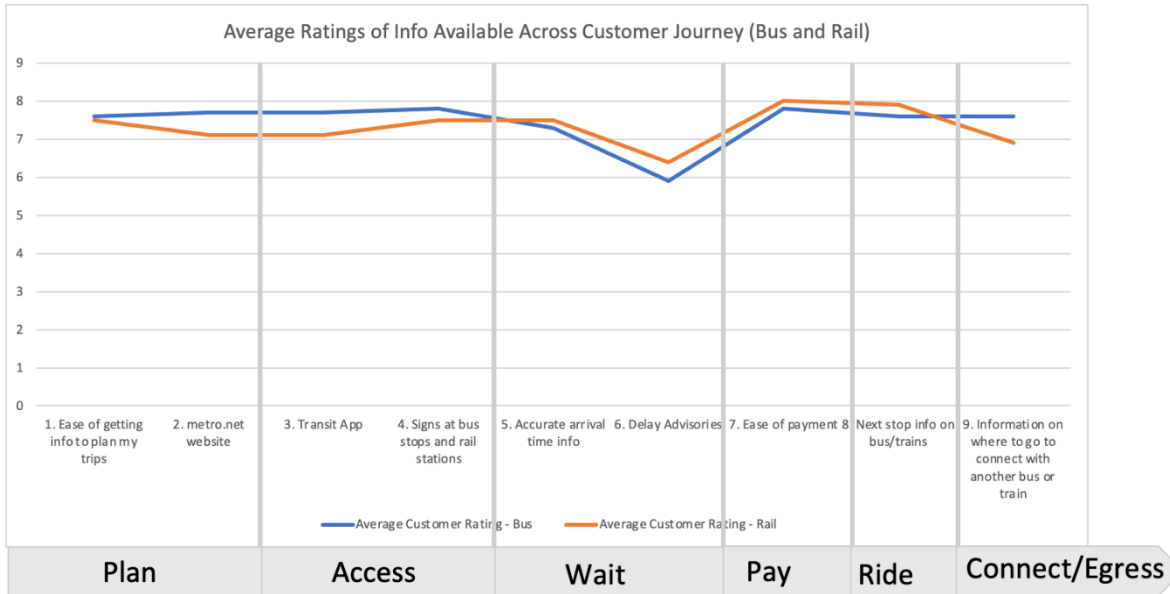


Figure 14: Source: 2020 Customer Experience Survey, Average Rating of Info Available Across Customer Journey (Bus and Rail) Infographic

## Recent Metro Actions

- ✓ Created a Task force to develop General Transit Feed Specification (GTFS) feeds that improve the accuracy of real-time information available to customers through digital signs, websites, and apps such as *Transit* and Google Maps.
- ✓ Developed a new prediction engine to improve the accuracy of predicted arrivals so that riders know when their bus is coming.
- ✓ Incorporated canceled service into real time arrival information.
- ✓ More frequent and more informative social medias posts about delayed and/or canceled services.
- ✓ Formed an “All Hands Support Team” of over 150 employees to assist customers, pass out information, and identify issues during the December 2021 shakeup.
- ✓ Conducted “mystery shops” after each shakeup to provide another layer of quality control. This includes interviewing customers and operators, checking printed and digital information for accuracy and clarity, and trying out new services (like new Microtransit zones). The mystery shop results enabled Metro to detect and remedy issues more quickly.
- ✓ Re-established printed timetables for service changes, rather than relying on timetables posted on the website. This was especially helpful to riders without internet access.

## Action Plan

Metro will:

1. Launch a Digital Rider Alert System, which would allow customers to subscribe to receive service alerts and delay advisories for specific Metro Bus and Rail Lines, with notification by SMS text or email.
2. Set up an emergency messaging system in partnership with FEMA for emergency situations.
3. Use Metro's new prediction engine, Swiftly, to publish an improved real-time feed (GTFS-Real Time) that meets state standards. This includes incorporating canceled service, delay advisories, and service alerts from the Bus Operators Control Center into a GTFS feed.
4. Finalize a Memorandum of Understanding (MOU) with Caltrans' California Integrated Travel Project (Cal-ITP) to provide no-cost technical support to help Metro meet statewide guidelines for the General Transit Feed Specification (GTFS). GTFS is the standard information that Transit and other third-party apps, such as Google Maps, consume to provide accurate arrival predictions to customers.
5. Implement e-paper in at least 100 high ridership bus stops to improve access to real-time information, particularly for riders without smartphones.
6. User-experience-test sample communications regarding the Crenshaw and Regional Connector openings to uncover and resolve any points of confusion.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

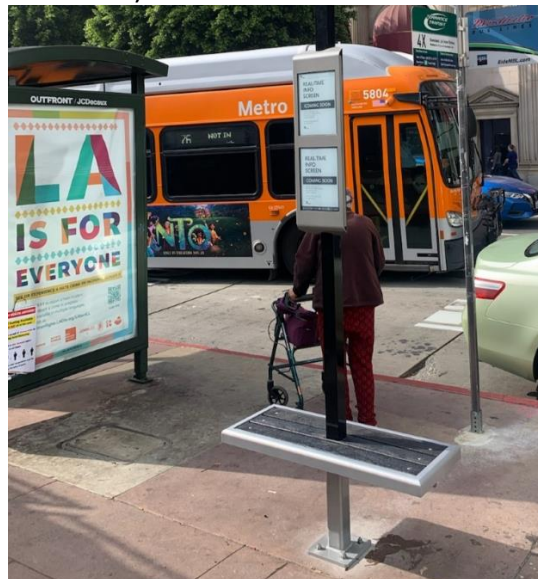


Figure 15: Metro is testing solar powered e-paper signs at two bus stops in Downtown LA

## Call Out Box – Overall Assessment – Customer Information

Metro is making significant progress in improving customer information, including recent advances in streaming information about service cancellations. These advances have been spurred by Metro CEO Stephanie Wiggins, who has set a high bar for enhanced accuracy and dissemination of information to all customers, regardless of their spoken language and access to technology. Going forward, transparency around the accuracy of real time information predictions will be important by publishing a comprehensive set of KPIs so that Metro can detect and fix inaccuracies. Also, user experience (UX) testing of marketing collateral and other communications before their use will be important to make sure they are on target.

## Time Competitiveness and Connectivity

LA residents want to get where they need to go in a reasonable amount of time. If transit takes twice as long as driving, most people who have a choice will drive instead.

For Metro to be time-competitive with other modes of travel, every phase of the journey counts:

- The time it takes a customer to get to a Metro stop or station (which relates to how far apart routes, stops, and stations are spaced)
- The feeling that you need to leave early to lessen the chance of being late to your destination (which relates to reliability)
- The time waiting at the stop or station (which relates to the frequency of service)
- The time spent on the bus or train (which relates to traffic conditions, vehicle speed, the directness of the route, and the number of stops)
- The time spent waiting for connecting services (which relates to frequency). Nearly 60% of Metro trips involve a transfer between bus and rail, and about 5% of Metro customers transfer between Metro and other municipal operators within LA County.
- The time it takes a customer to get from their final stop or station to their destination

Pull up Google maps in Los Angeles, and a 15-minute trip by car is often 45 minutes or more by transit, with each of the above phases adding to the total.

The 2019 NextGen Bus Study found that for short trips between 1-5 miles, Metro is most time competitive against private cars when travel times are no more than two times that of cars. The study found that to increase the attractiveness of bus for short trips, Metro would have to increase frequency to reduce wait time. In addition, it should be noted that most Metro Buses run on busy streets mixed with motorists, pedestrians, and bicyclists and have frequent stops to pick up and drop off riders. These factors make many bus trips feel quite slow.

Based on a 2018 UCLA study of the Southern California region that includes Los Angeles, Long Beach, and Anaheim, if a person jumps in their car, they can access 75% of all jobs within an hour. Wait for the bus or train, and only a small fraction of those jobs, 6%, can be reached in an hour. While it is hard to match the level of jobs accessible by automobiles, transit should be much more competitive so that all residents can access opportunities to earn a good income. This gap in job access by transit versus a car is striking when considering that 7% of Black and Latinx residents, and 3% of Asian residents, rely on transit compared to just 2% of White residents.

Another study by TransitCenter in 2021 found that on average a Black transit rider can access 10% fewer jobs in 45 minutes, compared to residents overall. This study showed that inequities also exist in access to health care. For example, on a weekend morning, it takes almost four times longer to reach the nearest hospital or urgent care facility using transit than a car.

Metro has begun to chip away at creating more equitable access to opportunity and vital services by deploying new metrics to evaluate bus and rail travel times and coverage, comparing the experiences of different racial



groups and income brackets to access jobs, medical facilities and other essential services, fresh food, and green spaces. We can then improve service and increase frequencies in areas with the greatest inequities.

The goal of NextGen is for more than 80% of current riders to have a wait time of 10 minutes or less. Staff is currently evaluating the performance of the NextGen system relative to this goal, which nationwide labor shortages have impacted on Metro hiring and high levels of canceled trips as a result. During the Omicron COVID surge, it was not unusual for 10% or even 15% of bus service to be canceled, which caused tremendous inconvenience to Metro bus riders. Metro has taken various actions to alleviate this issue, conducting job fairs to bring on more bus operators, offering hiring bonuses, giving more hours to part-time drivers, and temporarily reducing scheduled service to provide acceptable reliability. The temporary service reductions sharply reduced cancellations, but unfortunately, this comes at the expense of service frequency, so Metro looks forward to restoring service as soon as possible.

It should be noted that the transportation industry is experiencing nationwide challenges with hiring and retaining operators. A recent survey of over 50 transit agencies revealed that 22 of the 50 are currently experiencing a 10-30% shortage of operators.



*Figure 16: Bus operator hiring has been challenging due to major labor shortages*

NextGen also made bus routes as direct as possible for more riders, and increased stop spacing so that the bus doesn't stop too often along a route. The team used a benchmark of no more than quarter-mile walk to ensure that customers don't have to walk too far. Additionally, NextGen eliminated under-utilized service and replaced it with Metro Micro. This new service offers on-demand pickups and drop-offs within a specific zone, similar to Uber or Lyft. This allows Metro to redeploy more buses to higher ridership routes.

Customers can now experience a glimpse of speedier and more reliable service on new bus lanes that have been installed downtown. Bus lanes now cover parts of Flower Street, 5th and 6th Streets, Aliso Street, Olive Street, Grand Avenue, Alvarado Street, and Alameda Street. These bus lanes make a difference. For example, the 5<sup>th</sup> and 6<sup>th</sup> Street lanes are typically used by 29,000 customers per weekday and up to 80 buses an hour. This project also included a "queue jumper," a dedicated signal for buses that allow them to get a head start at the intersection before the light turns green, saving time for customers.

With the new bus lanes, over 150 miles of bus lanes (including Bus Rapid Transit, J and G Lines, or formerly Silver and Orange Lines) allow bus riders to speed by cars stuck in traffic. While these bus lanes are great progress, the reality is that most of Metro’s buses still operate on congested streets with no dedicated lane to zip by traffic, and Metro buses average just over 12 miles per hour.

Some light rail lines, too, suffer from low speed. The E (Expo) line averages only 18 miles per hour and requires more favorable signalization at key intersections to make travel times more competitive with driving.

Line	Average Speed (miles/hr including stops)
A (Blue)	23
L (Gold)	26
E (Expo)	17
C (Green)	35

Table 2: Metro Light Rail Speed Table, Metro Maintenance & Engineering



Figure 17: LA Metro's E Line (Expo)

## Customer Feedback

A 2017 customer survey found that many previous riders don’t use Metro because it takes too long, citing time buses are stuck in traffic, and having to transfer multiple times.

Sample customer comments from the more recent 2020 Customer Experience Survey include:

*“On Sunday it takes forever.” – Asian/Pacific Islander female, age 45-54*

*“It should not take 2 hours to get from the valley to the city – it’s only 15 miles.” – Native American female, age 65+*

*“Sometimes buses are delayed and don’t come on time. When buses don’t come on time the wait time is 1 to 2 hours, which for me, is too long.” – Black/African American male, age 18-24*

*“...the buses can be so unpredictable, especially outside of commuting hours I almost feel like there’s no point in trying to coordinate transfers or arriving to a bus stop at a certain time.” – Latinx/Hispanic male, age 25-34*



*“The bus has to wait behind cars. Make dedicated bus lanes and it will go faster.” – White/Caucasian male, age 25-34*

*“The blue line takes about an hour to travel from Long Beach to downtown. It should be faster than driving a car.” – Latinx/Hispanic female, age 35-44*

*“The red line is great in getting me from the valley to downtown in about 20 minutes. While the expo line can take more than an hour to reach the Westside. It's just impractical for most people who would rather drive about 45 minutes total instead.” White/Caucasian female, age 24-35*

*“From the metro station nearest me to LAX takes well over 2 hours. Even going to Union Station from Arcadia takes 40 minutes.” Asian/ Pacific Islander male, age 45-54*

## Recent Metro Actions

To reduce cancellation of buses, Metro:

- ✓ Is offering a \$1,000 bonus to bus operators who recruit new operators and a \$3,000 bonus for new hires.
- ✓ Hosted agency-wide Bus Operator Hiring Events that expedited hiring by allowing candidates to interview, go through assessment training, get a physical, and get fingerprinted, all on the same day.
- ✓ Increased bus operator starting pay to \$19.12 (6-month pilot), resulting in an 18% increase in applications and increased training class size from 25 to 85.
- ✓ Cut back on mandatory call backs of Bus Operators to reduce burnout.

To improve speed and reliability, Metro:

- ✓ Launched the NextGen redesign of bus service to make it as direct as possible for more riders and increased stop spacing so that the bus doesn't stop too often along a route.
- ✓ Replaced under-utilized service with Metro Micro, a new service that offers on-demand pickups and drop-offs within a specific zone. This allows Metro to redeploy more buses to higher ridership routes.
- ✓ Launched eight new bus lanes in partnership with LADOT: Flower Street, 5th and 6th Streets, Aliso Street, Olive Street, Grand Avenue, Alvarado Street, and Alameda Street. Over 150 miles of bus lanes allow bus riders to speed by cars stuck in traffic.
- ✓ Developed a plan to pilot test a headway-based management pilot along several high frequency bus lines to improve bus reliability and reduce crowding.
- ✓ Worked together with LADOT to reduce signal delay for the E Line (Expo) along Exposition Blvd, using a new system that can hold the green signal longer to accommodate an approaching train.
- ✓ Developed options to enhance train speeds for the Regional Connector project so that trains can smoothly merge without creating delays.

Also, LADOT began enforcement of bus only lanes across the City of Los Angeles in March 2022 to speed up bus service and help keep them on time.

## Action Plan

Metro will:

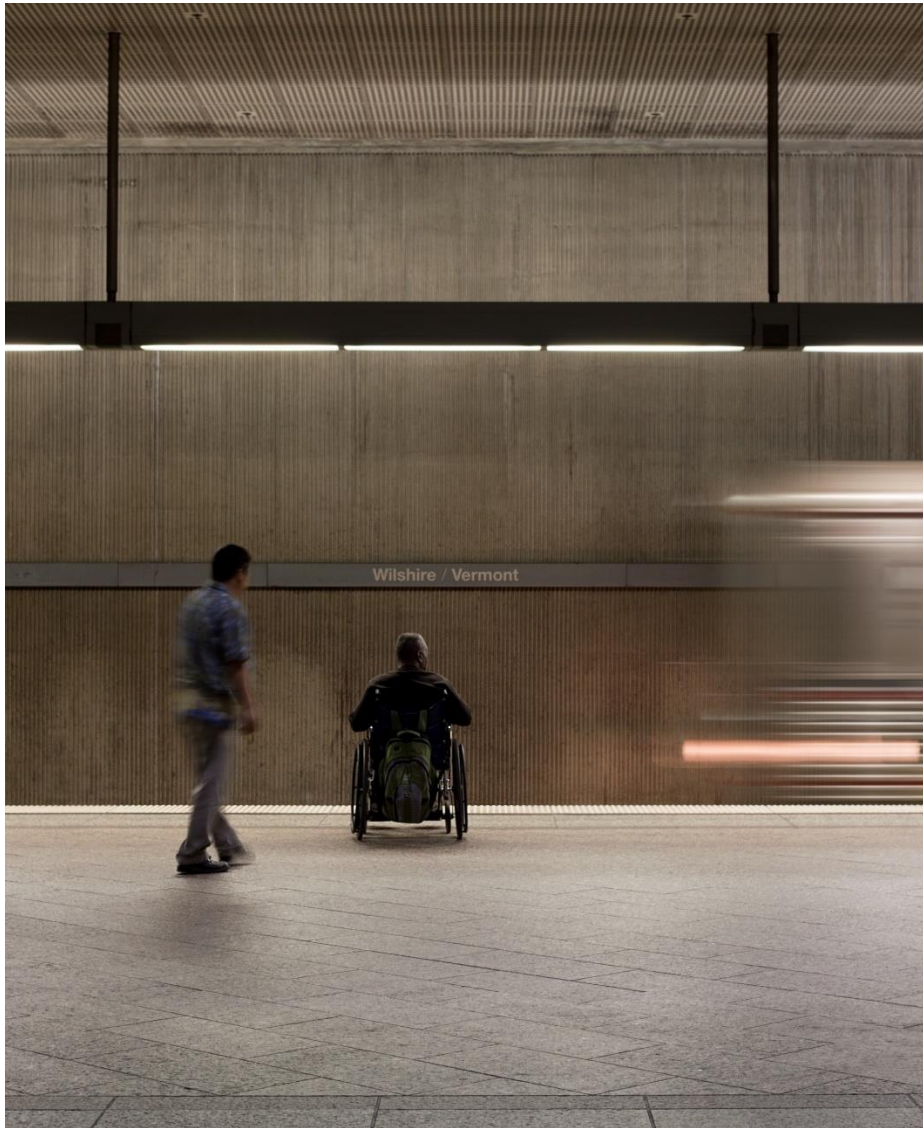
1. Provide monthly updates on scheduled vs. actual service during the temporary service reduction period, with detail by line, division, and effect on Equity-Focus Communities.
2. Accelerate design of bus lanes and other speed and reliability improvements to reduce travel time for bus riders and increase the efficiency of bus operations. This would double the target speed and reliability improvements from 20 bus lane miles per year to 40.
3. Pilot test Camera Bus Lane Enforcement (CBLE) to improve bus speed and reliability.
4. Conduct an analysis to identify areas where NextGen Bus Plan implementation and post-COVID service restoration have improved access for Equity Focus Communities to a wide range of destinations, including jobs, medical centers, and food shopping as well as identify further areas for improvement.
5. Provide to the Board options and recommendations for light rail speed improvement projects, including quantification of speed increases and travel time decreases that would be expected from these projects.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

### Call Out Box – Overall Assessment – Time Competitiveness and Connectivity

Clearly, bus operator shortages, and the resulting need to temporarily cut back service, have been disappointing. However, the February service adjustment has succeeded in stabilizing service reliability to improve the rider experience. Now Metro must redouble efforts to on-board new bus operators to restore service and reduce headways.

As traffic grows post pandemic, bus and light rail services in shared Rights of Way will experience delays due to traffic. The increased annual introduction of new bus lanes outlined in this Plan will be a significant step forward. Similar progress is needed for light rail, especially on the Expo Line, where average speeds are only 18 mph. Also, future CX Plans should evaluate expected average speeds for the new rail extensions so that steps can be taken to remedy issues before the new services go into operation. It is also recommended that future CX Plans assess transit time competitiveness relative to driving for a range of common trips based on travel metadata to guide future speed and reliability initiatives.



## Diverse Riders, Diverse Needs

## Diverse Riders, Diverse Needs

The spectrum of diverse needs is vast, so we must annually choose a subset of issues. This year's CX Plan touches on some near-term opportunities to improve the customer experience for women, people who identify as non-binary or transgender, and customers with disabilities.

Metro has taken many steps to address diverse needs, such as providing essential rider information translation and working with a Women and Girls Governing Council, a Metro Youth Council, and the Aging and Disability Transportation Network (ADTN) to advise us on issues.

To serve blind or sight impaired people, audio announcements at stations and on buses and trains provide essential information about upcoming stops and the vehicle's destination. Audio Voice Announcements (AVA) have been used on Metro fixed route for several years; however, the sound quality is sometimes muffled, or the announcements do not correspond to the actual station or stop. To address these issues, operators are asked to verbally announce stops regardless of the status of a functioning AVA. And to ensure quality control, Metro deploys Mystery Riders to collect data and report on AVA failures and other issues that affect people with disabilities.

To help rail customers who use wheelchairs or have mobility limitations, Metro announces planned elevator or escalator closures at least two stops before the station that has an elevator or escalator closures to enable customers to adjust their travel or request assistance.

Metro also consults with people with disabilities when developing training programs for Metro employees. We endeavor to deliver effective, sensitive, and inclusive customer service to people with disabilities, older adults, and Limited English Proficiency populations.

**Call Out Box: Metro is working on a translation glossary for each of the Limited English Proficiency (LEP) languages so that Metro key terms are translated consistently by internal and external translators. This will significantly reduce variances in translation and overall confusion by customers.**

For women and people who identify as nonbinary, one area that warrants special attention is safety from harassment on buses and trains or while waiting at stations and bus stops. Some individuals have related that they have been followed or harassed after departing from a bus or train.

One tool that Metro can promote is the "SOS" –or distress call – features available on most smartphones. This is similar to what rideshare services offer passengers – the option to click a button to send an alert to emergency contacts and police. The SOS tools are available to riders with phones that accommodate it. For other riders, Metro can encourage saving emergency phone numbers to quickly access them when needed. Other opportunities to improve night-time safety are to install lighting at more bus stops and allow customers to request late night buses to stop between regular bus stops, as is done in Toronto.

## Request Stop Program

The Request Stop program is available to all customers travelling alone by bus between 9 p.m. and 5 a.m. Request Stop allows any customer travelling alone to get off the bus between regular TTC stops.

- The request should be made at least one TTC stop ahead of the desired location.
- The Operator must be able to stop safely in order to meet your request.
- Exit the bus via the front doors. The rear doors will remain closed.

Figure 18: Excerpt from Toronto Transit Commission website, October 2021

## Customer Feedback

Sample customer comments include:

*“Often times I can’t hear the narration on the bus or the driver doesn’t announce it.” – White/Caucasian male with disability, age 35-44*

*“The bus never announces the next stop anymore”- Latinx/Hispanic female with disability, age 18-24*

*“Drivers are not coming fully to the curb for embarking and dis-embarking making it VERY difficult for passengers with physical problems (arthritis/canes/crutches/injuries) to safely board and exit”, – White female with disability, age 65+*

*“Never once had anyone tried to protect me. I was literally being followed home and asked for help and was told to stop causing a scene. Y’all must be joking” – Nonbinary White/Caucasian with disability, age 25-34*

*“Almost everyone I know has been sexually harassed on the bus” - Latinx/Hispanic female, age 18-24, below poverty line*

*“...Porque no me siento segura... Si no fuera porque ay personas en el bus que me defienden, creo que ya hubieran logrado los hombres acosadores asérme daño.” “... Because I do not feel safe... If it was not for the fact that there are people on the bus who defend me, I think the men harassing would have already managed to hurt me.” – Latinx/Hispanic female, age 45-54, below poverty line*

## Recent Metro Actions

- ✓ Metro’s First Last Mile Program improved curb ramps, crosswalks, signage and wayfinding across the system.
- ✓ New Metro Micro service accommodates wheelchairs and other mobility devices and allows people without smartphones to call-in to reserve a ride.
- ✓ Videos to help educate customers about accessibility features on Metro buses and trains, wheelchair securement and other related topics.
- ✓ Participation in the annual Abilities Expo where people with disabilities can learn about their options for public transportation and other helpful transit information.

- ✓ Deployed mobile customer service centers to senior centers and customers with mobility impairments to educate them on senior and disabled TAP cards and other transit information.
- ✓ Safely Transporting All Riders, known as the STAR program, provides customers with disabilities information on safe bus and rail transit options.
- ✓ Testing of wayfinding technologies for people who are blind or visually impaired
- ✓ Disability Awareness Training sessions for all Metro employees.
- ✓ Testing of a new elevator and escalator real time remote monitoring system. The system will be able to display real time status, track performance, and automatically send Metro staff notifications of faults that may lead to breakdowns.
- ✓ Concluded a pilot test of tactile guidance at various rail stations.



*Figure 19: Tactile Paths on the E (Expo) Line Platform*

- ✓ Provided designated seating on buses for expecting mothers.
- ✓ Worked on a Gender Action Plan (GAP).

## Action Plan

Metro will:

1. Through the Gender Action Plan, explore a courtesy-stop program before light and after dusk on several Metro bus routes to allow riders to request a stop between regular bus stops so they can exit buses closer to their destination, as done in Toronto.
2. Program real-time alerts that indicate the location of elevator or escalator breakdowns.
3. Invite people with disabilities to participate in employee outreach, training, and educational sessions, subject to further easing of the COVID-19 pandemic and produce training videos for Operator viewing at operating divisions.
4. Test publishing GTFS “pathways” data on station entrance accessibility for people with disabilities.
5. Engage with Navilens, WayMaps, and/or similar accessibility apps to develop cost and scope to pilot test innovative mobile apps that remove barriers to accessing Metro by helping customers independently navigate the Metro system, including new Metro customers, visitors, tourists and Metro customers who have disabilities such as visual, cognitive or memory impairments.

6. In collaboration with the City of LA and other municipalities, define the cost and scope required to test tactile pavement markers at 20 bus stops.
7. Develop the cost and scope required to expand ADA tactile guidance paths at five or more additional rail stations.
8. Conduct Journey Mapping ride-alongs with diverse riders to understand their diverse needs and inform future CX priorities.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

#### Call Out Box – Overall Assessment – Diverse Riders, Diverse Needs

This chapter just scratches the surface of the needs of women, people who identify as non-binary or transgender, and customers with disabilities. Moreover, it does not yet address the diverse needs of many other groups, such as youth riders, people who speak languages other than English, and riders who lack access to smartphones and the internet. Each year, Metro CX Plans will broaden the scope to highlight the needs of additional groups and get improvements in place. Now that the Covid pandemic has shown some signs of easing, Metro also plans to move ahead with Journey Mapping ride-along interviews with diverse customers to help prioritize efforts going forward.





# Institutionalizing Customer Experience

# Institutionalizing Customer Experience

Achieving great customer experiences can't just be a top down, rational exercise. It has to become part of every employee's culture and daily practice. Every day, employees at all levels from throughout the organization have opportunities to impact the customer experience, and they often do an amazing job. When employees are committed to serving the community and providing good experiences to customers, they are more likely to go the extra mile to make a difference. This requires a customer experience focus and culture at every level to succeed. It can't just be about doing what is easy or doing it the way it has always been done. The customer must come first, and this requires a change in mindset. Changing culture is difficult and will require a sustained effort over many years, but there's no better time to start than now.

**Call Out Box:** "Culture eats strategy for breakfast" – Peter Drucker

Institutionalizing Customer Experience also requires customer-focused design of products and services and integration of CX into organizational planning, budgeting, goal-setting, and decision-making processes.

## Recent Metro Actions

- ✓ Created a User Experience (UX) Testing administrative policy for all new or upgraded Metro products that will go into effect in 2022.
- ✓ Metro's CEO, Stephanie Wiggins implemented an organizational realignment in 2021, establishing a Chief Customer Experience Officer position that will oversee Customer Experience and Communications and Customer Care to bolster excellence in all these areas.
- ✓ Created a new interdepartmental Surprise & Delight (S&D) team to implement activities that show customers that we care and put a smile on their faces. The main CX focus is to improve service, but Metro also recognizes there are opportunities to improve our relationship with riders through kind and thoughtful gestures.
- ✓ Began to incorporate CX into the Long-Range Transportation Plan, Olympics Planning, and other planning efforts.
- ✓ As directed by Metro's CEO, Stephanie Wiggins, Incorporated CX into FY23 budget priorities.
- ✓ To keep focus and accountability for the implementation of CX initiatives, began to incorporate CX into the CAPE and IPP systems.
- ✓ Used Metro's annual Celebrating Excellence Award Ceremony to drive home customer experience themes.

## Action Plan

Metro will:

1. Provide training and coaching to spur a Customer-centric culture among employees at all levels of the organization.
2. Modify hiring recruitment and selection to bring on more employees who exhibit desired beliefs and behaviors, and modify recognition programs to celebrate excellence related to the desired beliefs and behaviors.
3. Prepare and execute a plan to modify training curricula and create training videos to reinforce desired beliefs and behaviors.
4. Prioritize CX Plan recommendations and consider them in all upcoming capital and operating budget processes.
5. Prioritize CX Plan recommendations and consider them in upcoming grant opportunities.
6. Conduct annual, random sample, on-board Customer Experience Surveys to track Metro CX progress and identify emerging issues.
7. Develop a comprehensive CX KPI dashboard.
8. Expand Customer Experience Mystery Shopping to cover shakeups, openings, special events, products, and services.
9. Implement new User Experience (UX) Testing administrative policy. Includes Training, Development of UX Plans, issuing and overseeing UX Test work directives, and coordination of Product Recovery Teams.
10. Develop an administrative policy to improve research practice at Metro and provide transparency about the accuracy and representativeness of results.

(note: these actions are pending approval of the FY23 Budget by the Metro Board, after which detailed scopes and schedules will be established).

### Call Out Box – Overall Assessment – Institutionalizing Customer Experience

Metro has made lots of progress to institutionalize the CX function, and the new UX Testing Policy has the potential to be a game changer for the quality of Metro products and services. As the CX function shifts to more closely align with marketing, communications, and customer care in the coming year, it will be important to ensure that the CX scope continues to span the whole organization and provide independent assessment to keep all parts of Metro focused on customer needs.



# Acknowledgments

## Acknowledgments

This Plan was prepared by Aaron Weinstein, Metro's Executive Officer for Customer Experience, with support from the CX Team and over 150 staff from throughout the Metro organization.

*Special acknowledgement goes to Alisha Hornsby for her review of this Plan and dedication to creating a customer focused culture. Alisha, who served as a Senior Director of Talent Acquisition and has been a valuable member of the Metro family since December 2018, passed away in late 2021.*





# Acronyms

# Acronyms

ADA – Americans with Disabilities Act  
ADTN – Aging and Disability Transportation Network  
API – Application Programming Interface  
AVA – Audio Voice Announcements  
BART – Bay Area Rapid Transit  
Cal-ITP – California Integrated Travel Project  
CAPE – Comprehensive Agency-wide Performance Evaluation  
COVID-19 – Coronavirus Disease 2019  
CX – Customer Experience  
EFC – Equity Focus Communities  
FEMA – Federal Emergency Management Agency  
FTA – Federal Transit Administration  
GAP – Gender Action Plan  
GTFS – General Transit Feed Specification  
IPP – Individual Performance Plans  
KPI – Key Performance Indicator  
LADOT – Los Angeles Department of Transportation  
LEP – Limited English Proficient  
LIFE – Low-income Fare Is Easy  
MOU – Memorandum of Understanding  
NPS – Net Promoter Scores  
PATH – People Assisting the Homeless  
PSAC – Public Safety Advisory Committee  
STAR – Safely Transporting All Riders  
TAP – Transit Access Pass  
UX – User Experience





# Appendices

## Appendix A: Action Plan Summary

This Plan includes 55 Actions. Following approval of the FY23 Budget, staff will finalize scopes and schedules to get these actions implemented.

Category	Action	Lead
Cleanliness	As part of an overall Cleaning Surge, expand to seven-day a week midday bus interior cleaning and expand to four layover points.	Operations
Cleanliness	As part of an overall Cleaning Surge, expand “end of line” train cleaning to all rail lines and add weekend coverage at Union Station and 7th/Metro.	Operations
Cleanliness	As part of an overall Cleaning Surge, increase escalator step cleaning at rail stations to four times per year.	Operations
Cleanliness	As part of an overall Cleaning Surge, remove trash and litter from all trackways adjacent to underground platforms weekly.	Operations
Cleanliness	<p>Conduct preliminary design to renovate five aging subway stations to improve safety, security, accessibility, equity, operations, maintenance, sustainability, and the overall customer experience, including:</p> <ul style="list-style-type: none"> <li>- Replacement of subway station flooring, wall surfaces, and ceiling tiles, which have deteriorated over time</li> <li>- Replacement of lighting and signage</li> <li>- Replacement of benches and trash cans and increase quantities where needed</li> <li>- Possible attachment of bright, modern, easy-to-clean cladding to subway station trainway walls, where feasible; and</li> <li>- Possible relocation of roll-down gates to the top of stairs and escalators, where feasible, to protect those areas during overnight hours to keep them cleaner”</li> </ul> <p>The five stations are Civic Center, Pershing, 7th/Metro, Westlake/MacArthur Park, and Union Station (Metro areas).</p>	Operations
Cleanliness	Replace cloth seats with easier-to-keep-clean vinyl seats on all Metro buses and trains that serve customers by the end of FY23.	Operations
Cleanliness	Explore working with the Los Angeles Conservation Corps to conduct additional trash pickup at bus stop zones.	Office of the Chief of Staff
Cleanliness	Pilot an "Adopt-a-Transit Stop" program at select locations to test an approach where local businesses or community organizations are invited to sponsor bus stops and provide light cleaning and maintenance.	Customer Experience Office
Cleanliness	Develop and execute a strategy to post at all Metro bus stops the contact information for the entity responsible for addressing conditions at the stop.	Customer Experience Office
Cleanliness	Deploy tablets in the field to allow supervisors to input bus stop conditions to generate work orders, modeled after the success of Operation's pilot Station Evaluation program.	Operations
Cleanliness	Finalize a roadmap for placing restrooms at geographically dispersed high-volume transfer and terminus stations to improve the customer experience and reduce urination and defecation in and around the Metro system.	Planning & Development
Cleanliness	Pilot test on the C (Green) Line a "cleaned by" form posted inside train cars near side doors, indicating when the train was cleaned and by whom. This will communicate to customers that Metro is serious about ensuring train cars are cleaned regularly.	Operations
Cleanliness	Evaluate the impact of elevator cameras on vandalism, cleanliness, and biohazards.	Operations
Cleanliness	Examine procedures to ensure timely follow-up and response to cleaning and maintenance complaints from the Transit Watch app and set goals for follow-up and response times.	Operations

Public Safety	Continue working with other transit agencies in California to request that transit agencies be eligible to access existing and new sources of state and federal homelessness funding for transit homeless outreach teams and for housing and services designated specifically for people experiencing homelessness on transit systems, and to recommend to the Board that this effort be included in Metro’s 2022 State legislative agenda.	Office of the Chief of Staff
Public Safety	Double the deployment of homeless outreach workers and clinicians in the Metro system.	Customer Experience Office
Public Safety	Assess opportunities to partner with other agencies to establish extended-hours, drop-in centers where Transit ambassadors and homeless outreach workers can offer to take people experiencing homelessness on Metro to access bathrooms, showers, food, and health services, like the Hub of Hope model in Philadelphia.	Customer Experience Office
Public Safety	Utilize \$40 million authorized by the Metro Board to launch an Ambassador program to assist Metro riders and help them feel safe.	Customer Experience Office
Public Safety	Pilot test a flexible dispatch concept whereby Metro responds to safety and security issues on the system by dispatching appropriate staff: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands.	Chief Safety Office
Public Safety	Deploy additional security officers to support an expanding ecosystem of hundreds of homeless outreach workers, ambassadors, and cleaning staff in the Metro system.	Chief Safety Office
Public Safety	Continue to deploy over 50% of security and law enforcement staffing to swing and graveyard shifts to address customer and employee concerns about safety at night.	Chief Safety Office
Public Safety	Continue to market the Transit Watch app to generate at least 5,000 monthly downloads, and the 213.788.2777 text number (for people with phones that do not accommodate apps). Also, share information with Metro customers about the new SOS features available on smartphones that make it easier for people to summons help when they are in danger.	Customer Experience Office
Public Safety	Continue new bystander intervention training for customers and Metro employees.	Chief Safety Office
Public Safety	Work with other jurisdictions to install lighting at at least 100 bus stops per year to help bus riders feel safer at bus stops at night.	Office of the Chief of Staff
Bus Stop Shade and Seating	Collect countywide data on bus stop conditions to guide a multi-phase comprehensive “Shade For All” campaign to expand the number of bus stops with shade and other amenities, including seating and lighting.	Office of the Chief of Staff
Bus Stop Shade and Seating	<p>Work with an interdepartmental Metro action team to launch the “Shade For All” Campaign, including:</p> <ul style="list-style-type: none"> <li>a. Visiting bus stops with representatives from local jurisdictions to understand better the conditions that their constituents experience and to build local support for improvements.</li> <li>b. Offering technical assistance to local jurisdictions where needed, to help them with more detailed bus stop needs conditions in their area, equity-based bus stop prioritization, grant writing, offering standard contract specifications if needed, and possibly bulk purchasing contracts.</li> <li>c. Offering technical assistance to help jurisdictions prioritize locations of greatest need based on ridership volume, location in an equity-based community, crime rates, direct and indirect canopy coverage, cleanliness, and other factors.</li> <li>d. Pursuing grants to establish an incentive program for local jurisdictions could partially subsidize new bus stop shelters, seating, lighting, and other amenities.</li> <li>d. Working with cities to jointly pursue funds for sidewalk repair and accessibility.</li> <li>e. Working with cities to refine practices to ensure adequate bus stop maintenance and cleaning.</li> <li>f. Testing of bench designs that incorporate shade.</li> </ul>	Office of the Chief of Staff
Customer Information	Launch a Digital Rider Alert System, which would allow customers to subscribe to receive service alerts and delay advisories for specific Metro Bus and Rail Lines, with notification by SMS text or email.	Customer Experience Office
Customer Information	Set up an emergency messaging system in partnership with FEMA for emergency situations.	Customer Experience Office
Customer Information	Use Metro’s new prediction engine, Swiftly, to publish an improved real-time feed (GTFS-Real Time) that meets state standards. This includes incorporating canceled service, delay advisories, and service alerts from the Bus Operators Control Center into a GTFS feed.	Operations
Customer Information	Finalize a Memorandum of Understanding (MOU) with Caltrans’ California Integrated Travel Project (Cal-ITP) to provide no-cost technical support to help Metro meet statewide guidelines for the General Transit Feed Specification (GTFS). GTFS is the standard information that Transit and other third-party apps, such as Google Maps, consume to provide accurate arrival predictions to customers.	Operations

Customer Information	Implement e-paper in at least 100 high ridership bus stops to improve access to real-time information, particularly for riders without smartphones.	Operations
Customer Information	User-experience-test sample communications regarding the Crenshaw and Regional Connector openings to uncover and resolve any points of confusion.	Customer Experience Office
Time Competitiveness and Connectivity	Provide monthly updates on scheduled vs. actual service during the temporary service reduction period, with detail by line, division, and effect on Equity-Focus Communities.	Operations
Time Competitiveness and Connectivity	Accelerate design of bus lanes and other speed and reliability improvements to reduce travel time for bus riders and increase the efficiency of bus operations. This would double the target speed and reliability improvements from 20 bus lane miles per year to 40.	Operations
Time Competitiveness and Connectivity	Pilot test Camera Bus Lane Enforcement (CBLE) to improve bus speed and reliability.	Operations
Time Competitiveness and Connectivity	Conduct an analysis to identify areas where NextGen Bus Plan implementation and post-COVID service restoration have improved access for Equity Focus Communities to a wide range of destinations, including jobs, medical centers, and food shopping as well as identify further areas for improvement.	Operations
Time Competitiveness and Connectivity	Provide to the Board options and recommendations for light rail speed improvement projects, including quantification of speed increases and travel time decreases that would be expected from these projects.	Operations
Diverse Riders, Diverse Needs	Through the Gender Action Plan, explore a courtesy-stop program before light and after dusk on several Metro bus routes to allow riders to request a stop between regular bus stops so they can exit buses closer to their destination, as done in Toronto.	Operations
Diverse Riders, Diverse Needs	Program real-time alerts that indicate the location of elevator or escalator breakdowns.	Customer Experience Office
Diverse Riders, Diverse Needs	Invite people with disabilities to participate in employee outreach, training, and educational sessions, subject to further easing of the COVID-19 pandemic and produce training videos for Operator viewing at operating divisions.	Office of the Chief of Staff
Diverse Riders, Diverse Needs	Test publishing GTFS “pathways” data on station entrance accessibility for people with disabilities.	Operations
Diverse Riders, Diverse Needs	Engage with Navilens, WayMaps, and/or similar accessibility apps to develop cost and scope to pilot test innovative mobile apps that remove barriers to accessing Metro by helping customers independently navigate the Metro system, including new Metro customers, visitors, tourists and Metro customers who have disabilities such as visual, cognitive or memory impairments.	Office of the Chief of Staff
Diverse Riders, Diverse Needs	In collaboration with the City of LA and other municipalities, define the cost and scope required to test tactile pavement markers at 20 bus stops.	Office of the Chief of Staff
Diverse Riders, Diverse Needs	Develop the cost and scope required to expand ADA tactile guidance paths at five or more additional rail stations.	Office of the Chief of Staff
Diverse Riders, Diverse Needs	Conduct Journey Mapping ride-alongs with diverse riders to understand their diverse needs and inform future CX priorities.	Customer Experience Office
Institutionalizing Customer Experience	Provide training and coaching to spur a Customer-centric culture among employees at all levels of the organization.	Customer Experience Office
Institutionalizing Customer Experience	Modify hiring recruitment and selection to bring on more employees who exhibit desired beliefs and behaviors, and modify recognition programs to celebrate excellence related to the desired beliefs and behaviors.	Chief People Office
Institutionalizing Customer Experience	Prepare and execute a plan to modify training curricula and create training videos to reinforce desired beliefs and behaviors.	Chief People Office
Institutionalizing Customer Experience	Prioritize CX Plan recommendations and consider them in all upcoming capital and operating budget processes.	Strategic Financial Management

Institutionalizing Customer Experience	Prioritize CX Plan recommendations and consider them in upcoming grant opportunities.	Planning & Development
Institutionalizing Customer Experience	Conduct annual, random sample, on-board Customer Experience Surveys to track Metro CX progress and identify emerging issues.	Customer Experience Office
Institutionalizing Customer Experience	Develop a comprehensive CX KPI dashboard.	Customer Experience Office
Institutionalizing Customer Experience	Expand Customer Experience Mystery Shopping to cover shakeups, openings, special events, products, and services.	Customer Experience Office
Institutionalizing Customer Experience	Implement new User Experience (UX) Testing administrative policy. Includes Training, Development of UX Plans, issuing and overseeing UX Test work directives, and coordination of Product Recovery Teams.	Customer Experience Office
Institutionalizing Customer Experience	Develop an administrative policy to improve research practice at Metro and provide transparency about the accuracy and representativeness of results.	Customer Experience Office

## Appendix B: Status of Previous CX Action Items

The Table below provides a progress report on 69 Action Items that come from the Previous CX Plan and subsequent budget actions.

Previous Action Item	Status	Future tracking?	New, Related Action Items	Lead
Seven new auto-scrubbers for Facilities Maintenance. Includes three ride-on units for Pershing Square, 7th Metro, Wilshire/Vermont stations, and four walk-behind scrubbers for Union, Westlake, Universal, North Hollywood	10 new auto scrubbers were received on August 30 and are in service, assigned to hotspot locations along the B/D (Red/Purple) Lines. Purchased 10 new standard walk-behind scrubbers in lieu of 7 as there was a quick procurement turnaround and the ride-on scrubbers would have caused major delays.	Completed		Operations
Six-month midday bus layover cleaning pilot at Terminal 28 and Maple Lot	The cleaning of buses at layovers began in mid- August, as scheduled. During the first month, service attendants removed over 5,000 pieces or piles of trash, cleaned up over 150 spills, and removed over 400 incidences of graffiti on 2,200 buses at Terminal 28. Pilot test expanded to a second location - Maple Lot - in October.	Completed	As part of an overall Cleaning Surge proposal, expand to seven-day a week midday bus interior cleaning and expand to four layover points.	Operations
Three-month end-of-line cleaning pilot on one rail line.	Began on Red Line in June 2021. In August, 2021, started on additional rail lines with 2 weekday shifts (1st shift is 7 am to 11 and 2nd shift is 3pm to 7 pm).	Completed	As part of an overall Cleaning Surge proposal, expand "end of line" train cleaning to all rail lines and add weekend coverage at Union Station and 7th/Metro.	Operations
New equipment for Stops & Zones to improve efficiency and maximize existing staff time. Also includes the cost of six tablets to allow supervisors to input bus stop conditions to generate work orders, modeled after the success of Operation's pilot Station Evaluation program.	Metro Clean received three pickup trucks for the pressure washing tasks. Pressure washers and trucks arrived the first week of November. Recruited new staff.  Bus stop evaluation program and hardware is still pending.	In Progress/Continue to track		Operations
OMB to work with the Executive Officer for Customer Experience to ensure that responsible departments incorporate all 2020 Customer Experience Plan recommendations into the FY22 Comprehensive Agencywide Performance Evaluation (CAPE) system, and report progress quarterly.	OMB incorporated a CX KPI into the CAPE for each department responsible for CX action items. The KPI will be: "Assigned CX Plan action items are On Track or Completed." CX will provide OMB with status reports for each of these departments each quarter so that a CAPE score can be computed.	Completed		Strategic Financial Management



<p>HC&amp;D to work with the Executive Officer for Customer Experience to ensure that all 2020 Customer Experience Plan recommendations are incorporated into FY22 Individual Performance Plans (IPPs).</p>	<p>Mandatory Goal 2.3 has been added to all FY22 Start-of-Year IPPs: "Metro will support a customer-centric culture where exceptional experiences are created at every opportunity for both internal and external customers."</p>	<p>Completed</p>		<p>Chief People Office</p>
<p>Metro to adopt modern user experience testing and set customer acceptance standards to ensure new and upgraded products and services improve the customer experience. By June 30, 2021, the Executive Officer for Customer Experience will inventory major customer facing initiatives – current and future, and work with the Chief Policy Officer to establish policies to and procedures to implement this recommendation.</p>	<p>User Experience (UX) Testing Policy adopted. Slated to go into effect in 2022. Procurement of UX testing services underway.</p>	<p>Completed</p>	<p>Implement new User Experience (UX) Testing administrative policy. Includes Training, Development of UX Plans, issuing and overseeing UX Test work directives, and coordination of Product Recovery Teams.</p>	<p>Customer Experience Office</p>
<p>As the COVID-19 pandemic eases and revenues bounce back, Metro's Office of Management and Budget (OMB) to ensure that all customer experience improvements in this Plan are considered for funding.</p>	<p>Completed for the FY22 budget. \$61.9 M for Customer Experience improvements was included.</p>	<p>Completed</p>		<p>Strategic Financial Management</p>
<p>Digital Alerts - A robust system to enable riders to receive customized service and emergency alerts through text messages and other channels, to deliver on commitments in response to Board Motion 39. (note: nonlabor cost only; this assumes authorization of two new positions: CRM Manager and Content Marketer).</p>	<p>Metro Marketing will solicit proposals from technology companies for an opt-in, automated, real-time system to communicate to customers information about delays and other issues. The information would be customized to each rider based on the routes and times they ride, and through web, SMS text, email, and smartphone push notifications. In the meantime, staff is exploring the Integrated Public Alert and Warning System (IPAWS) through FEMA as an additional tool for texting capabilities in major emergencies. Currently, the County and City of Los Angeles have this capability. IPAWS is a good solution for emergency communications as it is geo-based and we would not require customers to opt-in.</p>	<p>Replaced with new item/Track</p>	<p>Set up an emergency messaging system in partnership with FEMA for emergency situations.  Launch a Digital Rider Alert System, which would allow customers to subscribe to receive service alerts and delay advisories for specific Metro Bus and Rail Lines, with notification by SMS text or email.</p>	<p>Customer Experience Office</p>
<p>Conduct Annual Customer Experience Surveys</p>	<p>Contract awarded. Field work underway, with results in June 2022.</p>	<p>Completed</p>	<p>Conduct annual, random sample, on-board Customer Experience Surveys to track Metro CX progress to identify emerging issues.</p>	<p>Customer Experience Office</p>

"Journey Mapping" qualitative research to better understand the diverse needs of diverse riders	Detailed scope of work prepared but awaiting easing of Covid to ensure the close-contact field work required for this project (ride-alongs and interviews with customers including people with disabilities) can be conducted safely. Will incorporate into master CX Research RFP to award by Fall 2022.	In Progress/Continue to track		Customer Experience Office
Conduct employee survey to gauge progress towards developing a customer-first culture, and to assess internal customer service between departments (includes follow-up coaching/expertise for departments)	Postponed to FY24 to allow more time to follow-up on results from previous employee surveys.	In Progress/Continue to track		Chief People Office
Call Point Security Project - Blue light boxes recommended by Women and Girls Governing Council to improve security on the rail system	Prototype testing planned for FY23.	In Progress/Continue to track		Operations
Surprise and Delight - Arts, music, and customer giveaways to surprise and delight customers, per Board motion 45.1	An interdepartmental Surprise and Delight Committee was created, and meets monthly. They developed a plan and secured concurrence from Communications leadership to implement three rider surprises called Beat the Heat, Art Bus, Music Pop-ups, and one employee surprise for Bus Operator Appreciation Day that was held in March.	In Progress/Continue to track		Customer Experience Office
Development of internal reporting dashboard of CX KPIs.	This project kicked off in June 2021 and is on track.	In Progress/Continue to track		Customer Experience Office
Procure consultant services to advise Metro and to train staff on customer-centric culture	Procurement process underway. In parallel, the CX Culture Committee continues to work on culture change related to hiring, training, coaching, and recognizing employee excellence.	In Progress/Continue to track	Provide training and coaching to spur a Customer-centric culture among employees at all levels of the organization.	Customer Experience Office
FY22 Bus Service Scenario (6.5m rsh) - Potential bus frequency improvements. Incremental cost relative to FY21 (5.6m rsh)	Completed June 2021.	Completed		Operations
NextGen Scenario A/B (7.1m rsh) - Potential bus frequency improvements.	Completed September 2021, but temporarily rolled back February 2022 due to nationwide labor shortages.	In Progress/Continue to track		Operations
ATMS 2 - Replacement of aging information systems involved in delivering real time information to modernize functionality and improve reliability - this shows first two years of total investment of \$105M.	ATMS II will be resubmitted for FY23 capital budget review/approval consideration.	Replaced with new item/Track	(will be submitted as a FY23 capital project)	Operations

Bus stop improvements: 1200 additional signs with real time information for use by bus riders (e-paper)	Testing of E-Paper signs commenced December 2021.	Replaced with new item/Track	Implement e-paper in at least 100 high ridership bus stops to improve access to real-time information, particularly for riders without smartphones.	Operations
Bus stop improvements: Metro has over 13,000 stops, and the goal is to increase the % with shelters from 24% to 60%.	Staff applied for a federal grant (RAISE) to fund 160 bus stop shelters along the Broadway Corridor. The quick-build BRT approach directed by the Board will also help expand shelters, and the City of LA Dept. of Public Works is working on a new bus stop furniture/amenities contract that may increase bus stop shelters.	Replaced with new item/Track	Work with an interdepartmental Metro action team to launch the "Shade For All" Campaign... (Abbreviated, See <a href="#">Appendix A</a> )	Office of the Chief of Staff
Bus stop improvements: Seats and solar lights attached to bus stop posts	Stops and Zones piloted units from three different solar vendors, who provided free demonstrations for Metro. Solar lighting was found to offer cost and environmental benefits but did not provide adequate lighting for security purposes, so staff are shifting the approach to utilize energy-saving conventional lighting instead.	Replaced with new item/Track	Work with other jurisdictions to install lighting at at least 100 bus stops per year to help bus riders feel safer at bus stops at night.	Office of the Chief of Staff
Production of collateral for print and digital media for the Better Bus Initiative	Done	Completed		Customer Experience Office
Metro Operations to specify the Operator Assignment Ratio needed to meet the 1% cancelled assignment limit for consideration in the FY22 budget.	Done	Completed		Operations
OMB to establish a process for budget flexibility to move funding between categories (e.g. between authorized headcount, overtime and hiring bonuses) and to more nimbly add service as needed mid-year to meet ridership demand. This is especially important due to uncertainty about the pace of ridership restoration post-COVID-19.	Done	Completed		Strategic Financial Management
Metro Marketing and OEI to work with Customer Care to implement a short-term pilot program that quickly identifies customers impacted by a missed run or pass-up in real time, and offers them in real time a free ride code for an on-demand shared ride service. This should also meet the needs of people with disabilities, possibly through Access Services. This will help customers get where they are going on time, and show them that Metro truly cares about their well-being.	Program not viable at this time due to ridehail driver supply issues. Staff has decided to put this project on the shelf and refocus on solving underlying missed assignment and passup issues.	Cancelled		Customer Experience Office

Metro’s Bus Operator Task Force to develop options and recommendations for ways to meet the 1% cancelled assignment limit (subject to discussion with Metro labor representatives). Specific options to consider include:

- o Fast track hiring for licensed commercial drivers and former and current transit agency bus operators, and flexibility to hire them directly into full time positions
- o Bus operator applicants being able to shadow a bus operator for a day to see what the job entails
- o Continuous mentorship of bus operators for the first year, beyond the current three-week period, to improve retention
- o Possible milestone bonuses to boost retention (e.g. after two years of service)
- o Reevaluation of shift bidding and work rules to provide as much latitude as possible to more finely tailor extra board assignments to days and locations where the need is expected to be greatest based on historical patterns. The goal is to provide as much flexibility as possible to fill potential Missed Assignments on short notice when needed to avoid a missed run
- o Evaluation of improvements in working conditions to give bus operators the support they need for work/life balance
- o Evaluation of pooling some extra boards across divisions (which may require cross-training on different bus equipment and different routes), borrowing from rail extra boards or operations supervisors who have recent bus operating experience, or allowing part-time operators to cover assignments on short notice when there are no other options to avoid a cancelled assignment
- o Considering use of technology to give division markup staff more tools to fill assignments at the last minute. For example, look at software/apps used by school districts to quickly schedule substitute teachers to ensure all classrooms are covered

The task force implemented many initiatives to boost hiring and retention, including the employee referral program that provides Metro employees bonuses for referrals of new bus operators, and hiring bonuses for the new hires.

Completed

Operations

The Better Bus Stops working group to work with Metro Bus Operations and Metro Stops and Zones to identify locations where inadequate lighting causes pass-ups, and provide recommendations on incentivizing municipalities to add lighting (or push-button beacons as used by Big Blue Bus in Santa Monica).

Stops and Zones piloted units from three different solar vendors, who have provided free demonstrations for Metro. Solar lighting was found to offer cost and environmental benefits but did not provide adequate lighting for security purposes, so staff are shifting the approach to utilize energy-saving conventional lighting instead.

Replaced with new item/Track

Work with other jurisdictions to install lighting at at least 100 bus stops per year to help bus riders feel safer at bus stops at night.

Operations

<p>Develop a plan for divisions to communicate revised pass-up procedures with each bus operator multiple times when COVID-19 dissipates, and confirm that each bus operator understands what is expected.</p>	<p>Operations indicates that this has not materialized as a problem. Pass up procedures are addressed in the Metro Operator Rulebook &amp; SOPs. Operators are required to use good judgement and common sense and must never refuse service or pass up customers any bus stops unless there is a safety issue. If there is a safety issue then the Operator must immediately contact BOC. Additionally, all customer complaints are investigated on daily basis. We have specific procedures for investigating pass-up complaints. The digital video download (DVR) is ordered for each complaint. The Operator is always interviewed. If the division management team is able substantiate the complaint, then the Operator's record is assessed for progressive discipline.</p>	<p>Completed</p>	<p>Operations</p>
<p>The Real-time Information Team to develop a charter and clearly identify scope of work, schedule, budget, and roles and responsibilities to provide high-quality real-time information and predictions to Metro riders.</p>	<p>Done</p>	<p>Completed</p>	<p>Operations</p>
<p>The Real-time Information Team to develop a comprehensive set of metrics for monitoring major points of failure (including hardware, software, communication, and operating procedure issues), a plan for monitoring the metrics, and a procedure for escalating issues that cannot be quickly solved by the team members.</p>	<p>Comprehensive metrics will be put into place as Metro rolls out improved real time information feeds in 2022.</p> <p>- A new cancellation format was developed by Metro and is now being used by Swiftly.</p> <p>Detours v. Stop Closures</p> <p>- Detours and Stop Closures are not currently incorporated in the real time API feed.</p> <p>- These also need to be incorporated in the Real time API. Metro is currently reviewing two different feeds, detour API and stop closure API, to determine what to use to make predictions.</p>	<p>In Progress/Continue to track</p>	<p>Operations</p>
<p>Metro ITS to release a real-time vehicle position Application Programming Interface (API) feed compliant with the GTFS RT standard to help third-party apps and websites accurately predict Metro bus and train arrivals.</p>	<p>Finalizing/refining GTFS-RT feed.</p>	<p>In Progress/Continue to track</p>	<p>Operations</p>

Address operational changes that can occur such as detours and missed runs, the Real-time Information Team to work with Operations to develop required internal work flows and release a more accurate alerts API feed compliant with the GTFS RT standard, and incorporate delay advisories prominently on the Metro website, apps, and real-time information digital displays.	Work flows modified to allow cancellations/missed runs to be identified in a unified, structured manner in HASTUS, and automatically published to BOC and management. Incorporating detours is still a work in progress.	Replaced with new item/Track	Finalize a Memorandum of Understanding (MOU) with Caltrans' California Integrated Travel Project (Cal-ITP) to provide no-cost technical support to help Metro meet statewide guidelines for the General Transit Feed Specification (GTFS). GTFS is the standard information that Transit and other third-party apps, such as Google Maps, consume to provide accurate arrival predictions to customers.  Use Metro's new prediction engine, Swiftly, to publish an improved real-time feed (GTFS-Real Time) that meets state standards. This includes incorporating canceled service, delay advisories, and service alerts from the Bus Operators Control Center into a GTFS feed.	Operations
Improve dissemination of real time information, OEI, Countywide Planning, and Stops and Zones to test lower cost "e-paper" displays operated by solar panels, similar to what is currently being tested in London and Big Blue Bus in Santa Monica.	Pilot test successful.	Completed	Implement e-paper in at least 100 high ridership bus stops to improve access to real-time information, particularly for riders without smartphones.	Operations
Marketing and Research to study technology habits of Metro riders and evaluate options to disseminate real-time information, including to riders without smartphones and people with disabilities.	Done	Completed		Customer Experience Office
As part of the FY22 budget development, Metro Operations and OMB to update the rollout schedule for the NextGen phases based on ridership and revenue trends.	Done	Completed		Operations
The Better Bus Stop working group to finalize a system for prioritizing which bus stops receive amenities first, based on Equity Focus Communities, weekday bus boardings, wait time, urban heat, high collision areas, and the presence of schools, senior centers and other public facilities. The criteria will be developed in partnership with cities in the Metro service area.	Completed within City of Los Angeles.	Completed		Customer Experience Office
The Better Bus Stop working group, in consultation with subregional stakeholders, to recommend bus stop improvements for potential inclusion in local return project plans and uses.	The Better Bus Funding strategy was approved by the board in Spring of 2021.	Replaced with new item/Track	Work with an interdepartmental Metro action team to launch the "Shade For All" Campaign... (Abbreviated, See <a href="#">Appendix A</a> )	Office of the Chief of Staff



Metro Real Estate to finalize an agreement to dedicate a portion of possible new digital billboard revenue to fund bus stop improvements.	Expecting to finalize in 2022, after which the CEQA process will begin.	Completed		Planning & Development
Metro's OEI, Countywide Planning, Service Planning, and Office of Management and Budget to work with external fund sources, including local jurisdiction street furniture/advertising contracts, to develop a funding plan to provide seating and shade for at least 60% of Metro bus stops, along with low-cost solar lighting, new bus signs, real-time information, and low-cost seating.	The Better Bus Funding strategy was approved by the Board in Spring of 2021.	Completed	Work with an interdepartmental Metro action team to launch the "Shade For All" Campaign... (Abbreviated, See <a href="#">Appendix A</a> )	Office of the Chief of Staff
Stops and Zones and Community Relations to work with municipalities to test inviting neighborhoods and businesses to adopt bus stops, as done in other cities.	Postponed due to staffing constraints. Currently identifying pilot areas and securing staff resources to begin planning and implementation.	Replaced with new item/Track	Pilot an "Adopt-a-Transit Stop" program at select locations to test an approach where local businesses or community organizations are invited to sponsor bus stops and provide light cleaning and maintenance.	Customer Experience Office
The Better Bus Stops working group, Stops and Zones, Customer Relations, and Community Relations to work with the City of LA and at least two other cities in the Metro service area to formalize policies and procedures to keep bus stop areas clean, to address homelessness, and to develop a system to invite bus riders to report bus stop issues.	Discussions held with several cities. Developed two new initiatives to address bus stop conditions.	Replaced with new item/Track	Metro will explore working with the Los Angeles Conservation Corps to conduct additional trash pickup at bus stop zones.  Develop and execute a strategy to post at all Metro bus stops the contact information for the entity responsible for addressing conditions at the stop.	Office of the Chief of Staff  Customer Experience Office
As part of the midyear budget process, OMB to revisit local programming budget limits that discourage LIFE program growth.	Major enhancements have been made to expand access to the LIFE program.	Completed		Strategic Financial Management
OEI to organize focus groups or phone interviews with cash-paying and non-smartphone transit riders to better assess their needs and inform the LIFE discount campaign.	The effort has been on hold pending easing of COVID restrictions to allow interviews to be conducted in the field, and has been superseded by the major LIFE program improvements that have been made.	Replaced with new item/Track	Implement new User Experience (UX) Testing administrative policy. Includes Training, Development of UX Plans, issuing and overseeing UX Test work directives, and coordination of Product Recovery Teams.	Customer Experience Office
LIFE program to work with Metro Marketing, Customer Care, and municipal transit agencies and other TAP partners to review procedures and eligibility requirements, such as a government issued photo ID requirement, and further improve the ease of applying. This review should also evaluate ways to enable quick third-party validation of eligibility based on eligibility for other government aid programs.	Major enhancements have been made to expand access to the LIFE program.	Completed		Strategic Financial Management

Metro Marketing to launch a new campaign to publicize LIFE discounts and the easier application process.

Implemented public education campaign including:

- o Ethnic and hyper-focused local media (print, radio, online banners)
- o Utilization of Metro's digital and static assets.
- o Dissemination of informational materials
- o Publicizing improved LIFE Program features:
  - Customer does not need a TAP card when applying for LIFE and can request for a TAP card on the LIFE application
  - Customer does not need proof of income and can self-certify

Completed

Customer Experience Office

TAP to prepare a strategy and expedited schedule to power third-party payment.

TAP has completed development of a payment mechanism so other mobility apps can use TAP as a form of payment for related first/last mile services. TAP will be offered as an option in the payment gateway of outside apps that are related to mobility. Two partners are already signed up and are now in development on the partner's side: Blue LA (Electric Vehicle Car Sharing) and Curbed (taxi service). We are currently in final negotiations with Bird and Uber. Customers fill out a TAP account one time and will be enabled to purchase outside mobility fares with their TAP accounts using Stored Value. The customers can then also use their phones to seamlessly TAP and board on 26 transit systems, including Metro. TAP is already integrated with Metro Bikeshare, Metro Micro and the LIFE low-income program. In terms of equity, cash payment for customers that don't have bank accounts is made possible in the TAP app through the PayNearMe services that are available in over 1000 stores in LA.

Completed

Strategic Financial Management

TAP to seek authorization to distribute at least 100,000 additional free cards to areas with low TAP use, and consider new incentives to use TAP instead of cash. Additionally, it is recommended that Metro have ambassadors with iPads assist riders in low TAP use areas with registering their TAP cards so that users enjoy balance protection, gain a sense of ownership of their TAP card, and get familiar with the convenient [taptogo.net](http://taptogo.net) website.

LIFE tap cards were distributed as a part of the LIFE promotional campaign leading up to the January 10th, 2022 resumption in fare collection (per Motion 40, 2021). Multiple steps are being taken to expand access to TAP, LIFE, and FSI discounts.

Completed

Strategic Financial Management

<p>The Better Bus team in conjunction with the City of LA to finalize the next round of bus-only lane improvements to continue the momentum from successes in 2020.</p>	<p>Eight bus lanes have been completed to date, and more are on the way.</p>	<p>Completed</p>	<p>Accelerate design of bus lanes and other speed and reliability improvements to reduce travel time for bus riders and increase the efficiency of bus operations. This would double the target speed and reliability improvements from 20 bus lane miles per year to 40.</p> <p>Operations</p>
<p>While Metro cannot guarantee social distancing on all routes at all times, Metro will introduce a new service configuration in December 2020 that is expected to increase social distancing on targeted bus routes during the COVID-19 pandemic. This is expected to reduce the 10% of bus runs that exceed the temporary average daily load factor measure of 0.75 (a temporary change from the usual 1.3 standard due to COVID-19) to 3% or less based on current ridership levels.</p>	<p>The February 2022 service adjustments sharply reduced cancellations, thereby reducing crowding on subsequent buses. As ridership returns, however, adherence to load factor standards will become important again.</p>	<p>Completed</p>	<p>Operations</p>
<p>Metro Operations to engage a research center or consultant to conduct best practices research on headway management, and consider pilot testing headway management along Tier I service in 2022.</p>	<p>Technical proposal from consultant accepted and kick off meeting held Oct 2021.</p>	<p>Completed</p>	<p>Operations</p>
<p>Metro SSLE and Marketing to jointly set an ambitious goal for Metro Transit Watch market penetration. It is also recommended that, in addition to promoting the Metro Transit Watch app, communication campaigns widely publicize the 213-788-2777 text number (for people with phones that do not accommodate apps).</p>	<p>Set a goal for campaigns to generate at least 5,000 downloads per month. Bus bench ads included in the campaign to promote the text number for those without smartphones.</p>	<p>Replaced with new item/Track</p>	<p>Continue to market the Transit Watch app to generate at least 5,000 monthly downloads, and the 213.788.2777 text number (for people with phones that do not accommodate apps). Also, share information with Metro customers about the new SOS features available on smartphones that make it easier for people to summons help when they are in danger.</p> <p>Customer Experience Office</p>

<p>Metro Government Relations to initiate work with other transit agencies in California to request that a portion of existing and new sources of local, regional, and State homelessness funding be earmarked for transit homeless outreach teams, housing and services.</p>	<p>There are record amounts of funding for homeless and housing assistance in the state budget. The funding can be accessed through the cities and counties as well as through state agencies grant processes. Strategy needs to be continued to be developed to engage with LA County Board of Supervisors and City of LA in allocating funds specifically to transit. Additional advocacy efforts include – regularly briefing LA delegation and state leadership on ongoing homelessness needs of LA County and its effect on Metro’s system. Metro GR department has communicated overall agency priorities for state funding. This funding request for state investments includes investments in homelessness response efforts. LA County stands to receive a considerable amount of funding based on need. Metro GR is engaged regularly in a statewide transit coalition (California Transit Association) where the priorities for state funding for homelessness response and outreach for transit are being advanced.</p>	<p>Replaced with new item/Track</p>	<p>Continue working with other transit agencies in California to request that transit agencies be eligible to access existing and new sources of state and federal homelessness funding for transit homeless outreach teams and for housing and services designated specifically for people experiencing homelessness on transit systems, and to recommend to the Board that this effort be included in Metro’s 2022 State legislative agenda.</p>	<p>Office of the Chief of Staff</p>
<p>Metro to pilot test a flexible dispatch concept whereby Metro responds to safety and security issues on the system by dispatching appropriate staff: from homeless outreach or mental health workers to unarmed security ambassadors or law enforcement as the situation demands.</p>	<p>Target launch date February 2023, following installation of requisite equipment.</p>	<p>In Progress/Continue to track</p>		<p>Chief Safety Office</p>
<p>Metro Community Relations to initiate work with local and regional partners to provide more shelter and housing to help Metro towards reducing homelessness on the system by at least 50%.</p>	<p>Community Relations has been working with SSLE to increase coordination. Community Relations is in the process of securing additional staff resources to assist. Organizational realignment under new Customer Experience Cabinet Office will provide additional opportunities to collaborate.</p>	<p>In Progress/Continue to track</p>	<p>Double the deployment of homeless outreach workers and clinicians in the Metro system.</p>	<p>Customer Experience Office</p>

SSLE to expand and enhance homeless outreach teams including on-call nursing, mental health and addiction services. Supplements the \$5M for enhanced homeless outreach teams and related mental health, addiction, nursing, and shelter services in SSLE's Cost Center. \$2M for short-term shelter for people experiencing homelessness on the Metro system, per Motion 26.2.	Metro's homeless outreach team provider, PATH, was unable to hire the additional staff last Spring, however Metro and PATH did put into place 80 beds dedicated for people intercepted on Metro who need shelter.  The PATH program will transition to Customer Care with the new organizational realignment, and the MOU for the 80 beds will be extended through June 2022.	Replaced with new item/Track	Utilize \$40 million authorized by the Metro Board to launch an Ambassador program to assist Metro riders and help them feel safe.  Double the deployment of homeless outreach workers and clinicians in the Metro system.	Customer Experience Office
Per Board Motion 26.2, transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles and offers riders assistance and connections to resources, modeled after the S.F. BART program.	Per the September 2021 organizational realignment, the Ambassador program will be overseen by the Customer Care Department, which is in the new Customer Experience Office. PSAC provided recommendations to guide the ambassador program, and staff expect to award contracts and initiate the program by the end of 2022.	Replaced with new item/Track	Utilize \$40 million authorized by the Metro Board to launch an Ambassador program to assist Metro riders and help them feel safe.	Customer Experience Office
Per Motion 26.2, \$3 million for pilot homelessness strategies to be recommended by PSAC.	\$1.4 million committed to extension of 80 beds through June 2022	In Progress/Continue to track	Double the deployment of homeless outreach workers and clinicians in the Metro system.	Customer Experience Office
Per Motion 26.2, \$3 million for pilot safety strategies on board buses to be recommended by PSAC.	Metro will use a portion of the funds to improve lighting at bus stops, and a portion to improve safety for bus operators and other Metro employees.	In Progress/Continue to track		Office of the Chief of Staff
Test using unarmed security ambassadors to fill gaps in terminus station assistance and intercede with people who are experiencing homelessness on Metro to get them the help they need.	Will be merged with the broader ambassador program.	Replaced with new item/Track	Utilize \$40 million authorized by the Metro Board to launch an Ambassador program to assist Metro riders and help them feel safe.  Double the deployment of homeless outreach workers and clinicians in the Metro system.	Customer Experience Office
Homeless counts - Regular counts to monitor trends and gauge the success of Metro efforts to address homelessness	Two counts were conducted in 2021, a detailed count in January that noted specific conditions or behaviors of each individual, and a less specific count in August. A third count was conducted in 2022.	Completed		Customer Experience Office
Metro Operations to evaluate opportunities and funding requirements to provide facilities and equipment to enhance the productivity, working conditions, and effectiveness of custodians and service attendants.	Review completed.	Completed		Operations

<p>Metro Real Estate to provide a report that summarizes efforts to work with neighboring property owners to clean up trash near the Metro right of way, and collaborate with Operations, SSLE, and Community Relations to implement strategies to address outstanding issues.</p>	<p>This is an ongoing exercise. Real Estate works closely with Operation and Security and Community Relations on an ongoing basis and submits Board boxes.</p>	<p>Completed</p>	<p>Planning &amp; Development</p>	
<p>Metro Operations and System Security and Law Enforcement (SSLE) to implement an elevator attendant pilot program similar to the successful program at BART to deter crime, human waste and drug use in elevators, and make them safe and pleasant for seniors, people with disabilities, travelers with luggage, and others.</p>	<p>Staff plan to first pursue lower cost opportunities to improve elevator conditions, specifically installation of cameras on elevators to deter misuse. Staff is also exploring options to increase the number of restrooms on the system, and incorporated elevator attendants into the scope of work that proposers can respond to in the upcoming Ambassador Program RFP. The elevator attendant program would only have covered two stations, whereas the alternate approaches will offer broader coverage.</p>	<p>Replaced with new item/Track</p>	<p>Evaluate the impact of elevator cameras on vandalism, cleanliness, and biohazards.</p> <p>Finalize a roadmap for placing restrooms at geographically dispersed high-volume transfer and terminus stations to improve the customer experience and reduce urination and defecation in and around the Metro system.</p> <p>Utilize \$40 million authorized by the Metro Board to launch an Ambassador program to assist Metro riders and help them feel safe.</p>	<p>Planning &amp; Development, Operations, Customer Experience Office</p>
<p>Metro Operations to resume vinyl seat transition.</p>	<p>Vinyl seat transition resumed Spring 2021.</p>	<p>Completed</p>	<p>Replace cloth seats with easier-to-keep-clean vinyl seats on all Metro buses and trains that serve customers by the end of FY23.</p>	<p>Operations</p>
<p>OEI to work with Operations to test odor meters for station inspections, with an emphasis on elevators, escalators, stairwells, bus stops, and other areas where urination or defecation tend to occur. If this turns out to be viable, odor meters would help Metro track progress on this important aspect of the customer experience.</p>	<p>Staff conducted industry review of available odor measurement equipment and selected device.</p>	<p>Completed</p>	<p>Office of Innovation</p>	
<p>Metro Operations to consider proposal to fill gaps in end of line cleaning, and cover every rail terminus during all hours of service, for consideration in the FY23 budget.</p>	<p>Done.</p>	<p>Completed</p>	<p>As part of an overall Cleaning Surge proposal, expand “end of line” train cleaning to all rail lines and add weekend coverage at Union Station and 7th/Metro.</p>	<p>Operations</p>

Metro Operations to develop a scope, cost estimate for consideration in the FY23 budget, and pros and cons related to increasing custodial staff and materials for:

- o Staff quick wipe-downs at selected mid-line train stations during less-crowded times, where service attendants could quickly board the train, wipe down selected surfaces, soak up liquid spills, pick up trash, and address biohazards reported by customers or employees, riding the train a few stops when necessary to avoid any holdup to service. This technique would be highly visible to customers and help demonstrate that Metro cares about cleanliness. It is recommended that Metro Operations gather information from other agencies that have implemented mid-line cleaning, including BART.

Met with BART to get information about their mid-line cleaning program (which was on pause due to COVID). For the near term, Metro is focusing resources on end-of-line cleanup. While cleaning at the end of the line is not as visible to as many customers, the end-of-line cleaning is the most efficient and effective and safe location because the trains are berthed there much longer and it lets the service attendants clean the cars while they are empty and not in motion.

Completed

Operations

HC&D, Communications, and the Customer Experience Office to consider designating occasional days when employees who ride Metro could consider volunteering to pick up garbage they see during their ride. Metro could provide PPE, garbage bags with a Metro logo, and gloves. This would be a great way for employees at all levels to pitch in to keep Metro clean, compliment Metro Marketing's We're Here for You campaign, and show customers that we care. (subject to discussion with Metro labor representatives).

Will wait for further easing of the COVID-19 pandemic before moving forward with this.

Not yet started/Continue to track

Chief People Office



BACK PAGE

Stephanie N. Wiggins  
Metro Chief Executive Officer

Metro Board of Directors 2022

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## Board Report

File #: 2022-0186, File Type: Contract

Agenda Number: 29.

### CONSTRUCTION COMMITTEE APRIL 21, 2022

**SUBJECT: METRO SMALL BUSINESS BONDING ASSISTANCE PROGRAM**

**ACTION: APPROVE CONTRACT MODIFICATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modifications to Contract No. PS137313000 with Merriwether and Williams Insurance Services, Inc. to continue to provide Small Business Bonding Assistance Program services and Contractor Finance Assistance Program (CFAP) administration in the amount of \$450,000, increasing the total contract price from \$2,197,870 to \$2,647,870, and extend the period of performance from June 1, 2022, through November 30, 2022;

This Contract Modification also includes an as-needed option to extend the contract period of performance up to an additional six (6) months or through May 31, 2023, and increase the total contract price up to an additional \$450,000, for a total not-to-exceed contract price of \$3,097,870.

- B. AUTHORIZING the Chief Executive Officer to approve budget for the Contractor Finance Assistance Program (CFAP) loan fee which provides financial relief for certified small businesses performing on a Metro contract for an amount not to exceed \$300,000; and
- C. ADOPTING a resolution, Attachment A, authorizing the Chief Executive Officer and other Authorized Officers to continue the \$4,000,000 line of credit with Bank of America for six months at a cost of \$8,000 with the option to extend for an additional six months at a cost of \$8,000, and to execute as needed, individual standby letters of credit at a cost of \$2,000 each or 2% of the value of each letter of credit executed, whichever is greater, for a six-month period in the amount of \$37,500 with an option for an additional six-month period for \$37,500 for a not-to-exceed amount of \$71,000 if the option is exercised.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE FULL BOARD)  
**ISSUE**

Metro identified the need to provide bonding assistance to certified small businesses pursuing work on Metro construction projects. Metro partnered with the City of Los Angeles and participated in their

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Request for Proposal (RFP) process to identify a consultant capable of providing bonding assistance to small businesses. Metro subsequently executed a memorandum of understanding (MOU) with the City to partner and share resources and certain cost for the consultant services. Metro also issued a contract with Merriwether and Williams Insurance Services (MWIS) to administer Metro's Contractor Development Assistance and Bonding Program (CDABP) for a total of three-years. This three-year contract is scheduled to expire on May 31, 2022.

## **BACKGROUND**

Metro initiated a pilot CDABP program in 2018, and renewed the program with a three-year contract with MWIS that became effective June 1, 2019. Metro also renewed its MOU with the City of Los Angeles for this same period. Metro established a \$4,000,000 program line of credit with Bank of America for its CDABP program. The program provides bonding assistance to small businesses for a maximum amount of \$250,000 or 40% of the bond (whichever is lower) per bond transaction cap dollar amount. The City of Los Angeles' program has the same established limits. Metro assembled a bonding Task Force consisting of the Diversity & Economic Opportunity Department, Risk Management, Treasury, Vendor/Contract Management and Project Construction Management.

MWIS provides bonding education and business development services to contractors through capacity building classes held at Metro, throughout the county (virtually and in-person). MWIS provides technical assistance on preparing small businesses to become bondable, strengthening their companies financially, strategically pursuing work and instructed on best practices in preparing proposals. Some of the tasks performed by MWIS are listed below.

- Assess small business work plans
- Conduct enrollment meetings and contractor consultations
- Refer contractors to resource providers and prime contractors for opportunities
- Consult small businesses on CDABP program services
- Process small business bond requests
- Issue bonds for small businesses
- Refer small businesses to Metro Certification, Pre-Qualification or Vendor Portal
- Provide contract monitoring, project support or contract review for small business
- Develop contractor profiles for marketing small businesses
- Participate in Council District workshops to promote the CDABP program

Approximately 241 small businesses have graduated from various MWIS' training academies in the last three years. Of these 241 small business graduates, 120 graduated from Metro sponsored training academies. MWIS provides Metro staff with several monthly metrics including three specific measures used as key performance indicators. The three key performance indicators below reflect activity from June 1, 2019, through February 28, 2022.

- MWIS has completed over 650 assessments of small businesses and completed workplans to increase their capacity.
- MWIS has referred over 450 small businesses to Metro's Vendor Portal, Certification or Pre-

Qualification.

- MWIS has completed or enhanced over 500 contractor profiles to assist small businesses in strengthening their marketing efforts.

Metro has issued five bonds to date for an aggregate amount of \$1.25 million dollars to assist certified small businesses to bond and acquire over \$15 million dollars in contract awards. The contract details are listed in the table below.

Small Business Name	Assistance Amount	Metro Project	Cert.Type	Small Business Contract Award
G&F Concrete	\$250,000	Rosa Parks Willowbrook Station	DBE SBE	\$1,253,850
SJN Builders, Inc.	\$250,000	Rosa Parks Willowbrook Station	SBE	\$5,091,101
KPA Constructors, Inc.	\$250,000	Regional Connector Transit Corridor	DBE SBE	\$3,691,555
Global Electric	\$250,000	Westside Purple Line Section 1	DBE SBE	\$3,192,000
KPA Constructors, Inc.	\$250,000	Westside Purple Line Section 1	DBE SBE	\$1,850,000
				\$15,078,506

Metro staff implemented a 7% SBE Goal and 4.33% DVBE goal for this CDABP contract. MWIS committed to 19.06% SBE and has achieved 15%, and MWIS achieved 19% towards the 4.33% DVBE commitment to date. Metro staff is requesting the board to approve a six-month extension of the CDABP program contract with an option to extend for an additional six-months while the City prepares, issues and awards a new contract.

## **DISCUSSION**

### **Findings**

The CDABP program has proven to be a tremendous help to small businesses for three years and staff has received positive feedback from businesses who have benefited from the program. As Metro staff was preparing to participate in the City's RFP process to renew the CDABP program, staff learned that the City was not prepared to issue an RFP at this time. In addition, the City has approved a six-month extension of the current contract with MWIS, with an additional six-month extension while an RFP is prepared and issued. Staff intends to participate in the RFP process when the City is ready to issue the RFP and piggy-back on the City's contract as done previously with the other agency partners. The agencies partnering in the CDABP program include the City of Los Angeles, Metro, Los Angeles World Airports, Department of Water and Power, the Port of Los Angeles, SCM Public Works, and as of October 2021 the County of Los Angeles. Metro staff received a draft of the City's RFP on March 21, 2022 and provided feedback and input to City staff by

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the March 31, 2022 deadline. Metro staff will continue to work with City staff to get the RFP issued and a new contract procured.

### Contractor Finance Assistance Program

Metro staff recently implemented the contractor finance assistance program which was included in the original scope of work of the CDABP. At the time of the contract award to MWIS, the CFAP program was not ready for implementation although the language for the CFAP program was included in the scope of work as a resource to small businesses. The CFAP program makes financial resources immediately available to small businesses by using their contract as collateral. This can provide relief to small businesses that have to float delays in payments resulting from invoices waiting to be processed and paid or change orders to be approved. The CFAP program provides loans to the small businesses at 6.75% interest with an upfront fee of 1% of the amount of the loan (or \$1,500 minimum fee). Metro staff is requesting budget to cover the 1% fee to assist small businesses. The small business can request up to 25% of the amount of their contract and is responsible for the repayment of the loan. There is no risk to Metro. The CFAP program includes a third-party funds administrator to manage the CFAP transactions for the small business to ensure appropriate use of funds. MWIS recently informed Metro staff that the CFAP program was ready for implementation and staff was able to assist a certified small business (Global Electric) in securing a Metro contract in February 2022. Global Electric is also a recipient of Metro's CDABP program and is performing on the Westside Purple Line Section 1 project. With the assistance of the CFAP program, Global Electric is now working on two Metro contracts, the second also on the Westside Purple Line Section 1 project as a subcontractor to LK Comstock for a 2.6-million-dollar contract. The CDABP and CFAP programs both use third-party funds administrators to manage transactions for small businesses. Funds from the current CDABP contract were used to assist Global Electric to secure this additional Metro contract through the CFAP program.

Staff intends to promote and advertise the CFAP program through its robust Metro Connect outreach in-person and on-line events. If approved, the program will be advertised in How to do Business with Metro, lunch and learn events, CDABP training classes, Transportation Business Advisory Council meetings, council district outreach events and other industry events. Staff also intends to promote the program on the Metro.net/connect webpage. Staff is requesting a budget of \$300,000 to support small businesses who can benefit from the program. This budget would provide CFAP support to ten small businesses borrowing \$500,000 against their contract value of \$2.5 million by Metro covering the 1% upfront fee.

### **DETERMINATION OF SAFETY IMPACT**

No safety impact.

### **FINANCIAL IMPACT**

Adoption of this contract extension and options would impact the agency's budget by \$1,271,000 through May 31, 2023.

### Impact to Budget

The MWIS contract and the Line of Credit fees will be added to Cost Center 2130. Funding will come from General Funds, which are eligible for Metro Bus and Rail operations and capital expenses. Costs for individual letters of credit will be paid by the projects for which the contractors are providing services.

### **EQUITY PLATFORM**

Staff recommendations are to implement programs that support local small, disadvantaged, minority, women and veteran owned businesses to become more sustainable, financially stable and have access to capital like larger companies. The CDABP and CFAP programs have assisted certified small businesses in capturing over \$15 million dollars in Metro contracts. These SBE and DBE contract dollars were reflected in the appropriate fiscal years towards Metro's annual percentage goals. The CDABP and CFAP support provided by MWIS has provided immeasurable capacity building support to small business and resulted in contract awards through the program.

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

The recommendation supports strategic plan goal 5.5: Metro will expand opportunities for businesses and external organizations to work with us. The CDABP program expands Metro's capability to contract with construction companies on our projects, and also expands small businesses' ability to qualify for larger construction contract opportunities that have increased bonding requirements.

### **ALTERNATIVES CONSIDERED**

The Metro Board could choose to not extend the CDABP program, however, that would not provide small businesses the bonding, financial and capacity building support they might need to perform on Metro construction projects.

### **NEXT STEPS**

- Upon Board approval, staff will execute Contract Modification No. 1 to extend the MWIS contract for 6 months, with the option to extend for an additional 6 months;
- Extend the terms of the line of credit with Bank of America for 6 months, with the option to extend for an additional 6 months;
- Implement the CFAP program to small businesses as funds are available.

### **ATTACHMENTS**

Attachment A - MOU

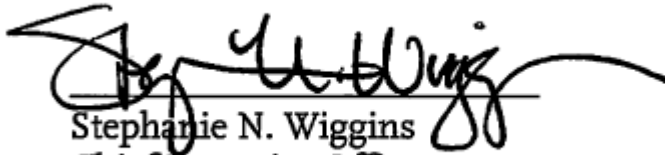
Attachment B - Procurement Summary

Attachment C- Contract Modification/Change Order Log

Attachment D - DEOD Summary

Prepared by: Keith A. Compton, Director, DEOD  
(213) 922-2406

Reviewed by: Debra Avila, Deputy Chief, Vendor/Contract Management Officer (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer



**CONTRACTOR DEVELOPMENT AND BONDING PROGRAM**

**MEMORANDUM OF UNDERSTANDING**

**BY AND BETWEEN**

**CITY OF LOS ANGELES**

**AND**

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION  
AUTHORITY**

ATTACHMENT - A

**CONTRACTOR DEVELOPMENT AND BONDING PROGRAM  
MEMORANDUM OF UNDERSTANDING**

**INDEX**

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## ATTACHMENT - A

THIS MEMORANDUM OF UNDERSTANDING (MOU), is made and entered into by and between the CITY OF LOS ANGELES (CITY) and the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO). Each party joining this MOU will be responsible for its own activities as defined in this MOU.

IN WITNESS WHEREOF, the Parties hereto have caused their duly authorized representatives to execute this MOU on the 1st day of June, 2022 to be effective immediately for a twelve month term.

### RECITALS:

- A METRO is extending an agreement with the CITY to participate and access the CITY's Contractor Development Assistance and Bonding Program (CDABP). METRO will utilize existing CDABP program administration services, as needed provided through the CITY and its contracted broker, Merriwether & Williams Insurance Services (BROKER).
- B. The CITY and METRO require contractors to obtain bid, payment, and performance bonds when working on CITY or METRO projects.
- C. It has come to the attention of CITY and METRO that some small businesses are unable to compete for CITY or METRO work due to their difficulty obtaining the required surety bonds.
- D. The CITY'S RISK MANAGEMENT Office possesses certain requisite knowledge and resources to coordinate and assist in the administration of the CDBP. As such, METRO seeks to continue accessing the CITY's and their Broker/Service Provider's assistance in implementing and administering a comparable program on behalf of METRO.
- E. BROKER competed in a Request for Proposal process, and was selected by the CITY to be the BROKER on the CDABP.

Now, therefore, the parties do agree as follows:

### 1.0 CITY OF LOS ANGELES

The CITY will:

- 1.1 Assist in the coordination and implementation of the CDABP between BROKER, CITY and METRO to replicate a similar program on behalf of METRO.
- 1.2 Work with BROKER and METRO to design and structure a "shared resource – shared cost" arrangement between the parties.

## **ATTACHMENT - A**

- 1.3 Share with METRO, CITY's experience and work product in implementing CDABP for the purpose of METRO's desire to sponsor a comparable program on behalf of METRO.
- 1.4 Assist METRO in developing the Broker/Service Provider's Scope of Services.
- 1.5 Coordinate with METRO in developing the BROKER Request for Proposal and Contract. Advise METRO on the administration of the Broker Contract to confirm Broker activities are in compliance with Contract terms.
- 1.6 Assist in establishing CDABP cost controls.
- 1.7 Conduct periodic reviews to verify compliance with MOU terms and conditions.
- 1.8 Develop rationale to allocate shared CDABP costs for consideration and acceptance by METRO.
- 1.9 Provide administrative services support as necessary.
- 1.10 Provide additional services as deemed necessary.
- 1.11 Administer the CDABP through the Office of the City Administrative Officer, Risk Management (RISK MANAGEMENT).

## **2.0 LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

METRO will:

- 2.1 Implement contract with BROKER and administer CDABP for METRO contracting activities.
- 2.2 Review and pay monthly invoices directly to BROKER. Invoices will reflect costs for monthly BROKER services, third-party funds administration, financial analysis, etc.
- 2.3 Provide timely and accurate information to CITY when requested.
- 2.4 Attend meetings with CITY and BROKER, as necessary.

**ATTACHMENT - A**

- 2.5 Participate in the Request For Proposal (RFP) selection process with the CITY for BROKER.
- 2.6 Establish and maintain a line of credit or other collateral instrument which allows for the issuance of program bond guarantees.

**3.0 CDABP PROVISIONS:**

- 3.1 At METRO, the program will only be available to Small Business Enterprises (SBE), Disadvantaged Business Enterprises (DBE) and Disabled Veteran Business Enterprises (DVBE) contractors and subcontractors interested in bidding on METRO contracts.
- 3.2 The program will provide for the use of financial guarantees to obtain bid, payment and performance bonds.
- 3.3 BROKER invoicing will be submitted monthly to METRO and will only reflect actual services rendered.
- 3.4 METRO must notify CITY prior to making any material changes to the CDBP components.
- 3.5 The allocated percentages used to calculate the indirect CDABP costs for the next three fiscal years are included in the contract. This allocation percentage will be based upon each program agency's contract value as proportionately compared to the total of all program members' contract values combined. An alternative allocation methodology may be utilized if agreed upon by all CDABP members. Indirect percentages will be fixed for the term of the contract unless a member(s) contract amount changes during the course of the contract.
- 3.6 Prior to the CDABP, program members must complete the following:
  - 1. Establish and/or identify account(s) to cover the costs for monthly BROKER invoices (amounts based on annual contract limits) and any future CDABP contractor defaults within that program members construction program (amount may need to be increased based upon higher levels of outstanding letters of credit or collateral).
  - 2. Assign a primary staff authority and a designee (in case of absence of the primary staff authority) to authorize letters of credit or collateral issuance in an expeditious manner.
  - 3. Sign and date the CDABP MOU.

**ATTACHMENT - A**

4. Assign staff to assist RISK MANAGEMENT in coordinating the CDABP.
5. Receive METRO Board approval of CDABP, including the use of Letters of Credit or other collateral instruments to serve as guarantees to program sureties.

**4.0 INDEMNIFICATION**

- 4.1 All parties to this agreement agree to hold each other harmless for all causes of actions, claims, charges or other demands of any nature, arising from the acts or omissions of the indemnifying party in regard to services provided under and during the term of this MOU, in accordance with California Government Code 895.4 and 895.6.

**5.0 TERMINATION**

- 5.1 This agreement may be canceled by any member of this MOU with or without cause on thirty (30) days written notice and payment in full of all proportioned CDABP fees, costs and expenses for services already rendered. Said notice, on the CITY's behalf, will be given by the City Administrative Officer or the Director of Risk Management as designee.

**6.0 TERM OF MEMORANDUM OR UNDERSTANDING**

- 6.1 The term of this MOU is coterminous with the CDABP Member's contract with the BROKER.

IN WITNESS WHEREOF, the parties hereto have caused their duly authorized representatives to execute this Memorandum Of Understanding to be effective on the 1<sup>st</sup> day of June, 2022

By \_\_\_\_\_  
RICHARD LLEWELLYN, JR  
City of Los Angeles Administration Officer

By \_\_\_\_\_  
DEBRA AVILA  
Deputy Chief Vendor/Contract Management Officer METRO

APPROVED AS TO FORM:

MICHAEL N. FEUER, City Attorney

By: \_\_\_\_\_  
DANIEL KREINBRING  
Deputy City Attorney

MARY C. WICKHAM  
County Counsel

By \_\_\_\_\_  
MARY REYNA  
Principal Deputy County Counsel



**GLOSSARY OF TERMS**

1. Broker – The person or company who works on behalf of the Program Members to assist small, MBE/WBE/OBE contractors in obtaining the required surety bonding. Must have a Broker’s license to be a Broker.
2. Surety Bonds – The financial instrument, required by the CDABP to bid on projects, that is written for a specific amount and for a specific project. The dollar amount of the bond is the amount which the surety is willing to pay in case a CDABP contractor defaults on the project.
  - a. Bid Bond – A guarantee that, if awarded, the contractor will enter into a contract under the same terms and conditions as bid.
  - b. Performance Bond – A bond issued by a surety company guaranteeing to complete a construction contract if the contractor defaults.
  - c. Payment Bond - Guarantees that subcontractors of the prime contractor will be paid for labor and materials. These are often required in conjunction with performance bonds.
3. Surety – The bond company or guarantor that provides the bond on a specific project.
4. CDABP Contractor – The contractor or subcontractor who uses the CDABP to establish or increase their bonding capacity.
5. Third Party Funds Administrator – Manages progress payments from the CITY or METRO to a CDABP prime contractor or the CITY’s or METRO ’s prime contractor payments to a CDABP subcontractor, ensuring all subcontractors and material suppliers are appropriately paid.
6. Irrevocable Letter of Credit – A financial instrument that is used by a surety to drawdown from the Line of Credit as a form of a guarantee. It is irrevocable because the letter of credit cannot be modified unless all parties agree.
7. Line of Credit –A source of credit provided by a financial institution that is used for financial guarantees.
8. Underwriting Data – Data gathered by the BROKER and Surety to help assess the risks and make a determination on whether to provide a bond. Usually requires bank statements, tax statements, company financials, application data, etc.

## **ATTACHMENT - A**

9. Drawdown – A withdrawal against a specific Letter of Credit or other collateral instrument following a default and surety paid claim to complete the contracted public work.
10. Financial Guarantees – An amount of money stated in dollars, that the CITY or METRO is willing to guarantee to the Surety in case of a default by a CDABP contractor against the bond.
11. Indirect Costs – Those costs of the CDABP that are not directly chargeable to a Department, Agency or project and are shared by each member of this MOU. These costs are typically all costs that occur prior to successfully bonding a contractor for a specific bid or contract. These costs would include CDABP outreach and administration, member consultation and technical assistance, financial statement preparation and review, review of application data, tax statements and company financials, and post award contract monitoring. It includes time spent working with CDABP broker, surety and CPA partners.
12. Direct Costs – Once a CDABP contractor identifies a CITY or METRO contract that they want to bid on, those subsequent third-party costs directly associated with securing the required bonds are considered direct costs. Unlike indirect costs, these costs are not shared by all MOU members but are charged directly to the contracting Department or agency. These costs typically include letter of credit fees for financial guarantees and TPFA fees. These costs are only incurred if the contractor is the successful low bidder.
13. CDABP Contractor Default – A CDABP contractor default occurs when a surety is obligated for payment under the guaranteed bond following a CDABP contractor nonperformance or nonpayment.
14. CDABP Member Agency – Agencies that are members of this MOU. Currently, there are two CDABP Member Agencies, the City of Los Angeles and the Los Angeles County Metropolitan Transportation Authority.

## PROCUREMENT SUMMARY

## METRO SMALL BUSINESS BONDING ASSISTANCE PROGRAM / PS137313000

1.	<b>Contract Number:</b> PS137313000		
2.	<b>Contractor:</b> Merriwether and Williams Insurance Service, Inc.		
3.	<b>Mod. Work Description:</b> Increase in contract authority and up to 12-month extension		
4.	<b>Contract Work Description:</b> Provide bonding assistance to small businesses under the Small Business Bonding Assistance Program.		
5.	<b>The following data is current as of:</b> 03/24/22		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	6/1/19	<b>Contract Award Amount:</b> \$ 2,197,870
	<b>Notice to Proceed (NTP):</b>	8/8/19	<b>Total of Modifications Approved:</b> \$ 0
	<b>Original Complete Date:</b>	5/31/22	<b>Pending Modifications (including this action):</b> \$ 900,000
	<b>Current Est. Complete Date:</b>	5/31/22	<b>Current Contract Value (with this action):</b> \$ 3,097,870
7.	<b>Contract Administrator:</b> Marc Margoni		<b>Telephone Number:</b> (213) 922-1304
8.	<b>Project Manager:</b> Keith Compton		<b>Telephone Number:</b> (213) 922-2406

**A. Procurement Background**

This Board Action is to approve Contract Modification Nos. 1 and 2 to Contract No. PS13731300 with Merriwether and Williams Insurance Services, Inc. to continue to administer the Contractor Development and Bonding Assistance Program (CDABP) aka Metro's Small Business Bonding Assistance Program and the Contractor Finance Assistance Program (CFAP).

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

In May 2019, the Board awarded a three-year contract to Merriwether & Williams Insurance Services (MWIS) to provide bonding assistance to small businesses under Metro's Small Business Bonding Assistance Program.

**B. Cost/Price Analysis**

The recommended monthly CDABP and CFAP administration fees for the extended term have been determined to be fair and reasonable based on price analysis, independent cost estimate (ICE), technical analysis, and fact-finding. Pass-through fees [e.g. CPA cost subsidy fee, Irrevocable Letter of Credit (ILOC), and Funds Control] were estimated based on historical data and the anticipated level of bonding assistance required by small businesses.

<b>Option Years Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$900,000	\$900,000	<b>\$900,000</b>

**CONTRACT MODIFICATION / CHANGE ORDER LOG  
METRO SMALL BUSINESS BONDING ASSISTANCE PROGRAM  
PS137313000**

<b>Mod. No.</b>	<b>Description</b>	<b>Date</b>	<b>Amount</b>
1.	Increase contract authority to continue to provide bonding assistance to small businesses under Metro's Small Business Bonding Assistance Program and extend the period of performance by six months	<b>PENDING</b>	\$ 450,000
2.	Increase contract authority to continue to provide bonding assistance to small businesses under Metro's Small Business Bonding Assistance Program and extend the period of performance by six months	<b>PENDING</b>	\$ 450,000
	<b>Modification Total:</b>		<b>\$ 900,000</b>
	<b>Original Contract:</b>	<b>6/1/19</b>	<b>\$ 2,197,870</b>
	<b>Total Contract Value:</b>		<b>\$ 3,097,870</b>

DEOD SUMMARY

METRO SMALL BUSINESS BONDING ASSISTANCE PROGRAM, MERRIWETHER AND WILLIAMS INSURANCE SERVICES, INC. PS137313000

**A. Small Business Participation**

Merriwether & Williams Insurance Services, Inc. (MWIS) made a 19.01% Small Business Enterprise (SBE) and 4.33% Disabled Veteran Business Enterprise (DVBE) commitment. The contract is 76% complete and the current participation is 14.97% SBE and 19.14% DVBE, which represents a 4.04% SBE shortfall, while the DVBE commitment is exceeded by 14.71%.

MWIS indicated that there are shared costs associated with 3D Networks, an SBE, that have not been reported. DEOD requested a shortfall mitigation plan to address the SBE participation. MWIS indicated that they will increase the task assignments to 3D Network during the contract extension period to mitigate the shortfall and achieve the 19.01% commitment. Assignments will include, but not be limited to, assisting with outreach events, training classes, informational events, creating promotional materials and other tasks.

DEOD will continue to monitor MWIS participation to ensure that the firm is on track to meet and/or exceed the commitment.

<b>Small Business Commitment</b>	<b>19.01% SBE 4.33% DVBE</b>	<b>Small Business Participation</b>	<b>14.97% SBE 19.14% DVBE</b>
----------------------------------	----------------------------------	-------------------------------------	-----------------------------------

	<b>SBE Subcontractor</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	3D Networks	19.01%	14.97%
	<b>Total</b>	<b>19.01%</b>	<b>14.97%</b>

	<b>DVBE Subcontractor</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	G&C Equipment Corp.	4.33%	19.14%
	<b>Total</b>	<b>4.33%</b>	<b>19.14%</b>

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

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

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this 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 #:** 2022-0131, **File Type:** Resolution

**Agenda Number:** 44.

**REGULAR BOARD MEETING  
APRIL 28, 2022**

**SUBJECT: PROPOSITION A AND PROPOSITION C COMMERCIAL PAPER/SHORT-TERM BORROWING PROGRAMS**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

ADOPT:

- A. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit (“LOC”) with respect to the Proposition A (“Prop A”) commercial paper (“CP”) and short-term borrowing program, Attachment A; and
- B. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C (“Prop C”) revolving credit facility (“RCF”) and short-term borrowing program, Attachment B.

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE FULL BOARD)

**ISSUE**

The Prop A and Prop C Commercial Paper/Short-Term Borrowing programs have proven to be flexible, cost-effective methods of short-term financing for Metro’s capital program. The Prop A LOC provided by Barclays Bank PLC and the Prop C RCF with Wells Fargo Bank, N.A., expire in July 2022.

**BACKGROUND**

The Board established the Prop A short-term borrowing program in January 1991 to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Under the Proposition A short-term borrowing program, Metro is authorized to issue and have outstanding at any one time up to \$350 million in CP notes. An LOC, which guarantees payment of the maturing CP Notes, is a required feature of the CP program.

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”). The LOC provides guaranteed

liquidity to investors when their notes mature and are a required component of the program. Additionally, the LOC provides a safety net to Metro in the form of a term loan in the unlikely event the notes cannot be remarketed, protecting Metro from incurring an obligation to immediately repay the entire amount of maturing CP Notes using funds on hand. The CP will be backed by a subordinate pledge of 75% of Prop A sales tax revenues. Metro can issue either tax-exempt or taxable CP under the Prop A CP program. The borrowing costs under the CP program have been approximately 1.05% over the past three years.

The Board established the Prop C short-term borrowing program in June 1993 to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Under the Proposition C short-term borrowing program, Metro is authorized to issue and have outstanding at any one time up to \$150 million in CP notes or revolving credit obligations.

Under the Prop C RCF program, the selected bank will provide short-term revolving loans directly to Metro in an aggregate amount of up to \$150 million outstanding at any one time. The loans provided under the Prop C RCF will bear interest at variable interest rates based on an index of 80% of 1-month SOFR for tax-exempt loans and 100% of 1-month SOFR for taxable loans, plus the bank's applicable fee. The Prop C RCF will be backed by a subordinate pledge of 80% of Prop C sales tax revenues. The borrowing costs for the Wells Fargo RCF have been approximately 1.08% over the past three years.

## **DISCUSSION**

First a request for proposals was sent to 19 banks by Metro's municipal advisor, Backstrom McCarley Berry & Co. LLC ("BMcB"). Under Metro's Debt Policy, the municipal advisor conducts a competitive process to select financial product providers, including letters of credit. 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 Investors Service, Standard & Poor's and Fitch Ratings, as is standard practice and required by Metro's Debt Policy. 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 the form of agreement. Overall program objectives include low cost and maximizing access to borrowing capacity achieved through diversification of products and providers. Twelve proposals were received for commitment amounts ranging from \$100 million to \$350 million for both programs. The selection group was composed of Treasury staff and BMcB. The selection group ranked each proposer and recommended Bank of America, N.A. for the Prop A LOC and Bank of the West for the Prop C RCF, both for 3-year terms (See Attachment C).

Costs will vary depending on the amount of tax-exempt and taxable debt Metro issues under the Prop A and Prop C programs. Additional fees and interest may be incurred under certain extreme circumstances. None of Metro's CP notes have failed to be remarketed to date.

## **Outreach to Local Community Banks and Credit Unions**

At the request of the Board, Treasury performed additional outreach to local community banks and credit unions to seek greater small business participation through a financial services survey (See Attachment D).

The survey is intended to promote inclusion and further explore opportunities for Metro to advance its DBE/SBE/DVBE firm participation goals and was shared with local financial institutions that serve various and diverse communities. The survey was provided to 27 local credit unions and minority-owned banks located within the County of Los Angeles (See Attachment E).

Of the 27 surveys distributed and tabulated, none of the institutions offered a letter of credit or revolving credit facilities to government agencies as part of their line of business. The responses from the 27 banks are summarized in Attachment F. Metro staff is committed to continuing the outreach efforts as a standard practice for future financial services.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this report will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Funding of \$11.5 million for the Prop A and Prop C programs are included in the FY2022 budget in Cost Center #0521, Treasury Non-Departmental, under project #610306, task 03.01 and project #611309, task 01 for Prop A and project #610307, task 03.01 for Prop C. The cost center manager and the Chief Financial Officer will be accountable for budgeting the cost in future years.

#### Impact to Budget

The funding sources of Prop A and Prop C are eligible for bus & rail operations and capital projects.

### **EQUITY PLATFORM**

Approval of this item will maintain liquidity support and/or borrowing capacity for Metro's Prop A and Prop C short-term borrowing programs that facilitate planned financing for Metro's capital program.

The proposed banks are large, multinational institutions that are committed to diversity and inclusion. Below are links that detail their respective commitments to diversity, equity and inclusion.

BofA - We firmly believe all employees should be treated with respect, live free of discrimination and be able to bring their whole selves to work. This is core to who we are as a company and how we drive responsible growth.

<https://about.bankofamerica.com/en/working-here/diversity-inclusion>

BotW - At Bank of the West, we value different cultures. All of our team members, customers and suppliers are part of the different and varied communities that we're proud to serve. In each of our offices, branches and across our digital channels, we promote diversity and inclusion as a vital part of our success.

<https://www.bankofthewest.com/about-us/diversity-inclusion.html>

It is imperative to engage financial institutions that understand the importance of and are committed

to diversity and inclusion, in alignment with Metro's Equity Platform.

Additionally, as described above, and at the request of the Board, Treasury performed additional outreach to local community banks and credit unions to promote inclusion and further explore opportunities to advance DBE/SBE/DVBE firm participation.

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

The 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 not to approve the recommended credit support or facility for the Prop A CP or the Prop C RCF programs. A decision to cancel the programs and not replace the letter of credit support or credit facility would result in the need to pay in full the outstanding short-term debt (\$97.5 million for Prop A and approximately \$30 million for Prop C) or refund with a higher cost fixed rate financing. The termination of the Prop A CP or the Prop C RCF programs reduces Metro's liquidity and hinders the ability to provide low-cost short-term financing options when needed on Prop A and Prop C projects. The capital projects that require immediate cash flow to continue moving forward would not have financing mechanisms in place. In addition, Metro would need to terminate and/or amend terms of the outstanding funding agreement with Alameda Corridor East Construction Authority (ACE) of the San Gabriel Valley Council of Governments (SGVCOG). These alternatives are not recommended.

### **NEXT STEPS**

- Negotiate final terms and conditions with the recommended banks.
- If satisfactory terms cannot be agreed upon with one or both recommended banks, negotiate with the next highest -ranked proposers for the applicable program (Prop A or Prop C, as applicable) to obtain the best combination of terms and pricing.
- Prepare agreements and documentation to implement the replacement LOC and RCF, including, among others, notices, reimbursement agreements, fee agreements, reimbursement notes, credit agreements, revolving obligation notes, supplemental trust agreements and offering memoranda.
- Obtain credit ratings for the CP notes based on the credit ratings of the selected bank.
- Execute documents prior to the expiration date of the current agreements in July of 2022.
- Metro staff is committed to continuing the outreach efforts as a standard practice for future financial services.

### **ATTACHMENTS**

Attachment A - Proposition A Authorizing Resolution  
Attachment B - Proposition C Authorizing Resolution

Attachment C - Bank Recommendation Summary

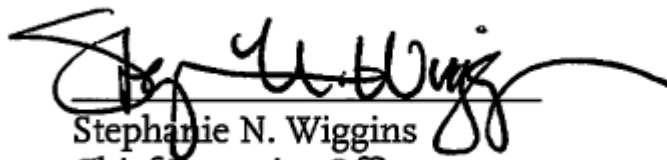
Attachment D - Financial Services Survey

Attachment E - Local Financial Institutions

Attachment F - Financial Services Survey Outreach Summary

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



Stephanie N. Wiggins  
Chief Executive Officer

**Proposition A Authorizing Resolution**

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF A REIMBURSEMENT AGREEMENT AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION A COMMERCIAL PAPER PROGRAM AND AUTHORIZING OTHER RELATED MATTERS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue bonds, including but not limited to notes, to finance and refinance the acquisition, construction or rehabilitation of facilities to be used as part of a countywide transportation system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission is authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval of the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 16 adopted August 20, 1980 ("Ordinance No. 16"), imposed a 1/2 of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition A Tax"), and such tax was approved by the electors of the County on November 4, 1980; and

WHEREAS, the revenues received by the LACMTA from the imposition of the Proposition A Tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any bonds issued pursuant to the Act and include the payment or provision for the payment of the principal of such bonds and any premium, interest on such bonds and the costs of issuance of such bonds; and

WHEREAS, the LACMTA, on an on-going basis, is planning and engineering a County-wide public transportation system (the "Public Transportation System") to serve the County and on an on-going basis is constructing portions of the Public Transportation System; and

WHEREAS, to facilitate the development and construction of the Public Transportation System, as authorized by the Act, the LACMTA by resolution adopted January 23, 1991 (the "1991 Authorizing Resolution"), authorized and implemented a program of commercial paper (the "Program") involving the issuance from time to time of the Second Subordinate Sales Tax Revenue Commercial Paper Notes, Series A (the "Notes") for the purpose of providing for the financing of the acquisition of real and personal property and the construction of the Public Transportation System, provided that the aggregate principal amount of Notes and Reimbursement Obligations (as defined in such 1991 Authorizing Resolution) outstanding at any time shall not exceed \$350,000,000; and

WHEREAS, the Notes and other obligations incurred in connection with the Program are issued under and secured by the Subordinate Trust Agreement, dated as of January 1, 1991 (the "Subordinate Agreement"), by and between the LACMTA (as successor to the Commission) and U.S. Bank Trust National Association, as successor to BancAmerica Trust Company, as successor to

Security Pacific National Trust Company (New York), as trustee (the “Trustee”); the First Supplemental Subordinate Trust Agreement, dated as of January 1, 1991, as amended (the “First Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Second Supplemental Subordinate Trust Agreement, dated as of January 1, 1994 (the “Second Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Third Supplemental Subordinate Trust Agreement, dated as of December 1, 1996 (the “Third Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Fourth Supplemental Subordinate Trust Agreement, dated as of December 1, 1996 (the “Fourth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Fifth Supplemental Subordinate Trust Agreement, dated as of May 1, 2004 (the “Fifth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Sixth Supplemental Subordinate Trust Agreement, dated as of September 24, 2009 (the “Sixth Supplemental Trust Agreement”); and the Seventh Supplemental Subordinate Trust Agreement, dated as of September 1, 2010 (the “Seventh Supplemental Trust Agreement” and collectively with the Subordinate Agreement, the First Supplemental Trust Agreement, the Second Supplemental Trust Agreement, the Third Supplemental Trust Agreement, the Fourth Supplemental Trust Agreement, the Fifth Supplemental Trust Agreement and the Sixth Supplemental Trust Agreement, the “Trust Agreement”), by and between the LACMTA and the Trustee; and

WHEREAS, the LACMTA has determined that it is necessary and desirable to have the Notes secured by one or more letters of credit (the “Letter of Credit,” or the “Letters of Credit”) that are delivered pursuant to the terms of one or more reimbursement agreements (a “Reimbursement Agreement,” or the “Reimbursement Agreements”) each between one or more providers of a Letter of Credit (a “Letter of Credit Provider,” or the “Letter of Credit Providers”) that sets forth the terms and conditions for the repayment by the LACMTA of Reimbursement Obligations; and

WHEREAS, the Notes are currently secured by a Letter of Credit (the “Barclays Letter of Credit”) provided by Barclays Bank PLC (“Barclays”), in the stated amount of \$199,999,988, which expires on July 22, 2022; and

WHEREAS, Barclays issued the Barclays Letter of Credit pursuant to the Reimbursement Agreement, dated as of April 1, 2019 and amended as of April 4, 2022, between the LACMTA and Barclays; and

WHEREAS, the LACMTA now desires to (a) replace the Barclays Letter of Credit with a Letter of Credit (the “BANA Letter of Credit”) to be provided by Bank of America, N.A. (“BANA”) in the stated amount of \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069), or (b) renew the Barclays Letter of Credit amount, and/or (c) replace the Barclays Letter of Credit with one or more new Letters of Credit to be issued by such other Letter of Credit Provider(s) or one or more Bank Products or Alternative Products to be provided by such financial institutions in a combined available amount not to exceed \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069) that may be selected by the LACMTA from the pool of respondents to the LACMTA’s “Request for Proposals to Provide Replacement Direct Pay Letter of Credit and/or Bank Product and/or Alternative Products” (the “Bank RFP”) distributed to potential respondents on December 15, 2021 (each, an “Other Letter of Credit Provider”);

WHEREAS, so long as the Program is active, the LACMTA deems it necessary and desirable to have one or more Letters of Credit securing the payment of principal of and interest on the Notes as they mature from time to time; 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 may enter into credit enhancement or liquidity agreements, with payment, interest rate, currency, security, default, remedy, and other terms and conditions as the public entity determines; 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 Program, will reduce the amount and duration of interest rate risk with respect to the 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 Notes or enhance the relationship between risk and return with respect to investments; and

WHEREAS, in order to minimize debt service and maximize benefits to the LACMTA, the LACMTA will enter into one or more Reimbursement Agreements with Barclays, BANA, and/or such Other Letter of Credit Provider which will provide one or more Letters of Credit that will separately secure the payment of principal of and interest on certain designated Notes as issued and maturing from time to time, or the LACMTA will enter into one or more agreements for Bank Products or Alternative Products pursuant to the Bank RFP; and

WHEREAS, Barclays, BANA, and/or such Other Letter of Credit Provider will provide credit support for \$150,000,000 in aggregate principal amount of the Notes (which is only a portion of the \$350,000,000 authorized under the 1991 Authorizing Resolution); and

WHEREAS, forms of the following documents are on file with the Clerk 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 Letter of Credit Reimbursement Agreement (the "BANA Reimbursement Agreement"), that will be entered into by the LACMTA and BANA in connection with the issuance of the BANA Letter of Credit;

(b) a Fee Agreement (the "BANA Fee Agreement"), that will be entered into by the LACMTA and BANA;

(c) a Reimbursement Note (the "BANA Reimbursement Note" and collectively, with the BANA Reimbursement Agreement and the BANA Fee Agreement, the "Documents"), that will be executed and delivered by the LACMTA to evidence its reimbursement obligations under the BANA Reimbursement Agreement and the BANA Fee Agreement; and

(d) a Commercial Paper Offering Memorandum (the "Offering Memorandum"), to be used in connection with the offer and sale of the 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 are subject to

modification to reflect the various details applicable to the Program and the Notes and the results of negotiation with BANA (or Barclays or an Other Letter of Credit Provider, as the case may be); and

WHEREAS, in the event the LACMTA decides that it is in its best interests to renew the Barclays Letter of Credit or replace such Letter of Credit with one or more Letters of Credit to be issued by one or more Other Letter of Credit Provider(s) other than BANA, the LACMTA will (a) enter into one or more Reimbursement Agreements with the Other Letter of Credit Provider(s), (b) will enter into one or more fee agreements with the Other Letter of Credit Provider(s), (c) execute and deliver one or more reimbursement notes relating to such Reimbursement Agreement or Agreements, and (d) revise and deliver the Offering Memorandum relating to such Letters of Credit and Other Letter of Credit Provider(s); and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

**Section 1. Findings.** The foregoing recitals are true and correct and the LACMTA so finds and determines.

**Section 2. Approval of Documents; Authorization for Execution.** The LACMTA hereby approves the appointment of BANA and/or Barclays and/or such Other Letter of Credit Provider selected and appointed by a Designated Officer (as defined below), as the providers of the Letters of Credit (in a combined stated amount of up to \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069)) with respect to the Program and the Notes. The form, terms and provisions of the Documents are in all respects approved and 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, or any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a “Designated Officer”), and any one or more thereof, are hereby authorized, empowered and directed to execute, acknowledge and deliver each of the Documents including counterparts thereof, in the name and on behalf of the LACMTA. The Documents, as executed and delivered, shall be in substantially the forms now on file with the Clerk 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 the Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Documents, 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 Documents.

If a Designated Officer determines that it is in the LACMTA’s best interests to replace the Barclays Letter of Credit with one or more Letters of Credit to be issued by one or more Other Letter of Credit Provider(s), instead of BANA, the Designated Officers are hereby authorized to (a) (i) enter into one or more Reimbursement Agreements with one or more Other Letter of Credit Provider(s) (each an “Alternate Reimbursement Agreement”), (ii) enter into one or more fee agreements with one or more Other Letter of Credit Provider(s) (each an “Alternate Fee Agreement”) and (iii) execute and deliver one or more reimbursement notes (each an “Alternate Reimbursement Note”) or (b) enter into

documents relating to a Bank Product or Alternate Product pursuant to the Bank RFP (each an “Alternate Product,” and collectively with the Alternate Reimbursement Agreement, the Alternate Fee Agreement and the Alternate Reimbursement Note, the “Alternate Documents”). The Alternate Documents, as executed and delivered, may be substantially similar to the forms of the Documents now on file with the Clerk 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 the Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Documents, 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 Documents.

The LACMTA hereby determines that entering into one or more Reimbursement Agreements with BANA, Barclays, and/or such Other Letter of Credit 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 Notes. In addition to the provisions set forth in the previous paragraph, no Designated Officer shall enter into a Reimbursement Agreement with BANA, Barclays, and/or such Other Letter of Credit 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 the Notes, (b) the term of such Reimbursement Agreement or Alternate Product does not exceed the Program Termination Date; and (c) the amounts payable by the LACMTA with respect to such Reimbursement Agreements shall be payable solely and exclusively from Net Pledged 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 Notes.

**Section 3. Offering Memorandum.** The distribution by any of the Dealers of an Offering Memorandum in connection with the offering and sale of the Notes from time to time in substantially the form on file with the Clerk 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 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 4. Additional Authorization.** The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Documents and/or the Alternate Documents and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Documents and/or the Alternate Documents or to evidence said authority and its exercise. In connection with the execution and delivery of the Documents and the delivery of the BANA Letter of Credit and/or the execution and delivery of the Alternate Documents and/or the

issuance of a new Letter of Credit by an Other Letter of Credit Provider, the LACMTA is hereby authorized and directed to prepare and cause to be distributed, from time to time, one or more commercial paper offering memoranda with respect to the Notes. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

**Section 5. Severability.** The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

**Section 6. Effective Date.** This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk 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 April 24, 2022.

By \_\_\_\_\_  
Board Clerk, Los Angeles County Metropolitan  
Transportation Authority

Dated: \_\_\_\_\_, 2022

**Proposition C Authorizing Resolution**

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF ONE OR MORE REVOLVING CREDIT AGREEMENTS AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION C REVOLVING OBLIGATIONS, THE EXECUTION AND DELIVERY OF ONE OR MORE REIMBURSEMENT AGREEMENTS AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION C COMMERCIAL PAPER PROGRAM AND AUTHORIZING OTHER RELATED MATTERS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue indebtedness and securities of any kind or class, including, but not limited to, bonds, notes, bond anticipation notes, commercial paper and other obligations ("Bonds"), to finance and refinance the acquisition, construction, rehabilitation or equipping of facilities to be used as part of a countywide transportation system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission is authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval of the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a 1/2 of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the Proposition C Tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any Bonds issued pursuant to the Act and include the payment or provision for the payment of the principal of such Bonds and any premium, interest on such Bonds and the costs of issuance of such Bonds; and

WHEREAS, the LACMTA, on an on-going basis, is planning and engineering a County-wide public transportation system (the "Public Transportation System") to serve the County and on an on-going basis is constructing portions of the Public Transportation System; and

WHEREAS, to facilitate the development and construction of the Public Transportation System, as authorized by the Act, the LACMTA by resolution adopted June 23, 1993 (the "1993 CP Authorizing Resolution"), authorized and implemented a commercial paper program (the "CP Program") involving the issuance, from time to time, of the Subordinate Proposition C Sales Tax Revenue Commercial Paper Notes, Series A (the "CP Notes") for the purpose of providing for the financing of the acquisition and construction of the Public Transportation System, provided that the aggregate principal amount of CP Notes and Reimbursement Obligations (as defined in the 1993 CP Authorizing Resolution) outstanding at any time shall not exceed \$150,000,000; and

WHEREAS, the CP Notes and other obligations incurred in connection with the CP Program are issued under and secured by the Subordinate Trust Agreement, dated as of June 1, 1993 (the “Subordinate Trust Agreement”), by and between the LACMTA and U.S. Bank National Association, as successor to Bank of America National Trust and Savings Association, as trustee (the “Trustee”), and the First Supplemental Subordinate Trust Agreement, dated as of June 1, 1993 (the “Original First Supplemental Subordinate Trust Agreement”), by and between the LACMTA and the Trustee, as amended by Amendment No. 1 to First Supplemental Subordinate Trust Agreement, dated as of October 16, 1995 (the “First Amendment”), by and between the LACMTA and the Trustee, Amendment No. 2 to First Supplemental Subordinate Trust Agreement, dated as of July 1, 1996 (the “Second Amendment”), by and between the LACMTA and the Trustee, Amendment No. 3 to First Supplemental Subordinate Trust Agreement, dated as of June 1, 1998 (the “Third Amendment”), by and between the LACMTA and the Trustee, Amendment No. 4 to First Supplemental Subordinate Trust Agreement, dated as of May 1, 2002 (the “Fourth Amendment”), by and between the LACMTA and the Trustee, Amendment No. 5 to First Supplemental Subordinate Trust Agreement, dated as of January 1, 2008 (the “Fifth Amendment”), by and between the LACMTA and the Trustee, Amendment No. 6 to First Supplemental Subordinate Trust Agreement, dated as of September 1, 2010 (the “Sixth Amendment” and collectively with the Original First Supplemental Subordinate Trust Agreement, the First Amendment, the Second Amendment, the Third Amendment, the Fourth Amendment, the Fifth Amendment and the Sixth Amendment, the “First Supplemental Subordinate Trust Agreement”), the Second Supplemental Subordinate Trust Agreement, dated as of April 1, 2013 (the “Second Supplemental Subordinate Trust Agreement”), the Third Supplemental Subordinate Trust Agreement, dated as of March 1, 2016 (the “Third Supplemental Subordinate Trust Agreement”), and the Fourth Supplemental Subordinate Trust Agreement, dated as of April 1, 2019 (the “Fourth Supplemental Subordinate Trust Agreement” and together with the Subordinate Trust Agreement, the First Supplemental Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, and the Third Supplemental Subordinate Trust Agreement, the “Existing Subordinate Trust Agreement”), each by and between the LACMTA and the Trustee; and

WHEREAS, the LACMTA has previously determined that it is necessary and desirable to have the CP Notes secured by one or more letters of credit (the “Letter of Credit,” or the “Letters of Credit”) that are delivered pursuant to the terms of one or more reimbursement agreements (a “Reimbursement Agreement,” or the “Reimbursement Agreements”) each between the LACMTA and one or more providers of a Letter of Credit (a “Letter of Credit Provider,” or the “Letter of Credit Providers”) that sets forth the terms and conditions for the repayment by the LACMTA of Reimbursement Obligations; and

WHEREAS, currently, no CP Notes are outstanding; 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 may enter into credit enhancement or liquidity agreements, with payment, interest rate, currency, security, default, remedy, and other terms and conditions as the public entity determines; and



WHEREAS, pursuant to Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that any Reimbursement Agreement(s) to be entered into in connection with, or incidental to, the CP Program, will reduce the amount and duration of interest rate risk with respect to CP Notes issued under the CP Program 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 such CP Notes or enhance the relationship between risk and return with respect to investments; and

WHEREAS, in addition to the authority to issue CP Notes, pursuant to the terms of the Subordinate Trust Agreement and the Second Supplemental Subordinate Trust Agreement, the LACMTA is authorized to issue and/or incur, from time to time, Subordinate Obligations in the form of Subordinate Proposition C Sales Tax Revenue Revolving Obligations (the “Subordinate Revolving Obligations”); and

WHEREAS, the Subordinate Revolving Obligations are issued and/or incurred in the form of one or more revolving lines of credit (a “Revolving Line of Credit”) provided by one or more providers of such Revolving Lines of Credit (a “Line of Credit Provider”); and

WHEREAS, a Revolving Line of Credit (the “Existing Revolving Line of Credit”) is currently provided by Wells Fargo Bank, National Association (“Wells Fargo”) pursuant to the Second Amended and Restated Revolving Credit Agreement, dated as of April 1, 2019 and amended as of April 8, 2022, by and between the LACMTA and Wells Fargo, which is scheduled to expire on July 22, 2022; and

WHEREAS, the LACMTA now desires to replace the Existing Revolving Line of Credit with either (i) a replacement Revolving Line of Credit with Bank of the West (“BOTW”), or (ii) one or more replacement Revolving Lines of Credit to be provided by such other Line of Credit Provider(s) that may be selected by the LACMTA from the pool of respondents pursuant to the Bank RFP (defined below) (each, an “Other Line of Credit Provider”), or (iii) CP Notes secured by one or more Letters of Credit, pursuant to one or more Reimbursement Agreements with one or more Letter of Credit Providers that may be selected by the LACMTA from the pool of respondents to the LACMTA’s “Request for Proposals to Provide Replacement Direct Pay Letter and/or Bank Product and/or Alternative Products” (the “Bank RFP”) distributed to potential respondents on December 15, 2021; and

WHEREAS, the replacement Revolving Line of Credit (the “Replacement Revolving Line of Credit”) will be provided to the LACMTA by BOTW or such Other Line of Credit Provider, as applicable, pursuant to a revolving credit agreement (each, a “Credit Agreement”) to be entered into by and between the LACMTA and BOTW or such Other Line of Credit Provider, as applicable, whereby the LACMTA will be allowed to request Advances (as defined in the applicable Credit Agreement), from time to time, in an aggregate principal amount not to exceed \$150,000,000 at any one time outstanding to finance or refinance on either a reimbursement or forward funding basis the acquisition, construction, rehabilitation or equipping of facilities authorized under the Act and Ordinance No. 49 (including, but not limited to facilities to be used as part of a Public Transportation System), to finance certain costs of issuance and for any other financing needs of the LACMTA authorized under the Act and Ordinance No. 49 (including, but not limited to, the refunding and restructuring of existing indebtedness of the LACMTA); and

WHEREAS, the Advances, the Revolving Loans (as defined in the applicable Credit Agreement) and the Term Loans (as defined in the applicable Credit Agreement) will be incurred

pursuant to the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement (as amended, including as amended by the Fifth Supplemental Subordinate Trust Agreement, as defined below) and the applicable Credit Agreement; and

WHEREAS, the obligations incurred by the LACMTA pursuant to the terms of the Credit Agreement (including, but not limited to, the Advances, the Revolving Loans and the Term Loans) will be limited obligations of the LACMTA, secured by, and payable from, Net Pledged Revenues and such other funds and accounts as provided in the Subordinate Trust Agreement and the Second Supplemental Subordinate Trust Agreement and will be evidenced by one or more promissory notes; and

WHEREAS, the Advances, the Revolving Loans and the Term Loans may be incurred under the Credit Agreement whereby the interest paid by the LACMTA on such Advances, Revolving Loans and Term Loans may be (i) excluded from the gross income of the recipients thereof under the varying provisions of the Internal Revenue Code of 1986, as amended, and the regulations promulgated thereunder or related thereto (collectively, the “Code”) and/or (ii) included in the gross income of the recipients thereof under the Code; and

WHEREAS, forms of the following documents are on file with the Clerk 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”) with respect to the Replacement Revolving Line of Credit:

(a) a Fifth Supplemental Subordinate Trust Agreement (the “Fifth Supplemental Subordinate Trust Agreement”) by and between the LACMTA and the Trustee, which among other things, further amends the Second Supplemental Subordinate Trust Agreement;

(b) a Revolving Credit Agreement (the “BOTW Credit Agreement”), to be entered into by the LACMTA and BOTW, in connection with the Replacement Revolving Line of Credit; and

(c) a Tax-Exempt Note and a Taxable Note (the “BOTW Revolving Obligation Notes,” and together with the BOTW Credit Agreement, the “Revolving Obligations Documents”), that will be executed and delivered by the LACMTA to evidence its payment and reimbursement obligations under the BOTW Credit Agreement; 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 Subordinate Revolving Obligations and the Replacement Revolving Line of Credit; and

WHEREAS, in the event the LACMTA decides that it is in its best interests to replace the Existing Revolving Line of Credit with a Letter of Credit to be issued by a Letter of Credit Provider, the LACMTA will (i) enter into a Reimbursement Agreement with the Letter of Credit Provider, (ii) enter into a fee agreement with the Letter of Credit Provider and (iii) execute and deliver a reimbursement note relating to such Reimbursement Agreement; and

WHEREAS, in the event the LACMTA decides that it is in its best interests to replace the Existing Revolving Line of Credit with a Revolving Line of Credit to be provided by an Other Line of Credit Provider, instead of BOTW, the LACMTA will (i) enter into a Credit Agreement with the Other

Line of Credit Provider and (ii) execute and deliver tax-exempt and taxable notes relating to such Credit Agreement; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Subordinate Trust Agreement, the First Supplemental Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, and the Fifth Supplemental Subordinate Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

**Section 1. Findings.**

(a) The foregoing recitals are true and correct and the LACMTA so finds and determines.

(b) The issuance and/or incurrence of the Subordinate Revolving Obligations, from time to time, and the payment of certain costs related thereto, if determined by a Designated Officer (as hereinafter defined) to be in the best interest of the LACMTA, are in the public interest.

**Section 2. Issuance and/or Incurrence and Terms of Subordinate Revolving Obligations.** For the purposes set forth in the foregoing recitals, the LACMTA is hereby authorized to (a) issue and/or incur, from time to time, the Subordinate Revolving Obligations in the form of the Replacement Revolving Line(s) of Credit to be provided by BOTW or such Other Line of Credit Provider, as applicable, pursuant to one or more Credit Agreements (including the BOTW Credit Agreement or the Alternate Credit Agreement (as hereinafter defined)), provided that the aggregate principal amount of all Subordinate Revolving Obligations outstanding at any time shall not exceed \$150,000,000, and (b) incur the other Obligations (as defined in the applicable Credit Agreement) under each Credit Agreement, the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and Fifth Supplemental Subordinate Trust Agreement. The commitment by BOTW or such Other Line of Credit Provider to make Advances under the applicable Credit Agreement shall have a term not less than two years from the date of execution of the applicable Credit Agreement unless such date is earlier terminated pursuant to the terms of the applicable Credit Agreement or extended, reduced or rescinded by a subsequent resolution of the LACMTA (and approved by BOTW or such Other Line of Credit Provider, as applicable). The outstanding principal amount of each Revolving Loan and each Term Loan shall bear interest at the interest rates set forth in each Credit Agreement. Notwithstanding anything to the contrary in the previous sentence or the provisions of this Resolution, interest payable by the LACMTA on any Revolving Loan or Term Loan shall not exceed the Maximum Rate (as defined in the applicable Credit Agreement); provided, however, if the rate of interest calculated in accordance with the terms of each Credit Agreement exceeds the Maximum Rate, interest at the rate equal to the difference between the rate of interest calculated in accordance with the terms of the applicable Credit Agreement and the Maximum Rate shall be deferred until such date as the rate of interest calculated in accordance with the terms of the applicable Credit Agreement ceases to exceed the Maximum Rate, at which time the LACMTA shall pay BOTW or such Other Line of Credit Provider, as applicable, the deferred interest as provided in the applicable Credit Agreement.

The Revolving Lines of Credit are being obtained to provide funds, from time to time, to finance on either a reimbursement or forward funding basis the acquisition, construction, rehabilitation and equipping of facilities authorized under the Act and Ordinance No. 49 (including, but not limited to facilities to be used as part of a Public Transportation System), to finance certain costs of issuance and for any other financing needs of the LACMTA authorized under the Act and Ordinance No. 49 (including, but not limited to, the refunding and restructuring of existing indebtedness of the LACMTA).

The LACMTA shall be obligated to repay BOTW or such Other Line of Credit Provider, as applicable, for all Advances, Revolving Loans and Term Loans and pay all Obligations owed to BOTW or such Other Line of Credit Provider, as applicable, and such Advances, Revolving Loans, Term Loans and Obligations shall be payable, both with respect to interest and principal as provided for in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, each Credit Agreement and the BOTW Revolving Obligation Notes and the Alternate Revolving Obligation Notes (as hereinafter defined, and together with the BOTW Revolving Obligation Notes, the “Subordinate Revolving Obligation Notes”). The Advances, the Revolving Loans and the Term Loans may be incurred under each Credit Agreement whereby the interest paid by the LACMTA on such Revolving Loans and Term Loans is excluded from gross income for federal income tax purposes or not excluded or part excluded and part not excluded in such combination as is acceptable to the Designated Officer authorizing the same.

The terms of each Advance shall, consistent with this Resolution and the Second Supplemental Subordinate Trust Agreement, be set forth in a Request for Advance and Revolving Loan (as described in the applicable Credit Agreement) delivered to BOTW or such Other Line of Credit Provider, as applicable, by a Designated Officer.

**Section 3. Pledge to Secure the Advances, the Revolving Loans, the Term Loans, the Notes and the Obligations – Subordinate Revolving Obligations.** The LACMTA hereby approves the pledge to secure the Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Obligations as set forth in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, each Credit Agreement and the Subordinate Revolving Obligation Notes.

**Section 4. Limited Obligations; Subordinate Obligations – Subordinate Revolving Obligations.** The Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement) shall be limited obligations of the LACMTA, secured by, have a lien on and be payable from, Net Pledged Revenues and from the funds and accounts held by the Trustee and the LACMTA under the Subordinate Trust Agreement and the Second Supplemental Subordinate Trust Agreement, as and to the extent therein described. The Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement) shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide, including, but not limited to, proceeds of additional borrowings for such purpose and any applicable state or federal grants received by the LACMTA.

The Subordinate Revolving Obligations shall be issued, from time to time, as Subordinate Obligations as provided for in Section 2.09 of the Subordinate Trust Agreement.

The Obligations (other than Reimbursement Obligations (as defined in the applicable Credit Agreement) and payment of principal of and interest on the Subordinate Revolving Obligation Notes) shall be secured by and have a lien on Net Pledged Revenues junior and subordinate in all respects to the liens on, security interest in and pledges of the Net Pledged Revenues granted to the Subordinate Obligations (including, but not limited to, the Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement)).

**Section 5. Approval of Revolving Obligations Documents; Authorization for Execution - Subordinate Revolving Obligations.** The LACMTA hereby approves the appointment of BOTW, or such Other Line of Credit Provider selected and appointed by a Designated Officer, as the provider of the Revolving Line of Credit with respect to the Subordinate Revolving Obligations. The form, terms and provisions of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents are in all respects approved and any one or more of the Designated Officers, are hereby authorized, empowered and directed to execute, acknowledge and deliver each of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents, including counterparts thereof, in the name and on behalf of the LACMTA. The Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents, as executed and delivered, shall be generally in the forms now on file with the Clerk 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 the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Fifth Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents, 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 and the Revolving Obligations Documents.

If a Designated Officer determines that it is in the LACMTA's best interests to replace the Wells Fargo Revolving Line of Credit with a Revolving Line of Credit to be provided by an Other Line of Credit Provider, instead of by the BOTW, the Designated Officers are hereby authorized to (a) enter into a Credit Agreement with the Other Line of Credit Provider that is substantially similar to the form of the BOTW Credit Agreement (an "Alternate Credit Agreement") now on file with the Clerk of the Board and made available to the Board and approved above, and (b) execute and deliver tax-exempt and taxable notes that are substantially similar to the form of the BOTW Revolving Obligation Notes (the "Alternate Revolving Obligation Notes" and together with the Alternate Credit Agreement, the "Alternate Revolving Obligations Documents" now on file with the Clerk of the Board and made available to the Board and approved above. The Alternate Revolving Obligations Documents, as executed and delivered, shall be substantially similar to the forms of the Revolving Obligations Documents now on file with the Clerk 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 the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Revolving Obligations Documents, 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 Revolving Obligations Documents.

**Section 6. Trustee, Paying Agent and Registrar – Subordinate Revolving Obligations.** U.S. Bank National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Subordinate Revolving Obligations. Such appointments shall be effective upon the adoption of this Resolution and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

**Section 7. Designated Representatives – Subordinate Revolving Obligations.** The Board hereby appoints the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA (the “CEO”), the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance, any Deputy Executive Officer, Finance, any Assistant Treasurer of the LACMTA, or any such officer serving in an acting or interim capacity and any other persons the CEO may designate to serve, as “Designated Officers” of the LACMTA under the terms of this Resolution, the Second Supplemental Subordinate Trust Agreement and each Credit Agreement. The Designated Officers are, and each of them is, hereby authorized and are hereby directed to perform those duties set forth in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents, including, without limitation, the execution of a Request for Advance and Revolving Loan (as described in the applicable Credit Agreement). The Designated Officers are, and each of them is, also authorized to make representations, certifications and warranties in connection with implementing and obtaining the Revolving Lines of Credit and the issuance and/or incurrence of Advances, Revolving Loans and Term Loans as and when required in the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents, and the certifications and agreements relating to the federal tax exemption with regards to certain advances. The Designated Officers are hereby further 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 Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents.

**Section 8. Authorized Authority Representative – Subordinate Revolving Obligations.** The Board hereby designates the Designated Officers, as an Authorized Authority Representative for all purposes under the Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement and each Credit Agreement and with respect to the Subordinate Revolving Obligations, the Revolving Lines of Credit, the Advances, the Revolving Loans, the Term Loans and the Subordinate Revolving Obligation Notes. Such appointments shall remain in effect until modified by resolution.

**Section 9. Additional Authorization – Subordinate Revolving Obligations.** Each Designated Officer and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Fifth Supplemental Subordinate Trust Agreement, the Revolving Obligations Documents or the Alternate Revolving Obligations Documents and to carry out the terms thereof. Each Designated Officer, each Designated Representative and all officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be required in order to carry out the authority conferred by this Resolution, the Existing Subordinate Trust Agreement, the Fifth

Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents or to evidence the same authority and its exercise. The foregoing authorization includes, but is in no way limited to, authorizing LACMTA staff to pay costs of issuance of implementing and obtaining the Revolving Lines of Credit and fees and costs of BOTW or such Other Line of Credit Provider, as applicable, authorizing the investment of the proceeds of the Advances in one or more of the permitted investments provided for under the Existing Subordinate Trust Agreement, and authorizing the execution by a Designated Officer, or any one of them, of one or more tax compliance certificates as required by the Second Supplemental Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents for the purpose of complying with the rebate requirements of the Code. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

**Section 10. Approval of Alternate CP Documents.** If a Designated Officer determines that it is in the LACMTA's best interests to replace the Existing Revolving Line of Credit with a Letter of Credit to be issued by a Letter of Credit Provider, the Designated Officers are hereby authorized to (i) enter into a Reimbursement Agreement with the Letter of Credit Provider (an "Alternate Reimbursement Agreement"), (ii) enter into a fee agreement with the Letter of Credit Provider (an "Alternate Fee Agreement"), and (iii) execute and deliver a reimbursement note (the "Alternate Reimbursement Note," and collectively with the Alternate Reimbursement Agreement and the Alternate Fee Agreement, the "Alternate CP Documents"). The Alternate CP Documents, as executed and delivered, shall be in such form 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 provisions therein consistent with this Resolution; and from and after the execution and delivery of the Alternate CP Documents, 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 CP Documents.

The LACMTA hereby determines that entering into one or more Reimbursement Agreements with any such Letter of Credit 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 CP Notes. In addition to the provisions set forth in the previous paragraph, no Designated Officer shall enter into an Alternate Reimbursement Agreement with such Letter of Credit Provider unless (a) such Alternate 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 the CP Notes, (b) the term of such Alternate Reimbursement Agreement does not exceed the Program Termination Date; and (c) the amounts payable by the LACMTA with respect to such Alternate Reimbursement Agreement shall be payable solely and exclusively from Net Pledged Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that any Alternate Reimbursement Agreement 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 CP Notes.

**Section 11. Additional Authorization – CP Program.** The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Alternate CP Documents and to carry out the terms thereof. The Designated Officers



and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Alternate CP Documents or to evidence said authority and its exercise. In connection with the execution and delivery of the Alternate CP Documents and the issuance of a Letter of Credit by a Letter of Credit Provider, the LACMTA is hereby authorized and directed to prepare and cause to be distributed, from time to time, one or more commercial paper offering memoranda with respect to the CP Notes. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

**Section 12. Severability.** The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

**Section 13. Effective Date.** This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk 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 April 24, 2022.

By \_\_\_\_\_  
Board Clerk, Los Angeles County Metropolitan  
Transportation Authority

Dated: \_\_\_\_\_, 2022

Bank Recommendation Summary

Proposer	Maximum Principal Commitment	Estimated First Year Cost*	Total Estimated Costs*
<b>Letter of Credit</b>			
<b>Bank of America, N.A.</b>	<b>\$350,000,000</b>	<b>\$1,307,950</b>	<b>\$3,833,850</b>
Barclays Bank PLC	\$200,000,000	\$1,323,500	\$3,890,500
Citigroup Global Markets, Inc.	\$100,000,000	\$1,468,500	\$4,295,500
JP Morgan Chase Bank, N.A.	\$200,000,000	\$1,735,000	\$5,115,000
Sumitomo Mitsui Banking Corporation	\$200,000,000	\$1,325,000	\$3,885,000
UBS	\$100,000,000	\$1,325,770	\$3,872,770
<b>Revolving Credit Facility</b>			
Bank of America, N.A.	\$150,000,000	\$1,178,269	\$3,434,808
<b>Bank of the West</b>	<b>\$150,000,000</b>	<b>\$1,060,500</b>	<b>\$3,081,500</b>
City National Bank	\$150,000,000	\$1,079,519	\$3,138,558
JP Morgan Chase Bank, N.A.	\$150,000,000	\$1,685,625	\$4,956,875
US Bank	\$150,000,000	\$1,113,984	\$3,241,951
Wells Fargo	\$150,000,000	\$1,165,500	\$3,426,500

Targeted firms are shown in bold.

Letter of Credit

**Industrial and Commercial Bank of China** and **TD Securities** pricings are not listed as they were provided for the Proposition C program only. Staff does not recommend a LOC facility for the Proposition C program.

Revolving Credit Facility

**US Bank** pricing is based on their proposed three-and-one-half year tenor as they did not provide three-year pricing.

\*All Costs are based on a standardized assumption of a \$100,000,000 facility with provided pricing for a three-year tenor when available.

**Financial Services Survey**

<b>Questions</b>	
1	Do you offer fixed and revolving credit facilities to government issuers? If so, please provide general information on the financial institution and what is the maximum amount you can provide and at what cost?
2	Does your bank provide any products to the government sector?
3	Do you have a dedicated team organized to serve government clients? If so, how many staff members are dedicated to this business line? What offerings are provided to government clients?
4	How much can you legally lend to a single borrower (secured and unsecured)? How much exposure can you have to a single borrower?
5	Does your bank have the capacity to provide \$150 million in the form of a letter of credit?
6	Does your bank have the capacity to provide \$150 million in the form of a revolving credit?
7	Provide your institution's long-term and short-term credit ratings over the past three years from Moody's Investors Service, Standard & Poor's Global Rating and Fitch Ratings. Also indicate if your institution's ratings are currently under credit watch or negative outlook or review by any major rating agency.

**Financial Services Survey**

<b>Questions</b>	
8	Can your bank provide other services to Metro including: trust, custody and depository banking?
9	Do you have analysts or a credit team that focuses on any recurring revenue and tax supported (i.e. sales tax) credits?
10	Is your bank listed in the Bond Buyer's Municipal Marketplace® or Red Book and Municipal Marketplace Online (MMO)? If not, the link to register is <a href="https://www.munimarketplace.com/add-your-firm/">https://www.munimarketplace.com/add-your-firm/</a> (this database is used by government issuers to solicit for financial services)
11	Does your bank advertise or market to government issuers? If so, how do they solicit business from the government sector? If not, we have the Vendor Portal ( <a href="https://www.metro.net/about/doing-business-with-metro/">https://www.metro.net/about/doing-business-with-metro/</a> ) where you can register.
12	Would your bank be interested in potentially participating within a consortium of banks/institutions to provide shared lending (e.g. LOC, revolving credit or alternative product) to governmental entities? If so, what is the maximum amount your bank would be interested as your participating share?
13	Does your bank have any ESG goals? DE&I (Diversity Equity and Inclusion)?
14	Are there any other financial products/services you would be able to provide to Metro? If so, please provide a detailed description of the product and your contact information for us to reach out to you.

## Local Financial Institutions

No.	Financial Institution Name	Zip Code(s)	County Supervisorial District					Survey Tabulated
			1	2	3	4	5	
1	City First Bank (Previously known as Broadway Federal Bank)	90037, 90301		X				✓
2	One United Bank	90016		X				✓
3	California Credit Union	90026, 90303, 90017, 90242, 91203, 90746, 90064, 91101, 91602, 90503, 91343	X	X	X	X	X	✓
4	East West Bank	91101, 91203, 90039, 90031, 90017, 91801, 91754, 91030, 91803	X				X	✓
5	Downey Federal Credit Union	90240				X		✓
6	Cathay Bank	90012, 91754, 91801, 91776, 91801, 91731, 91007, 91324, 90505, 91765, 91748	X		X	X	X	✓
7	SCE Federal Credit Union	90033, 91010, 91706, 90262	X	X		X	X	✓
8	Pacific Western Bank	90212, 90025, 90401, 92821, 91361	X		X			✓
9	Bank of Hope	90010, 90015, 90006, 90010, 90255, 90004, 90247, 91214, 90501	X	X	X	X	X	✓
10	Pacific Alliance Bank	91776, 91748	X				X	✓
11	Gain Federal Credit Union	91506, 91331			X		X	✓
12	Hanmi Bank	90006, 90015, 90010, 90004, 90021, 90019, 90247, 91405	X	X	X	X		✓
13	Manufacturers Bank	90071, 90212, 92821, 91436, 91203, 90502	X	X	X		X	✓
14	Malaga Bank	90274, 90505, 90732				X		✓
15	LA Financial Credit Union	90650, 91103, 90012	X			X	X	✓
16	Los Angeles Federal Credit Union	90703, 90232, 90248, 91205, 91731, 91402, 90012	X	X	X	X	X	✓
17	Friendly Hills Bank	90603, 90670				X		✓

Local Financial Institutions

No.	Financial Institution Name	Zip Code(s)	County Supervisorial District					Survey Tabulated
			1	2	3	4	5	
18	First City Credit Union	91105, 90033, 90012, 91791, 90712	X			X	X	✓
19	Popa Federal Credit Union	90703, 91754, 91773, 91355	X			X	X	✓
20	Unify Financial Credit Union	91203, 90640, 90045, 90250, 90278, 90501, 90712, 90503	X	X		X	X	✓
21	Wescom Credit Union	90755, 90503, 91101, 90095, 90250, 90230, 91403,		X	X	X	X	✓
22	USC Credit Union	90033, 90089,	X	X				✓
23	United Pacific Bank	91748, 91754	X					✓
24	Partners Federal Credit Union	91506, 91201, 91521					X	✓
25	CalCom, Mattel, Nikkei & Mabuhay Credit Unions	90808, 90745, 90503, 90248, 90245		X		X		✓
26	ILWU Credit Union	90744, 90807, 90732,				X		✓
27	CTBC Bank Corp. (USA)	90017, 91754, 91776, 91108, 91006, 91748, 91765	X				X	✓



## Financial Services Survey Outreach Summary

Financial Institution Name	Phone No.	Contact	Date(s)	Notes*
1 City First Bank (previously known as Broadway Federal Bank)	(323) 232-4271 x6930	Sandra Aispuro, VP/Branch Manager - SAispuro@cityfirstbroadway. com  Tom Nida, EVP Market Executive tnida@cityfirstbank.com	3/17/2022 3/18/2022 @ 11AM	Phone Meetings- Spoke to Sandra Aispuro from the Los Angeles office. She stated that they do not offer credit support products. She then asked if I would be willing to talk with her boss in Washington DC, Tom Nida. Tom and I scheduled a meeting to discuss the business lines that community banks tend to do offer. We also discussed why they do not offer products, like letters of credit.
2 One United Bank	(877) 663-8648	Shema Watson rwatson@oneunited.com (323) 290-4859	4/5/2022 @ 3:15PM 4/13/2022	Left messages and sent e-mail to Shema Watson at rwatson@oneunited.com. No responsive has been received to date. Sent follow up request.
3 California Credit Union	(800) 334-8788	Steve O'Connell, CEO, President  communications@ccu.com	3/31/2022	Reached out and they will get back to us.
4 East West Bank	(626) 768-6088	Dominic Ng, CEO, Chairman, President  InvestorRelations@eastwest bank.com	4/5/2022 @3:25PM	Sent e-mail request with survey and they were not familiar with any products that they offer to government sector.
5 Downey Federal Credit Union	(562) 862-8141	Raymond Mesler, CEO, President Feedback@downeyfcu.org	4/5/2022 @ 12:35pm	Phone Meeting: Matt spoke with Novia Ordonez with Customer Service department. They do not offer business loans or services, only personal.
6 Cathay Bank	(213) 625-4791	Chang Liu, CEO, President	4/5/2022 @ 3:40PM	Sent correspondence. No response received.
7 SCE Federal Credit Union	(626) 960-6888	Daniel Rader, CEO, President	4/5/2022 @3:50 PM	Contacted them and they don't offer liquidity products to government sector.
8 Pacific Western Bank	(310) 887-8500	Matthew Wagner, CEO, President, Director	4/5/2022 @3:58 PM	Sent e-mail with survey attached to: sblservicing@pacwest.com. No response received.
9 Bank of Hope	(213) 639-1700	Kevin Kim, President, CEO, Chairman	4/5/2022 4/13/2022	Contacted them with inquiry on bank products/services. Sent follow up inquiry. No response received.
10 Pacific Alliance Bank	(626) 773-8888	Benjamin Lin, CEO	4/5/2022 @ 4:00 PM 4/13/2022	Sent request. Sent follow up request. No response received.
11 Gain Federal Credit Union	(818) 846-1710	Darin Guggenheimer, CEO, President	4/5/2022 @ 4:15PM 4/13/2022	Sent request. Sent follow up request. No response received.
12 Hanmi Bank	(213) 382-2200	Bonita Lee, CEO, President	4/5/2022	Sent inquiry on bank products/services. No response received.
13 Manufacturers Bank	(213) 489-6200	Kazuhiya Miyagawa, Chairman, CEO, Interim President	4/5/2022	Sent inquiry on bank products/services. Sent survey as attachment. No response received.
14 Malaga Bank	(310) 375-9000	Randy Bowers, CEO, Chairman, President	4/5/2022 @ 4:17 PM 4/7/2022 @ 9:58AM	Sent request. Reply received that they do not offer any credit products for the government sector.
15 LA Financial Credit Union	(800) 894-1200	Carol Galizia, CEO, President	4/5/2022@ 4:18PM 4/13/2022	Sent request. Sent follow up request. No response received.

\* Encouraged all banks to register on Metro's Vendor Portal at <https://www.metro.net/about/doing-business-with-metro/>.

## Financial Services Survey Outreach Summary

Financial Institution Name	Phone No.	Contact	Date(s)	Notes*
16 Los Angeles Federal Credit Union	(818) 242-8640	Richard Lie, CEO	4/5/2022 @ 2:45pm	Phone Meeting: Matt spoke with Marty Goodman VP Marketing. They do not offer services to governmental entities in the desired capacity. They were approached in the last several years by the City of LA to take over for Wells Fargo (during the midst of their issues) and informed the City that they are not in the space due to their size and business model.
17 Friendly Hills Bank	(562) 947-1920	Jeffrey Ball, CEO, President	4/5/2022 @ 4:24 PM 4/13/2022	Sent request. Sent follow up request. No response received.
18 First City Credit Union	(800) 944-2200	Jim Miller, CEO, President	4/5/2022 @ 4:49PM	Sent request and they responded that the credit union doesn't offer liquidity products to the municipalities.
19 Popa Federal Credit Union	(562) 229-9181	Ray Bartus, CEO, President	4/5/2022 @ 4:50PM	Sent request. They responded stating they don't offer liquidity products to municipalities.
20 Unify Financial Credit Union	(877) 254-9328	Gordon Howe, CEO, President	4/5/2022 @ 4:35 PM 4/13/2022	Sent request. Sent follow up request. No response received.
21 Wescom Credit Union	(888) 493-7266	Darren Williams, CEO, President	4/5/2022 @ 4:38 PM 4/13/2022	Sent request. Sent follow up request. No response received.
22 USC Credit Union	(213) 821-7100	Gary Perez, CEO, President	4/5/2022 @ 4:40 PM 4/13/2022	Sent request. Sent follow up request. No response received.
23 United Pacific Bank	(626) 965-6230	Ruby Dixon, CEO, President	4/5/2022 @ 4:41 PM 4/13/2022	Sent request. Sent follow up request. No response received.
24 Partners Federal Credit Union	(800) 948-6677	Ricky Otey, CEO, President	4/5/2022 @ 4:43PM 4/12/22 @ 4:10 PM	Sent request. Jessica replied stating they do not service the government sector.
25 CalCom, Mattel, Nikkei & Mabuhay Credit Unions	(310) 420-5944	John Hernandez, CEO	4/1/2022 @ 11:45 4/13/2022 @ 1:30	Sent request. Sent follow up request. No response received.
26 ILWU Credit Union	(310) 834-6411 Ext 262	Deveric Thomas, VP Finance	4/1/2022 @ 11:15	Stated that the Longshoreman Credit Union is a "closed field membership" and does not offer commercial lending or credit facility/support products.
27 CTBC Bank Corp. (USA)	(424) 277-4526	Noor Menai, CEO, President	4/5/2022 @ 4:43 PM 4/13/2022	Sent request. Sent follow up request. No response received.

\* Encouraged all banks to register on Metro's Vendor Portal at <https://www.metro.net/about/doing-business-with-metro/>.



**Board Report**

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**File #:** 2022-0270, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
APRIL 28, 2022**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held March 24, 2022.

**March 2022 P&P Public Comments**

**From:** [REDACTED]

**Sent:** Sunday, March 6, 2022 1:20 PM

**To:** editor@beverlypress.com

**Cc:** peter@calthorpe.com; Cecilia@EstolanoAdvisors.com; Cencic, Lauren <CencicL@metro.net>; dennyzane@movela.org; ajisek@scag.ca.gov; Board Clerk <BoardClerk@metro.net>; Wiggins, Stephanie N <SWiggins@metro.net>; Higueros, Elba <HiguerosE@metro.net>; Englund, Nicole <EnglundN@metro.net>; Gorman, Karen <GORMANK@metro.net>; De La Loza, James <DelalozaJ@metro.net>; Lombardi, Laurie <LombardiL@metro.net>; Mieger, David <MiegerD@metro.net>; Honish, Kalieh <HonishK@metro.net>; Schank, Joshua <SchankJ@metro.net>

**Subject:** WeHo pushes for subway route expansion

<https://beverlypress.com/2022/03/weho-pushes-for-subway-route-expansion/>

Has anyone considered doing all 3. If done above ground they could be done for the same cost as one underground line and in less time. The purple line is experiencing years of delays and cost overruns, although how much and how long, no one knows. (Do they?)

[REDACTED]

Los Angeles

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Letter to LA Times: It is great to get this grant for public transportation. LA needs it badly. But should it all go to a few expensive underground routes, when quicker and cheaper options are available to alleviate congestion? Elevated rails might not be as aesthetically pleasing but would be faster to build. Since they are more politically difficult we are stuck with a few routes that will not be ready for 7-10 years, and only add a few miles in the Westside.

Bangkok has an elevated route that is not pretty but it takes hordes of people through the most congested areas of the city. The focus on Wilshire, which before subway construction was pretty fast, leaves the more dense routes getting worse, as development turns these areas even more dense. Imagine if there was a train from Burbank-Hollywood-Century City-Westwood. This would take so many cars off the streets. The build time would be much less than digging holes in the ground. Metro leadership needs to address alternative means of achieving results now.

[REDACTED]

Los Angeles, CA

In a message dated 5/20/2016 8:40:36 A.M. Pacific Standard Time, [REDACTED] writes:

What Los Angeles needs are elevated trains through congested areas. This would be politically difficult as they are not as aesthetically pleasing and noisier, but faster to build and in the areas most needing rapid transit. Bangkok has an elevated route that is not pretty and I am sure the neighbors complained. But it takes hordes of people through the most congested areas of the city. Imagine if there was a train from Burbank-Hollywood-Century City-Westwood. This would take so many cars off the streets. The build time would probably be much less than digging holes in the ground.

[REDACTED]

Los Angeles, CA

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 9:02 AM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

We are currently experiencing major traffic delays on Yosemite & other routes in & out Eagle Rock with the permanent changes that have been made in the past 4 months. Restricting traffic further on Colorado with the existing BRT proposals would further add to the growing traffic delays that were stake holders are dealing with.

**I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.**

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 8:55 AM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

Begin forwarded message:

**From:** [REDACTED]  
**Date:** March 8, 2022 at 7:21:40 AM PST  
**To:** [nohopasbrt@metro.net](mailto:nohopasbrt@metro.net), [councilmember.kevin-deleon@lacity.org](mailto:councilmember.kevin-deleon@lacity.org)  
**Cc:** [assemblymember.carrillo@assembly.ca.gov](mailto:assemblymember.carrillo@assembly.ca.gov)  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]



**From:** [REDACTED]

[REDACTED] March 8, 2022 6:52 AM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 6:09 AM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
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Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

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

From: [REDACTED]  
Sent: Tuesday, March 8, 2022 6:08 AM  
To: NoHoPasBRT <NoHoPasBRT@metro.net>  
Cc: firstdistrict@bos.county.gov; Board Clerk <BoardClerk@metro.net>;  
councilmember.kevindeleon@lacity.org  
Subject: BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
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Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

Sent from my iPad

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

From: [REDACTED]  
Sent: Monday, March 7, 2022 11:15 PM  
To: NoHoPasBRT <NoHoPasBRT@metro.net>  
Cc: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov  
Subject: BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 10:47 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Do the right thing by Eagle Rock residents, by keeping all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon and Assemblymember Carrillo,

I have lived in Eagle Rock my entire life, after almost seven decades I am qualified to request you direct the Metro BRT Noho-Pasadena to consider our Community's needs by choosing a third option for the BRT in Eagle Rock. This is the option that will serve our community, as well as the other communities you are preparing to serve. **This option is to integrate the BRT into the mixed-flow lanes on Colorado Blvd.**

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

This seems like the only and best option that considers the Transit riders, Eagle Rock's parking and traffic concerns, and everyone's safety

Considering how the community has come together in support of recommending an option that Metro did not develop, concerns me. While I understand that providing adequate routes for your ridership is a priority, should that be at the cost to Eagle Rock constituents? The cost will be in time for our residents, financially for our businesses, and potential safety issues for everyone using the Colorado corridor.

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd. Supporting this recommendation will restore my conviction that the constituents are part of this important decision-making process.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 7, 2022 9:30 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

Subject: Re: BRT - Keep all lanes and parking in Eagle Rock

>> Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

>> I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

>> Drive the BRT in the mixed flow lanes on Colorado Blvd.

>> The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

>>

>> Major Concerns: "Refined F1" Option, 1-Lane Design

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>>

>> The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

>>

>> Not only that, when there's an accident on the 134 Freeway, cars are re-routed on Colorado Boulevard which is a main artery in our neighborhood.

>>

>> So please, Metro Board Members, Kevin de Leon, Assemblymember Carrillo.... KEEP COLORADO BOULEVARD AS IS....with traffic flowing through.

>>

>> NO to BRT. Thank you.

>>

>>

>> Sincerely,

>> [REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 9:14 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; councilmember.kevindeleon@lacity.org; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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Major Concerns: "Refined F1" Option, 1-Lane Design

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2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 8:54 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 8:42 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:**

To: [boardclerk@metro.net](mailto:boardclerk@metro.net); [nohopasbirt@metro.net](mailto:nohopasbirt@metro.net); [councilmember.kevindeleon@lacity.org](mailto:councilmember.kevindeleon@lacity.org); [assemblymember.carrillo@assembly.ca.gov](mailto:assemblymember.carrillo@assembly.ca.gov); [firstdistrict@bos.lacounty.gov](mailto:firstdistrict@bos.lacounty.gov)

**Bcc:** [savecoloradoblvd@gmail.com](mailto:savecoloradoblvd@gmail.com),

Subject: BRT - Keep all lanes and parking in Eagle Rock

Body of email:

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

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2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████

██████████████████

██████████████████████████████



**From:** [REDACTED]  
**Sent:** Monday, March 7, 2022 8:32 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

**From:** [REDACTED]

[REDACTED] March 7, 2022 8:03 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely, [REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:48 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:37 PM

**To:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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Primary Concerns: "Refined F1" Option, 1-Lane Design

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further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

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

From: [REDACTED]

Sent: Monday, March 7, 2022 7:28 PM

To: NoHoPasBRT <NoHoPasBRT@metro.net>

Cc: councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

Subject: BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

Ridership is down. Routes are being cancelled. It is utterly ridiculous to spend hundreds of millions of dollars to build bigger unnecessary buses. We all know you both are facing severe odds in the upcoming elections and we all very much look forward to any response you may have, including standing up for our community.

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,  
[REDACTED]

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

From: [REDACTED]

Sent: Monday, March 7, 2022 7:25 PM

To: NoHoPasBRT <NoHoPasBRT@metro.net>; Board Clerk <BoardClerk@metro.net>; councilmember.kevindoleon@lacity.org; firstdistrict@bos.lacounty.gov; assemblymember.carrillo@assembly.ca.gov

Subject: BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:20 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I live in Eagle Rock and request you direct Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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Primary Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:11 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[Redacted signature line]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 7:04 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock. Drive the BRT in the mixed flow lanes on Colorado Blvd. The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.) Major Concerns: "Refined F1" Option, 1-Lane Design 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable. 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business. 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe. The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1". I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

**Don't destroy Colorado Blvd in Eagle Rock,** I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

Eagle Rock Resident



**From:** [REDACTED]  
**Sent:** Monday, March 7, 2022 6:53 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

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- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:47 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** savecoloradoblvd@gmail.com

Dear leaders and representatives of Eagle Rock,

As a 28-year resident of Eagle Rock, I'm writing to implore you not to remove, reduce or restrict any of the existing lanes or medians of Colorado Boulevard between Glendale and Pasadena for the purpose of making a new bus line – or for any other purpose, for that matter. We've already experienced how the creation of bicycle lanes has slowed the traffic and reduced the parking on this, the primary East-West corridor through our village. Losing yet another lane of unrestricted traffic would be disastrous. Losing the center medians and their trees would be to decimate one of Eagle Rock's core neighborhood charms.

Through the years we've lived here, Eagle Rock has taken pains to protect the historic grace of its history while carefully nurturing its growth into a community where people want to live, to set down roots, to raise their children, to enjoy a grand diversity of friends and colleagues, to worship together, to study and grow, to realize their dreams. Eagle Rock hasn't gotten better by accident. It has blossomed so beautifully through careful stewardship of its soulfulness and unique character. So much injury to this community will result if another unrestricted Colorado Boulevard traffic lane or green median is lost. Please do not let this happen.

Most sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:43 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,  
I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make alot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

Residents of Eagle Rock

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:29 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; Kevin DeLeon <councilmember.kevindeleon@lacity.org>; assemblymember.carrillo@assembly.ca.gov; Supervisor Hilda L. Solis <firstdistrict@bos.lacounty.gov>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

To summarize, I request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

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██████████

██

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 6:13 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Cc:** savecoloradoblvd@gmail.com

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

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██████████████████

██████████████████

**From:** [REDACTED]  
**Sent:** Monday, March 7, 2022 6:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,  
I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

■

Sent from my iPhone

**From:** [REDACTED]

**Sent:** Monday, March 7, 2022 5:54 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

**Drive the BRT in the mixed-flow lanes on Colorado Blvd.**

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

████████████████████

██



**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 9:46 AM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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Primary Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████  
████████████████████

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 11:58 AM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Cc:** savecoloradoblvd@gmail.com

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

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Primary Concerns: "Refined F1" Option, 1-Lane Design

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gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████  
██████████  
██████████

**From:** [REDACTED]  
**Sent:** Tuesday, March 8, 2022 12:33 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]



**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 1:06 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Tuesday, March 8, 2022 1:18 PM

To: Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>;  
councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov;  
firstdistrict@bos.lacounty.gov

Subject: BRT in Eagle Rock

To whom it may concern:

If you push forward with this asinine plan to establish a bus only lane for the BRT — against all common sense and the will every single community member I've spoken to about it — you'll be demonstrating through your hubris that people should indeed distrust government and rebel against it at every turn.

We might as well change the name of Eagle Rock to Gridlockville, because that's what we'll have. Make the busses fight the traffic in the mixed-flow lanes like the rest of us!

What makes BRT busses so high and mighty as to deserve this special dispensation? Answer me that!

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 3:46 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>; Board Clerk <BoardClerk@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov <assemblymember.carrillo@assembly.ca.gov>; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes & parking on Colorado in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a resident and stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

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- 2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.
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The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1."

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from [Mail](#) for Windows

**From:** [REDACTED]  
**Sent:** Tuesday, March 8, 2022 4:45 PM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
- 2) This will remove 1/3 of the parking on Colorado Blvd, there is already a lack of parking now. Most of the businesses along Colorado have said loss of parking, and 2 years of BRT construction will put them out of business.
- 3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast moving bicyclists hit families going to their parked cars. Removing 15 left turns to side streets will make cars and trucks drive further and make a lot of U-turns to go back to their residential street, business or school. More U-turns are unsafe.

The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Tuesday, March 8, 2022 5:23 PM  
To: NoHoPasBRT <NoHoPasBRT@metro.net>  
Cc: councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
Subject: BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.  
Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

- 1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.
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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,  
[REDACTED]

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 6:00 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** Keep All Lanes and Parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon,  
Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically

slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

████████████████████

████████████████



**From:** [REDACTED]  
**Sent:** Tuesday, March 8, 2022 6:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Clerk,

I have lived in Eagle Rock for many years and seen Colorado Blvd. develop from a string of auto parts stores and repair shops, to an attractive, thriving, community-friendly destination. I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

**Drive the BRT in the mixed-flow lanes on Colorado Blvd.**

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of Colorado Blvd. No other buses will be allowed to use these lanes. Four other Metro bus lines (180, 81, 251, and DOT's Dash) that service local stakeholders will be trapped in 1-lane gridlock on Colorado Blvd., adding carbon and pollution to our community. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable for our community and stakeholders.

2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

██████████

██

**From:** [REDACTED]

**Sent:** Tuesday, March 8, 2022 6:46 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81 and Dash. Metro has never done a study of driving the BRT bus in mixed flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' location and speed. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251 and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 9, 2022 10:38 AM  
**To:** NoHoPasBRT <NoHoPasBRT@metro.net>  
**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>  
**Subject:** BRT Through Eagle Rock on Colorado Blvd.

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never done a study of driving the BRT bus in mixed-flow lanes on Colorado Blvd. Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive at 30-35 MPH all day, this can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during rush hour showing 30+ MPH.)

Major Concerns: "Refined F1" Option, 1-Lane Design

1) Only the BRT bus will drive in the BRT-only lanes in the center of the Blvd, no other buses can use these lanes. The 4 other Metro bus lines (180, 81, 251, and DOT's Dash) will be trapped in 1-lane gridlock on Colorado Blvd. These transit riders would see their commute dramatically slowed compared with current speeds. This is not equitable.

2) For 4 years, the Stakeholders in Eagle Rock have voiced their opinions against the BRT project since the start. Not once has Metro ever given thought to our needs here in the community. We say No to the current options and put BRT on the 134 Fwy out of Eagle Rock.

[REDACTED]

Eagle Rock Homeowner

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 9, 2022 2:09 PM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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2) This will remove 1/3 of the parking on Colorado Blvd. There is already a shortage of parking now. Most of the businesses along Colorado have said the loss of parking and two years of BRT construction will put them OUT OF BUSINESS.

3) Safety concerns: BRT would drop off passengers at center median bus stops putting families inches away from traffic. Bike lanes located between sidewalk and street parking may make it unsafe when fast-moving bicyclists hit families going to their

parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[Redacted Signature]

**From:** [REDACTED]

**Sent:** Wednesday, March 9, 2022 3:09 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed flow lanes on Colorado Blvd.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Thursday, March 10, 2022 3:34 PM

**To:** NoHoPasBRT <NoHoPasBRT@metro.net>

**Cc:** councilmember.kevindeleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a Stakeholder in Eagle Rock, and I am requesting that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

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Major Concerns: "Refined F1" Option, 1-Lane Design

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The "F1" Option, 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.

Sincerely,

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** Friday, March 11, 2022 10:55 AM

**To:** Board Clerk <BoardClerk@metro.net>; NoHoPasBRT <NoHoPasBRT@metro.net>; councilmember.kevindoleon@lacity.org; assemblymember.carrillo@assembly.ca.gov; firstdistrict@bos.lacounty.gov

**Cc:** savecoloradoblvd@gmail.com

**Subject:** BRT - Keep all lanes and parking in Eagle Rock

Dear Metro Board Members, Councilmember Kevin de Leon, Assemblymember Carrillo,

I am a homeowner in Eagle Rock, and I request that you direct the Metro BRT Noho-Pasadena staff to study and choose a third option for the BRT in Eagle Rock.

Drive the BRT in the mixed-flow lanes on Colorado Blvd.

The current bus lines on Colorado Blvd are the 180, 251, 81, and Dash. Metro has never studied driving the BRT bus in mixed flow lanes on Colorado Blvd. However, Metro has GPS tracking data of all Metro buses' locations and speeds. These buses currently drive along Colorado Blvd. at 30-35 MPH all day and can be easily proven with the GPS data Metro has on these routes. Since the speed limit is 35, taking out lanes and parking is unnecessary and harmful. (A local videographer has filmed his car's speedometer following the buses dozens of times during the rush hour, showing 30+ MPH.)

Primary Concerns: "Refined F1" Option, 1-Lane Design

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parked cars. The removal of 15 left turns to side streets will make cars and trucks drive further, causing unnecessary pollution, gridlock, gas consumption, and cause unnecessary U-turns just to go back to their residential street, business, or school. More U-turns are unsafe.

The "F1" Option, the 2-Lane design will take out 2/3 of the parking spots along Colorado Blvd and has the same safety concerns as "Refined F1".

**I firmly request that the BRT drive in the current mixed flow lanes on Colorado Blvd.**

Sincerely,

██████████  
██████████  
██████████

## March 2022 RBM Public Comments

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:31 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[YOUR NAME]  
[YOUR CITY AND ZIP CODE]

Best,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

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Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:36 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

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Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:36 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

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Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:37 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

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Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:37 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

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Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air.

Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

PLEASE adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

We are not "all in the same boat." We are in the same storm. Some have yachts; others canoes; and others are drowning. Help when & where you can.

The author of this Email is suffering from TPD (Temporary Pandemic Derangement) Please excuse dangling participles, split infinitives, and other offen . . .



**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:38 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. I feel as a resident who regularly takes mass transit to work and around town that more spending should be spend on car alternatives. It seems unjust that those of us who take the bus, thus saving the environmental harm of pollution, are not prioritized in this budget. Continuing to fund freeways will only continue to increase LA traffic and provides the wrong incentives.

I urge you to decrease the amount spend on freeway spending and to allocate those funds to transit alternatives instead.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:39 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am a mom who is desperately worried about both climate change and the awful air in Los Angeles. I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

**The Midterms are coming!**

Make sure you're registered to vote [here](#).  
Request your ballot to vote by mail [here](#).

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:40 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

March 23, 2022 12:40 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:40 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:41 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:42 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:42 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

Adam G Linder  
[REDACTED]

[REDACTED]



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:43 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:44 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:44 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:48 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:48 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:50 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 12:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:54 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am deeply concerned about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. I wish I had known about this earlier, but as I just learned about it now from Streets for All and wanted to react as soon as possible, the rest of my message will largely follow their draft letter - with which I wholeheartedly agree.

This increase comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being \*decreased\* in 2023. It is hard for me to believe that such an imbalance is seriously being proposed in the middle of the worst climate crisis that we have ever faced.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:54 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels, as the roads seem unimproved anyway, and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:55 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3 - Highway widening

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am very concerned about the proposed increase in the budget for highways in any way. The climate risks we face from continued reliance on fossil fuels are terrifying, and highways are a huge factor here.

Please do not increase funding for highways, under any label of 'modernization' or 'improvements'. We have been constructing too many highways and spending too much public money trying to make it easier to drive, when we should be doing the opposite.

Thank you for your consideration,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:56 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise major concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending.

This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

I have to use an inhaler living in LA and vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway, including myself, and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. They are connected to childhood obesity and higher levels of dementia.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

I want to live in a walkable and likable city. Anything less than a full commitment to complete streets over highway prioritization will be seen as a moral failing by our children's generation.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 12:58 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 12:58 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

Every single one of us calls this beautiful place called Earth home. It is the responsibility of every single one of us to take care of this place! We **MUST** reduce the heavy dependency on singular car usage that is the cause of violence (car crashes) and heavy pollution that is not normal for humanity, other species, or the Earth! Cars should be used for short trips when necessary but building massive freeways so people can go to work in another part of town doesn't make any sense at all!

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023. Why would we expand or invest in freeways when we can create a better ride-share system & public transit system? When we can build housing that is closer to jobs, schools, and other basic day-to-day needs. Sitting in heavy traffic taking YEARS off our lives is NOT normal, make this NOT NORMAL again!

Vehicle trips are the main source of **air pollution** in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe **toxic air**. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. **The BREATH and LIFE of humanity is literally being stolen, this is an act of systematic violence!**

It's **VITAL** that Metro stop spending more on wasteful and harmful freeway projects **as we face the critical threats of climate change, fossil fuel reliance, and traffic violence**. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Best,

[REDACTED]

[REDACTED]



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:03 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Regards,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:05 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:05 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:11 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment for Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

Thank you,

[REDACTED]

90028

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:13 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I'm writing to share my concerns about Metro's draft 2023 budget, which shows a shocking 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Freeway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It is crucial to the human health of our region and our collective future that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. **I strongly urge you to adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike infrastructure before board approval in May.**

It is imperative that Metro take every action possible to ensure safe and sustainable transportation options are available in all communities, and work to reduce our region's reliance on fossil fuels which continue to exacerbate our notoriously unhealthy air, increase our GHG emissions, and maim and kill our most vulnerable community members.

Thank you for your consideration of my comments.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:14 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

To Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am extremely concerned about Metro's draft 2023 budget, which shows a massive 30% increase in Freeway spending. We already increased freeway spending 80% last year, and at the expense of our public transit funding.

Stop. We've been trying highway expansions for 100 years, and all it has

landed us is an apocalyptic climate crisis and steadily worsening traffic. It does not work. There are countless studies that show freeway expansion just leads to induced demand. It is long beyond the time to try other options, such as investing in transit, which has been proven effective time and time again.

All data conclusively shows vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. Toxic air from highways directly affects more than 1 million Angelenos, leading to horrific community health costs. The construction of freeways has divided our neighborhoods, and permanently displaced countless communities. Dependence on oil dooms us to unending international crises and environmental disasters. Car-dependent cities are especially difficult on the poor, with forced car ownership trapping them in an endless cycle of poverty.

The 2023 budget must *reduce* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. Our future, our lives, our communities, literally everything depends on it. To support freeway expansion in this day and age is to support violence against fellow Angelenos, especially the low-income. It is an utter shame that I even have to write this email to you, filled with glaringly obvious and demonstrably observable truths you are stubbornly denying by seeking to expand freeways.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:15 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone



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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:19 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:19 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:19 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:22 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:32 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:41 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stops spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:44 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am writing to share my concerns about Metro's draft 2023 budget, which shows a planned 30% increase in freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased.

As a Los Angeles resident and regular transit rider, I'm asking you to adjust the 2023 budget to reduce highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:45 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:47 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

How we spend our money reflects our values. I urge you to consider the importance of prioritizing safe, climate-friendly transportation over more of the same problematic car-centric approach.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:51 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:51 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board:

Growing up in LA, I developed asthma and respiratory conditions despite no family history. I can literally smell the pollution in the air when I go outside.

As someone who cares deeply about delivering positive health outcomes to our community, **I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending.**

Instead, **I urge you to adjust the 2023 budget to REDUCE highway spending** below 2021 levels and to **INCREASE spending on improving transit and bike share** before Board approval in May.

**[The failing air pollution in LA](#)** is harming all residents, with **vehicle pollution is the #1 source of local air pollution.** More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It is vital for Metro to stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. Please reduce highway spending and increase spending on safe, active and shared modes of transportation.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 1:53 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment item 3

Last year you increased the highway budget by 80% and this year 30%, all while decreasing the transit budget. Do the reverse. Invest in transit. Invest in public transportation that serves people who can't afford cars. Invest in infrastructure that serves the needs of the many.

[REDACTED]  
[REDACTED]

With gratitude,

[REDACTED] i

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 2:00 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:00 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 1:55 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: public comment item 3

Last year you increased the highway budget 80%; this year 30%, all while decreasing the transit budget.  
Do the reverse.

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:15 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

Sent from my BlackBerry - the most secure mobile device

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:15 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

WHY ARE YOU INCREASING THE FREEWAY BUDGET WHEN EVERYONE IN FAVOR OF HIGH DENSITY IS RELYING ON THESE NEW TENANTS TO BE TAKING THE BUS AND TRAIN OR BIKING? COULD IT BE DEVELOPER MONEY? THESE TWO THINGS DON'T ALIGN SO EITHER YOU DON'T KNOW ABOUT WHAT'S BEING BUILT IN YOUR CITY (CHECK WITH CITY PLANNING DEPARTMENT, EVERYONE IS GOING TO BE BIKING, WALKING, TAKING PUBLIC TRANSIT (according to all the developer incentives from city planning, no one is going to need a parking space anymore, therefore no one will be taking the freeway and it will be empty as you see above). THE OTHER OPTION IS THAT YOU ARE IN ON THE INDUSTRY THAT YOU ARE GETTING THE MONEY FOR, WHETHER ITS ASPHALT OR SOME GIGANTIC CONTRACT SOMEONE IS BEING SUPPORTED AND ITS NOT THE PEOPLE OF THE CITY OF LOS ANGELES.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to **\*reduce\*** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. Also, please align with other city future goals so it makes sense!

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:17 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

I have asthma. I have a toddler. I don't want him to grow up and have asthma as well. I do want him to grow up in a safe environment and widening freeways is the opposite of safe.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 2:09 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you for helping save our planet,

[REDACTED]

Sent from my iPhone

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:08 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Please adjust the 2023 budget to *reduce* highway spending below 2021 level and re-allocate this funding to improving public transit and bike share infrastructure. This is so vitally important as we face the critical threats of climate change, fossil fuel reliance, and traffic violence.

It's all about what the city invests in, there is no way to future proof our city, Los Angeles without investing in public transit and bike infrastructure that is attractive and safe!

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:12 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public comment Item 3

Last year you increased the highway budget 80%; this year 30%, all while decreasing the transit budget. Do the reverse.

You're making things worse for people who live in this city!

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:19 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving people oriented transit solutions such as trains, buses, bike lanes, and pedestrian only areas before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:20 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

As a physician, I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. We need to increase spending on public transit and other infrastructure to create the cities of the future that promote the wellbeing for all citizens.

Thank you,

[REDACTED]

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:25 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am distressed and very concerned about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:28 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

This is regarding Metro's draft 2023 budget. It is time to adjust to the new reality, which according to the latest U.N. report is dire and already affecting Southern California, we have a "brief and rapidly closing window' to avoid a hotter, deadly future". So it's clear that we should be acting rationally and start addressing the problem which is that there are too many vehicles and we should be investing in public transportation and not in expanding the freeway system. We owe it to the next generations.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:30 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:37 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023. Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air.

Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand. It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 2:43 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

My name is Anthony Dixon, I am an LA resident. Everyday I ride my bike and take transit across town on my commute to and from work, through sadly perilous and unsafe streets. Everyday I am one distracted driver away from serious injury or death.

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May to ensure your commitment to prioritizing the safety of commuters like myself and others.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:49 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 2:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 2:51 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft. of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:01 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** transit@groundgamela.org  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, March 23, 2022 3:05 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 3:06 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:06 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:08 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment on Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I am contacting you about my concerns on Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos, including myself, live within 1,000 ft. of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 3:12 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

Sent from my iPhone

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 3:20 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

The new today still puts Los Angeles as the city with the worst air pollution in the country! Air pollution has killed more people than COVID. The city should be looking at ways to reduce air pollution and reduce costs of living in LA by investing in public transit, bike lanes, and pedestrian infrastructure. This should be a common sense vote especially while other cities are doing the same. Paris is shutting down streets and creating parks in its city center. Please do the right thing for everyone's health and well-being.

Thank you,

[REDACTED]

I take the red line and ride a bike.

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 3:20 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]



**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:27 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital that Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:32 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment! - Item Number Three

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

Remember when COVID first hit, and everything temporarily shut down for a few months? The air was cleaner than I've ever breathed in this city. The weather turned beautiful, and the thin brown haze of smog finally had its time to completely dissipate from the air. For the first time, I actually felt hopeful that we could get Los Angeles' air quality under control. Imagine my predictable disappointment when Garcetti and Newsom opened the state back up, and the smog cloud is back in full force.

We had the time to do updated construction on our roads while everyone was working from home, we had plenty of time to implement essential structural changes to make Los Angeles a more commuter-friendly city. We cannot keep increasing a highway budget; having more lanes of traffic has been scientifically proved since the 70s that it DOESN'T reduce the amount of traffic. By instead investing in public transportation infrastructure instead of highway budgets, we can create a Los Angeles that will also be friendly to its future residents.

With the Olympics being held in Los Angeles, increasing the highway budget seems ludicrous. Traffic is GUARANTEED to be insane. Holding the Olympics here will bring a nice chunk of change to Los Angeles' economy, and choosing to invest in public transportation instead of a highway project makes the most sense economically! All of the national and international visitors, athletes, coaches, etc would much rather visit and enjoy a city they can easily get around on by foot, rather than having to rent a vehicle or constantly catch an Uber or Lyft. Think about how many international visitors who would love to RETURN to Los Angeles after the Olympics because of how easy it was to get around! That's one less expense on travel, and one more investment to our awesome, diverse economy. We want to show the world what we're capable of! Los Angeles is an incredible city. It is MASSIVE, it can even be intimidating,

but it is so beautiful and every single place in it is unique. Investing in public transportation instead of highways benefits everybody in the city, and every potential new visitor.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May. Instead of thinking only about investors and the money you could potentially make immediately, please please PLEASE consider everybody's future, and the consequences that these sorts of decisions cause. Help make Los Angeles a city that you would be proud to show your children, your children's children, and the future workers of the city.

Thanks!

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:45 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:53 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I "DAMAND" that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

P.S. ARE YOU STUPID?

WHY DO WE HAVE TO BE CONCERNED ABOUT THIS VS. ACTING LIKE PEOPLE THAT WANT TO HAVE A PLANET LEFT IN THE NEXT 10 YEARS.

ARE YOU BOARD MEMBERS STUPID???

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 3:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public comment - support for item #31 (2022-0180)

To the Metro Board,

The [REDACTED] supports investments in LA River habitat enhancement, stormwater capture, and public access, which the Los Angeles River Path provides. Please approve the motion by Directors Garcetti, Solis, and Najarian for the Link Union Station – LA River Path Connector (item #31 on the March 24, 2022 agenda).

Thank you.

Sincerely,

[REDACTED]

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

[REDACTED]

[REDACTED]

[REDACTED]

 Follow @lafiorellina [REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:13 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

The 405 freeway expansion project cost \$1.1 billion and resulted in increased congestion and decreased travel times. The personal automobile became the default mode of travel for many angelenos through a combination of carrots (e.g., "free" parking, mandatory parking minimums, gas prices that do not include externalities such as pollution cleanup and mitigation) and sticks (e.g., defunding of public transit such as streetcars, lack of connected and safe infrastructure for other modes of transportation). To transition away from this system, which is irrational and harmful on so many levels, combinations of carrots and sticks will also be required. Please do not continue with the failed designs and policies of the past.

Thank you,

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



**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 4:19 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** No More Freeways!

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I'm shocked that in a climate crisis that Metro would consider a 30% increase in Freeway spending. Why do this after last year's 80% increase in freeway spending while decreasing transit spending?

Freeways are an ecological and health disaster causing death through traffic accidents and countless cases of cancer and lung disease.

I ask that you to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:24 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last year's 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000 ft. of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:24 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** New Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board, to all my fellow Angelinos,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending (!), and at the same time as transit expansion funding is being decreased (!!)

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to **Induced Demand**.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Hope you make the right choice, for all of us.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, March 23, 2022 4:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

Blessings and Best,

[REDACTED]

[REDACTED]

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

From: [REDACTED]  
Sent: Wednesday, March 23, 2022 4:44 PM  
To: Board Clerk <BoardClerk@metro.net>  
Subject: Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[YOUR NAME]  
[YOUR CITY AND ZIP CODE]

**From:** [REDACTED]

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. My family and I, along with over 1 million other Angelenos live within 1,000ft downwind of a freeway, forced to constantly breathe it's toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

While I am not opposing maintenance for existing freeway facilities, I am absolutely opposing any expansion projects. It's vital Metro stop spending on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Additionally, you have an opportunity to positively influence our redevelopment policies to promote an equitable distribution of housing (including affordable) and employment (at living wage) in our region such that long distance commuting is reduced year-on-year and a significant percentage of persons be able to avail themselves of alternatives such as: walking, bicycling, local public transit, etc.

Thank you,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 4:50 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to \*reduce\* highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]

[REDACTED]

--

[REDACTED]

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, March 23, 2022 5:00 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Public Comment - Item #3

Dear Chair Solis, CEO Stephanie Wiggins, and Metro Board,

Metro is not acting like there is a climate emergency.

I want to raise concerns about Metro's draft 2023 budget, which shows a planned 30% increase in Freeway spending. This comes after last years 80% increase in freeway spending, and at the same time as transit expansion funding is being decreased in 2023.

Vehicle trips are the main source of air pollution in Southern California and the largest source of CO2 emissions in the state. More than 1 million Angelenos live within 1,000ft of a freeway and breathe toxic air. Highway projects continue a history of disproportionately impacting BIPOC communities while failing to mitigate congestion as promised due to Induced Demand.

It's vital Metro stop spending more on wasteful and harmful freeway projects as we face the critical threats of climate change, fossil fuel reliance, and traffic violence. I ask that you adjust the 2023 budget to *\*reduce\** highway spending below 2021 levels and increase spending on improving transit and bike share before board approval in May.

Thank you,

[REDACTED]  
[REDACTED]



## Comment & Speakers List

### Board Month: March 2022

NUMBER	NAME	ITEM NUMBER	POSITION (FOR/AGAINST/GENERAL COMMENT/ ITEM NEEDS MORE CONSIDERATION)
1	Caller 3690	P&P #6	FOR
2	Caller - Valley Industry & Commerce Association	P&P #9	FOR
3	Caller 8255	P&P #9	FOR
4	Caller 1047	P&P #9	FOR
5	Caller	P&P #9	FOR
6	Harlan Levison	P&P #10	ITEM NEEDS MORE CONSIDERATION
7	Cate Shaffer-Shelby	P&P #10	ITEM NEEDS MORE CONSIDERATION
8	Spike Whitney	P&P #10	ITEM NEEDS MORE CONSIDERATION
9	Lora Martinolich	P&P #10	ITEM NEEDS MORE CONSIDERATION
10	Deneane Fiorentino-Stevenson	P&P #10	ITEM NEEDS MORE CONSIDERATION
11	John Cheng	P&P #10	ITEM NEEDS MORE CONSIDERATION
12	Mina Fried	P&P #10	ITEM NEEDS MORE CONSIDERATION
13	Monica Gomez	P&P #10	ITEM NEEDS MORE CONSIDERATION
14	Christine Richards	P&P #10	ITEM NEEDS MORE CONSIDERATION
15	May Camson	P&P #10	ITEM NEEDS MORE CONSIDERATION
16	Kristen Gassner	P&P #10	ITEM NEEDS MORE CONSIDERATION
17	Todd Volkman	P&P #10	ITEM NEEDS MORE CONSIDERATION
18	Patrick Wells	P&P #10	ITEM NEEDS MORE CONSIDERATION
19	Sean Green	P&P #10	ITEM NEEDS MORE CONSIDERATION
20	Lani Stapp	P&P #10	ITEM NEEDS MORE CONSIDERATION
21	Michele McKinlay	P&P #10	ITEM NEEDS MORE CONSIDERATION
22	Robin MacLeod-Jones	P&P #10	ITEM NEEDS MORE CONSIDERATION
23	Mark Arnott	P&P #10	ITEM NEEDS MORE CONSIDERATION
24	Anthony Delgadillo	P&P #10	ITEM NEEDS MORE CONSIDERATION
25	Frank (Pancho) Jones	P&P #10	ITEM NEEDS MORE CONSIDERATION
26	Lisa Grundy	P&P #10	ITEM NEEDS MORE CONSIDERATION
27	Michael and Nancy Breaux	P&P #10	ITEM NEEDS MORE CONSIDERATION
28	Sharon Miro	P&P #10	ITEM NEEDS MORE CONSIDERATION
29	Susan Holder	P&P #10	ITEM NEEDS MORE CONSIDERATION
30	Rich Wrightson	P&P #10	ITEM NEEDS MORE CONSIDERATION
31	John Goldfarb	P&P #10	ITEM NEEDS MORE CONSIDERATION
32	Steven R Sanzo	P&P #10	ITEM NEEDS MORE CONSIDERATION
33	Elba Vega	P&P #10	ITEM NEEDS MORE CONSIDERATION
34	Howard Naness	P&P #10	ITEM NEEDS MORE CONSIDERATION
35	Anthony Larry	P&P #10	ITEM NEEDS MORE CONSIDERATION
36	Christopher Shelton	P&P #10	ITEM NEEDS MORE CONSIDERATION
37	Colby Dant	P&P #10	ITEM NEEDS MORE CONSIDERATION
38	Kevin Furlong	P&P #10	ITEM NEEDS MORE CONSIDERATION
39	Craig Peters	P&P #10	ITEM NEEDS MORE CONSIDERATION
40	Patricia Pérez	P&P #10	ITEM NEEDS MORE CONSIDERATION
41	John Kadish	P&P #10	ITEM NEEDS MORE CONSIDERATION
42	Melanie Pava	P&P #10	ITEM NEEDS MORE CONSIDERATION
43	Paul Pattengale	P&P #10	ITEM NEEDS MORE CONSIDERATION
44	Ellen Stern	P&P #10	ITEM NEEDS MORE CONSIDERATION

45	Sherwin Carballo	P&P #10	ITEM NEEDS MORE CONSIDERATION
46	Frank F Medina	P&P #10	ITEM NEEDS MORE CONSIDERATION
47	Nadine Levyfield	P&P #10	ITEM NEEDS MORE CONSIDERATION
48	Charlie Marshak	P&P #10	ITEM NEEDS MORE CONSIDERATION
49	Reiner Kolodinski	P&P #10	ITEM NEEDS MORE CONSIDERATION
50	Paul Ripple	P&P #10	ITEM NEEDS MORE CONSIDERATION
51	Caller 5801	OPS #19	GENERAL COMMENT
52	Caller 9600	OPS #19	GENERAL COMMENT
53	Caller 0660	OPS #20	GENERAL COMMENT
54	Caller 5801	OPS #20	GENERAL COMMENT
55	Caller 6457	OPS #21	FOR
56	Caller 0660	OPS #21	ITEM NEEDS MORE CONSIDERATION
57	Caller 5801	OPS #21	GENERAL COMMENT
58	Caller 7310	OPS #21	FOR
59	Caller 5801	OPS #23	GENERAL COMMENT
60	Caller 5801	OPS #24	GENERAL COMMENT
61	Caller 1975	RBM Consent Calendar	GENERAL COMMENT
62	Caller 7719	RBM Consent Calendar	GENERAL COMMENT
63	Caller 0660	RBM Consent Calendar	GENERAL COMMENT
64	Caller 9702	RBM Consent Calendar	GENERAL COMMENT
65	Alex Echeverria	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
66	Bubba Fish	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
67	Ilanthe Zevos	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
68	Sara Steffan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
69	Michael Etzel	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
70	Ed Costello	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
71	Armando Carvalho	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
72	Jessica Craven	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
73	Tesia Meade	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
74	Michael Peck	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
75	Tal	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
76	Ricardo Suarez	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
77	Ifetayo Davidson-Cade	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

78	Adam G. Linder	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
79	Jonathan Eby	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
80	Faith Myhra	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
81	Divya Maus	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
82	Andrew Reich	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
83	Camille Suarez	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
84	Aaron Schmidt	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
85	Daniel Bezinovich	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
86	Alex Duchon	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
87	Seymour Polatin	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
88	Marsian De Lellis	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
89	Allon Percus	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
90	Ashley Pavicic	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
91	Morgan Goodwin	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
92	Evan Clark	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
93	Dan White	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
94	Tieira	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
95	Alex Hedbany	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
96	Chase Gilbertson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
97	Chase Engelhardt	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
98	Matt Ruscigno	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
99	Erich Bollmann	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
100	Topher Hendricks	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
101	Joshua Cooper	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
102	Tyler Schwartz	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

103	Michael Dow	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
104	Christopher Flores	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
105	Sophie Nenner	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
106	Conrad Kaczmarek	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
107	Tiffine Malamphy	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
108	Liana Jegers	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
109	Lisa Beebe	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
110	Jackson Kopitz	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
111	Karen Canady	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
112	Hans Beischel	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
113	Ben Mayne	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
114	Jennifer Ho	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
115	Cyndi Otteson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
116	Laura Cowan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
117	Aaron Stein-Chester	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
118	Griffin Rowell	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
119	Andrea Guttag	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
120	Nicole Elin Antoine	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
121	Heather Johnson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
122	Lisa Liberati	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
123	Evan Corrigan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
124	Kate Grodd	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
125	Phil Hong	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
126	Cal Burton	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
127	Julie Cash	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

128	Gerardo Reyes	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
129	Nick Burns	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
130	Mary Daval	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
131	Anthony Dixon	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
132	Stacey Garcia	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
133	Michael Lopez	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
134	Francisco Espinosa	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
135	Greg Irwin	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
136	Alex Davis	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
137	Edward Gonzales	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
138	Kasia J	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
139	Vicki Friesen	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
140	Brian Hutton	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
141	Aida Ashouri	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
142	Laurene von Klan	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
143	Kelly Wright	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
144	Hannah Gibson	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
145	Karli Melder	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
146	Jay Ross	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
147	Lynn Moses	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
148	Erik Mar	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
149	Erik Knutzen	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
150	William Weber	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
151	Auguste Miller	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
152	Alexanderra Totz	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET

153	Katie Levine	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
154	David Feuer	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
155	Laura Graves	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
156	Wesley Chuang	RBM #3	ITEM NEEDS MORE CONSIDERATION - FY23 BUDGET
157	Caller 0311	RBM #6	FOR
158	Caller 0668	RBM #7	FOR
159	Caller 4758	RBM #7	FOR
160	Caller 5065	RBM #7	GENERAL COMMENT
161	Caller 6639	RBM #7	FOR
162	Caller 7719	RBM #7	GENERAL COMMENT
163	Caller 7719	RBM #8	FOR
164	Caller 5065	RBM #8	ITEM NEEDS MORE CONSIDERATION
165	Caller 5697	RBM #21	FOR
166	Caller 7310	RBM #21	FOR
167	Caller 6457	RBM #21	FOR
168	Caller 7719	RBM #21	FOR
169	Caller 2237	RBM #21	FOR
170	Caller 2616	RBM #30	GENERAL COMMENT
171	Caller 5065	RBM #30	GENERAL COMMENT
172	Shona Ganguly	RBM #31	FOR
173	Caller 9249	RBM #31	FOR
174	Caller 5065	RBM #31	FOR
175	Caller 2616	RBM #31	FOR
176	Caller 5065	RBM General Public Comment	GENERAL COMMENT
177	Caller 8663	RBM General Public Comment	GENERAL COMMENT
178	Caller 2616	RBM General Public Comment	GENERAL COMMENT
179	Caller 9327	RBM General Public Comment	GENERAL COMMENT
180	Caller 5684	RBM General Public Comment/#31	FOR
181	Caller 5065	RBM Closed Session	GENERAL COMMENT
182	Caller 2616	RBM Closed Session	GENERAL COMMENT



## **MINUTES**

**Thursday, March 24, 2022**

**10:00 AM**

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

#### **DIRECTORS PRESENT:**

**Hilda L. Solis, Chair**

**Ara Najarian, 1st Vice Chair**

**Jacquelyn Dupont-Walker, 2nd Vice Chair**

**Kathryn Barger**

**Mike Bonin**

**James Butts**

**Fernando Dutra**

**Eric Garcetti**

**Janice Hahn**

**Paul Krekorian**

**Sheila Kuehl**

**Holly Mitchell**

**Tim Sandoval**

**Tony Tavares, non-voting member**

**Stephanie Wiggins, Chief Executive Officer**

**CALLED TO ORDER: 10:01 A.M.**

**ROLL CALL**

1. APPROVED Consent Calendar Items: 2, 5, 6, 9, 12, 16, 17, 20, 22, 25, 26, and 29.

Consent Calendar items were approved by one vote except Item 6 which was held by a Director for discussion and/or separate action.

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

2. **SUBJECT: MINUTES** **2022-0140**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 24, 2022.

3. **SUBJECT: REMARKS BY THE CHAIR** **2022-0172**

RECEIVED remarks by the Chair.

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

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2022-0173**

RECEIVED report by the Chief Executive Officer.

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

\*\*\*\*\*

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

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



**5. SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD**

**2021-0800**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

<b>AN</b>	<b>JDW</b>	<b>KB</b>	<b>MB</b>	<b>JB</b>	<b>FD</b>	<b>EG</b>	<b>JH</b>	<b>PK</b>	<b>SK</b>	<b>HJM</b>	<b>TS</b>	<b>HS</b>
Y	Y	A	Y	Y	Y	Y	C	Y	Y	C	Y	Y

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

**2022-0016**

APPROVED AS AMENDED UNDER RECONSIDERATION:

- A. the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023; and
- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

**HAHN AMENDMENT:**

The cities of Cerritos and Artesia have requested confirmation that Metro will be assessing the aerial segment at the intersection of 183rd and Gridley for this possibility of cut-and-cover, to see if that can be done at a lower cost.

(continued on next page)

(Item 6 – continued from previous page)

In addition, Cerritos has requested evaluation of a possible future station in the city, to be located between Studebaker Road and Gridley Road. I'd like to request that, as part of this action before us today, that a possible future station in Cerritos, between Studebaker Road and Gridley Road, also be included in this assessment.

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

**7. SUBJECT: RESPONSE TO MOTION 16: 710 SOUTH CLEAN TRUCK PROGRAM 2022-0037**

RECEIVED AND FILED report on 710 South Clean Truck Program in response to Board Motion 16.

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

**8. SUBJECT: RESPONSE TO MOTION ON IMPROVED MOBILITY THROUGH HIGH- SPEED RAIL PROJECTS IN LOS ANGELES COUNTY 2022-0046**

RECEIVED AND FILED report on improved mobility through high-speed rail projects in Los Angeles County in response to Board Motion 46.

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

**9. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT 2021-0612**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company for the North Hollywood Joint Development Project for an additional 12 months beyond June 2022, with an option to extend another 12 months to June 2024.

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



**12. SUBJECT: INFORMATION TECHNOLOGY (IT) SERVICES BENCH 2022-0058**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD an IT Services Bench, through (RFIQ) No. PS7764700, consisting solely of SBE Prime vendors listed on Attachment A-1, who have been deemed qualified to participate in future as-needed IT task order work for technical Service Sections 1 through 4 below:

1. Enterprise Architecture & Technical Integration
2. Business Application Services
3. IT Operations and Service Delivery
4. Center of Excellence

The Bench will be in effect for a five-year period to perform professional services for a cumulative total value not-to-exceed \$45,000,000. Individual task orders will be awarded based on competition via the Request for Proposal (RFP) process.

B. EXECUTE individual task orders under the Contract for IT Services for a total not-to-exceed amount of \$45,000,000.

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

**16. SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE FACILITATOR SERVICES 2022-0087**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to Contract No. PS72932000 with Estolano Advisors, for an amount not to exceed \$160,563, increasing the contract price from \$210,459 to \$371,022.

**17. SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES 2022-0038**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 11 to Contract No. OP4056400OP for Fence Repair and Installation Services for Metro Rail Rights-of-Way, Facilities and Parcel Properties with AZ Construction Inc, DBA Ace Fence Co., in the amount of \$865,000, increasing the total contract value from \$3,196,800 to \$4,061,800, and extending the period of performance from May 1, 2022, through October 31, 2022. Modification No. 11 also includes an as-needed option to extend the contract period of performance up to six (6) months through April 30, 2023 and increase the total contract value up to an additional \$390,000 for a total contract not to exceed amount of \$4,451,800, pending lawsuit resolution.

**20. SUBJECT: EXECUTE CONTRACT MODIFICATION WITH BYD FOR VEHICLE TELEMATICS AND CHARGE MANAGEMENT SYSTEM, AND K9MD-ER EXTENDED RANGE BUSES**

**2021-0723**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. INCREASE the Life of Project (LOP) budget by \$34,551,702, raising the LOP budget to \$163,534,000;
- B. EXECUTE Modification No. 11 to BYD Coach & Bus, LLC (BYD), to provide Vehicle Telematics and Charge Management System software to assist Metro in lowering operational costs and developing custom software to manage the Silver Line electric buses at Division 9 and Division 18 more efficiently, at the firm fixed price of \$2,944,274; and upgrade ninety-five (95) buses from a K9M model to a K9MD-ER extended range model increasing the battery size from 348kWh to a 496 kWh, at a firm fixed price of \$15,025,340; for a combined modification total of \$17,969,614, increasing the contract value from \$102,620,864 to \$120,590,478 (excluding CMA); and
- C. INCREASE Contract Modification Authority by \$12,970,951 to incorporate the Charge Management System and Extended Range Bus upgrade, and includes an additional 10% or \$1,796,961 for future vehicle configuration changes.

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

**21. SUBJECT: ACCESS TO CAREER OPPORTUNITIES MOTION**

**2022-0162**

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

- A. In partnership with Metro's Office of Equity and Race, Transit Operations, Program Management, and WIN-LA, create a working group with community colleges and regional occupational centers from communities located along Metro's major transit projects and consisting of members and stakeholders based in these communities to begin discussions for the establishment of future skills-based courses at such institution(s), including but not limited to:
  - 1. transit project construction
  - 2. transit operations, and
  - 3. pre-apprenticeships/apprenticeships;

(continued on next page)



(Item 21 – continued from previous page)

- B. Ensure course curricula align with Metro’s workforce requirements, including the need for multilingual employees;
- C. Provide skills-based Certificates upon completion;
- D. Focus opportunities for residents in communities located along and near future transit projects in order to increase access to the jobs created by Metro’s infrastructure construction program; and
- E. Identify additional career pathways and upskilling opportunities within Metro;
- F. Continually seek state and federal funding, including but not limited to State of California High Road Training Partnership funding, to support the development of career pathways; and
- G. Report back to the Board on progress toward this effort in June of 2022.

<b>AN</b>	<b>JDW</b>	<b>KB</b>	<b>MB</b>	<b>JB</b>	<b>FD</b>	<b>EG</b>	<b>JH</b>	<b>PK</b>	<b>SK</b>	<b>HJM</b>	<b>TS</b>	<b>HS</b>
Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y	A	Y

**22. SUBJECT: GENDER ACTION PLAN MOTION**

**2022-0163**

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Solis, Kuehl, Barger, Mitchell, and Dupont-Walker that directs the Chief Executive Officer to return to the board in May 2022 with a report on the following items:

- A. Status Update on Metro’s Gender Action Plan.
- B. Identification of funding for specific Gender Action Plan Initiatives that will be included in the FY23 Budget.

Further direct the CEO to return to the Board in March 2023 with a report on lessons learned through the Gender Action Plan Initiatives funded in the FY23 Budget.

**25. SUBJECT: CRENSHAW AND REGIONAL CONNECTOR RAIL PROJECTS TITLE VI SERVICE AND FARE EQUITY ANALYSIS**

**2021-0736**

APPROVED ON CONSENT CALENDAR the Crenshaw and Regional Connector Operating Plans Title VI Service and Fare Equity Analysis.

**26. SUBJECT: ENCOURAGING THE USE OF PUBLIC TRANSIT**

**2022-0126**

AUTHORIZED ON CONSENT CALENDAR Chief Executive Officer to make Metro bus, rail, and bike share services free on Transit Equity Day (February 4th), Earth Day (April 22nd), National Bike to Work Day (celebrated with LA County every 3rd Thursday of May) and California Clean Air Day (October 6th) on an annual basis, permanently.

**29. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING**

**2022-0174**

APPROVED ON CONSENT CALENDAR the following findings:

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

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

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

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

**30. SUBJECT: HIRING INDIVIDUALS WITH ENGLISH AS A SECOND LANGUAGE MOTION**

**2022-0178**

APPROVED Motion by Directors Garcetti, Solis, Mitchell, Dutra, and Hahn that the Board direct the CEO to:

- A. Pursue partnerships with external ESL-serving stakeholders and organizations in Spanish-speaking communities to amplify Metro's efforts to recruit individuals with Spanish as their first language;

(continued on next page)

(Item 30 – continued from previous page)

- B. Coordinate with Los Angeles County's Internal Services Department through its Multiethnic & Local/Community Media Directory to promote hiring opportunities in non-English speaking media and explore opportunities for partnerships with County agencies such as the Department of Workforce Development, Aging and Community Services (WDACS) and the Office of Immigrant Affairs;
- C. Report back to Board providing updates on partnerships and cost analysis by June 2022; and
- D. Conduct a feasibility study within the first 12 months of program launch on expanding Bienvenidos a Metro to additional languages to reach the widest Operator applicant pool.

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

**31. SUBJECT: LINK UNION STATION - LOS ANGELES RIVER PATH CONNECTOR MOTION** 2022-0180

APPROVED Motion by Directors Garcetti, Solis, and Najarian that the Board direct the CEO to:

- A. Continue taking all steps necessary to ensure the Link US - LA River Path Connector can be developed and constructed efficiently as part of the Link US CM/GC contract, including but not limited to syncing design, permitting, and construction of the connector with design, permitting, and construction of Link US;
- B. Develop a funding strategy for the connector, including consideration of Measure M LA River Path and Measure M 2% (active transportation) funding as local match for state and federal active transportation grant opportunities;
- C. Should it prove infeasible to deliver the connector as part of the Link US CM/GC contract, include in the scope for the LA River Path Project an off-street connector between the River Path and Union Station to maximize sustainable transportation network connectivity;
- D. Engage with community and active transportation stakeholders about an off-street connection between Union Station and the LA River Path project; and

(continued on next page)



(Item 31 – continued from previous page)

E. Report back on the above as part of the next Link US and LA River Path Board reports.

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

**32. SUBJECT: CLOSED SESSION**

**2022-0177**

A. Conference with Real Property Negotiators - G.C. 54956.8

Property: Union Station - Kiosk (K-4) and Storage Area (US-02), 800 N. Alameda St., Los Angeles, California 90012.  
Agency Negotiator: Holly Rockwell and John Potts.  
Negotiating Parties: Skeb Corporation.  
Under Negotiation: Price and terms.

NO REPORT.

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

Agency Representative: Robert Bonner and Cristian Leiva or designee  
Employee Organization: SMART

NO REPORT.

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

Title: Chief Executive Officer

NO REPORT.

**ADJOURNED AT 2:10 P.M. IN MEMORY OF DOMINGO LEON AND JIM MCBETH.**

Prepared by: Jessica Vasquez Gamez  
Administrative Analyst, Board Administration



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Collette Langston, Board Clerk





## Board Report

File #: 2022-0132, File Type: Resolution

Agenda Number: 5.

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### PLANNING AND PROGRAMMING COMMITTEE APRIL 20, 2022

**SUBJECT: 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

ADOPT the resolution for the 2023 Los Angeles County Transportation Improvement Program as shown in Attachment A.

#### **ISSUE**

As the designated County Transportation Commission for Los Angeles County, Metro is required to submit a resolution to the Southern California Association of Governments (SCAG) certifying that Los Angeles County has the resources to fund and is committed to implement the projects to be included in the 2023 Federal Transportation Improvement Program (FTIP) covering Federal Fiscal Years (FFY) 2022/23 - 2027/28. Inclusion of projects in the FTIP is required for the allocation of federal funds, and of state and regional funds (as applicable), as well as for specific federal actions (including federal environmental clearance).

#### **BACKGROUND**

SCAG, as the Metropolitan Planning Organization (MPO) for the six-county region that includes Los Angeles County, is required under federal and state law to develop the FTIP - a six-year document that lists projects to be funded with federal, state, and regional funds. The FTIP is required to advance the planning and construction of projects included in SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This outcome is achieved through the systematic programming of funds for the projects included in the RTP/SCS in accordance with federal, state and regional requirements, including the timely implementation of projects that help reduce air pollution.

#### **DISCUSSION**

Projects from each of SCAG's six counties are included in their respective Transportation Improvement Program (TIP) and then submitted to SCAG for inclusion in the FTIP. To comply with both state and federal requirements, the FTIP is updated every two years in California and covers six FFYs. SCAG's 2021 FTIP, which programs funds covering FFY 2020/21 - 2025/26 was approved by

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the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on April 16, 2021.

As the MPO, SCAG serves as the regional forum for cooperative decision making by local governments and one of its primary responsibilities is the fulfillment of the RTP/SCS and FTIP. The RTP/SCS is a long-range visioning plan that affirms SCAG's commitment to advancing justice, equity, diversity, and inclusion through the adoption of its Racial Equity Early Action Plan.

SCAG is scheduled to adopt the 2023 FTIP in September 2022. A joint air quality conformity determination from the FHWA and the FTA is required for the approval of SCAG's 2023 FTIP, which is anticipated in December 2022. The 2023 Los Angeles County TIP includes about 900 projects valued at approximately \$23 billion for about 100 agencies. The deadline for Metro to submit the LA County TIP and Board Resolution to SCAG is April 30, 2022.

### **DETERMINATION OF SAFETY IMPACT**

Adoption of the resolution will have no direct impact on the safety of Metro customers or employees. The Los Angeles County TIP will allow Metro and other project sponsors to program and receive funding and the timely realization of the projects' anticipated safety benefits.

### **FINANCIAL IMPACT**

Adoption of the resolution will allow Metro to program and secure federal, state, and regional funds for projects in Los Angeles County.

#### **Impact to Budget**

Adoption of the resolution has no impact on the FY 2022 Budget.

### **EQUITY PLATFORM**

The 2023 FTIP enables the programming of federal, state, and regional funds that support the planning and implementation of various transportation projects covering the Los Angeles region, including 88 agencies and the County of Los Angeles. Each agency independently coordinates and undertakes community engagement processes specific to the types of transportation improvements as it seeks to develop equitable and responsive planning. Agencies lead and prioritize all elements of proposed transportation improvements including environment review, procurement, community outreach, design, and construction.

In addition, in its adoption of the 2023 FTIP, SCAG ensures that agencies are guided by the framework of its Racial Equity Early Action Plan, which sustains SCAG's regional leadership in service of equity and social justice over the years to come. Specifically, RTP/SCS 2024 proposed definitions for Equity Analysis Population and Areas currently align with Metro's Equity Focus Communities definition, including geographic concentration of people of color, low-income households, and zero-vehicle households. As a result, projects in the FTIP, through its six-year cycle, are committed to meeting this framework when engaging in the planning, design, or construction

processes.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this item advances the achievement of all five goals of the Vision 2028 Strategic Plan.

**ALTERNATIVES CONSIDERED**

The Board could elect not to adopt the resolution shown in Attachment A. Staff do not recommend this alternative. By not adopting the resolution, the Los Angeles County TIP will not be included in SCAG's 2023 FTIP. Therefore, Metro and other agencies in Los Angeles County will not be able to program and receive federal, state, and regional funding allocations for their projects. This lack of action may jeopardize the timely implementation of projects in Los Angeles County that have funds programmed through FFY 2027/28. It may also result in the loss of funding allocations due to federal and state lapsing and/or project inactivity policies, as well as in the ineligibility for future funding allocations.

**NEXT STEPS**

With Board approval of our recommendation, staff will submit the resolution to SCAG by the April 30, 2022, deadline.

**ATTACHMENTS**

Attachment A - Resolution for the 2023 Los Angeles County TIP

Prepared by: Nancy Marroquin, Sr. Manager, Countywide Planning & Development, (213) 418-3086

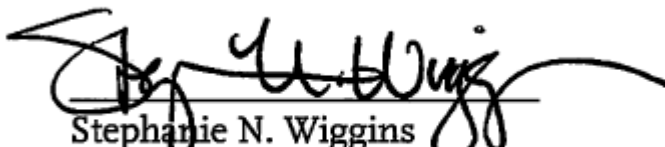
Michael Richmai, Sr. Manager, Countywide Planning & Development, (213) 922-2558

Ashad Hamideh, Interim Deputy Executive Officer, Countywide Planning & Development, (213) 922-5539

Michael Cano, Interim Executive Officer, Countywide Planning & Development, (213) 418-3010

Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins  
Chief Executive Officer



**A RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) WHICH CERTIFIES THAT LOS ANGELES COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2022/23 – 2027/28 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS AND PHASES AS APPLICABLE IN THE PROGRAM**

**WHEREAS**, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

**WHEREAS**, the Infrastructure Investment & Jobs Act (IIJA) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

**WHEREAS**, the IIJA also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

**WHEREAS**, LACMTA is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

**WHEREAS**, as the responsible agency for short-range transportation planning, LACMTA is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway/road and transit funds; and

**WHEREAS**, LACMTA must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

**WHEREAS**, LACMTA has adopted the Federal Fiscal Year (FFY) 2022/23 – 2027/28 Los Angeles County TIP with funding for FFY 2022/23 and FFY 2023/24 available and committed, and reasonably expected to be available for FFY 2024/25 through FFY 2025/26.

**NOW, THEREFORE, BE IT RESOLVED** by LACMTA that it affirms its continuing commitment to the projects in the FFY 2022/23 – 2027/28 Los Angeles County TIP; and

**BE IT FURTHER RESOLVED**, that the FFY 2022/23 – 2027/28 Los Angeles County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably expected to be made available to carry out the Program in years three and four, and certifies that:

1. Projects in the FY2022/23 – 2027/28 Los Angeles County TIP are consistent with the 2022 State Transportation Improvement Program as approved by the California Transportation Commission in March 2022; and
2. Los Angeles County has the funding capacity from its Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program allocations to fund projects, as applicable, in the FFY 2022/23 – 2027/28 Los Angeles County TIP; and
3. The local match for projects funded with federal STBG Program and CMAQ Program funds is identified in the Los Angeles County TIP; and
4. All the Federal Transit Administration funded projects are programmed within the IIJA guaranteed funding levels.

PASSED, APPROVED, AND ADOPTED this \_\_\_ day of \_\_\_\_\_, \_\_\_\_\_.

CERTIFICATION

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COLLETTE LANGSTON  
LACMTA Board Clerk

DATED:  
(SEAL)

**Board Report**

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**File #:** 2022-0017, **File Type:** Contract**Agenda Number:** 6.

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**PLANNING AND PROGRAMMING COMMITTEE  
APRIL 20, 2022****SUBJECT: FIRST/LAST MILE ON-CALL CONSULTING SERVICES****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS61079000, with Deborah Murphy dba Deborah Murphy Urban Design and Planning (DMUDP) for First/Last Mile On-Call Consulting Services in the amount of \$500,000, increasing the total contract value from \$475,000 to \$975,000, to support the early project development phases for four (4) first/last mile (FLM) projects of the Metro Active Transport (MAT) Program.

**ISSUE**

The existing FLM on-call contractor was procured to address a variety of as-needed FLM program needs, including early phase work on projects funded through Cycle 1 of the Measure M Metro Active Transport Program. Board action is required to increase the total contract value as the number of recipients who requested Metro to perform early phase work was more than anticipated. Note that this consultant work is cost neutral to Metro as it will draw from the grant awards.

**BACKGROUND**

In September 2019, following a competitive Small Business Set-Aside procurement, a three-year Contract No. PS61079000, First/Last Mile On-Call Consulting Services, was awarded to DMUDP. This contract is intended to support various program needs as they arise, such as assessments for grant applications, FLM planning methodology and tool updates and/or early phase work on MAT-funded projects. Staff has executed 2 task orders to date:

- Development of a project prioritization methodology prompted by the adopted FLM Guidelines, and
- Development of standardized Pathway Map Template and style guide for future FLM plans.

The contract was awarded in the amount of \$475,000. The request to increase the total contract value is substantially driven by activities under the MAT program, described as follows:

**MAT Program**

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Included in the Measure M Expenditure Plan, the MAT Program will allocate \$857 million (2015 dollars) for investment in active transportation infrastructure over 40 years. In January 2021, the Metro Board approved the Cycle 1 project selection and programming of the MAT Program. A core component of Cycle 1 is to test different partnership and project delivery models, including for Metro to lead early project phases. The on-call contractor will be tasked with supporting the early phases of four (4) of the MAT FLM projects. Funding for this option for Metro to lead early phase work will draw from the grant awards programmed for the recipient jurisdictions and is not an additional financial commitment from Metro. This option was selected by five (5) out of the eleven (11) MAT FLM projects selected for funding (noting that one of the five will be contracted separately): Culver City, East LA Civic Center, LAX/Aviation, Sepulveda G Line Station, and Western/Slauson. Cooperative agreements were fully executed with the City of Los Angeles and Los Angeles County in September 2021 for these projects.

Other anticipated near-term task orders include:

#### Transit to Parks Summit

Staff will convene a Transit to Parks Summit. The approach consists of a one-to-two-day virtual event which will leverage the agency's role as a regional convenor to advance community-supported Transit to Parks projects. Staff anticipates tasking the on-call contractor with developing materials and assisting with logistics for the summit.

#### Environmental Review

In May 2021, the Metro Board adopted the FLM Guidelines (Guidelines). The Guidelines provide an option for Metro to prepare environmental review documentation for FLM projects. Staff anticipates tasking the on-call contractor with developing a consistent approach for these reviews and may further utilize contractor services to prepare documentation.

### **DISCUSSION**

#### *MAT Program Structure & Intent*

The MAT program encourages partnerships with local jurisdictions in order to initiate projects that emphasize Metro policies and objectives and that allow for close coordination of project elements which can be either on Metro property or in public right of way. As such, Cycle 1 as approved by the Board, provided an option, at the request of project recipient cities, for Metro to lead early phase work (up to the 15%-level design phase) preceding a handoff for completion of design and construction. Leading this work will allow for consistency with Metro's FLM program goals and approach, including partnering with community-based organizations and piloting implementation and partnership models. This approach for MAT projects will inform and improve future project collaboration to be applied to the larger portfolio of FLM program work which will also be initiated by Metro and handed off to jurisdictions for implementation, as envisioned in Board-adopted FLM Guidelines.

#### *Schedule and Efficiency*

Increasing the total contract value will allow staff to execute task orders to the FLM on-call contractor to support this work, which will allow for flexibility and responsiveness necessary to maintain the

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schedule for each project. Completing the early phases for these projects expeditiously is critical for several reasons, including:

- Facilitating an efficient handoff to jurisdictions for implementation as funds are programmed for Cycle 1 projects through FY25.
- Project locations have time sensitive coordination requirements and needs relating to other projects, including Rail to River Active Transportation Corridor Project - Segment A (Western/Slauson) and Airport Metro Connector (LAX/Aviation).
- Based on recent crash data, project locations have higher rates of severe injury or fatal pedestrian-involved crashes compared to Countywide, demonstrating the need for targeted and timely safety interventions.

### *Total Contract Value Increase*

This work requires a larger need for consultant services than initially anticipated due to the number of projects opting for Metro to lead the early project phases and cost uncertainty related to community engagement as a result of the ongoing COVID-19 pandemic.

### *Small Business Enterprise and Team Composition*

The recommendations will benefit SBEs as the FLM on-call contractor is a Small Business Prime and two (2) out of the five (5) subcontractors are SBEs. The contract was procured under the Small Business Set-Aside Program. In March 2019, staff issued a request for proposal and six (6) firms responded with proposals. They were evaluated based on several factors including cross-team capability, approach to project management, and breadth of experience across all needed specialties. DMUDP and their team of five (5) subcontractors were selected for several reasons, including:

- Experience in all phases of project delivery (planning through final design).
- Excellence in all needed specialties (planning, engineering, environmental).
- Track record of producing high quality work product.
- Track record of collaboration with local agencies and community-based organizations.

### *Other FLM Projects*

FLM plans for specific stations will be procured separately through near-term new competitive procurements. Of note during FY22, the development of an FLM plan for the three (3) Regional Connector Project stations and one (1) K Line station will be procured by a new Request for Proposals.

## **DETERMINATION OF SAFETY IMPACT**

There is no direct safety impact associated with the recommended action. However, the FLM on-call contractor will support the advancement of near-term FLM projects that are intended to improve safety conditions for pedestrians, people using bicycles and other rolling modes, and transit riders.



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## **FINANCIAL IMPACT**

For FY22, staff activity for applicable projects are included in the adopted budget. For future years, cost center managers are responsible for budgeting.

### Impact to Budget

For the MAT Program, the source of funds is Measure M 2% Active Transportation, and will draw from grant awards programmed for the recipient jurisdictions. There is no impact to the adopted FY22 budget.

## **EQUITY PLATFORM**

The range of activities facilitated by this recommendation will improve equity outcomes for a variety of marginalized or vulnerable groups and broadly benefit pedestrians, bicyclists, people using other rolling modes, and transit riders, the latter of which are more likely to be people of color, lower-income, and people with disabilities. Specific groups are more likely to be disadvantaged within the project areas and on nearby transit lines. Notably:

- Three out of four project areas (East LA Civic Center, LAX/Aviation, and Western/Slauson) have a median household income less than the median household income Countywide.
- Western/Slauson has a greater proportion of Black, Indigenous, and People of Color (99.33%) compared with Countywide (72.02%).
- East LA Civic Center has a greater proportion of households with Limited English Proficiency (25.04%) compared with Countywide (14.70%).
- Transit riders on Metro Local 108 (Western/Slauson) are more likely to be disadvantaged than riders systemwide, with 71.10% of riders living below the poverty line and 91.82% of riders without an available car (i.e., transit dependent)
- Transit riders of the Metro C (Green), E (Expo), and L (Gold) lines are slightly less likely to be disadvantaged across multiple metrics than riders systemwide, however they are more likely to be disadvantaged compared with Countywide.

This recommendation will also benefit minority or women owned businesses, as this work will be directed to the existing FLM on-call contractor. The FLM on-call contractor is a woman owned business and several of the subcontractors on the team are also either minority or women owned businesses.

Strategies to mitigate any potential negative consequences of this recommendation are robust community engagement and partnerships with community-based organizations (CBOs). Staff will deploy multiple strategies to ensure our target audience, particularly those commonly excluded from traditional engagement methods, are engaged throughout the planning process. These strategies include bilingual (English and Spanish) engagement materials, online surveys, online workshops and meetings, door-to-door flyering, and opportunities for individuals who may not own a computer or mobile device to provide input. To address potential gentrification and displacement impacts, local jurisdictions also have the option to apply for grant writing and technical assistance through Metro to assist with and mitigate gentrification and displacement pressures.

With substantial input from the Metro Policy Advisory Committee (PAC), Cycle 1 of the MAT Program

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was designed around equity by targeting high-need areas through a streamlined application process. Of note, the program developed a list of eligible project locations and a ranking methodology. This methodology uses a composite metric, based on the CalEnviroScreen Disadvantage Communities Score, California Healthy Places Index, SCAG's Communities of Concern, Metro's Equity Focus Communities, and transit ridership, to identify high-need locations eligible for funding. Jurisdictions associated with highly ranked project locations were invited to submit a Letter of Interest (LOI). This decision will allow staff to initiate the planning process, including a robust community engagement strategy, for four (4) of the MAT FLM projects selected to receive funding. Upon completion of projects, local agencies will be required to collect and submit data for project closeout, including collision counts and pedestrian/bicyclist counts, which can be used to track impacts to vulnerable groups over time.

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

The recommendation advances several Strategic Plan Goals including:

- Goal #2: Outstanding trip experiences for all. MAT FLM projects will result in outstanding trip experiences by improving the time getting to and from the transit stations and making trip experiences safer, more comfortable, and more accessible.
- Goal #4: Transform LA County through collaboration and leadership. By Metro leading the early project development phases of several MAT project, this prompts new partnership models with agencies to deliver projects.

### **ALTERNATIVES CONSIDERED**

The Board could elect not to approve the Contract Modification. However, this is not recommended as this would impair and/or delay the MAT program, which is a funding commitment in the Measure M Expenditure Plan.

### **NEXT STEPS**

Upon Board approval, staff will execute Contract Modification No. 1 and work with the FLM on-call contractor to issue task orders for the early project development phases for the four (4) Metro-led MAT FLM projects.

In the future, staff will limit lead work on behalf of grantee local jurisdictions to within available contracting capacity.

### **ATTACHMENTS**

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

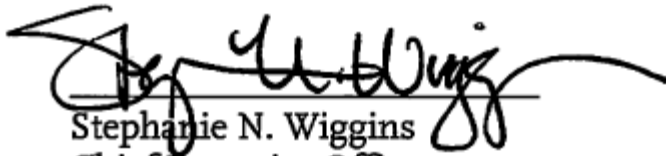
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Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

## FIRST/LAST MILE ON-CALL CONSULTING SERVICES/PS61079000

1.	<b>Contract Number:</b> PS61079000		
2.	<b>Contractor:</b> Deborah Murphy dba Deborah Murphy Urban Design and Planning		
3.	<b>Mod. Work Description:</b> Increase contract value for additional work		
4.	<b>Contract Work Description:</b> First/Last Mile On-Call Consulting Services		
5.	<b>The following data is current as of:</b> 4/8/22		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	9/16/19	<b>Contract Award Amount:</b> \$475,000
	<b>Notice to Proceed (NTP):</b>	N/A	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	9/18/22	<b>Pending Modifications (including this action):</b> \$500,000
	<b>Current Est. Complete Date:</b>	9/18/22	<b>Current Contract Value (with this action):</b> \$975,000
7.	<b>Contract Administrator:</b> Samira Baghdikian		<b>Telephone Number:</b> (213) 922-1033
8.	<b>Project Manager:</b> Jacob Lieb		<b>Telephone Number:</b> (213) 922-4132

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 1 issued in support of first/last mile (FLM) on-call consulting services to support the early project development phases for four FLM projects of the Metro Active Transport (MAT) Program, activities related to the Transit to Parks Summit, and environmental review of projects included in Metro FLM Plans.

Contract modification(s) will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 16, 2019, a 3-year firm fixed price Contract No. PS61079000 in the amount of \$475,000 was awarded to Deborah Murphy dba Deborah Murphy Urban Design and Planning for first/last mile on-call consulting services.

No modifications have been issued to date.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon technical evaluation and cost analysis.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$500,000	\$500,000	\$500,000

**CONTRACT MODIFICATION/CHANGE ORDER LOG**  
**FIRST/LAST MILE ON-CALL CONSULTING SERVICES**  
**PS61079000**

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Additional level of effort	Pending	Pending	\$500,000
	<b>Modification Total:</b>			\$500,000
	<b>Original Contract:</b>	Approved	9/16/19	\$475,000
	<b>Total:</b>			\$975,000

**DEOD SUMMARY**

**FIRST/LAST MILE ON-CALL CONSULTING SERVICES/PS61079000**

**A. Small Business Participation**

Deborah Murphy Urban Design + Planning, a Small Business Prime, made a 30.00% Small Business Enterprise (SBE) commitment. The project is 14% complete and the current SBE participation is 100.00%, exceeding the SBE commitment by 70.00%.

<b>Small Business Commitment</b>	<b>SBE 30.00%</b>	<b>Small Business Participation</b>	<b>SBE 100.00%</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Deborah Murphy Urban Design + Planning (SB Prime)	30.00%	34.49%
2.	City Works Design	N/A	65.51%
3.	Terry A. Hayes Associates, Inc.	N/A	0.00%
	<b>Total</b>	<b>30.00%</b>	<b>100.00%</b>

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

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

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

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

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



# We're supporting thriving communities.

FIRST/LAST MILE ON-CALL CONSULTING SERVICES

Item # 2202-0017

Planning and Programming Committee

April 20, 2022



Metro



# Recommendation

- > AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS61079000, with Deborah Murphy dba Deborah Murphy Urban Design and Planning (DMUDP) for First/Last Mile On-Call Consulting Services in the amount of \$500,000, increasing the total contract value from \$475,000 to \$975,000, to support the early project development phases for four (4) first/last mile (FLM) projects of the Metro Active Transport (MAT) Program.



# Background

- > On-Call Contractor procured through a competitive process in September 2019
- > Intended to assist with FLM program activities on as-needed basis
- > Current needs exceed contract limit
- > Current needs associated with initiating 4 FLM projects awarded through MAT program



# MAT Projects

- > Awarded as part of grant program, per Board-adopted setup
- > Program allows option for Metro to lead early project phases preceding a handoff for design/construction
- > Metro-led activities draw from grant awards
- > Benefits to Metro lead role
  - Assures projects integrate key concepts, (e.g., CBO partnership)
  - Informs upcoming FLM activities for transit corridor projects



# Contracting Considerations

- > Scale of work determined by number of projects requesting Metro lead
- > Maintain schedule and efficiency
- > SBE participation
  - Procured under Small Business Set-Aside Program
  - Prime contractor
  - Subcontractors
- > Other FLM work to be procured separately





# Questions



## Board Report

File #: 2022-0104, File Type: Program

Agenda Number: 7.

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### PLANNING AND PROGRAMMING COMMITTEE APRIL 20, 2022

**SUBJECT: FUNDING AWARD RECOMMENDATION FOR FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 (CRRSAA AND ARPA FUNDING) GRANT PROGRAM**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING the recommended Federal Transit Administration (FTA) Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program funding awards totaling \$2,817,612, as authorized under the Coronavirus Response and Relief Supplemental Appropriations Act and American Rescue Plan Act funds for Operating Projects as shown in Attachments A, B and C;
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute pass-through funding agreements with the sub-recipient agencies receiving awards; and
- C. CERTIFYING that the Section 5310 funding is included in the locally developed 2021-2024 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County ("Coordinated Plan") that was developed and approved through a process that included participation by seniors and individuals with disabilities, as well as by representatives of public, private and nonprofit transportation and human service providers and other members of the public.

#### **ISSUE**

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) allocated \$3,064,461 in FTA Section 5310 funds to the three urbanized areas in Los Angeles County. In March and July 2021, the Metro Board directed staff to initiate a competitive solicitation for these funds. Staff notified the Board in October 2021 that a solicitation would be released to existing sub-recipients. Applications were due on November 24, 2021. This report presents the funding recommendations for Board approval and summarizes the solicitation and evaluation process.

#### **BACKGROUND**

The Los Angeles County Metropolitan Transportation Authority (Metro) is the Designated Recipient of

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FTA Section 5310 Program funds in urbanized areas of Los Angeles County. Metro is responsible for fund planning, programming, distribution, management, and sub-recipient oversight.

## **DISCUSSION**

### Program Description

The Section 5310 Program provides operating and capital assistance for public transportation projects that i) are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; ii) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990; iii) improve access to fixed-route service and decrease reliance on complementary paratransit, and/or iv) provide alternatives to public transportation projects that assist seniors and individuals with disabilities.

### Funding Availability

A total of \$3,064,461 in Section 5310 funds were made available through the solicitation process, with specific amounts allocated to the following Urbanized Areas (UZAs): \$2,517,612 for Los Angeles-Long Beach-Anaheim, \$227,625 for Santa Clarita, and \$319,224 for Lancaster-Palmdale. These available Section 5310 funds include CRRSAA and ARPA funds appropriated for COVID-19 relief to support the transit industry during the COVID-19 public health emergency, in addition to unobligated funds that were appropriated in Federal Fiscal Year (FFY) 2020.

### Application Process

On October 1, 2021, a notice of funding availability was transmitted to current Metro sub-recipients and posted on the Metro website. Metro hosted one information workshop on October 19, 2021. Fourteen responsive applications requesting over \$3.53 million in federal grants were received by the November 24, 2021 deadline.

### Evaluation and Ranking

Two panels were convened to evaluate the applications. The ranking of each project is shown in Attachments A, B and C. Funding was allocated to the applications that ranked highest until the funds were depleted. Attachment D contains the Board-approved evaluation criteria applied by panel members in scoring the proposals.

Consistent with Board direction from Board Report dated April 17, 2019, Approve Solicitation and Allocation Process, funding awards are limited to proposals with a final competitive score of 70-100. However, due to the competitive nature of this solicitation, several projects scoring above 70 were not recommended for funding. Preliminary funding recommendations were distributed to proposing agencies on February 8, 2022. A total of ten projects were recommended for funding, including one that was partially funded, and four projects were not recommended for funding.

The Board-approved process ensures that the Section 5310 funds are fairly and equitably allocated to eligible sub-recipients. Where feasible, projects are coordinated with transportation services

assisted by other federal agencies.

### Technical Advisory Committee (TAC) Appeals

On March 2, 2022, TAC heard from two applicants appealing their preliminary award recommendations. One of the agencies appealing was Workforce Development, Aging and Community Services (WDACS) of Los Angeles County, which received partial preliminary funding. The other agency, Westside Pacific Villages (WPV), did not receive any preliminary funding. After hearing the presentations, TAC approved a motion supporting the preliminary funding recommendation and recommended further that the funds set-aside for the TAC appeals process be split between WDACS and WPV, offering both a partial award with the remaining unallocated Section 5310 balance for the Los Angeles-Long Beach-Anaheim UZA. Metro staff agrees with the TAC recommendation and has reflected this in the attached award recommendations.

### Administrative Scope Changes

Grant sub-recipients may request to re-scope their project(s) from what is approved by the Board. The proposed recommendation will delegate to the CEO or their designee the authority to administratively approve minor changes to the scope of work. Minor changes include those which meet all the following criteria: 1) The scope change is consistent with the defined project limits as approved by the Board; 2) the scope of work, as modified, continues to meet the original intent of the approved project scope; and 3) to the extent that the scope change results in a reduced total project cost, the new total project cost shall be within 20% of the original total project cost.

### **DETERMINATION OF SAFETY IMPACT**

Approval of the recommendation will have no impact on safety.

### **FINANCIAL IMPACT**

The FY22 budget includes a total of \$5.17 million for the Section 5310 Program in Cost Center 0441, Subsidies to Others, under Project 500005 (Seniors and Disabilities - S5310).

Since these are multi-year projects, the cost center manager and the Chief Planning Officer will be responsible for budgeting project expenses in future years.

### Impact to Budget

The source of funds for the Program is Federal Section 5310, which is not eligible for Metro's bus and rail operating and capital budgets.

### **EQUITY PLATFORM**

The Section 5310 Program focuses on a target population of older adults and persons with



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disabilities who face unique challenges in accessing mobility options in LA County. Metro recently engaged these groups and other stakeholders to assess disparities as part of the Coordinated Plan update in 2020. After considering data on disparities related to income, disability, and age, and with input from the public, Metro approved a Coordinated Plan (2021-2024) that focuses on the mobility needs of the target population-seniors and persons with disabilities as a demographic priority. Metro carried this consideration through the current solicitation. Consistent with the goals of the Section 5310 (CRSSAA and ARPA funding) Grant Program, Metro evaluated and prioritized project proposals based on demonstrated funding need related to COVID-19 impacts, as well as project feasibility and readiness. Additionally, in an effort to gather data that might aid future disparity analysis, applicants identified service areas at the zip code level. This information may be used in future Coordinated Plan updates to define more acutely areas or populations of higher need within the target population.

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

The recommendation supports the following goals of the Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling; and  
Goal 3: Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to approve all or some of the recommended actions. Staff does not recommend this alternative because, without Board approval, Metro cannot fulfill its responsibilities as the Designated Recipient of Section 5310 Program funds and the projects recommended for funding awards in Attachments A, B and C would not be implemented. A portion of funds will lapse this year if left unobligated for eligible projects within a certain amount of time after appropriation. Without Board approval, Metro could risk losing \$410,227 in Section 5310 Program funds that will lapse if not obligated in an FTA grant by September 30, 2022.

### **NEXT STEPS**

With Board approval, staff will send a notification of final funding award to each project sponsor and will submit the Section 5310 grant applications to the FTA on their behalf. Once the FTA awards the grants, staff will develop and execute grant pass-through agreements with those agencies as sub-recipients. As the Designated Recipient for these funds, staff will work to ensure that sub-recipients comply with all federal rules, regulations and requirements. At the conclusion of this programming cycle, there will be remaining balances in Section 5310 fund apportionments for the Lancaster-Palmdale UZA (approx. \$169,224) and Santa Clarita UZA (approx. \$77,625), which will be allocated to Access Services' operations, consistent with past practice (e.g., Board Boxes dated June 22, 2021: New Funding Award for the Federal Transit Administration Section 5310 Grant Program, and October 1, 2021: Funding Opportunity: Federal Section 5310 Program).

### **ATTACHMENTS**

Attachment A - Los Angeles-Long Beach-Anaheim Urbanized Area  
Attachment B - Lancaster-Palmdale Urbanized Area

Attachment C - Santa Clarita Urbanized Area

Attachment D - Evaluation Criteria

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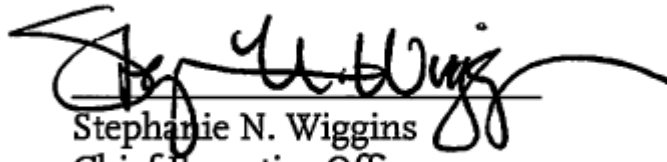
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Stephanie N. Wiggins  
Chief Executive Officer

**LOS ANGELES/LONG BEACH/ANAHEIM  
URBANIZED AREA**  
Operating Projects

Rank	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR FUNDING AWARD	ELIGIBLE COST (\$)	AWARD
1	City of Glendale	<b>Glendale Dial-A-Ride Service:</b> Operating assistance to maintain the same level of Dial-A-Ride service for Seniors and Individuals with Disabilities, during the COVID-19 pandemic.	\$1,096,911	\$300,000
2	City of Pasadena	<b>Pasadena Dial-A-Ride COVID-19 Safety Response:</b> Operating assistance for COVID-19 PPE and food bank trips.	\$250,820	\$250,820
3	FAME Corporations	<b>FAME Senior &amp; Individuals with Disability Mobility Program:</b> Operating assistance for 18 months of new transportation services for Seniors and Individuals with Disabilities, in collaboration with Community Based Organizations.	\$290,813	\$290,813
4	AltaMed Health Services	<b>AltaMed Senior Transportation Services:</b> Operating assistance for nine (9) months of fleet bus maintenance and fuel for AltaMeds vehicles providing door-through-door transportation to frail seniors through its PACE (Program of All-inclusive Care for the Elderly) program.	\$300,000	\$300,000
5	Los Angeles Jewish Home (LAJH)	<b>LAJH Response to COVID-19 Impacts:</b> Operating assistance for two (2) years to increase driver capacity by adding three (3) full-time drivers and purchasing PPE supplies.	\$298,532	\$298,532
6	PIH Health Good Samaritan Hospital	<b>Mobility Management Continuity:</b> Operating assistance for two (2) years to continue its transportation program for Seniors and Individuals with Disabilities by funding one (1) FTE mobility manager.	\$231,814	\$231,814
7	Pomona Valley Transportation Authority (PVRTA)	<b>Pomona Valley Travel Training for Seniors and Persons with Disabilities:</b> Operating assistance for three (3) years for greather transportation access by funding one (1) FTE travel trainer.	\$270,000	\$270,000
8	City of El Monte	<b>El Monte Senior Transportation Service Program:</b> Operating assistance for two (2) years to reinstate and expand its existing transportation program for Seniors and Individuals with Disabilities.	\$300,000	\$300,000
9	Workforce Development, Aging and Community Services (WDACS) <sup>1-2</sup>	<b>WDACS Senior/Disabled Transportation Services:</b> Operating assistance for two (2) years to administer its transportation programs for Seniors and Individuals with Disabilities.	\$300,000	\$212,693
10	Westside Pacific Villages <sup>2</sup>	<b>WPV CARES COVID-19 Transportaiton Program:</b> Operating assistance for three (3) years to continue and enhance its transportation program for Seniors and Individuals with Disabilities.	\$133,299	\$62,940
<b>TOTALS</b>				<b>\$2,517,612</b>

<sup>1</sup> Recommended for partial funding due to funds being depleted.

<sup>2</sup> Recommended for additional funds that were set-aside for the TAC appeals process and approved by management.

**LOS ANGELES/LONG BEACH/ANAHEIM  
 URBANIZED AREA**  
 Operating Projects

Rank	AGENCY	PROJECTS <u>NOT RECOMMENDED</u> FOR FUNDING AWARD	ELIGIBLE COST (\$)	REQUEST
9	Workforce Development, Aging and Community Services (WDACS) <sup>3</sup>	<b>WDACS Senior/Disabled Transportation Services:</b> Operating assistance for two (2) years to administer its transportation programs for Seniors and Individuals with Disabilities.	\$300,000	\$87,307
10	Westside Pacific Villages <sup>3</sup>	<b>WPV CARES COVID-19 Transportaiton Program:</b> Operating assistance for three (3) years to continue and enhance its transportation program for Seniors and Individuals with Disabilities.	\$133,299	\$70,359
11	Disabled Resources Center, Inc. <sup>3</sup>	<b>Travel Training and Mobility Management Program:</b> Operating assistance for three (3) years to continue its safety-oriented Mobility Management/Travel Training program for Seniors and Individuals with Disabilities.	\$300,000	\$300,000
12	Pearl Transit Corp <sup>3</sup>	<b>24-hour Demand Response Transportation:</b> Operating assistance for one (1) year for 24-hour demand response transportation and trip planning services for Los Angeles County.	\$1,273,032	\$300,000
<b>TOTALS</b>				<b>\$757,666</b>

<sup>3</sup> Although the project proposal met the minimum score requirement, funds have been depleted.

**LANCASTER/PALMDALE URBANIZED AREA**  
 Operating Projects

Rank	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR FUNDING AWARD	ELIGIBLE COST (\$)	AWARD
1	Access Services	<b>Access Services Transfer Trips Program:</b> Operating assistance for two (2) years to continue Access Services "Transfer Trips" program to provide seamless service and connectivity into the Los Angeles Basin area for Access eligible customers in the Lancaster-Palmdale and Santa Clarita areas.	\$150,000	\$150,000
<b>TOTALS</b>				<b>\$150,000</b>

Rank	AGENCY	PROJECTS <u>NOT RECOMMENDED</u> FOR FUNDING AWARD	ELIGIBLE COST (\$)	REQUEST
2	Antelope Valley Transit Authority (AVTA) <sup>1</sup>	<b>Enhanced Dial-A-Ride:</b> Operating assistance for two (2) years to continue microtransit services for Seniors and Individuals with Disabilities.	\$1,289,508	\$300,000
<b>TOTALS</b>				<b>\$300,000</b>

<sup>1</sup> The project proposal did not meet the minimum score requirement to receive an award.

**SANTA CLARITA URBANIZED AREA**  
 Operating Projects

Rank	AGENCY	PROJECTS <u>RECOMMENDED</u> FOR FUNDING AWARD	ELIGIBLE COST (\$)	AWARD
1	Access Services	<b>Access Services Transfer Trips Program:</b> Operating assistance for two (2) years to continue Access Services "Transfer Trips" program to provide seamless service and connectivity into the Los Angeles Basin area for Access eligible customers in the Lancaster-Palmdale and Santa Clarita areas.	\$150,000	\$150,000
<b>TOTALS</b>				<b>\$150,000</b>

**FTA Section 5310 (CRRSSA & ARPA Funding) Grant Program****Solicitation for Proposals & Application****EVALUATION CRITERIA**

The following summarizes general project narrative application requirements and the corresponding maximum points possible for each segment (100 points maximum)

**A. Scope of Work, Need, Objectives, Coordination and Outreach (Up to 45 points)**

- Existing services and target populations served; detail proposed scope of work including: need, objectives, changes, improvements, and how it is aligned with program goals; describe the immediate need for funding for COVID-19 related service impacts; present project readiness/schedule; explain how program funds requested will apply to meet project requirements (30 points).
- Project goals aligned with goals and strategies of the 2021-2024 Coordinated Public Transit – Human Services Transportation Plan for Los Angeles County (10 points).
- Specific details demonstrating project development and/or implementation coordination with others (3 points).
- Marketing, promotion, public awareness plans (2 points).

**B. Project Implementation, Operating and Management Plans (Up to 20 points)**

- Project management plan, project milestones and deliverables, and role and experience of key personnel (8 points).
- Contingency plan details: service, staffing, mechanical, and technical (8 points).
- Prior experience and performance providing similar/same transportation related services and managing federal pass-through grants. Where none, prior experience and performance in non-transit services to target populations (4 points).

**C. Performance Indicators and Project Effectiveness (Up to 15 points)**

- Quantitative and applicable qualitative project performance measures over the life of project including methodology to develop estimates (10 points).
- Evaluation of project effectiveness and strategies to mitigate poor performance (3 points).
- Tools & procedures to collect, track, and report project performance (2 points).

**D. Project Financial Plan / Project Readiness (Up to 10 points)**

- Completion of project financial plan table with expenditure amounts by quarter.
- Description of how schedule is realistic to enable project completion.

**E. Budget Justification (Up to 10 points)**

- Assumptions used to prepare project budget.
- Attachment of three quotes for purchase of equipment, supplies, and/or services.
- Identification of all sources and amounts of revenue and/or grants to support project.
- Identification & eligibility of federal funds requested.

**Board Report**

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**File #:** 2021-0725, **File Type:** Agreement**Agenda Number:** 11.

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**PLANNING AND PROGRAMMING COMMITTEE  
APRIL 20, 2022****SUBJECT: LITTLE TOKYO/ARTS DISTRICT JOINT DEVELOPMENT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZING the Chief Executive Officer to execute a Memorandum of Understanding (MOU) with the City of Los Angeles related to the joint development of Metro-owned property and City-owned property adjacent to the Regional Connector Little Tokyo/Arts District Station, to be procured in a competitive solicitation led by the City, pursuant to Public Utilities Code Section 130242(f)(4).

**ISSUE**

In August 2018, Metro initiated a two-step Request for Interest/Qualifications (RFIQ)/Request for Proposals (RFP) process for the development of the Metro-owned real property (Metro Property) adjacent to the Regional Connector Little Tokyo/Arts District Station (the Station). The City of Los Angeles (City) owns real property at 1st and Alameda Streets (City Property) adjacent to the Metro Property (see Attachment A - Site Map). After canceling the RFIQ/RFP for the development of the Metro Property in November 2020, Metro staff recommends partnering with the City to jointly pursue development of both the Metro Property and City Property (collectively, the Properties) under a unified competitive solicitation process. Staff believes this would optimize the ability to deliver a project that can meet both agencies' and stakeholders' goals for the development of the Station area.

**BACKGROUND**

Pursuing joint development of the Metro Property is required in the Regional Connector Transit Project's Mitigation, Monitoring, and Reporting Plan (MMRP). The Metro Property is approximately 1.2 acres. Due to transit infrastructure constraints, approximately 30,000 square feet is developable. While ideally situated to be both a regional transportation hub and gateway to the culturally rich surrounding communities, the Metro Property's small size and physical constraints make it challenging to develop.

A Receive and File report was presented to the Metro Board of Directors in November 2020 informing the Board that the RFIQ/RFP process for the Metro Property was canceled due to community concerns about the solicitation process and outcome. Subsequently, Metro and City staff began to meet and explore possibilities to partner in pursuing joint development of the Properties. In June



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2021, Los Angeles City Councilmember Kevin de León (District 14) introduced a motion instructing City staff to negotiate and execute an MOU with Metro for future development of both the City Property and the Metro Property. In July 2021, the City Council approved the motion.

## **DISCUSSION**

The City Property is over seven acres in size and located across the street from the Little Tokyo/Arts District Station currently under construction. The City Property is currently being used by Metro for the construction of the Regional Connector Transit Project (Project) and also houses the Project's office, pursuant to temporary construction easements and a lease granted by the City which are scheduled to terminate in 2022. At the southwest corner of the City Property, Metro holds various permanent surface and subsurface easements related to Project infrastructure that will remain in place.

Given the physical constraints on the Metro Property, staff believes a partnership with the City would unlock greater development potential by creating an opportunity to deliver an integrated project that can meet numerous community and regional objectives. Metro and City staff have negotiated an MOU that covers the roles and responsibilities related to planning for and releasing the solicitation and evaluation of development proposals. The proposed MOU includes the following key terms and conditions:

- City will procure and oversee design/architecture, community engagement, economic and legal consultants to explore the potential for integration of transit-oriented development of the City Property.
- City will pay for 70% of the consultant(s) costs associated with the planning and implementation of the solicitation process and Metro will pay for 30%. This split is based on Metro's property being approximately 15% of the combined total property plus 15% administrative component for the City's lead role.
- At its own expense, Metro may choose to update previously completed studies related to the future development of the Metro Property.
- With support from a consultant, the City and Metro will jointly develop and execute a broad, robust, and inclusive outreach effort and collaborate with stakeholders before any solicitation is released.
- City will coordinate with Metro to prepare and issue any competitive solicitations for the development of the Properties.
- Pursuant to Public Utilities Code Section 130232(f)(4), City will lead the solicitation process in accordance with all applicable City and Metro policies and procedures and state, federal and local laws.
- City will handle all administrative tasks associated with the solicitation process.
- The proposal evaluation committee will include representatives from both City and Metro.
- Future development of both Properties must not interfere with Metro transit infrastructure and operations.
- The MOU will have a term of up to five (5) years and is subject to termination by either agency at any time by written notice to the other agency.

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## **DETERMINATION OF SAFETY IMPACT**

Approval of this item would have no impact on safety. The eventual implementation of joint development at the Properties would offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections.

## **FINANCIAL IMPACT**

MOU activities and related costs would be funded from local right-of-way lease revenues. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses.

### **Impact to Budget**

Funding for this action will be included in the proposed FY 2023 budget in Cost Center 2210 (Joint Development) under Project 401046 (Little Tokyo/Arts District Joint Development). Execution of the MOU would not impact FY 2023 bus and rail operating and capital budget, Propositions A and C, TDA, Measure R or M administration budget.

## **EQUITY PLATFORM**

The Regional Connector MMRP requires the following from Metro:

- Utilize the Metro Joint Development (JD) Program to pursue potential development of any portions of the Metro Property not required for infrastructure;
- Pursue JD of the Metro Property as a means to mitigate local businesses displaced and jobs lost as a result of the Regional Connector Transit Project;
- Create opportunities to the extent feasible for enhancing access from existing land uses to the new Station; and
- Collect input from the Little Tokyo community and incorporate it into potential JD opportunities.

Adopted in June 2021, the Metro JD Policy is centered on four main goals: (1) equity and inclusion; (2) access; (3) performance; and (4) innovation. The JD Policy Mission Statement is to “create high-quality homes, jobs, and places near transit for those who need them most, as soon as possible.” JD projects aim to deliver housing and amenities for all riders, residents, and stakeholders in the surrounding area, focusing benefits for historically disadvantaged communities. The eventual development of the Properties will create new housing, commercial space for small businesses, jobs and other transit-supportive amenities for this Equity Focus Community and the greater Los Angeles area.

In pursuing the development of the Properties, City and Metro staff will actively engage with and be responsive to all stakeholders. City staff have expressed a strong commitment to community engagement and share Metro's belief that stakeholder input will be critical to this effort's success. Community engagement under the MOU will involve different methods such as workshops (online and/or in-person when possible), online surveys and pop-up events. As in previous JD outreach efforts, engagement will be conducted in English, Spanish, Japanese and Korean in order to reach all stakeholders. From past engagement, both Metro and City staff are aware of community members' concerns and priorities for the Properties and have developed relationships with key stakeholders.

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Little Tokyo stakeholders have expressed support for this Metro/City joint solicitation effort.

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

The recommended action supports the Strategic Plan Goal to “enhance communities and lives through mobility and access to opportunity.” By approving this recommendation and advancing joint development, Metro would specifically implement Initiative 3.2, which states the agency “will leverage its transit investments to catalyze transit-oriented communities and help stabilize neighborhoods where these investments are made.”

### **ALTERNATIVES CONSIDERED**

The Board could choose not to authorize the execution of the MOU. Pursuing joint development of the Metro Property is a required mitigation measure for the Regional Connector Transit Project. Staff does not recommend a new solicitation process for the development of solely the Metro Property since that may yield the same unsuccessful outcome as the 2018-2020 RFIQ/RFP process. Partnership with the City to offer both Properties under one solicitation process may attract greater development interest and ultimately deliver a successful project that meets as many stakeholder goals as possible.

### **NEXT STEPS**

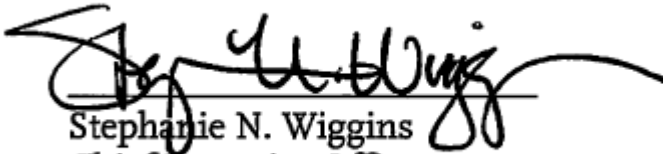
Metro and the City would finalize and execute the MOU upon approval of the recommended action. The City would procure the consultants necessary to support this effort. The City and Metro would initiate the community engagement process in the latter part of 2022 with the goal of releasing a solicitation in 2023. If the proposal evaluation committee decides to recommend a proposal in the solicitation process, City and Metro staff would return to their respective agencies to request authority to enter into a tri-party Exclusive Negotiation Agreement. Staff would also return to their respective agencies to request the authority to execute an additional MOU that outlines City and Metro responsibilities related to a Joint Development Agreement and Ground Lease negotiations.

### **ATTACHMENTS**

Attachment A - Site Map

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Stephanie N. Wiggins  
Chief Executive Officer

SITE MAP



-  Metro Property
-  City of Los Angeles Property
-  Little Tokyo/Arts District Station





# Next stop: vibrant communities.

**Little Tokyo/Arts District  
Joint Development**  
Planning and Programming Committee  
April 20, 2022






# Recommendation

- **AUTHORIZE** Chief Executive Officer (CEO) to execute a Memorandum of Understanding (MOU) with the City of Los Angeles (City) related to joint development of Metro-owned property and City-owned property adjacent to the Regional Connector Little Tokyo/Arts District Station, to be procured in a competitive solicitation led by the City, pursuant to Public Utilities Code Section 130242(f)(4).



# Properties



-  Metro Property
-  City of Los Angeles Property
-  Little Tokyo/Arts District Station



# Background

- Pursuing joint development is required in the Regional Connector Transit Project's Mitigation, Monitoring, and Reporting Plan (MMRP)
- November 2020: Receive and File report informed Board that process was canceled due to community concerns
- Spring 2021: Metro and City staff explore partnership
- July 2021: Los Angeles City Council approved motion directing City to negotiate and execute an MOU with Metro for future development of both Properties

# Discussion

MOU includes the following key terms and conditions:

- City will procure and manage design, outreach, economic and legal consultants
- City will cover 70% of the consultant costs and Metro will cover 30%
- Metro may choose to update previously completed studies
- Partnership on a robust and broad outreach strategy
- City leads process to prepare and issue solicitation(s) and in accordance with all applicable laws and each agencies' policies and procedures
- Proposal evaluation committee will include both City and Metro
- Protect Metro transit infrastructure and operations.

# Next Steps

- Metro and the City finalize and execute the MOU
- 2022: Procure consultants and initiate community engagement
- 2023: Release solicitation
- City and Metro staff return to their respective agencies to request a tri-party Exclusive Negotiation Agreement and execute an additional MOU that outlines City and Metro responsibilities related to Joint Development Agreement and Ground Lease negotiations.



## Board Report

File #: 2022-0171, File Type: Project

Agenda Number: 13.

### PLANNING AND PROGRAMMING COMMITTEE APRIL 20, 2022

**SUBJECT: HIGH DESERT CORRIDOR RAIL PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING \$1,236,500 for Fiscal Year 2023 to complete the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental document for the High Desert Corridor (HDC) Rail Project and other related activities as further described in Attachment A;
- B. APPROVING an increase of \$500,000 in Life-of-Project (LOP) budget for the High Desert Intercity Rail Corridor Service Development Plan for a new total LOP budget of \$5,125,000;
- C. REPURPOSING \$1,736,500 of Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-of-Way acquisition for the High Desert Corridor High Speed Rail Project and the Service Development Plan to fund the above two recommendations; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary funding agreements with HDC JPA.

#### **ISSUE**

The HDC Rail Project requires additional funds to complete the CEQA/NEPA environmental document, Surface Transportation Board process, other HDC JPA related work and the HDC Service Development Plan.

#### **BACKGROUND**

The High Desert Corridor Rail Project will provide a critical link to connecting the cities of Las Vegas and Los Angeles by way of a new high-speed intercity passenger rail service along a 54-mile east-west rail alignment from the future Brightline West Station in Victor Valley in San Bernardino County to the future Palmdale Multi-Modal High Speed Rail Station in Palmdale in Los Angeles County with

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rail transit connection to Los Angeles Union Station via Metrolink Antelope Valley Line, Antelope Valley Transit Authority Bus and future California High Speed Rail (HSR). A new intercity passenger HSR is needed between Las Vegas and Los Angeles to enhance regional, intercity and interstate mobility in one of the most traveled corridors by automobiles. The Interstate 15 freeway (I-15) is a congested two-lane road for most of the California portion of the trip, resulting in gridlock congestion on the I-15 on weekends and during special events.

### HDC Project EIR/EIS Documents

The original HDC Project included the construction of a four-lane freeway and HSR service between Palmdale and Victorville, linking the two future HSR systems: California HSR and Brightline West HSR. The California Department of Transportation (Caltrans) originally developed the HDC Project in cooperation with several state and federal agencies, including the Federal Railroad Administration (FRA) and the Surface Transportation Board (STB). Caltrans District 7 conducted the environmental review of the HDC Project, including the preparation of the HDC Environmental Impact Report/Environmental Impact Statement (EIR/EIS). Caltrans District 7 prepared a draft EIR/EIS in September 2014 and approved a final EIR/EIS and a Section 4(f) Evaluation in June 2016. Currently, only the HDC Rail Project is moving forward.

### Brightline West

DesertXpress, also known as Brightline West, a Brightline affiliated company, is a new privately-funded HSR service connecting the 260 miles between Las Vegas and Los Angeles with planned stations in Las Vegas, Victor Valley (in the town of Apple Valley), and Rancho Cucamonga with connections to Metrolink.

## **DISCUSSION**

The HDC Rail Project is currently in the NEPA environmental phase with the FRA as the NEPA lead agency. The FRA has been reviewing the Draft NEPA Re-evaluation and Revalidation documents submitted by the HDC JPA in April 2021. HDC JPA is requesting a not-to-exceed amount of \$1,236,500 to allow the HDC JPA to continue and complete the NEPA Re-evaluation/Revalidation process to attain a Record of Decision (ROD) from the FRA along with the CEQA concurrence letter for the HDC Rail Project. Due to a recent action taken by the San Bernardino County Board of Supervisors to withdraw from the current JPA, the HDC JPA will coordinate with the cities along the HDC corridor cities to identify a successor for the HDC JPA.

### CEQA/NEPA Process

In March 2021, Metro and the HDC JPA entered into a funding agreement to contribute up to \$400,000 in Proposition C funds for additional NEPA environmental work for the HDC Rail project to address changes to the rail alignment, station location and other related infrastructure changes. In April 2021, HDC JPA requested that the FRA act as the lead agency for NEPA compliance and the FRA issue a Record of Decision (ROD) for the HDC Rail project. The HDC JPA also submitted the NEPA Re-evaluation documents to the FRA to demonstrate that the prior results set forth in the 2016 HDC EIR/EIS remain valid. In February 2022, the FRA agreed to become the NEPA lead agency for the HDC Rail Project and subsequently began tribal consultations under the Section 106 NEPA process in March 2022. The FRA also requested that the NEPA environmental document closely align with the Service Development Plan, requiring additional engineering analysis.

### Restructuring of the HDC JPA

On March 1, 2022, the San Bernardino County Board of Supervisors approved the withdrawal from membership and participation in the HDC Joint Powers Authority (JPA), effective on July 1, 2022. Since the HDC JPA consists of only two members, Los Angeles County and San Bernardino County, the withdrawal from San Bernardino County will dissolve the current HDC JPA effective June 30, 2022. HDC JPA will also continue their work on coordinating with the cities along the HDC corridor to identify a successor for the HDC JPA and develop the new JPA agreement for the Metro Board's consideration by end of 2022.

HDC JPA is requesting up to \$1,236,500 in FY 23, beginning on July 1, 2022, and ending on June 30, 2023, to allow the HDC JPA to complete the following: a) the NEPA Re-evaluation and Revalidation process to attain a Record of Decision (ROD) from the FRA including continued coordination with the FRA to address comments on the Re-evaluation package; b) participation in the Section 106 process including tribal consultation and coordination with HDC stakeholders; c) work on a CEQA concurrence letter; d) the STB process; e) Grant funding application and other related work as stated in Attachment A.

### High Desert Intercity Rail Service Development Plan

In August 2020, Metro Board approved a Life-of-Project (LOP) budget of \$5 million, including the \$375,000 in-kind contribution from Brightline West, for the High Desert Intercity Rail Corridor Service Development Plan (SDP). This is funded with \$3 million of repurposed Measure M HDMC funds, \$1.375 million in California State Transportation Agency (CalSTA) 2018 Transit Intercity Rail Capital Plan (TIRCP) grant, \$625,000 from Brightline West (comprising of \$250,000 in cash and \$375,000 of in-kind contributions). Metro, in partnership with CalSTA and Brightline West, has been developing the SDP in coordination with the HDC JPA, Los Angeles County Public Works Department, Palmdale, Lancaster, San Bernardino County Transportation Authority, San Bernardino County Public Works Department, Victorville, Adelanto, Apple Valley, CHSRA, SCRRRA, AVTA and others. In close coordination with funding partners and stakeholders, staff began work on the High Desert Intercity Rail Corridor Service Development Plan (SDP) in early 2021. Thus far, Metro has held three virtual meetings in April, August and December of 2021 with stakeholders to report on work progress and request feedback. In addition, the FRA requested participation as a stakeholder and has provided feedback to Metro on the development of the SDP to closely align the HDC SDP with the NEPA environmental process.

Due to feedback staff has received from the stakeholders, additional work is needed to the HDC SDP, such as engineering analysis, rail operation analysis, operations and maintenance plans (in coordination with Brightline West), and additional coordination meeting with stakeholders, including incorporating comments received by the FRA. The requested increase of \$500,000 in the LOP budget is needed to complete the SDP in coordination with all the stakeholders with an anticipated date by June 2022, and if additional feedback is received from the stakeholders, the final study will be completed no later than July 2022.

### **DETERMINATION OF SAFETY IMPACT**

The HDC Rail project will provide a high-quality high-speed rail alternative to automobiles and is intended to reduce automobile trips to/from Las Vegas along the I-15 and other freeways in Southern California, which will reduce vehicular accidents and improve safety. The HDC Rail project will be designed in accordance with safety standards established by the FRA and other regulatory agencies.

### **FINANCIAL IMPACT**

Funds required in FY22 for High Desert Intercity Rail SDP is within the Board adopted budget. Upon Board approval of the recommendations, staff will ensure HDC JPA and SDP funding requirements are included in the FY23 budget request for Board adoption in May 2022.

#### **Impact to Budget**

The funding source for these efforts is Measure M 17% Highway funds which are not eligible for transit operation. Board approval of Recommendation 3 will provide the necessary funding for both the HDC environmental clearance and restructuring of the JPA efforts as well as to wrap up the High Desert Intercity Rail SDP.

### **EQUITY PLATFORM**

The HDC Rail project will improve mobility for residents in the North Los Angeles County by providing a high-quality, environmentally friendly, safe and efficient transportation option to the communities to access jobs, health care, education, other services and economic opportunities offered at major urban and employment centers in Los Angeles and in Las Vegas.

Over 90% of the corridor is rural and the Cities of Adelanto and Victorville in San Bernardino County are designated as high poverty areas with two high speed rail stations, one in the City of Palmdale and the Town of Apple Valley. The multi-modal Palmdale High Speed Rail station will be designed to meet the latest American Disability Act along with commuter rail, bus transit, access service, ride share and active transportation. The entire project area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within the disadvantaged and low-income communities as defined by SB 535. In addition, residents within the High Desert Corridor project area consist of between 61 and 77% in minority populations, with the highest percentage of minority populations in the City of Palmdale. Many of the minority populations include people with limited English proficiency (LEP).

The proposed 54-mile HDC Rail Project corridor is in rural undeveloped areas of Los Angeles County with very limited impact to the displacement of residential housing and businesses. The HDC Rail Project has the potential to uplift low-income communities in the rural areas of Los Angeles County with a high-quality rail service with improved access to jobs and opportunities. It has the potential to attract more businesses and residential development. The travel time between Los Angeles and Las Vegas will be dramatically reduced, diverting millions of automobiles from freeways and highways in Southern California. The infrastructure investments are expected to stimulate private investments that will further stimulate the local economy.

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## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports strategic plan goals 1, 3 and 4. This study supports Metro'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 specific strategic plan goals:

- Goal 1.2: Improve LA Country's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; 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 alternative would be for the Board to not program funds to contribute to the HDC JPA for NEPA environmental work and HDC JPA restructuring efforts. This is not recommended as significant progress has been made by the HDC JPA to complete the NEPA environmental process with the FRA and receive the ROD from the FRA which will allow the project to be eligible for future Federal grants.

The alternative would be for the Board to not program funds for the High Desert Intercity Rail Corridor Service Development Plan. This is not recommended as it would not be consistent with prior Board actions, and the region would lose an opportunity to advance important connectivity to the regional rail network with Los Angeles Union Station as the destination. Additionally, this study allows for the HDC Rail project to be more competitive for future State and Federal grants.

## **NEXT STEPS**

Following Board approval of the staff recommendations,

- 1) Staff will work with the HDC JPA to negotiate and execute a funding agreement for \$1.2365 million by June 2022
- 2) HDC JPA will develop a new JPA agreement for Board consideration by summer of 2022 and will work with stakeholders and potential funding partners to advance the project forward.
- 3) Staff will complete the High Desert Intercity Rail SDP by summer of 2022

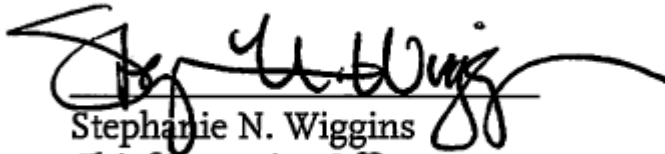
## **ATTACHMENTS**

Attachment A - High Desert Corridor Joint Powers Authority Budget Request

Prepared by: Vincent Chio, Senior Director, Program Management, (213) 418-3178  
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Reviewed by: Bryan Pennington, Chief Program Management Officer, (213) 922-7449





Stephanie N. Wiggins  
Chief Executive Officer

## ATTACHMENT A: High Desert Corridor Joint Powers Authority Budget Request

			Cash Flow by Quarter			
Category	Description	Total FY 23	FY23 Q1	FY23 Q2	FY23 Q3	FY23 Q4
1	Complete NEPA Re-evaluation/RE-validation and Record of Decision (ROD)	\$ 625,000	\$ 375,000	\$ 250,000		
2	Conclude Surface Transportation Board	\$ 20,000	\$ 15,000	\$ 5,000		
3	Grant Funding Application Assistance/CEQA Concurrence	\$ 55,000	\$ 40,000	\$ 15,000		
4	Coordination Meetings for NEPA Environmental Review and Service Development Plan	\$ 45,000	\$ 35,000	\$ 10,000		
5	HDC JPA Management: Executive Management, Equity Focused Planning and Engagement, and JPA Restructuring and Outreach					
5.1	Executive Management, Equity Focused Planning and Administration	\$ 275,000	\$ 68,750	\$ 68,750	\$ 68,750	\$ 68,750
5.2	Equity Focus Stakeholder Engagement	\$ 125,000	\$ 25,000	\$ 25,000	\$ 12,500	\$ 12,500
5.3	Planning & Administration Staff Support	\$ 91,500	\$ 25,000	\$ 25,000	\$ 28,250	\$ 28,250
	<b>Total Budget Request</b>	<b>\$ 1,236,500</b>	<b>\$ 601,250</b>	<b>\$ 416,250</b>	<b>\$ 109,500</b>	<b>\$ 109,500</b>



**Board Report**

**File #:** 2022-0150, **File Type:** Contract

**Agenda Number:** 16.

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**FINANCE, BUDGET AND AUDIT COMMITTEE  
APRIL 20, 2022**

**EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 21, 2022**

**SUBJECT: METRO BIKE SHARE CONTRACT EXTENSION AND REPLENISHMENT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 11 to Contract No. PS272680011357 with Bicycle Transit Systems (BTS) to extend the contract period of performance by 12 months through July 30, 2023, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory, to ensure a consistent on-street fleet for the duration of this contract, in the amount of \$15,250,213, increasing the total contract value from \$95,343,861 to \$110,594,074; and

B. ESTABLISH a Capital project with a \$2 million Life of Project (LOP) value in support of the purchase of Metro Bike Share (MBS) equipment, including bicycles, GPS equipment, and other associated equipment and materials.

**ISSUE**

The Board of Directors approved Motion Item No. 41 “Improving the Effectiveness and Sustainability of Metro Bike Share” in December 2021 (Attachment A). Directive A of the motion requires staff to develop an action plan to stabilize the current fleet size. Directive C of the motion requires that staff develop a plan to provide uninterrupted bike share service as the next iteration of the MBS program is determined and executed.

The recommendations address both directives by purchasing bicycles to stabilize the bike share fleet, establishing an ongoing replenishment plan, and extending the current MBS contract by a period of 12 months to provide uninterrupted service while a new regional bike share model is developed in collaboration with stakeholders.

**BACKGROUND**

The MBS program was launched in July 2016 in partnership with the City of Los Angeles. It continues to provide a service to Los Angeles County residents with more than 200 stations located in the Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood service areas. The program recently completed the conversion of the North Hollywood service area from a Smart dockless system to a Classic docked system and relaunched service in March 2022. With this change, the program now offers one seamless system that is compatible between service areas. To date, over 1.3 million trips have been taken, 4.4 million miles have been traveled, and 4.2 million pounds of CO2 have been averted.

As impacts from COVID have decreased, the program is seeing improvements overall. Monthly data comparing February 2021 to February 2022 shows that ridership increased by 36% (12,596 vs. 18,451). The number of passholders also increased overall. For example, there were 47% more 30-Day members and 25% more 1-Ride users in February 2022 than in February 2021. Although the system expanded to Hollywood in 2021, the number of stations was similar due to the temporary shutdown of North Hollywood for the conversion. These measures provide a high-level overview of the program.

## **DISCUSSION**

The Metro Bike Share motion passed by the Metro Board of Directors in December 2021, directs staff to take a series of actions focused on stabilizing the current program and preparing for the next iteration of bike share in Los Angeles County. In March 2022, staff submitted a response to the motion (Attachment B) that outlined several actions addressing all six Directives (A) - (F). Included in the response for the development of the next MBS model and to better understand current operations, staff will be reviewing and updating performance metrics as needed to better monitor and manage the program. Metrics will cover categories such as ridership, cost, demographics, loss/theft and other key performance criteria. Examples under consideration include bike and station utilization, cost per ride, lost bike recovery rate, reduced fare media utilization, etc. This report recommends actions specifically in response to Directive (A) and Directive (C). These recommendations address the stabilization of the current MBS program as staff works with regional stakeholders to develop the next MBS model consistent with the December 2021 motion.

### **Directive (A)**

*(A) An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.*

As presented in the MBS March 2022 Receive and File response, staff is recommending the purchase of new bicycles, GPS equipment and the establishment of a 10% inventory to ensure the stability and consistency of the on-street MBS bicycle fleet size for the duration of this contract. In addition, to support the purchase of this equipment, a new Capital project with an LOP of \$2 million is requested.

- Purchase of New Bicycles

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The purchase of the new bicycles will directly address the need to stabilize the bicycle fleet. Since launching the program, MBS has experienced a number of changes to the system - expansion to new service areas, reduction of service areas, introduction of dockless Smart bikes and the conversion of Smart bike installations in the Westside and North Hollywood back to traditional docked bicycle systems. As a result, over the years the MBS effective on-street fleet size has also fluctuated. The current effective fleet size, based on the industry dock-to-bike average of 2:1, is 1,800 bikes.

Currently, there are 1,480 bicycles that comprise the operational fleet which consist of on-street bikes and bikes in the warehouses awaiting deployment, available for rebalancing or under maintenance. In order to achieve and maintain an on-street fleet of 1,800 bicycles and maintain a 10% bicycle inventory for the duration of this contract, staff recommends a bike purchase of up to 735 bicycles. 500 bicycles will be purchased to restore the on-street fleet to 1,800 and establish the initial 10% inventory, the remaining 235 bicycles will be procured when needed to maintain the fleet and inventory size due to lost, stolen or damaged bikes.

The initial 500 bicycles to replenish the fleet will be comprised of 259 Converted 2.5 bicycles from Memphis, 201 Electric bikes and 40 Classic or 2.5 bikes that will be provided free of charge by the Contractor. The 235 as-needed bikes will consist solely of Electric bikes. These bikes will only be purchased when needed to ensure the stability and consistency of the on-street bike fleet. All bicycles will be equipped with GPS units to ensure greater visibility over the fleet and support missing/lost bicycle recovery efforts.

The distribution of the bicycles to be procured is in recognition of cost containment, future inventory availability and ridership impacts. Bike share programs are integrating more Electric bikes into their systems. The availability of the 259 bikes from Memphis is due to their program transitioning to an electric fleet. The current supplier of bikes to MBS has stated that they are transitioning to only support Electric bikes; thereby, limiting the future availability of Classic bikes. MBS data shows that Electric bikes, when available, experience over 9-times more use than Classic bikes. A recent report from the City of San Francisco concurred with this data by identifying that there was a spike in ridership with their deployment of Electric bikes. The purchase of Electric bikes will enable MBS to monitor and better understand the value of deploying these bikes. This information will be integrated into the final recommendations regarding the future deployment of the MBS program.

The recommendation also includes the establishment of a 10% inventory. This inventory will support the ability of the Contractor to swap out bikes that are undergoing routine maintenance and to replace missing, lost, stolen or damaged bikes. The bike share industry average for bikes lost, stolen or damaged ranges from 1% to 2% per month. While staff does anticipate losses due to theft, accidents, vandalism, and user neglect, as presented in the March 2022 Motion Response Work Plan, staff is actively working with the Contractor and other parties to reduce theft and increase recovery. MBS's goal is to contain the loss at less than 1% per month. The goal of the 10% inventory is to ensure a stable and consistent on-street fleet for the duration of this contract.

Per the MOU with the City of Los Angeles, the City will provide 50% of the funds in support of the

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purchase of the bicycles. Staff has reviewed this item with the City of Los Angeles staff and has received their concurrence to proceed with the purchase.

- GPS Devices

The technology around GPS has evolved in the last several years, especially technology related to bicycle tracking systems. MBS implemented several GPS initiatives which had various levels of success. During the early years of the program, GPS initiatives proved to be either costly, limited in functionality, and/or did not increase bicycle retention or recovery rates.

The GPS solution that is recommended has been tested and has proven to be effective in increasing recovery rates. Since July 2021, the majority of Electric bikes with GPS that have gone missing have been recovered. Also, the Contractor has established an Asset Recovery team dedicated to monitoring GPS tracking information and deploying staff to recover bikes that are located per the GPS location. Staff recommends purchasing up to 800 GPS units for the existing bicycle fleet to ensure it is also equipped providing 100% GPS coverage for the entire bicycle fleet.

Per the MOU with the City of Los Angeles, the City will provide 50% of the funds in support of the purchase of the GPS units. Staff has reviewed this item with the City of Los Angeles staff and has received their concurrence to proceed with the purchase.

- Establish Capital Project and LOP

In order to move forward with the purchase of this equipment, staff recommends the establishment of a new Capital project with an LOP. This recommendation directly supports the ability to purchase the new bicycles and GPS equipment, management of the 10% inventory, and ongoing replenishment of the fleet. The LOP is inclusive of the cost to procure the initial 500 bikes, the GPS equipment and the 235 additional bikes to be procured as-needed for the duration of the contract.

### Directive (C)

*(C) A plan to provide uninterrupted service as the next iteration of the program is determined and executed.*

Directive C of Motion No. 41 requires the provision of ongoing service which requires staff to modify the current contract for Metro Bike Share operations and maintenance to continue providing the necessary services and ensure uninterrupted operation of MBS. The contract will be extended for a period of 12 months with a new expiration date of July 30, 2023. The extension will allow staff to implement the directives in Motion No. 41 and complete a new procurement process for the next bike share contract.

Per the MOU with the City of Los Angeles, the City will provide 65% of the funds in support of on-going operation and maintenance of MBS. Staff has reviewed this item with the City of Los Angeles and has received their concurrence to proceed with the extension.

## **DETERMINATION OF SAFETY IMPACT**

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Metro Bike Share program has demonstrated effectiveness in providing a mobility service to Los Angeles County residents.

## **FINANCIAL IMPACT**

Approval of the recommendation will authorize the creation of a Capital LOP for the replenishment of MBS in the amount of \$2 million for Capital purchases. The \$2 million project cost is included in FY23 Proposed Budget. If approved, the LOP will be added to Cost Center 4540, under a new Project.

### **Impact to Budget**

The funding sources for the BTS contract include bikeshare operating revenue, City of Los Angeles quarterly reimbursement, and Measure M 2% Active Transportation. The funding sources for replenishment of the fleet are Measure M 2% Active Transportation and Prop C 25% Streets and Highway, which are not eligible to fund bus and rail operating and capital expenditures.

## **EQUITY PLATFORM**

In support of Directives A and C, staff will proceed with the replenishment of the fleet, which if approved, would provide up to 735 additional bicycles to the on-street fleet. In addition, the contract will be extended for 12 months to provide ongoing, uninterrupted bike share services to Los Angeles County residents. Positive impacts for marginalized groups and improvements to equity outcomes are anticipated with the Board's approval of the recommended actions, which direct staff to increase the number of bikes available to users systemwide and to extend the contract term to continue offering bike share to all including residents from EFCs. Staff will be ensuring that new bikes are deployed equitably. Staff will review the EFC map and identify stations within these areas. Bikes will be deployed to these stations at a 2:1 dock to bike ratio and efforts will be made to prioritize deployment to these stations.

In addition, metrics for the program will include analyses of differences between EFC and non-EFC areas. These metrics will include ridership, passholders, bike deployment by station, distances between stations, CO2 reduction benefits, miles traveled, and trips taken. Information will also include additional user demographics, language translation availability, use of MBS by transit riders, and review of potential barriers to socioeconomic and marginalized groups (such as pricing and communications). Staff will work with OER to establish equity goals for the program which will be tracked and reported as part of staff's response to Motion No. 41.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendation supports the following strategic plan 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; and
3. Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

The Board may choose to not authorize the requested actions. This alternative is not recommended as this would not be supportive of the Board motion and could impact the stability of the program, including the ability to provide uninterrupted MBS service. Increasing the fleet size would provide bicycles more widely and restore the on-street fleet to industry standards. GPS devices are needed to increase the recovery of missing bicycles and serve as a deterrent. In addition, if the BTS contract is not extended, Metro Bike Share operations would end July 31, 2022.

### **NEXT STEPS**

Upon Board approval, staff will execute Modification No. 11 to Contract No. PS272680011357 with BTS to extend the contract for 12 months and purchase the equipment and coordinate with OMB to establish a Capital LOP for the purchases of the bicycles and GPS equipment as well as initiate the process for amending the FY22 budget. Staff will continue working on other aspects of Motion No. 41.

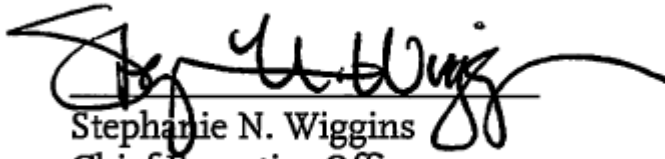
### **ATTACHMENTS**

- Attachment A - Board Motion Item No. 41 (November/December 2021)
- Attachment B - Metro Board Report March 2022 (Item 2021-0812)
- Attachment C - Procurement Summary
- Attachment D - Contract Modification/Change Order Log
- Attachment E - DEOD Summary

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Stephanie N. Wiggins  
Chief Executive Officer



## Board Report

File #: 2021-0743, File Type: Motion / Motion Response

Agenda Number: 41.

### EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 18, 2021

#### Motion by:

#### **DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL**

#### Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

**SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE**

#### **RECOMMENDATION**

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

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
1. Continuing Metro Bike Share as a contracted service,
  2. Operating the program In-house with Metro employees,
  3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.



## Board Report

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File #: 2021-0812, File Type: Contract

Agenda Number: 15.

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**FINANCE AND BUDGET COMMITTEE  
MARCH 16, 2022**

**EXECUTIVE MANAGEMENT COMMITTEE  
MARCH 17, 2022**

**SUBJECT: METRO BIKE SHARE PROGRAM UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE Motion Response Work Plan (Attachment A) to Board Motion Item No. 41 approved December 2021.

**ISSUE**

The Board of Directors approved Motion Item No. 41 “Improving the Effectiveness and Sustainability of Metro Bike Share” in December 2021 (Attachment B). The Motion directs staff to report back in 90 days. This report provides staff’s response.

**BACKGROUND**

The Metro Bike Share (MBS) program was launched in July 2016 in partnership with the City of Los Angeles and is in its fifth year of operation. It continues to provide a service to Los Angeles County residents with more than 200 stations located in the Downtown Los Angeles, Central Los Angeles, Westside, and North Hollywood service areas. MBS recently expanded and launched new service in Hollywood offering a total of 12 stations and a new mobility option for residents in this community. Both the Westside and the North Hollywood service areas, although initially launched as Smart systems, have now been converted to a Classic system. As MBS has grown, greater connectivity has been achieved between the service areas as well as an improved user experience. To date, a total of 1.3 million trips have been taken, 4.4 million miles have been traveled, and 4.2 million pounds of CO2 have been averted. In addition, the operator, Bicycle Transit Systems (BTS), has achieved its Disadvantaged Business Enterprise (DBE) commitment of 22.37% overall.

Over the last two COVID impacted years, MBS has continued to remain in full operation. However, as with other programs, ridership has been negatively impacted. Latest ridership figures from January 2022 show year-over-year improvement but are still lower than pre-COVID ridership. Sanitation protocols continue to be implemented as well as other guidelines as directed by the CDC and the Los Angeles County Public Health Department. Despite these challenges, in September

2021 MBS agreed to a one-year sponsorship deal with DoorDash valued slightly over \$1 million. The agreement includes placing DoorDash decals on bicycles and stations. The revenue obtained from this agreement will offset ongoing Operations and Maintenance (O&M) costs. Staff is coordinating with Metro Communications to support the continuation of sponsorship opportunities.

In addition, demographic data of MBS users is provided below. The data is from the MBS Annual Survey conducted in calendar years 2020 and 2021.

MBS Annual Survey - Demographic Data		2020	2021
Gender			
	Male	59.08%	57.82%
	Female	38.35%	40.26%
	Non-Binary	2.58%	2.03%
Race/Ethnicity			
	Caucasian/White	44.51%	47.79%
	African American	7.45%	14.59%
	Latinx/Hispanic	23.73%	19.01%
	Asian/Pacific Islander	18.82%	11.07%
	Native American	1.18%	3.62%
	Other	4.31%	3.92%
Income			
	\$24,999 or less	16.00%	14.35%
	\$25,000 - \$49,999	17.72%	20.02%
	\$50,000 - \$74,999	19.76%	24.20%
	\$75,000 and above	46.51%	41.53%
Age			
	16-24	9.67%	19.66%
	25-34	36.31%	47.37%
	35-49	33.08%	24.92%
	50 years and over	20.95%	8.06%

\*Multiple responses allowed

The current deployment of MBS represents Metro’s initial implementation of a regional bike share program. The deployment is accomplished primarily through the contract with BTS, which is in the final year of the 7-year term set to expire July 31, 2022.

**DISCUSSION**

MBS is currently deployed under its initial pilot implementation. While bike share was not a new service when MBS was launched, it was nevertheless the first deployment by Metro. As with many services and programs, the initial deployment provides many learning opportunities which have informed the program's direction. The points and directives contained in Board Motion No. 41 identify issues and challenges to be addressed by the program to ensure MBS's success in meeting the agency's sustainability and equity goals and the program's goals to increase utilization, growth, and regional mobility.

The Board's Metro Bike Share Motion includes directives (A) to (F) along with clarifying information. Overall, staff is proposing to address this Motion with a number of immediate, short-term and mid-term actions. The actions include work to be performed directly by staff as well as through contract/consultant services. Examples of staff actions include steps to replenish the bike fleet and ensure uninterrupted service. Staff is also actively engaged with the City of Los Angeles and has reached out to other parties who have expressed past interest and/or with whom MBS has routine dialog. Staff's goal is to identify and create a working group comprised of regional interested parties to assist with the review of MBS and the development of the final recommendations.

Staff is also proposing to use consultant services in response to the Board Motion. One immediate action is to modify an existing task order to support the Market Survey, planning/development of the Industry Forum and in identifying funding and/or legislative opportunities. In addition, staff is recommending that a consultant be secured to support the evaluation of MBS and assist in the development of the final recommendations as identified in Motion Directive F.

Staff has prepared the following update, addressing each of the directives identified in the Motion. A more detailed action plan is provided as Attachment A.

#### Board Motion Item No. 41

*(A) An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.*

Metro staff continues to address the issue of bicycle loss and theft through loss prevention and recovery activities. Bicycle loss is expected as part of the cost of business operations given the public nature of the program with the level of loss/theft experienced in the US and around the world at 1% to 2% a month. Although there is an acknowledgement that some loss will continue to impact the system and that the program's losses have grown during the pandemic as compared to pre-pandemic levels, the goal is to continue to implement efforts and strategies that reduce loss and theft while increasing recovery.

Staff has identified a myriad of actions/tactics to mitigate the loss and improve fleet retention and recovery efforts. Attachment A outlines 10 actions that staff is pursuing. These actions include:

- Purchasing bicycles to re-establish the fleet size;
- Purchasing and installing GPS equipment on all bicycles;
- Improving the operator's lost/missing bike recovery rate;

- Deploying a marketing/awareness campaign;
- Implementing technical system improvements;
- Implementing new inventory protocols to ensure a consistent and stable service to the public.

Staff is keenly aware of the need to re-establish the MBS fleet and is currently in discussions with the operator, BTS, to secure additional bicycles and GPS equipment with a target of the April Board meeting with recommendations to address the purchase of the bicycles and GPS equipment. Additionally, despite the proposed efforts to reduce loss and missing bicycles, staff anticipates that there will continue to be bicycle loss. To maintain a consistent and stable fleet, staff is developing a protocol to maintain a readily available inventory. Staff is currently reviewing available data to best determine the minimum inventory level required to support a stable operation. The inventory will enable the contractor to swap out bicycles in need of maintenance and to replace missing or lost bicycles. The goal will be to maintain a consistent deployed fleet size for public use.

*(B) An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide and keeping fare cost low.*

Staff is proposing to include a request in the Market Survey (Motion Directive E) to obtain information from other bike share programs regarding how they address equity, unbanked and digital divide matters. Additionally, this will be included as a topic in the Industry Forum (Motion Directive D). Staff will also continue to engage with the Metro Office of Equity and Race as well as the City of Los Angeles (in particular the Los Angeles Department of Transportation) to review and address current and future equity considerations. Staff has held discussions with TAP and will continue to engage to identify solutions to handle unbanked and digital divide issues. Staff will also investigate alternative/innovative fare and sponsorship options for possible implementation. Finally, staff will include this as an action item in the MBS evaluation study.

*(C) A plan to provide uninterrupted service as the next iteration of the program is determined and executed.*

Concurrent with the discussions to purchase bicycles and GPS equipment, negotiations with BTS for a contract extension are underway. The extension will allow staff to ensure the continued and uninterrupted operation of MBS, while continuing to address all directives of the Board Motion.

*(D) A plan to convene an Industry Forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:*

1. Continuing Metro Bike Share as a contracted service,
2. Operating the program In-house with Metro employees,
3. A private-sector model with financial subsidy provided by Metro.

Staff has engaged Metro Micro to understand and learn from their experience. Staff is now working to develop the format, invitees, subject/agenda, and logistics to hold the forum. Staff is proposing that the forum be included as part of the MBS evaluation study and that information gathered from

participants help inform recommendations.

*(E) Performing a Market Survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage, loss and prevention, and alternative financing sources like sponsorship and advertising.*

Staff is currently compiling all readily available information and will be securing a consultant to conduct an initial Market Survey. In addition to the information listed in the Motion, the survey will also seek to obtain information regarding programs or services offered that address the unbanked and the digital divide.

*(F) Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.*

Staff is working on procuring services from a consultant team to support the review of MBS. Staff will also coordinate with the City of Los Angeles' pending bike share program review/evaluation, as the City's findings may impact MBS operations. Additionally, staff will form working groups and actively engage regional stakeholders and partners to ensure a comprehensive, transparent, and realistic evaluation of MBS. Working group participants may include other cities who have had bike share and cities that have not as well as Council of Government organizations (COG), and Community-Based Organizations (CBO). Staff is also working on plans to improve market awareness and customer engagement to support the operation and ensure the overall quality of the future MBS program. The evaluation of the current program and feedback from working group(s) will result in recommendations to provide a roadmap ensuring a successful, regional, equitable and viable bike share program. Staff is targeting to complete the evaluation by fall 2022.

### Equity Platform

In support of the response to the Motion, several activities will be implemented in the next 3 to 12 months. Activities include implementing a plan to reduce theft and increase recovery of missing bikes making more of them available. Staff will continue to work with Metro Security and the program's LAPD liaison, each of which have provided support to the theft/recovery task force. Staff will also engage with programs that can offer support to certain users in need of access to more long-term transportation. In addition, staff will be developing a plan focused on increasing accessibility to individuals who are unbanked or face a digital divide; keeping fares low and increasing reduced fare and LIFE participation; conducting a Market Survey of other bike share programs and an Industry Forum to learn about best practices including increasing participation from marginalized groups and reducing barriers for people in EFCs.

Given the demographic information collected from the annual surveys, staff is aware that bike share ridership is not representative of Metro ridership or Los Angeles County demographics. However,



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results from the survey show that there is an increase in utilization by females as well as African American/Black and Native American MBS users. Staff will work to improve user data collection to better understand potential barriers to the MBS system and address or mitigate them in the future. As delineated in Motion Directive B, staff will work to improve awareness of the utilization of the program and will ensure that the future MBS program addresses equitable access and increased diversity actions/recommendations.

In addition, staff will be working with community groups and other organizations such as NABSA and NACTO, to gather their feedback and incorporate it in the recommendations moving forward. Information from users will also be gathered to inform the future program. Activities will be carried out to ensure CBOs and community members in EFCs, including those who are unbanked or have a digital divide, are aware and can fully participate. Staff engagement will include community outreach efforts in EFCs, providing information in various languages, and targeted communication using different forms (print, online, social). The information gathered through this process will help inform the recommendations for a new operations model for the future MBS program.

### **DETERMINATION OF SAFETY IMPACT**

The Board action will not have a negative impact on the safety of Metro's patrons or employees. The Metro Bike Share program has demonstrated effectiveness in providing a mobility service to Los Angeles County residents.

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

Recommendation supports the following strategic plan 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; and
3. Enhance communities and lives through mobility and access to opportunity.

### **NEXT STEPS**

Upon Board approval, staff will complete the negotiations for the contract modification with BTS with the goal of returning in April for approval. Staff will also continue to move forward with the actions as outlined in the Motion Response Work Plan and with the procurement of the consultant teams in support of responding to other aspects of Motion No. 41.

### **ATTACHMENTS**

Attachment A - Motion Response Work Plan

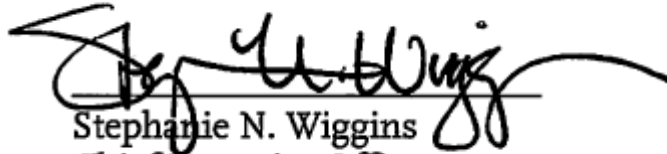
Attachment B - Board Motion Item No. 41 (November/December 2021)

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Stephanie N. Wiggins  
Chief Executive Officer

Attachment A – Motion Response Work Plan

Metro Bike Share  
Motion Response Work Plan

This work plan is in response to Metro Bike Share Motion No. 41 passed by the Metro Board of Directors in December 2021. The plan involves a multi-prong approach to developing a comprehensive, transparent, and collaborative recommendation to support the future of the Metro Bike Share Program. The plan will address the following goals, as identified in the Motion:

- Address the fleet size and loss/theft;
- Ensure equity;
- Keep fares low and address unbanked and digital divide concerns;
- Ensure continued service;
- Improve and expand regional participation;
- Ensure long-term viability (technology, cost, cost-sharing, new funding sources);
- Confirm role of Metro Bike Share as an affordable, accessible public transportation and mobility option that improves the quality of life, supports meeting regional climate goals and meets Metro’s agency goals;

In addition to the goals, the plan will also include actions to:

- Examine the role and impact of micro-mobility services;
- Establish performance metrics and associated data analytics;

To accomplish this, staff will move forward with a new evaluation of the program and take a series of immediate actions – such as to 1) engage an existing task order Consultant to assist with the development of the Industry Forum, support the Market Survey, and conduct an evaluation of funding opportunities; 2) extend the current BTS contract, procure replacement bikes and install GPS units on all bikes; and 3) conduct an evaluation of the MBS program taking into consideration the information gathered through the directives in the Motion, and propose recommendations for the future program. The goal is to complete the evaluation and have recommendations by fall 2022 and initiate action on the future operational model of MBS.

Specific actions/tactics tied to the Motion include:

Motion Directive A – Action Plan to stabilize the fleet and actions to identify, prioritize and address theft			
#	Action/Tactic	Notes	Schedule/Timeline
1a	Draft and update theft/loss mitigation strategies	Initial mitigation strategy drafted. Staff will continue to develop, refine, implement, and evaluate strategies	<ul style="list-style-type: none"> <li>• Completed and will update as appropriate</li> </ul>
2a	Obtain information via Market Survey	Initiate procurement action to obtain information on loss/theft and any mitigation strategies via market survey of other operators.	<p><i>Immediate:</i></p> <ul style="list-style-type: none"> <li>• Procurement process initiated</li> <li>• Secure consultant support within 30 days</li> <li>• Target completion of work in 2 months</li> </ul>

Attachment A – Motion Response Work Plan

3a	Procurement of bikes to replenish fleet – new bikes to be equipped with GPS	Staff is actively engaged in Procurement action with the Operator. Procurement action is currently pending final negotiations and agreement on terms for O&M and replenishment.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Targeting April Board approval</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Completion dependent upon number of bikes procured and final delivery schedule</li> </ul>
4a	Retrofit existing bike fleet with GPS	Staff is actively engaged in Procurement action with the Operator. Procurement action is currently pending final negotiations and agreement on terms for O&M and replenishment.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Targeting April Board approval</li> </ul>
5a	Bike fleet replenishment/inventory policy	Staff is developing a protocol to maintain a readily available inventory with the goal of maintaining a consistent deployed fleet size for public use.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Targeting April Board approval</li> </ul>
6a	Develop and launch marketing/informational campaign to address user confusion and negligence about returning bikes to docking stations	Staff to work with Metro Communications and MBS Operator to initiate the development of the campaign.	<p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Target launch of campaign to tie-in with the receipt of new bikes</li> </ul>
7a	Engagement with law enforcement to aid in recovery of stolen bikes	Continuation of staff engagement with Metro Security and LAPD liaison.	<p><u>On-going:</u></p> <ul style="list-style-type: none"> <li>Staff continuing current engagement and will examine opportunities to improve recovery efforts</li> </ul>
8a	Discussion with Operator to improve missing bike recovery rate	Staff reviewed current recovery rate and initiated discussions on additional resources for fleet recovery. Possible engagement with other Metro departments and community programs to mitigate any concerns regarding loss of primary means of transportation.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Operator providing data on recovery rate and recovery process (non-systems related)</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Development and implementation of process improvements</li> <li>Target implementation by spring/summer 2022</li> </ul>
9a	Develop and implement system improvements to better monitor and report on bike fleet, identify misplaced or missing bikes and improve recovery response time	Fleet monitoring and alerting improvements (due to availability of GPS data) to better understand fleet utilization and improve the identification of missing bikes.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Current performance metrics and reporting practice under review</li> </ul>

Attachment A – Motion Response Work Plan

		Includes the review of performance metrics and reports. Staff to review current practices and identify improvements.	<ul style="list-style-type: none"> <li>Improvements to monitoring and reporting practices will be implemented in collaboration with Operator</li> </ul>
10a	Develop and deploy system improvements to deter bike theft	Implementation of system or technical improvements – TAP, payment fraud prevention, rider alerts, payment collection, station rebalancing, etc.	<p><u>On-going:</u></p> <ul style="list-style-type: none"> <li>Staff will continue to work on these items and implement as feasible</li> </ul>
<b>Motion Directive B – Action plan to address equitable access (address unbanked, digital divide and keeping fare low)</b>			
#	Action/Tactic	Notes	Schedule/Timeline
1b	Obtain information via Market Survey and Industry Forum	Initiate action to obtain information on unbanked, digital divide and fare information via Market Survey. Separately, include further engagement as necessary as part of Industry Forum.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Procurement process initiated</li> <li>Target completion of Market Survey work in 2 months</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Target completion of task order work in summer 2022</li> </ul>
2b	Include as part of Metro Bike Share Program evaluation	<p>Specific tasks include:</p> <ul style="list-style-type: none"> <li>Ensure inclusion of equity, unbanked, digital divide, and reduced fares in the future operation.</li> <li>Review sponsorship opportunities, including possible targeted fiscal sponsorships.</li> <li>Identification and evaluation of possible alternative fare models based on equity considerations.</li> </ul>	<p><u>Mid Term:</u></p> <ul style="list-style-type: none"> <li>Target completion of evaluation by fall 2022</li> </ul>
3b	Engagement with Metro’s Office of Equity & Race and LADOT	Review current delivery of bike share from an equity perspective and identify recommendations for current and future consideration.	<p><u>On-going:</u></p> <ul style="list-style-type: none"> <li>Staff to continue engagement with both Metro’s Office of Equity &amp; Race and LADOT</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Identification and implementation of recommendations</li> </ul>

Attachment A – Motion Response Work Plan

4b	Engage with TAP on current best practices for unbanked	Collect information from TAP on current approach to this issue and learn how this may further support MBS	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Initiated discussions with TAP to identify current solutions within TAP and recommend additional modifications for MBS</li> </ul>
5b	Engagement with Metro LIFE and other reduced fare programs	Review of current Metro Bike Share utilization of Metro LIFE and other Metro reduced fare programs to identify opportunities and solutions to increase participation.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Staff reviewing current data and participation levels</li> <li>Identification and development of initial opportunities and solutions to increase participation</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Coordination with appropriate departments and implementation of approved and achievable solutions</li> </ul>

**Motion Directive C – Plan to provide uninterrupted service**

#	Action/Tactic	Notes	Schedule/Timeline
1c	Extension of current Operator contract	Staff has prepared contract documents required for the modification and is actively responding to proposal and information submitted by Operator. Procurement action pending final negotiations and agreement on terms for O&M and replenishment.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Targeting April Board approval</li> </ul>

**Motion Directive D – Plan to convene Industry Forum**

#	Action/Tactic	Notes	Schedule/Timeline
1d	Engagement with Metro Micro	Staff discussion with Metro Micro regarding their Industry Forum	<p><u>On-going:</u></p> <ul style="list-style-type: none"> <li>Staff held initial discussion and will continue to engage with Metro Micro staff as the Bike Share forum is developed</li> </ul>
2d	Hold Forum	Conduct the Industry Forum as part of evaluation of Metro Bike Share program.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Create framework &amp; structure of the Forum</li> <li>Target to hold Forum in summer 2022</li> </ul>

Attachment A – Motion Response Work Plan

<b>Motion Directive E – Perform Market Survey</b>			
<b>#</b>	<b>Action/Tactic</b>	<b>Notes</b>	<b>Schedule/Timeline</b>
1e	Collection of existing information	Staff is compiling all existing and readily available information. This information will be provided to consultants for further verification.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Task to be completed within 30 days</li> </ul>
2e	Conduct initial Market Survey of other programs	Initiate procurement action to conduct the initial Market Survey.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Procurement process initiated</li> <li>Secure consultant support within 30 days</li> <li>Target completion of work in 2 months</li> </ul>
3e	Engagement with NABSA, NACTO, and other bike share groups	Ongoing engagement with industry and working groups to obtain additional marketplace information that can aid in future Metro Bike Share development.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Collaborate with organizations and groups on Market Survey and Industry Forum</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Actively participate in industry discussions, including the NACTO bike share working group</li> </ul>
4e	Include as part of the Metro Bike Share Program evaluation	Review existing program information. Conduct follow up research and data gathering activities in support of the development of recommendations for the future operation and expansion of Metro Bike Share.	<p><u>Mid Term:</u></p> <p>Target completion of evaluation by fall 2022</p>
<b>Motion Directive F – Recommendations</b>			
<b>#</b>	<b>Action/Tactic</b>	<b>Notes</b>	<b>Schedule/Timeline</b>
1f	Identification of funding source and legislative opportunities	Initiate action for support to identify traditional and innovative funding sources and legislative opportunities	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Staff working with Government Relations and Grants to identify funding opportunities</li> <li>Procurement process initiated</li> <li>Secure consultant support within 30 days</li> <li>Target completion of work in 2 months</li> </ul>
2f	Work with Metro Communications on current DoorDash extension and/or future opportunities	Collaborate with Metro Communication on possible future	<p><u>Immediate:</u></p>

Attachment A – Motion Response Work Plan

		opportunities through Metro’s advertising vendors	<ul style="list-style-type: none"> <li>Staff will prepare information with updates on MBS in preparation for next steps</li> </ul>
3f	Coordination with LADOT	Coordinate with LADOT on pending bike share program review. Coordination shall occur at both staff and consultant level.	<p><u>On-going:</u></p> <ul style="list-style-type: none"> <li>Staff will continue on-going coordination, support and discussion with LADOT and consultants</li> </ul>
4f	Metro Bike Share Program Evaluation and Path Forward	<ul style="list-style-type: none"> <li>Evaluation to provide recommendations which shall address items from motion.</li> <li>Evaluation shall be transparent, with coordination and collaboration with regional partners and stakeholders.</li> <li></li> </ul>	<p><u>Mid Term:</u></p> <ul style="list-style-type: none"> <li>Target completion of evaluation by fall 2022</li> </ul>
5f	Stakeholder and customer engagement	Ensure that the new MBS contains an on-going stakeholder engagement process to support implementation of the new program and support on-going operations. Stakeholders to include MBS partners, CBOs, COGs, local cities. Ensure Customer engagement process to monitor the performance and quality of MBS services, includes engagement with EFCs.	<p><u>Immediate:</u></p> <ul style="list-style-type: none"> <li>Staff to develop initial outline/plan of working group(s)</li> <li>Analysis of current feedback and comments regarding bike share</li> <li>Review of current engagement practices and identify opportunities for improvement</li> </ul> <p><u>Short Term:</u></p> <ul style="list-style-type: none"> <li>Develop and incorporate an on-going process to ensure consistent stakeholder and customer engagement</li> </ul>

Notes:

- On-going: Existing activity that will continue
- Immediate: Completion or action within 3 months
- Short Term: Completion or action within 6 months
- Mid-Term: Completion or action with 12 months
- Long Term: Completion or action longer than 12 months





## Board Report

File #: 2021-0743, File Type: Motion / Motion Response

Agenda Number: 41.

### EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 18, 2021

#### Motion by:

#### **DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL**

#### Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

**SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE**

#### **RECOMMENDATION**

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

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
1. Continuing Metro Bike Share as a contracted service,
  2. Operating the program In-house with Metro employees,
  3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

# Item 15

Los Angeles County  
Metropolitan Transportation Authority

Finance and Budget Committee  
March 16, 2022

Executive Management Committee  
March 17, 2022



## **Metro Bike Share Program Update**

# Background

- MBS launched in July 2016 in partnership with the City of Los Angeles
- MBS serves Los Angeles County residents with more than 200 docked stations located in the Downtown Los Angeles, Central Los Angeles, Hollywood, Westside, and North Hollywood
- To date, 1.3 million trips have been taken, 4.4 million miles have been traveled, and 4.2 million pounds of CO2 have been averted
- Demographics: 50% Caucasian/White; 20% Latinx; 15% African-American; 40% Female; Household income - 34% less than \$50K and 58% less than \$75K; 47% of users are 25-34 years old and 8% are 50 years and above
- Contract with current operator, Bicycle Transit Systems, ending July 2022
  - DBE goal of 22.37% met and on target
- In September 2021, MBS agreed to a one-year sponsorship deal with DoorDash valued at slightly over \$1M will offset O&M
- Motion No. 41 directs staff to implement several actions in preparation for future MBS program model



# Motion Response Work Plan

- Staff developed a work plan to respond to motion
- Current actions in the work plan include:
  - **Directive A: Stabilize Fleet and Address Theft**
    - Implementing a theft mitigation plan that includes launching an educational campaign
    - Engaging (ongoing) with Metro Security and LAPD liaison
    - Negotiating with Operator to purchase new bikes and GPS units to stabilize fleet (April 2022 Board action)
  - **Directive B: Equitable Access for Unbanked, Address Digital Divide and Keep Fares Low**
    - Creating an equity plan to address unbanked and the digital divide
    - Engaging OER, TAP, City of LA and other groups on best practices for technology solutions



# Motion Response Work Plan

- Directive C: Provide Uninterrupted Service
  - Negotiating with BTS to extend contract by 12 months (April 2022 Board action)
- Directive D: Convene Industry Forum
  - Creating framework for Industry Forum that will include goals, objectives, topics, identification of subject matter experts
  - Consultant work underway to support Forum development
- Directive E: Perform Market Survey for Best Practices
  - Conducting Market Survey of other operators to gather information about existing bike share programs
- Directive F: Provide Recommendations for Future Model
  - Procuring consulting services for Motion Response support and final recommendations for new program and funding opportunities
  - Working with GR and Grants to identify additional funding



# Next Steps

- Staff will complete negotiations for contract modification with BTS with the goal of returning in April 2022 for approval
  - Modification includes ongoing O&M and fleet replenishment
- Staff will move forward with the actions as outlined in the *Motion Response Work Plan* (Attachment A)
- Staff anticipates identification of new model by fall 2022



## PROCUREMENT SUMMARY

## METRO BIKE SHARE/PS272680011357

1.	<b>Contract Number:</b> PS272680011357		
2.	<b>Contractor:</b> Bicycle Transit Systems, Inc.		
3.	<b>Mod. Work Description:</b> Extend contract term an additional 12 months, purchase new bicycles, and purchase and install GPS equipment		
4.	<b>Contract Work Description:</b> Metro Bike Share Program		
5.	<b>The following data is current as of:</b> 4/1/22		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	06/25/15	<b>Contract Award Amount:</b> \$11,065,673 Pilot Phase I – DTLA
	<b>Notice to Proceed (NTP):</b>	07/31/15	<b>Total of Modifications Approved:</b> \$84,278,188
	<b>Original Complete Date:</b>	Phase I 07/31/17  Phases II - V 07/30/22	<b>Pending Modifications (including this action):</b> \$15,250,213
	<b>Current Est. Complete Date:</b>	07/30/23	<b>Current Contract Value (with this action):</b> \$110,594,074
7.	<b>Contract Administrator:</b> Lily Lopez		<b>Telephone Number:</b> (213) 922-4639
8.	<b>Project Manager:</b> Paula Carvajal		<b>Telephone Number:</b> (213) 922-4258

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 11 issued in support of the Metro Countywide Bike Share Program to extend the contract period of performance by 12 months through July 30, 2023, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory, to ensure a consistent on-street fleet for the duration of this contract.

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

On June 25, 2015, the Board awarded firm fixed price Contract No. PS272680011357 to Bicycle Transit Systems, Inc. for the equipment, installation and operations of the Metro Bike Share Phase I Pilot in the amount of \$11,065,673 for a two-year period.

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



**B. Cost Analysis**

The amount of the modification has been determined fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical analysis, fact finding and negotiations.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$27,528,583	\$23,116,683	\$15,250,213

The difference between the above amounts is the time included in the contract term extension. The “Proposal Amount” and “Metro ICE” initially covered a two-year time extension. As a result of internal discussions, Metro decided to move forward with a one-year time extension on this contract. Therefore, the “Modification Amount” covers a one-year time extension.

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## METRO BIKE SHARE/PS272680011357

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Addition of Sponsorship Broker Agreement	Approved	12/30/15	\$0
2	Additional Support for Phase I Downtown Los Angeles	Approved	06/06/16	\$108,656
3	Addition of 2 Subcontractors	Approved	07/07/16	\$0
4	Extend Phase I (Downtown Los Angeles Pilot), expand and accelerate Phase II (Pasadena) and Phase III (Venice and Port of Los Angeles)	Approved	11/07/16	\$42,618,583
5	Update Exhibit A-1 Milestone Payment Schedule	Approved	03/22/17	\$0
6	Addition of TAP Integration Step 3	Approved	05/31/17	\$610,076
7	Extend and activate Phase III and Phase IV	Approved	10/08/18	\$34,598,747
8	Metro Countywide Bike Share Greenhouse Gas Reduction Fund (GGRF) Grant	Approved	12/06/18	\$6,342,126
9	Revised SOW + Milestones	Approved	12/14/18	\$0
10	Reallocation of bikes + update milestones with invoices	Approved	8/21/21	\$0
11	Extended POP by 12 months through 7/30/23, purchase new bicycles to replenish and stabilize the on-street bicycle fleet, purchase and install GPS equipment, and maintain a 10% inventory.	Pending	Pending	\$15,250,213
	<b>Modification Total:</b>			<b>\$99,528,401</b>
	<b>Original Contract:</b>		07/24/15	<b>\$11,065,673</b>
	<b>Total:</b>			<b>\$110,594,074</b>

## DEOD SUMMARY

## METRO COUNTYWIDE BIKESHARE/PS272680011357

**A. Small Business Participation**

Bicycle Transit Systems, Inc. (BTS) made a 22.37% Disadvantaged Business Enterprise (DBE) commitment. The project is 71% complete and the current SBE participation is 23.53%, exceeding the DBE commitment by 1.16%. Bicycle Transit Systems, Inc. submitted its initial shortfall mitigation plan in July 2021 and a subsequent update in March 2022.

BTS has projected the continued utilization of DBE subcontractors Accel Employment Services, Inc. and BikeHub through July 2023. BTS has allocated 27.29% of this proposed modification value to the two (2) DBE firms listed above. BTS contends that the station shipping scope of work to be performed by Say Cargo, has been completed.

<b>Small Business Commitment</b>	<b>DBE 22.37%</b>	<b>Small Business Participation</b>	<b>DBE 23.53%</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Accel Employment Services, Inc.	Asian-Pacific American	15.28%	11.89%
2.	BikeHub	Asian-Pacific American	5.48%	10.08%
3.	Toole Design Group	Caucasian Female	0.93%	1.19%
4.	Say Cargo Express, Inc.	Hispanic American	0.68%	0.37%
	<b>Total</b>		<b>22.37%</b>	<b>23.53%</b>

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

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

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

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

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



## Board Report

File #: 2022-0021, File Type: Program

Agenda Number: 17.

### FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 20, 2022

**SUBJECT: PROPERTY INSURANCE PROGRAM**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all property at increased policy limits at a not to exceed price of \$5.5 million for the 12-month period May 10, 2022 through May 10, 2023.

#### **ISSUE**

The All Risk Property and Boiler and Machinery insurance policies expire on May 10, 2022.

#### **BACKGROUND**

Our insurance broker, USI Insurance Services (“USI”) is responsible for marketing the property insurance program to qualified insurance carriers. Quotes are currently being received from carriers with A.M. Best ratings indicative of acceptable financial soundness and ability to pay claims. The premium indications below are based upon current market expectations. Final pricing, however, is not available until approximately 30 days prior to binding coverage.

Metro established a program of Excess Commercial Property Insurance to protect against insured losses. Each year, Risk Management meets with USI to prepare for the upcoming marketing process and secure the data required to approach underwriters and obtain the most competitive coverage and pricing available.

Initial discussions begin in the first quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverages and what levels of premium are indicated. Once established, an annual stewardship meeting is conducted in September to review what data will be required, including new infrastructure, such as rolling stock (bus, rail and non-revenue vehicles), real property (buildings and facilities), business personal property (equipment, furniture) and newly completed projects as each are accepted by the agency. Risk Management further obtains status data including targeted completion dates of various projects to provide an accurate account of the present and future property exposures within the agency.

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Risk Management compiles updated information including projected revenues, payroll, property valuations and property distribution as needed. Once internal data is collected, the data forwarded to USI to present to the domestic insurance marketplace as well as international markets in London, Bermuda and Amsterdam. Due to timing requirements, USI approaches underwriters in January to ensure that data is deemed current. Initial indications of interests and costs generally become apparent in late March.

USI provides a not-to-exceed number that serves two functions. First, the number provides an amount that Risk Management may approach the CEO and Board to obtain approval for binding of the new program, which mitigates a potential gap in insurance coverage. And second, the number allows our broker ample time to continue to negotiate with underwriters to ensure that Metro obtains the most competitive pricing available.

## **DISCUSSION**

Property insurance protects against losses to our structures, fleets, and improvements, which are valued at approximately \$14.6 billion, up from last year's \$13.6 billion. The increase in total insured value is primarily due to general replacement cost growth (mainly soaring construction costs) along with revaluation of both heavy and light rail vehicles. The value of the Crenshaw/LAX Line was previously included in our total insured values last renewal and the property is fully insured. Property insurance is required by many contracts and agreements, such as our lease/leaseback deals involving a number of our operating assets.

USI marketed the property program to qualified insurance carriers to obtain property insurance pricing with coverage limits of \$425 million. Quotations for our property insurance program were received from carriers with acceptable A.M. Best ratings. Final pricing is pending, so the quotes including contingency for unanticipated adjustments serve as a not to exceed cost before policy binding.

The Recommended Program secures the All Risk deductible at \$250,000 with no earthquake coverage and a flood deductible at 5% per location subject to a \$250,000 minimum. USI continues negotiations with carriers regarding deductible limits on selected Metro assets including rolling stock, non-revenue vehicles and potential flooding in subway tunnels. If a loss exceeds the deductible, All Risk coverage is provided up to \$425 million per occurrence for losses except for flood related damages that are covered up to \$150 million (tunnels are covered up to \$50 million with a \$500,000 deductible for flood damages). The recommended program is the same as the prior year program. Attachment A shows the outline of the recommended program structure. The not to exceed premium price includes a contingency for premium adjustments, taxes and fees due to on-going negotiations with insurance carriers.

The recommended program does not include earthquake coverage. We received quotes estimated at \$4.2 million for \$50 million in limits with a 5% of total insured value deductible. Metro has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through federal and state sources to restore public transportation in Southern California. The lack of earthquake coverage is consistent with decisions made by other large local government agencies.

We evaluated terrorism coverage options this renewal cycle and have not opted to purchase the coverage. Terrorism coverage is available but does not appear to be cost effective at a quoted cost of \$687,700 for \$400 million limits with a \$50,000 deductible. The Terrorism Risk Insurance Act (TRIA) provides government support by providing mechanisms for spreading losses across policyholders. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services as a result of a serious terrorism incident. We will continue to reject terrorism coverage at the present time.

The current and recommended programs of insurance are layered structures. Several insurance carriers participate in the program with each contributing a portion of coverage which maintains a diversified portfolio of insurance carriers. Continual monitoring through internal methods, as well as updates provided by USI, ensure that all carriers maintain the required financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In January, February, and March 2022, USI contacted multiple domestic and international insurance providers to present our property risks and supplemental data. USI provided an overview of the Metro transit system during discussions with the underwriters, including our extensive security infrastructure, fire protection, loss control and minimal risk of flood exposures. USI provided information and statistics on system operations, assets, and our excellent loss history over the past twenty years with one fixed property insurable event and under \$1.8 million insurable losses of rolling stock and non-revenue vehicles.

The Metro property program continues to be well received by insurers due to our favorable loss history and the growth of the account from \$7.8 billion in values in 2010 to \$14.6 billion for this renewal. As such, USI presented the submission to incumbent and competing insurers to create competition in the insurance marketplace. The marketing effort resulted in maintaining our incumbent carriers for the recommended program. Our rate per million dollars of insurable value is \$377 for the recommended program which represents a 15.4% rate increase per million dollars of insured value over the prior year. Some of the major factors driving the rate increase are summarized in the following paragraphs.

The property insurance market is continuing to experience major interruption. Capital (and therefore capacity) has either been exhausted or withdrawn from the market in a way that has not been seen since 2001. Losses over the past six years continue to show higher than expected loss development. In 2020, many carriers pulled out of unprofitable classes of business. This year, carriers are looking at those classes again if the rate and terms are deemed adequate. Carrier One Beacon exited the public entity space in March 2022 leaving a void of \$80 million in coverage for public entities.

Commercial property insurance rates have shown significant growth in recent quarters. Climate change's influence on natural catastrophes, supply chain challenges and inflation are working concurrently to push rates higher, according to a report from Westchester, Chubb Ltd.'s wholesale excess and surplus lines division. In addition to driving up rates, the issues are making underwriting more challenging. Further, inflationary pressures along with rising costs for labor and building materials are increasing the possibility for undervalued replacement costs. Carriers are looking to

return their portfolios to profit which has led to continuing universal rate increases (even for insureds that are claims-free).

According to the Allied Public Risk “Public Entity Insurance Market Outlook for 2022” report, the demand on insurance carriers to deliver profits, the limited participants in the public entity market, and inflationary pressures on operational and claims expense contribute to increased premiums throughout 2022. As operational and claim costs increase, premiums are adjusted to cover anticipated liabilities to deliver acceptable profit margins. The limited number of carrier participants in the public entity market compounds the costs associated with losses and operations. Over the last 18 months, several carriers have exited the public entity sector because of rising risks and falling profits. Carriers that remain in the market are either reducing limits or requiring higher Self-Insured Retentions but are offering no premium reduction in return.

Along with premium increases and higher deductibles, carriers are instituting more restrictive terms. Carriers are rating on the potential for loss (regardless of good loss history) and with our increased valuations on buildings, facilities, buses and rail cars, carriers are rating on total loss estimates. Many carriers are reducing their capacity by 20%-50%, in some cases requiring more carriers to participate on programs in order to maintain limits. For this renewal, our broker was able to retain last year's incumbent carriers.

Metro has enjoyed some of the lowest rates among transit systems and remains an attractive client within this space. Unfortunately, the space is not held in the same regard it was just a few years ago. This year's renewal reflects our continuing favorable insurability and ability to take full advantage of USI's marketing efforts in a very demanding market environment.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this procurement will not impact the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

The funding for two months of \$916,667 for this action is included in the FY22 Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage). In FY22, an estimated \$4.6 million will be expensed for property insurance.

The remaining ten months of premiums are included in the FY23 Requested Budget, cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage).



### Impact to Budget

Additional funds required to cover premium costs beyond FY23 budgeted amounts will be addressed by fund reallocations during the year. The current fiscal year funding for this action will come from the Enterprise, General and Internal Service funds. No other sources of funds were considered for this activity because these are the funds that benefit from the insurance. This activity will result in a minor change to operating costs from the prior fiscal year.

### EQUITY PLATFORM

Metro's property insurance program ensures that our facilities, rolling stock fleet, and infrastructure are covered by insurance policies in the event of a major loss or damage. The insurance policies cover all Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits to low-income residents, black, indigenous, and people of color, people with disabilities, people with limited English proficiency, minorities, women, disadvantaged or disabled veterans, LGBTQ community, and other marginalized groups.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal # 5 "Provide responsive, accountable and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes the use of insurance to mitigate large financial risks resulting from damage to or loss of Metro property.

### ALTERNATIVES CONSIDERED

The current program, the recommended program and an option with earthquake coverage are summarized in Attachment B. Based upon our past history of favorable renewal and losses, we recommend continuing the current program of insurance as the most cost effective and prudent program. The option of adding earthquake coverage is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

### NEXT STEPS

Upon Board approval of this action, we will advise USI to proceed with placement of the property insurance program outlined herein effective May 10, 2022.

### ATTACHMENTS

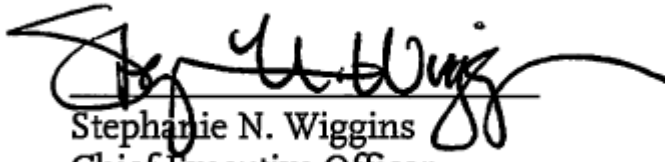
Attachment A - Recommended Pricing and Carriers  
Attachment B - Alternatives Considered

Prepared by: Tim Rosevear, Manager, Risk Financing, (213) 922-6354

Reviewed by: Kenneth Hernandez, Deputy Chief Risk, Safety and Asset Management Officer,

(213) 922-2990

Gina L. Osborn, Chief Safety Officer, (213) 922-3055



Stephanie N. Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**RECOMMENDED PROGRAM PRICING AND CARRIERS**



**USI Insurance Services**  
**Proposed Property/B&M Insurance Summary 2022 - 2023 (as of March 10, 2022)**  
**Los Angeles County Metropolitan Transportation Authority**

Limit	Excess of	Coverage	Carrier - Best Rating	Participation (\$)	Participation (%)	Total Premium (incl taxes & fees)
<b>\$275M</b>	<b>\$150M</b>	<b>All Risk Excluding Flood &amp; Earthquake</b>	Chubb Bermuda - AA	\$275,000,000	100.00%	522,500
				<b>\$275,000,000</b>	<b>100.00%</b>	<b>522,500</b>
<b>\$150M</b>	<b>Underlying Deductibles</b>	<b>All Risk Excluding Earthquake</b>	AIG Specialty Insurance Co - A XV	\$60,000,000	40.00%	1,575,645
			Liberty Mutual Fire Insurance Co- A XV	\$15,000,000	10.00%	608,200
			Ironshore Specialty Ins Co - A XIV	\$10,000,000	6.67%	418,645
			Starr Specialty Insurance Agency - A XV	\$30,000,000	20.00%	869,674
			Kemah/Markel - A XV	\$10,000,000	6.67%	411,085
			HDI/Mitsui/Travelers - A+ XV	\$25,000,000	16.67%	936,527
				<b>\$150,000,000</b>	<b>100.01%</b>	<b>4,819,774</b>

Terrorism pricing is not included above.

**TOTAL LIMITS**      **\$425,000,000**

Earthquake pricing is not included above.

<b>Estimated Program Premiums *</b>	<b>\$5,342,274</b>
Contingency for carrier premium, tax and fee adjustments	\$157,726
<b>Estimated Program Not-To-Exceed Total</b>	<b>\$5,500,000</b>

**2022/23 Total Insurable Values:      \$14,582,611,440**

\* Subject to finalization of on-going negotiations with carriers. Amounts shown are estimates only.

**ATTACHMENT B**

**ALTERNATIVES CONSIDERED**

	<b>Current Program</b>	<b>Recommended Program*</b>	<b>Recommended Program With Earthquake*</b>
<b>Deductibles</b>	<b>\$250,00 All Risk / 5% of location value for Flood **</b>	<b>\$250,00 All Risk / 5% of location value for Flood **</b>	<b>\$250,000 All Risk/5% of structure value for Earthquake and Flood **</b>
<b>All Risk Limits</b>	<b>\$425 Million</b>	<b>\$425 Million</b>	<b>\$425 Million</b>
<b>Flood Limits</b>	<b>\$150 Million</b>	<b>\$150 Million</b>	<b>\$150 Million</b>
<b>Earthquake Limits</b>	<b>None</b>	<b>None</b>	<b>\$50 Million after first 5% per location deductible</b>
<b>Terrorism</b>	<b>None</b>	<b>None</b>	<b>None</b>
<b>Total not to Exceed or Actual Premium</b>	<b>\$4,440,369</b>	<b>\$5,500,000</b>	<b>\$9,640,000</b>

\* recommended programs are not to exceed amounts.

\*\* \$50 million limit on flood in tunnels with a \$500,000 deductible.



**Board Report**

**File #:** 2022-0057, **File Type:** Informational Report

**Agenda Number:** 18.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE  
APRIL 21, 2022**

**SUBJECT: MEMBERSHIP ON METRO’S WESTSIDE CENTRAL SERVICE COUNCIL**

**ACTION: APPROVE RECOMMENDATION**

**RECOMMENDATION**

APPROVE nominee for membership on Metro’s Westside Central Service Council.

**ISSUE**

Each Metro Service Council (MSC) is comprised of nine Representatives that serve terms of three years; terms are staggered so that the terms of three of each Council’s nine members expire annually on June 30. Incumbent Representatives can serve additional terms if re-nominated by the nominating authority and confirmed by the Metro Board.

The Westside Central Service Council has a vacancy created by the resignation of member George Taule in May 2021. The term of the now-vacant seat is July 1, 2021 - June 30, 2024.

**BACKGROUND**

Metro Service Councils were created in 2002 as community-based bodies tasked with improving bus service and promoting service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region; have a basic working knowledge of public transit service within their region and an understanding of passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSC are responsible for convening public hearings to receive community input on proposed service modifications, and rendering decisions on proposed bus route changes considering staff’s recommendations and public comments. All route and major service changes that are approved by the MSC will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSC will be notified of this change prior to the next Service Council monthly meeting.

**DISCUSSION**

The individual listed below has been nominated to fill a vacant seat on the Westside Central Service Council by the seat’s respective nominating authority. If approved by the Board, this appointment will serve out the remainder of the vacant seat’s three-year term. The nominee’s qualifications and the nomination letter from the nominating authority are provided in Attachments A and B.

For reference, the 2019 American Community Survey demographics and 2019 Metro Ridership Survey demographics for the Westside Central region are compared to the membership, should this nominee be appointed.

Westside Central

- A. Margarita Alvarez Gomez, Westside Central Service Council, New Appointment  
 Nominated by: Los Angeles Mayor Eric Garcetti  
 Term: July 1, 2021 - June 30, 2024

Should this nominee be appointed, the Westside Central (WSC) Service Council membership will compare to the region and the region’s ridership as follows:

% Region Total	Hispanic	White	Asian	Black	Native Amer	Other
WSC Membership/No.	5 (55.5%)	1 (11%)	1 (11%)	2 (22%)	0 (0%)	0 (0%)
WSC Council Region	42.8%	31.1%	13.3%	9.3%	0.2%	3.3%
WSC Region Ridership	66%	7%	7%	16%	1%	4%

The gender makeup of the Westside Central Cities Service Council will be as follows:

Gender	WSC Membership/No.	Los Angeles County
Male	44.4 % / 4	49.7%
Female	55.5% / 5	50.3%

**DETERMINATION OF SAFETY IMPACT**

Maintaining the full complement of representatives on each Service Council to represent each service area is important. As each representative is to be a regular user of public transit, and each Council is composed of people from diverse areas and backgrounds, this enables each Council to better understand the needs of transit consumers including the need for safe operation of transit service and safe location of bus stops.

**EQUITY PLATFORM**

Metro seeks to appoint Service Council members that represent the diverse needs and priorities reflective of the demographics of each respective region.

**IMPLEMENTATION OF STRATEGIC PLAN GOALS**

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

The alternative to approving these appointments would be for this nominee to not be approved for appointment. To do so would result in reduced effectiveness of the Service Councils, as it would increase the difficulty of obtaining the quorum necessary to allow the Service Council to formulate and submit recommendations to the Board. It would also result in the Service Council having a less diverse representation of their respective service areas.

### **NEXT STEPS**

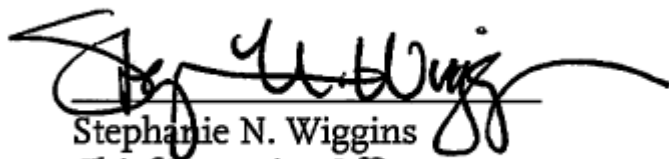
Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective, and share that information with the Service Councils for use in their work to plan and to implement and improve bus service in their areas and the customer experience using our bus service.

### **ATTACHMENTS**

Attachment A - Nominee's Listing of Qualifications  
Attachment B - Nomination Letter

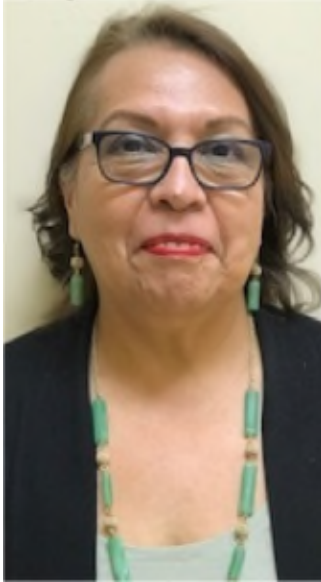
Prepared by:  
Dolores Ramos, Manager, Regional Service Councils, (213) 598-9715

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

  
Stephanie N. Wiggins  
Chief Executive Officer

**NEW APPOINTEE BIOGRAPHY AND QUALIFICATIONS**

**Margarita Alvarez Gomez, Nominee for Westside Central Service Council**



Margarita Alvarez Gomez is the Executive Director of Central City Neighborhood Partners (CCNP). CCNP is a non-profit organization that connects families in the City of Los Angeles with key public services to meet urgent needs such as food insecurity, counsels families to meet longer term goals like budget planning, and runs annual college tours for rising seniors who are seeking higher education. Ms. Alvarez Gomez also founded an annual conference that focuses on female empowerment, education, and leadership development across neighborhoods and generations. Prior to joining CCNP, she served as the director of the Family Development Network.

Ms. Alvarez Gomez holds a bachelor's degree in human resource management from the University of Phoenix, and has completed the Whitecap foundation's Executive Management Academy. She also serves as a Board Member on the Westlake North Neighborhood Council.



APPOINTING AUTHORITY NOMINATION LETTER

Westside Central Service Council



ERIC GARCETTI  
MAYOR

April 6, 2022

Ms. Dolores Ramos  
Manager  
Metro Regional Service Councils  
One Gateway Plaza MS 99-7-1  
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as my recommendation to appoint Margarita Alvarez to serve as a representative on the Westside/Central Service Council for the term of July 1, 2021 - June 30, 2024. Ms. Alvarez will fill the vacancy created by George Taule.

I certify that in my opinion, Ms. Alvarez is qualified for the work that will devolve upon her, and that I make this nomination solely in the interest of the Los Angeles County Metropolitan Transportation Authority.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Garcetti'.

ERIC GARCETTI  
Mayor

EG:tga

Attachment



## Board Report

File #: 2022-0169, File Type: Informational Report

Agenda Number: 22.

### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 21, 2022

**SUBJECT: CRENSHAW/LAX OPERATING PLAN UPDATE**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to review the Crenshaw/LAX Operating Plan, including conduct necessary public outreach and report back to Board with findings and a recommendation to maintain or change the Operating Plan.

#### **ISSUE**

In December 2018, the Metro Board adopted Motion 2018-0730 for an initial one-year pilot operating plan for the Crenshaw/LAX new light rail link. Since approving this pilot plan, significant circumstances have changed that make it timely for review. These include sequencing of the Airport Metro Connector station construction and operational resource requirements as Metro responds to the impacts of the COVID-19 pandemic, NextGen Bus Plan implementation, as well as planning for future rail expansion. These factors are discussed further below.

#### **BACKGROUND**

##### Crenshaw/LAX Rail Project:

The Crenshaw/LAX Rail (CLAX) Project is an 8.5-mile extension of C Line (Green) light rail from Aviation/Imperial to the Exposition Line at Exposition/Crenshaw (Figure 1), including eight new stations. An associated project, the new Airport Metro Connector (AMC) Station, will add a ninth station to provide a direct connector to the new LAX airport people mover system.

A pilot operating plan was approved for the new Crenshaw/LAX line as outlined below in Board Motion 2018-0730:

##### APPROVED CRENSHAW/LAX- GREEN LINE OPERATING PLAN (NOV 2018)

*APPROVED Motion by Hahn, Butts, Solis, Najarian, Fasana & Garcia that the Board instruct the CEO to*

- A. implement Alternative C-3 for the Crenshaw/LAX -Green Line Operating Plan as a 1-year pilot plan** in anticipation of the opening of the LAX Automated People Mover (APM) and 96th

- Street Station, maintaining the existing headways on the C (Green) Line;
- B.** report back to the Metro Board one (1) year after the pilot is over to **reevaluate the ridership and travel demand**; and
- C.** as a new policy, **bring future substantive changes to rail operating plans to the Metro Board for approval** as a matter of course, instead of "receive and file."

The C-3 alternative (See Figure 2 below) would provide two service patterns with double service along the I-105 corridor:

- New CLAX east/west service between Norwalk and Aviation/LAX C Line (Green) stations, continuing north to connect with the Expo Line
- C Line (Green) east/west service between Willowbrook/Rosa Parks and Aviation/LAX, continuing south to serve Redondo Beach Stations

See attachment A Figure 1 - Crenshaw Rail Project and Figure 2 - Crenshaw C-3 Plan

**DISCUSSION**

Since the Board adoption of Motion 2018-0730, some circumstances have changed that make it timely for a review of the original decision. These are discussed below.

Project Sequencing:

At the time Motion 2018-0730 was adopted, it was expected that the full Crenshaw/LAX line would open for revenue service in October 2019, around three years ahead of the construction beginning on the Airport Metro Connector (AMC) Station. Now the Crenshaw/LAX line will start revenue service in Fall 2022. At the same time, the AMC station construction has broken ground, meaning the Crenshaw/LAX line opening will be in three phases:

1. 2022: Westchester/Veterans - Expo/Crenshaw (7 stations), with a bus bridge Westchester/Veterans station - Aviation/LAX station on the C Line (Green)
2. Late 2023: Full Crenshaw/LAX line open through Airport Metro Connector Station, though that station will not be completed for passenger service
3. Late 2024: Airport Metro Connector station to open for passenger service

Board Motion 2018-0730 established a one-year trial for the C-3 operating plan. However, while a pilot consistent with the original Board motion could begin in phase 2 above, there is only a 14-month period before the AMC station opens to passengers. This leaves no time to evaluate the C-3 option 12-month pilot's performance and consider any adjustments for permanent ongoing operations before AMC opens. Furthermore, the motion indicated that staff should review the operating plan in anticipation of the AMC Station. This review is consistent with this directive.

Operational Resource Requirements:

The three main alternatives considered had a range of resource requirements for service:

Alternative	Railcar Fleet	Rail Operators
-------------	---------------	----------------

C-1	53	90
C-2	51	93
C-3	60	105

The C-1 and C-2 alternatives have a short overlap of two rail services between Aviation/LAX and AMC stations. The C-3 alternative has overlap of two rail services along the I-105 corridor between Willowbrook/Rosa Parks and Aviation/LAX stations. , requiring more operators and rail cars. Modelling of ridership potential showed a less than three percent difference in ridership between the C-1, C-2, and C-3 alternatives.

Rail operators are recruited from bus operator ranks. Operator hiring needs are significant at this time, particularly given the “Great Resignation” and changes in the labor supply after the pandemic and may remain so for some time based on hiring progress to date. The needs for this rail project will take from bus operator ranks, leaving less operators available for bus service.

*See attachment A, Figure 3 - Crenshaw/LAX Alternatives*

NextGen Bus Plan and Regional Travel:

The Crenshaw/LAX line helps build a network, both for the Metro rail system but also as part of the overall regional transit network including Metro buses and municipal bus lines.

The region served by the C Line (Green) segment between Norwalk station and Aviation/LAX station shows a wide distribution of travel patterns to locations north and south of the C Line (Green). These areas are served by transit lines proceeding north and south of the rail line (see Figure 4 below). In December 2021, much of the NextGen Bus Plan was implemented, providing fast, frequent north-south bus connections from the C Line (Green) serving many Equity Focus Communities where transit service is a key for community mobility. Metro’s A Line (Blue) rail service and J Line (Silver) BRT service also provide key north-south connections from the C Line (Green). Municipal agencies such as Long Beach Transit complete the regional connections from the C Line (Green). The regional bus and rail network provides key links from the C Line (Green) to downtown LA, USC, and mid-city areas matched to key travel patterns (See Figure 5 below). The three alternatives each would serve the segment between Norwalk and Aviation/LAX Stations, maintaining connections to north-south transit lines at stations along this segment.

The LAX area is a key regional destination. Both the C-1 and C-2 options provide direct access to AMC for LAX access from all three directions of the rail network. C-3 option provides a direct link to the AMC from the Crenshaw and Norwalk directions.

*See Attachment A, Figure 4 - Regional Travel Patterns from Norwalk segment of C-Line Green*

*See Attachment A, Figure 5, Key NextGen and Rail Transit Connections from C line (Green)*

Travel patterns for the South Bay areas along the Redondo Beach segment of the C Line (Green), as shown in Figure 5 below are aligned largely north-south to the LAX region and areas north and west. A connection to the AMC from this segment would allow connections with many regional bus lines to

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key westside corridors such as Lincoln and Sepulveda served by Big Blue Bus and Culver City Bus.

*See Attachment A, Figure 6: Redondo Beach Segment of C Line (Green) Overall Travel Patterns*

Future Rail Corridors:

There are two rail extension Measure M projects in planning that relate to the Crenshaw/LAX line and C Line (Green):

- 1) C Line (Green) Extension to Torrance: providing greater access to the South Bay by extending the C Line 4.5 miles south from Redondo Beach to the Torrance Transit Center. The Draft EIR expected in late 2022 with an estimated opening in 2030-2032.
- 2) Crenshaw Northern Extension: Extends the Crenshaw/LAX line north from Expo/Crenshaw Station to the D (Purple) Line in mid-Wilshire and the B (Red) Line in Hollywood. Three alignments are under study as part of the Draft EIR, which is being prepared to make the project “shovel ready” should funding become available to accelerate the project in advance of its Measure M timeline of 2047-2049.

The opportunity exists to eventually create a north-south rail alignment extending from Torrance to West Hollywood.

Connections:

Schedules can be coordinated for a very convenient 3-minute transfer all times of day at AMC station for passengers transferring between trains there.

Bus speed improvement measures are also being planned or implemented for the Lincoln and Sepulveda Rapid buses and other key bus corridors connecting with the rail network. Improve regional travel times between the Aviation/LAX, AMC Station and the westside. Examples of such measures include bus lane extensions on Lincoln and transit signal priority on Sepulveda Bl at Culver City.

Public Outreach

The significant change of circumstances outlined above since the Metro Board adopted Motion 2017-0730 in November 2018 support the need to conduct relevant public outreach to develop an updated Crenshaw/LAX line operating plan recommendation in time for Board consideration in advance of implementation in late 2023 when operation of the Crenshaw/LAX line through the AMC site becomes possible. This would not impede the opening of the initial operating segment for Crenshaw/LAX in 2022.

**FINANCIAL IMPACT**

This item is to seek Board authorization for CEO to conduct relevant public outreach needed to develop an updated operating plan for the Crenshaw/LAX line.

Impact to Budget

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While there is no impact to the proposed FY23 budget directly from this item, and the introduction of revenue service on the initial operating segment of the Crenshaw/LAX line is included in the Metro FY23 budget request. Any resulting decision by the Metro board on an operating plan for Crenshaw/LAX will be reflected in FY24 and subsequent budget years.

### **EQUITY PLATFORM**

There are not expected disparities between available Crenshaw/LAX operating plan choices; all are anticipated to preserve high frequency rail service on all existing and new rail segments. Outreach as proposed in this Board item would help Metro confirm the key convenient connections to be established to maximize ridership on the Metro transit network, especially those who live and work within Equity Focus Communities that rely most on transit. The recommendation will also allow communities served by the Crenshaw/LAX and C Line (Green) services to provide valuable input to Metro's process of updating the Crenshaw/LAX operating plan.

### **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 service changes also respond to the sub-goal of investing in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

### **NEXT STEPS**

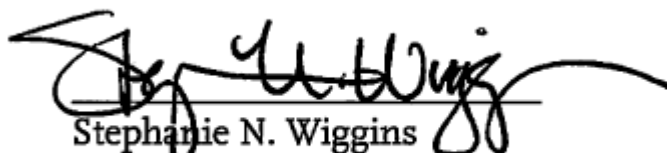
Should the Board approve the recommendation, staff will begin the required outreach process in the second half of 2022. Staff would return to the Board in early 2023 with a recommended Crenshaw/LAX operating plan for Board consideration.

### **ATTACHMENT**

A. Figures 1 through 6

Prepared by: Joe Forgiarini, Acting Senior Executive Officer, Service Development, Scheduling, and Analysis

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



Stephanie N. Wiggins  
Chief Executive Officer

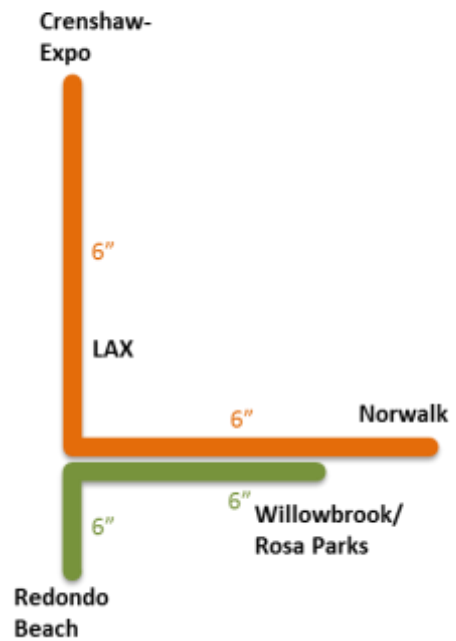
# CRENSHAW/LAX OPERATING PLAN UPDATE FIGURES 1 through 6

Figure 1 – Crenshaw Rail Project



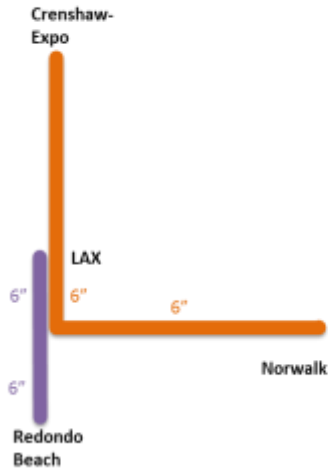
Figure 2 – Crenshaw C-3 Plan

Alt C-3: Green Line shortline,  
Crenshaw to Norwalk

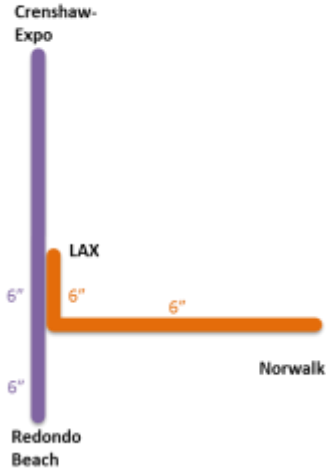


**Figure 3 – Crenshaw/LAX Alternatives**

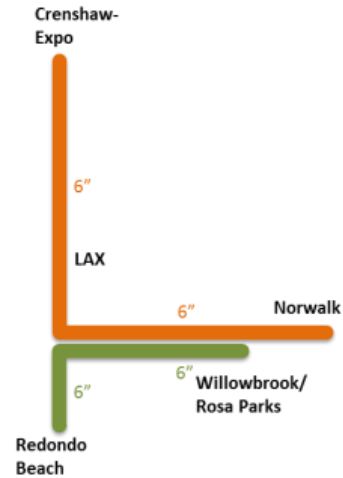
Alt C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



Alt C-2: Crenshaw/Redondo Interline, Norwalk Shortline



Alt C-3: Green Line shortline, Crenshaw to Norwalk



**Figure 4 – Regional Travel Patterns from Norwalk segment of C-Line Green**

Norwalk Segment travel patterns are to north and south of the C Line (Green) between Norwalk and Aviation/LAX Stations

**All Destinations from Norwalk Segment**

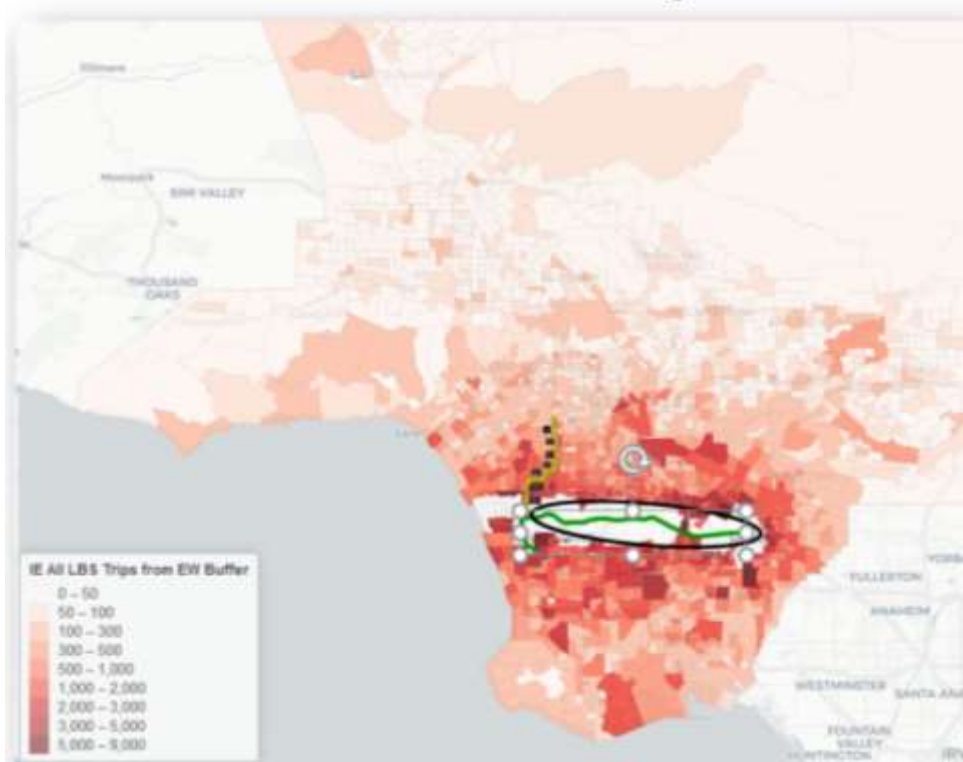
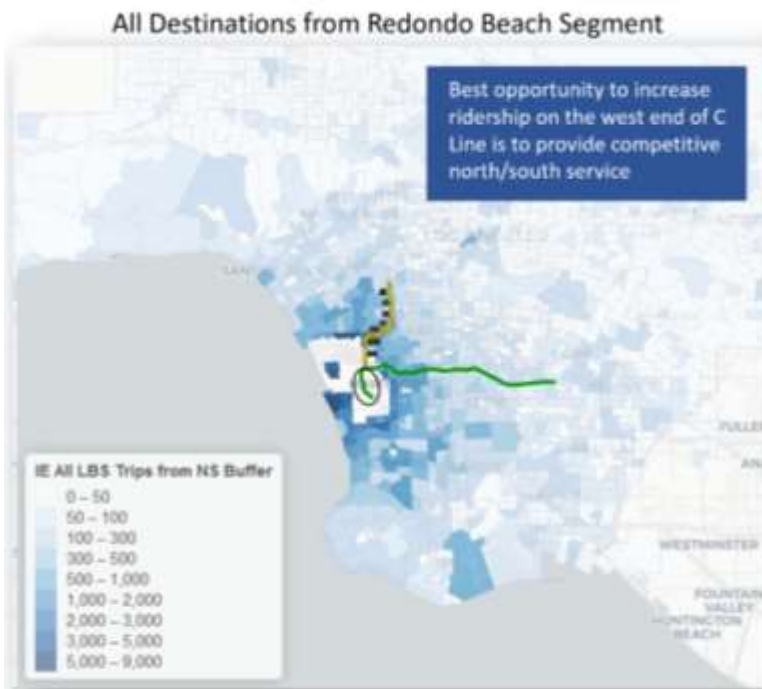




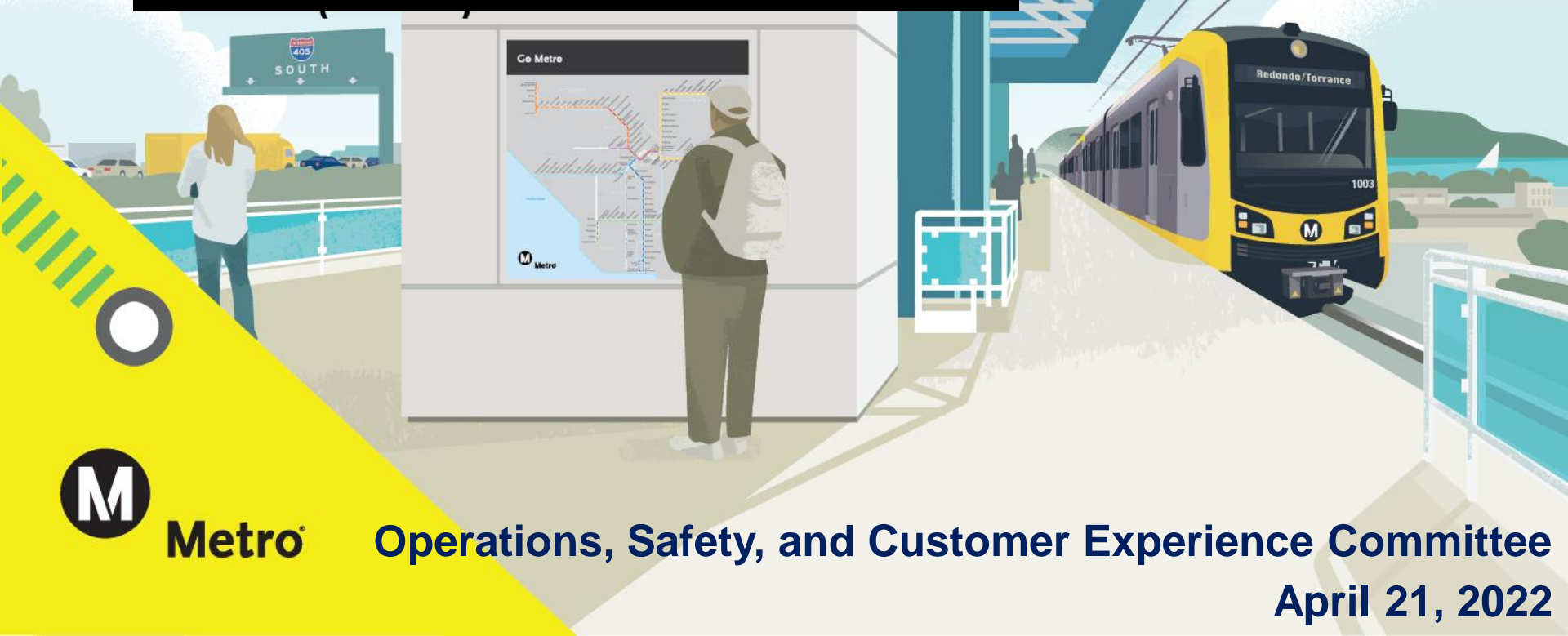
Figure 5 – Key NextGen and Rail Transit Connections from C Line (Green)



Figure 6: Redondo Beach Segment of C Line (Green) Overall Travel Patterns

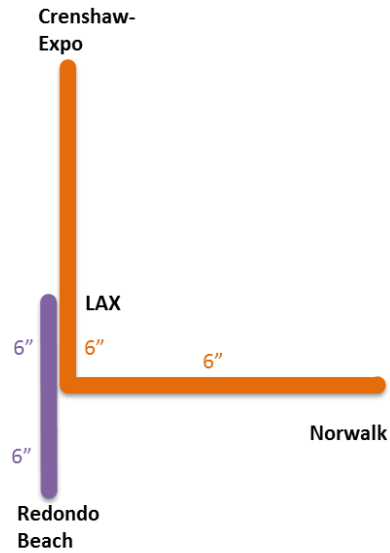


# CRENSHAW/LAX LINE OPERATING PLAN UPDATE

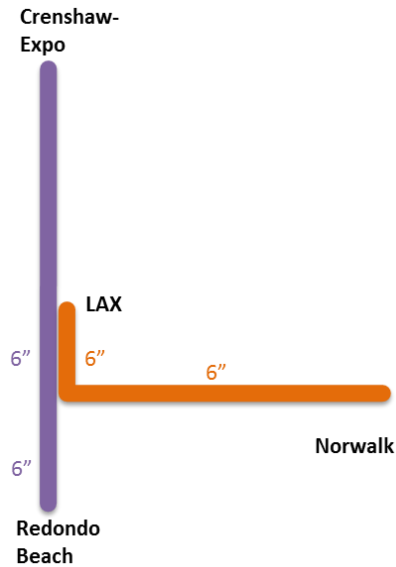


# Crenshaw/LAX Scenarios (2018)

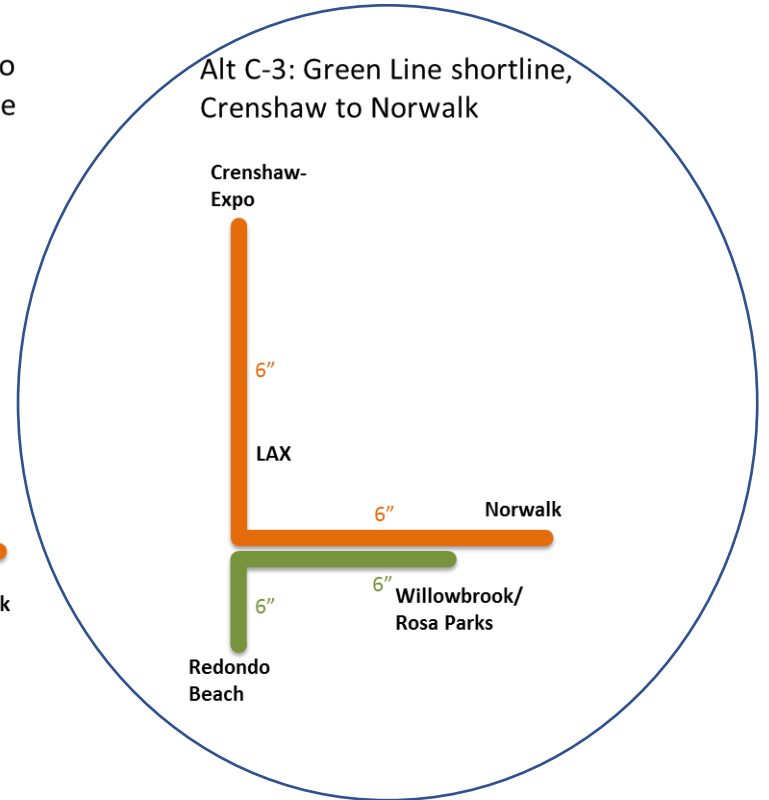
Alt C-1: Crenshaw/Norwalk Interline with Redondo Shuttle



Alt C-2: Crenshaw/Redondo Interline, Norwalk Shortline



Alt C-3: Green Line shortline, Crenshaw to Norwalk



Board Adopted  
1 Year Pilot

# Operating Plan Update Considerations

**Project  
Sequencing**

**Operational  
Impacts**

**Regional Travel &  
NextGen Bus Plan**

**Future Rail Plans**



# Project Sequencing

- Motion 2018-0730 intended to have C Line (Green) continue to operate the current routing for a 1 year pilot, well in advance of Airport Metro Connector Station (AMC) opening.
- Board motion directs staff to revisit the Operations Plan in anticipation of AMC. This review addresses that directive.
- Due to delays in the Crenshaw/LAX project, minimal 14-month gap now between Crenshaw and AMC openings.
  1. Westchester/Veterans to Expo/Crenshaw (Summer 2022)
  2. Aviation/LAX to Expo/Crenshaw, integrated with the C Line (Green) (Fall 2023)
  3. AMC opens (Late 2024)
- Due to only a 14-month gap now between phases 2 and 3 above, there is insufficient time to run a 12-month pilot, evaluate, and revisit the Operations Plan prior to AMC opening.



# Operational Impacts

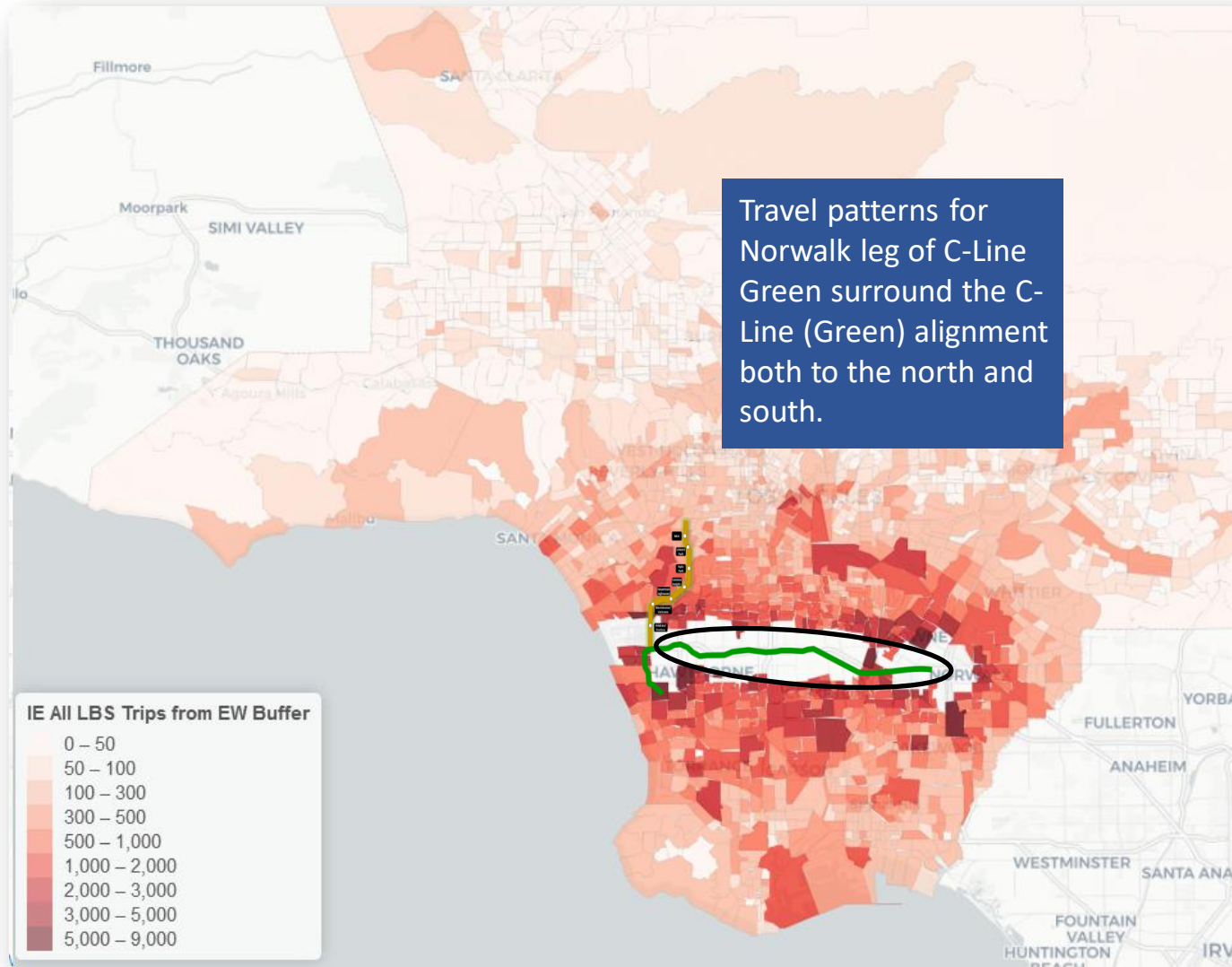
Option	Railcar Fleet Need	Reduced Operators Vs C-3
C-1	53	90
C-2	51	93
C-3	60	105

- COVID has negatively impacted operator availability and this condition may be a challenge.
- Rail operator requirements are filled from the bus operator ranks.

# All Travel (cell phone data) Norwalk-Aviation Green Line Destinations

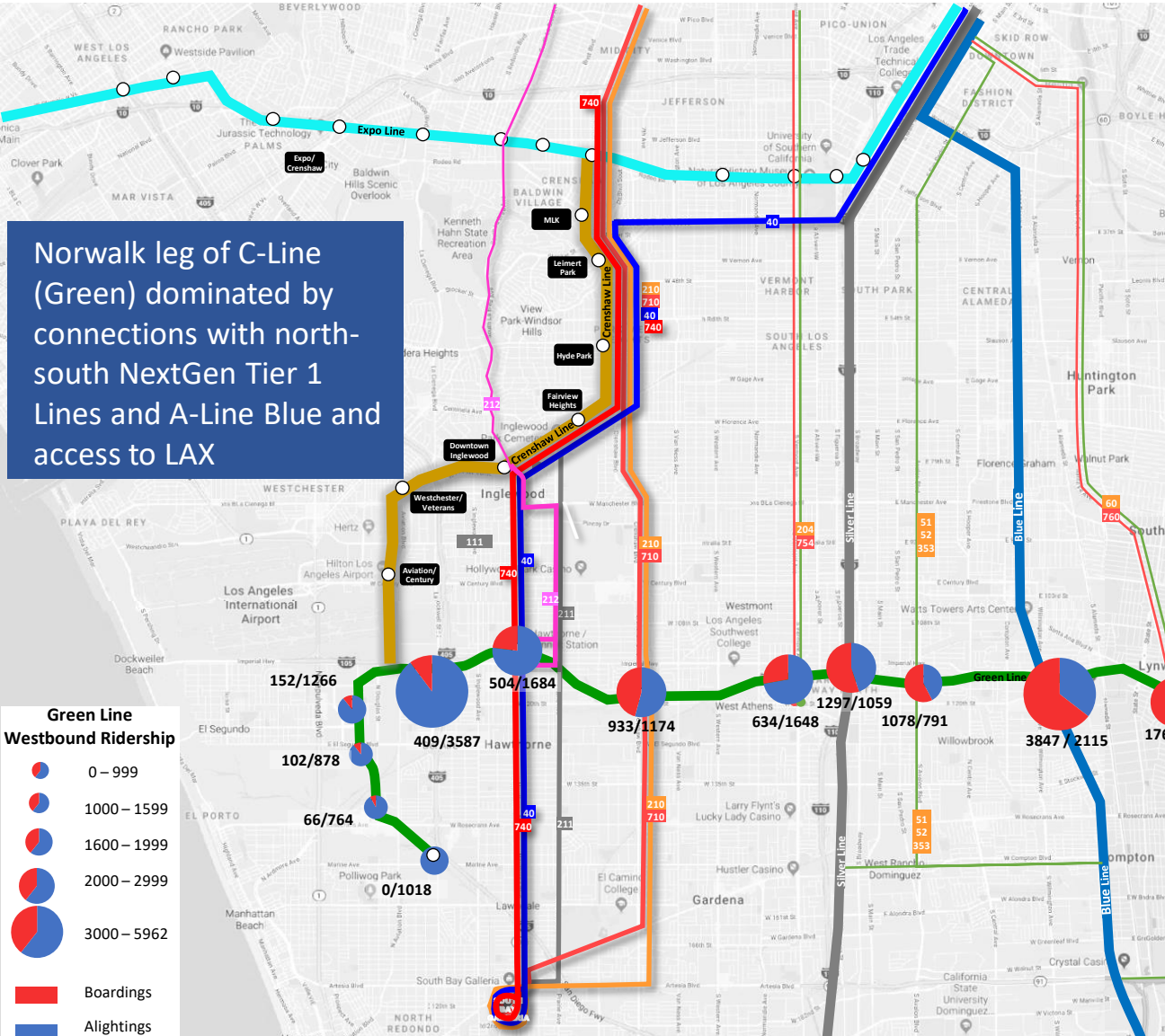


## All Destinations from Norwalk Segment





# C LINE (GREEN) Transit Ridership



## Norwalk – Vermont

- 68% of C Line ridership
- Transfers between C Line and bus/A Line faster to key destinations (DTLA, Mid City)

## Hawthorne/Lennox-Crenshaw

- 12% of C Line ridership
- Travel time competitive between C Line + bus and C Line + Crenshaw

## Aviation/Imperial

- 9% of C Line ridership
- Primarily transfers, which will be moved to AMC

## Mariposa - RB

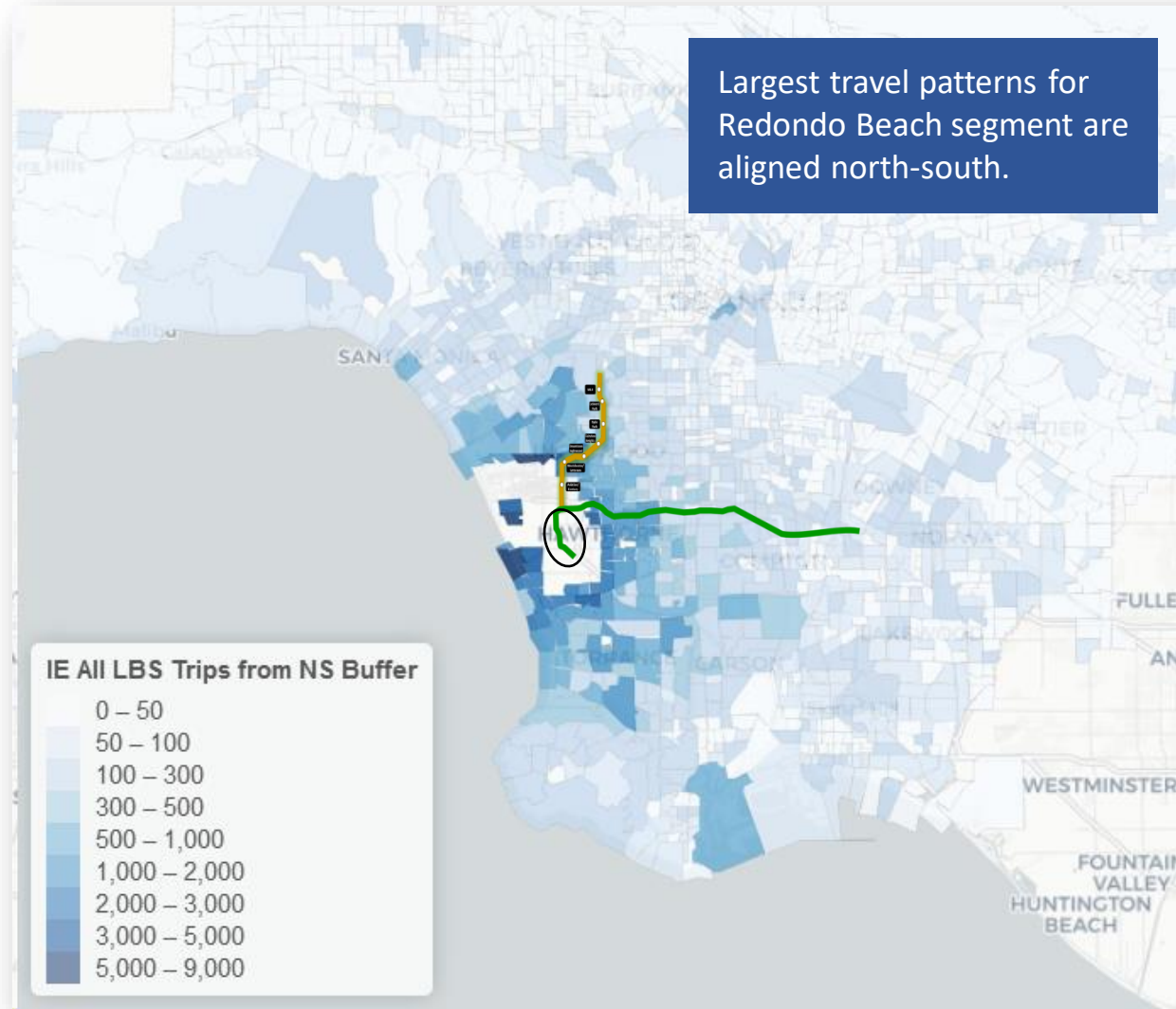
- 11% of C Line ridership
- Least ridership currently



# All Travel (cell phone data) Mariposa-RB C Line Destinations



## All Destinations from Redondo Beach Segment



# Future Torrance Extension

## Peak Hour Ridership 2042

Norwalk to AMC	4,980
Crenshaw/Expo to Torrance	6,320
Airport People Mover	920
<b>Total Peak Hour</b>	<b>12,220</b>

Can accommodate peak hour ridership for both lines with 2-car trains

~1,400 Riders on Torrance Ext (2 new stations)



# Future Crenshaw Northern Extension

- Strong community support for north/south line and one-seat ride from Hollywood to Torrance
- Opening Year 2047 (Measure M) with local efforts underway to identify early delivery strategy
- Metro initiated environmental study to make project "shovel-ready"
- Ridership estimation (yet to occur) will determine need for 3-car trains and additional infrastructure (platform expansions and power substations)





# Recommendation

- The change of circumstances since the Metro Board adopted Motion 2017-0730 in November 2018 for a one-year pilot of the C-3 operating plan supports the need to conduct relevant public outreach to develop an updated Crenshaw/LAX line operating plan recommendation.
- This outreach would be completed in time for Board consideration in advance of implementation in late 2023 when operation of the Crenshaw/LAX line through the AMC site becomes possible.
- This would not impede the opening of the initial operating segment for Crenshaw/LAX in 2022.

**Board Report**

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**File #:** 2022-0103, **File Type:** Contract

**Agenda Number:** 26.

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**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE  
APRIL 21, 2022**

**SUBJECT: HR4000 CONSULTING SERVICES FOR HEAVY RAIL VEHICLE ACQUISITION,  
TECHNICAL SUPPORT SERVICES INCREASE OF CONTRACT MODIFICATION  
AUTHORITY (CMA)**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 14 to Contract No. OP16523-30433487 with LTK Engineering Services for Technical Support Services for HR4000 Heavy Rail Vehicle Acquisition to extend the Period of Performance through April 30, 2024, and increase the Not-to-Exceed Total Contract Price by \$5,618,956, from \$14,228,248 to \$19,847,204; and
- B. INCREASE the Contract Modification Authority (CMA) to \$6,180,852 to execute Modification No. 14 in Recommendation A, which provides an additional \$561,896 CMA or 10% for future changes.

**ISSUE**

In June 2016, the Board approved a 5-year contract with LTK Engineering (OP16523-30433487) to support Metro's Project Manager in the technical and engineering oversight of the manufacture of the HR4000 Heavy Rail Vehicle (HRV) by CRRC MA corporation.

Due to unforeseen circumstances, including a global pandemic, final acceptance of all 64 rail vehicles has been pushed to mid-2024. To ensure continuity of consultant support for the HR4000 Heavy rail vehicle project, it is recommended that Metro extend the existing HR4000 consultant contract.

**BACKGROUND**

On June 15, 2016, the Board approved the contract to be awarded in response to RFP No. OP16523-30433487, HR4000 Consulting Services for Heavy Rail Vehicle Acquisition, Technical Support Services to provide technical program management support to Metro staff engaged in the management of the HR4000 contract for the acquisition & on-time time delivery of a base order of 64 Heavy Rail Vehicles (HRV) and up to five (5) Option orders totaling 282 HRVs for future line

extensions and replacement of the aging A650 Red Line fleet.

LTK Engineering is tasked to support Metro's Project Manager with the engineering and technical oversight of the rail vehicle contractor to ensure performance consistent with the delivery requirements of the HR4000 HRV procurement. The consultant provides staff support in the following disciplines as directed:

- Systems Engineering
- Systems Integration
- Quality Assurance
- Value Engineering
- Design Conformance Tests
- Inspection/Audit of Fabrication and Assembly Site Activities
- Commissioning and vehicle acceptance efforts.

All work and assignments are as needed and directed by the Metro HR4000 Project Team through written task orders to the consultant contracts, using not to exceed prices based on the fixed labor rates in the contract. The consultant's staff is managed daily by Metro's HR4000 Project Manager.

## **DISCUSSION**

### **Findings**

Since contract award of the HR4000 HRV Procurement Project in June of 2016, LTK Engineering has been providing the Metro's Project Team with unique technical support, including review of all technical documents, oversight of system and combined-system level integration efforts, witness of verification and validation of various levels of designs, and inspection and identification of vehicle assembly matters. The project is now entering the vehicle level Design Conformance/Qualification Testing phase, an essential prerequisite to approving shipment of HRV's to Metro.

Further, to mitigate pandemic related issues, the majority of project activities took longer to resolve as in-person meetings were no longer possible. More time and effort were, and are, required to perform design reviews, validate testing, and conduct first article inspections. In several cases major tests had to be repeated as the project teams acclimated to the new restrictions imposed as a result of the pandemic. Additionally, to mitigate delays, as much Metro on-site testing as possible is being relocated to China, requiring additional staff to be stationed at vendor and manufacturing locations for much longer than originally anticipated.

Approval of the recommendations modifies the LTK Engineering Contract, which will allow for continued technical support of the HR4000 HRV project 206037. Metro staff requires this project support to navigate the remaining technical issues and delays to achieve the final delivery and acceptance of the 64 base HR4000 HRVs in June of 2024.

## **DETERMINATION OF SAFETY IMPACT**

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The approval will ensure the HRV Procurement Project's continuity and maintain overall system safety, service quality, system reliability, and customer satisfaction.

### **FINANCIAL IMPACT**

The source of funds for this action is within the adopted LOP budget the Westside PLE Section 1 project which includes Federal New Starts Section 5309, CMAQ, State STIP/RIP, Measure TIFIA Loan and Measure R. These funds are designated for the procurement and delivery of design and construction of the project. The funding sources for this project is sufficient to award this recommendation.

Separately, a portion of this action is funded within the LOP of the HR4000 Rail Vehicle Procurement project which includes

Measure R 2%, Cap and Trade, Federal, State, and other Local funds as made available. Staff is actively pursuing additional Federal funding sources such as MAP-21 and other eligible federal sources. Staff is also pursuing additional State and Local funding sources as they become available to meet the funding needs of project 206037. The funding sources for this project is sufficient to award this recommendation.

### **Impact to Budget**

Funding for this recommendation is included in the FY22 budgets under the HR4000 Heavy Rail Procurement project and Westside Purple Line Extension Section 1 project. Budget allocations are included under Costs Centers 3043 and 8510 and within account 53105 - Acquisition of Vehicles. Since multi-year projects are funding this recommendation, the Chief Operating Officer, Chief Program Management Officer, and respective Project Managers will be responsible for future fiscal year budgeting.

### **EQUITY PLATFORM**

This is an existing professional support contract needed to ensure continuity and proper project closeout of the HR4000 Heavy Rail Vehicle Acquisition Project and does not have any impacts on the previously approved LOP. In addition, approving the two recommended items ensures successful completion of the HR4000 project, which provides accessible and affordable transportation for all who ride our heavy rail system.

Part of the new HR4000 rail vehicles will be used to replace the existing aged A650 rail cars and the remaining will be used on Purple Line Extension Line. Approving the decisions in this board report allows for successful delivery of these new vehicles on Metro's existing heavy rail vehicle lines that are currently serving majority Equity Focus Communities who rely on public transportation. Based on the 2019 Customer Survey, the Red and Purple heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available
- Rider Ethnicity: Latino 38.9%; Black 13.1%; White 25.8%; Asian/Pacific Islander 15.2%; Other

6.5%

In addition, areas include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood. Approving the decisions in this board report will ensure non-interruptions on professional services that support the ongoing HR4000 New Heavy Rail Vehicles Procurement project.

LTK Engineering Services (LTK) made a 22.62% Disadvantaged Business Enterprise (DBE) commitment. Based on payments reported to-date, the contract is 78% complete and the current DBE participation is 12.21%, representing a 10.41% shortfall. LTK submitted its initial shortfall mitigation plan in August 2021 and a subsequent update in March 2022.

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

The recommendations support strategic plan goal # 1.2 - Optimize the speed, reliability, and performance of existing system by revitalizing and upgrading Metro's transit assets. The completion and roll out of the HR4000 HRVs are state -of-the-art assets which will significantly reduce trip disruptions on rail networks and improve the integrity of the overall network.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to increase the CMA authority or extend the current contract. This is not recommended as critical project activities being supported by consultant staff will be interrupted, likely impacting the project schedule. These activities include but are not limited to; auditing manufacture and assembly site activities, witnessing Qualification and commissioning tests, reviewing test procedures and test reports, providing vehicle acceptance and warranty support, reviewing safety certification checklists before submittal to CPUC and review of car history books with CPUC prior to approval of placing vehicles in service, and conducting schedule and milestone reviews. The Metro project team currently does not have the resources to absorb all the works.

Additionally, disapproving the two recommended items will adversely impact the HR4000 project completion due to the loss of the technical expertise provided through this professional support contract. The adverse impacts may result in insufficient vehicles to meet passenger demand and rollout schedules. This would negatively impact providing transportation services due to being unable to provide sufficient vehicles to all who ride our Heavy rail system and will negatively impact the rider experience.

### **NEXT STEPS**

Upon Board approval, staff will increase the CMA amount and execute Contract Modification No. 14 to extend the performance period and increase the Contract amount with LTK Engineering Services.

### **ATTACHMENTS**

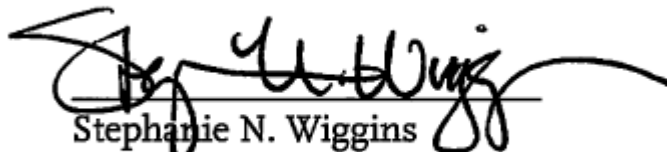
Attachment A - Procurement Summary  
Attachment B - Contract Modification Log



Attachment C - DEOD Summary

Prepared by: David McDonald, Sr. Manager, Project Control, (213) 922-3221  
Annie Yang, Sr. Director, Rail Vehicle Acquisition, (213) 922-3284

Reviewed by: Conan Cheung, Acting Chief Operations Officer, (213) 418-3034  
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

**CONSULTING SERVICE FOR HEAVY RAIL VEHICLE ACQUISITION –  
TECHNICAL SUPPORT SERVICES  
CONTRACT NO. OP16523-30433487**

1.	<b>Contract Number:</b> OP16523-30433487		
2.	<b>Contractor:</b> LTK Engineering Services		
3.	<b>Mod. Work Description:</b> First Article Inspections, Resident Inspector to be stationed in China, Quality Audits ; Testing and Commissions of Rail Car Vehicles		
4.	<b>Contract Work Description:</b> Technical and engineering oversight of the Vehicle Contractor (CRRC) to ensure that performance is consistent with the delivery requirements of the HR4000 Contract.		
5.	<b>The following data is current as of:</b> February 19, 2022		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	6/15/2016	<b>Contract Award Amount:</b>
			\$13,028,744
	<b>Notice to Proceed (NTP):</b>	9/05/2016	<b>Total of Modifications Approved:</b>
			\$ 1,199,504
	<b>Original Complete Date:</b>	11/4/2021	<b>Pending Modifications (including this action):</b>
			\$ 5,618,956
	<b>Current Est. Complete Date:</b>	4/30/2022	<b>Current Contract Value (with this action):</b>
			\$19,847,204
7.	<b>Contract Administrator:</b> Roxane Marquez		<b>Telephone Number:</b> 213-922-4147
8.	<b>Project Manager:</b> David McDonald		<b>Telephone Number:</b> 213-922-3221

**A. Procurement Background**

This Board Action is to approve Contract Modification No.14 issued in support of the HR4000 Heavy Rail Vehicle Acquisition, providing technical and engineering oversight of the Vehicle Contractor to ensure that performance is consistent with the delivery requirements of the HR4000 Contract. The Scope of Services shall include, but not be limited to, oversight of testing and inspection activity, oversight of the Vehicle Contractor's supply chain process, reviewing and preparing correspondence in response to technical submissions, supporting Project Reviews, document control, and other technical support services as directed by Metro.

In June 2016, the Board approved Contract No. OP16523-30433487 with LTK Engineering Services for a not-to-exceed amount of \$13,028,744 for Base Years and five (1) year Options for a Total Contract Value of \$21,706,022.

Contract Modification No. 14 extends the period of performance for Base Years for an additional 24-months for continuation of technical services until it has been determined that Options for HR4000 will be exercised. This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost-plus fixed fee.

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis and technical evaluation.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$5,618,956.00	\$5,864,380.00	\$5,618,956.00

**ATTACHMENT B**

**CONTRACT MODIFICATION/CHANGE ORDER LOG**

**CONSULTING SERVICE FOR HEAVY RAIL VEHICLE ACQUISITION –  
TECHNICAL SUPPORT SERVICES  
CONTRACT NO. OP16523-30433487**

<b>Mod. no.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Add/Replace Personnel	Approved	08-24-16	\$ .00
2	Addition of Sharefile Fees/Reduction in International Travel	Approved	01-13-17	\$ .00
3	Add/Replace Personnel, add resident engineers in Changchun	Approved	01-29-18	\$ .00
4	Add/Replace personnel	Approved	07-01-18	\$ .00
5	Add/Replace personnel	Approved	01-28-19	\$ .00
6	Add/Replace personnel	Approved	02-28-19	\$ .00
7	Add/Replace personnel	Approved	08-01-19	\$ .00
8	Add/Replace personnel	Approved	11-07-19	\$ .00
9	Add/Replace personnel	Approved	06-04-20	\$ .00
10	Add/Replace personnel	Approved	03-03-21	\$ .00
11	Extend POP 10/01/21 to 12/31/21	Approved	10-29-21	\$ .00
12	Extend POP to 3/31/22, Additional Resources, Replace Attachment A – Advanced Cost Agreement	Approved	12-31-21	\$ 1,199,504
13	Extend POP to 4/30/21	Pending	TBD	\$ .00
<b>14</b>	<b>Modification No. 14 to extend POP for 24 months to <del>43/310/2024</del></b>	<b>Pending</b>	<b>TBD</b>	<b>\$ 5,618,956</b>
	<b>Modification Total:</b>			<b>\$ 6,818,460</b>
	<b>Original Contract:</b>			<b>\$13,028,744</b>
	<b>Total:</b>			<b>\$19,847,204</b>

**DEOD SUMMARY**

**TECHNICAL SUPPORT SERVICES FOR THE HEAVY RAIL VEHICLE (HRV)  
ACQUISITION/OP16523-30433487**

**A. Small Business Participation**

LTK Engineering Services (LTK) made a 22.62% Disadvantaged Business Enterprise (DBE) commitment. Based on payments reported to-date, the contract is 78% complete and the current DBE participation is 12.21%, representing a 10.41% shortfall. LTK submitted its initial shortfall mitigation plan in August 2021 and a subsequent update in March 2022.

LTK Services contends that the shortfall is due to the inability to use the resources of Virginkar & Associates, Inc. (VAI) to perform inspection services in China as originally planned. Due to three main components to this impact: CRRC delays and late initiation of manufacturing of the six pilot cars which started in January 2019; One VAI inspector started work in China in March 2019, almost 18 months later than LTK’s original engagement plan; and due to the COVID-19 situation, the China-based VAI inspector left China at the end of January 2020.

LTK further reported that the shortfall will be mitigated with the addition of a second VAI inspector in CRRC’s Springfield, MA facility in April-May 2022 and additional VAI staff starting mid 2022 in Los Angeles to be part of the commissioning effort of the vehicles. LTK projects that the DBE participation level at the end of the base contract term (March 2024) will be approximately 23%. LTK stated that they are fully committed to meeting their commitment.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that LTK Engineering Services is on schedule to meet or exceed its DBE commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro’s web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

<b>Small Business Commitment</b>	<b>DBE 22.62%</b>	<b>Small Business Participation</b>	<b>DBE 12.21%</b>
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	<b>DBE/SBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>	<b>Current Participation<sup>1</sup></b>
1.	Ramos Consulting Services, Inc	Hispanic American	3.60%	9.58%
2.	Virginkar & Associates, Inc.	Asian-Pacific American	19.02%	2.63%
	<b>Total</b>		<b>22.62%</b>	<b>12.21%</b>

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

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

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

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

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



## Board Report

File #: 2022-0139, File Type: Contract

Agenda Number: 27.

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### OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 21, 2022

**SUBJECT: BUS ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL SUPPORT SERVICES**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a six (6) year cost reimbursable contract, Contract No. PS81062000, to WSP USA, Inc. for as-needed professional consultant support services that will be utilized for bus engineering and acquisition, program management and technical support services, in the total not-to-exceed amount of \$10,930,917.43, subject to resolution of protest(s), if any.

#### **ISSUE**

Maintaining Metro's Bus Fleet in a State of Good Repair (SGR) is essential to provide Metro's patrons with safe and reliable service through the buses' design life. Metro's approach to maintain the Bus Fleet in a State of Good Repair requires that the legacy fleet be subject to a comprehensive preventive and predictive maintenance program, and that the aging buses be replaced with state of the art, zero emission buses in accordance with the Metro Board's motions and California Air Resources Board's (CARB) mandates.

Professional consultant support is required to assist Metro with the procurement and delivery of Zero Emission Buses, chargers, & charging infrastructure, and with the development and implementation of preventive and predictive maintenance programs to ensure that the delivered equipment is maintained in a State of Good Repair (SGR) for its intended lifespan.

#### **BACKGROUND**

In April 2016, Metro's Board of Directors approved a motion to develop plans to convert Metro's bus fleet to Zero Emission Buses (ZEB). In July 2017, the Board endorsed the strategic plan for ZEB conversion and established a 2030 target for conversion completion. Further, in December 2018, CARB approved the Innovative Clean Transit (ICT) Regulation that sets a statewide goal for public agencies to gradually transition to 100% ZEB fleet by 2040. The ICT Regulation includes the following purchase requirement timeline:

- 2023 - 2025: 25% of buses purchased in this period must be ZEB

- 2026 - 2028: 50% of buses purchased in this period must be ZEB
- 2029 - onward: 100% of buses purchased in this period must be ZEB

Metro has been working to comply with the Metro Board directive and CARB's ICT Regulation. Furthermore, to ensure that the fleet is maintained in a State of Good Repair (SGR) and sufficient vehicles are available for service, Metro has several on-going procurements to support these activities.

Given the technical challenges and significant capital and operational costs associated with transitioning to ZEB operations, Metro will require professional consultant support services to supplement internal resources by having available a wide range of Subject Matter Experts (SMEs) with specialized engineering, technical and program management experience, and expertise.

## **DISCUSSION**

### Findings

WSP USA, Inc. has demonstrated the depth and breadth of technical and engineering experience and capacity to support Metro with the anticipated tasks and projects. On an as-needed basis, Statements of Work (SOW) will be developed defining the type and level of support required for each specific task(s) and project(s). The Work will be released to the Consultant through Task Orders (TOs).

Subject to Metro's direction, the Consultant shall apply appropriate engineering resources that include but are not limited to developing vehicle specifications, identifying potential suppliers, conduct studies of fleet performance, documentation control, and assist with inspection activities. Program management and technical support services shall include but are not limited to specification and design criteria for new facility and infrastructure, planning and design of infrastructure strategies, redesign and rework of existing facilities, analyzing existing fleet reliability and performance issues. The Consultant shall dedicate resources to facilitate the timely execution and associated deliverables of Metro's current and future bus capital and operating projects, i.e., existing bus procurements from Build Your Dream (BYD), El Dorado National (ENC), and New Flyer (NF), division charging infrastructure work with Southern California Edison (SCE) and Los Angeles Department of Water and Power (LADWP) and future transit projects.

Staff advertised this procurement on the LA Sentinel, LA Daily News, and La Opinion. Staff had also reached out to various Consulting firms to provide them with information on this procurement based upon prior experience to encourage more competition. There were two (2) Proposers that submitted a bid: 1) WSP and 2). Ricardo Inc. Proposers were evaluated based upon Qualifications of the Proposer/Team, Project Manager and Key Staff's, Qualifications and Experience, Effective Scheduling/Cost Management Plan, and Cost Proposal. WSP was ranked number one (1) in score based upon the evaluation criteria; further details can be found on Attachment A: Procurement Summary.

### Considerations



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It is staff's recommendation to award the Contract to WSP USA, Inc. to provide the engineering and program management expertise and support to achieve the transition to a ZEB fleet.

### **DETERMINATION OF SAFETY IMPACT**

There is no impact to safety. The recommendation will allow Metro to efficiently manage the professional consultant support services through defined SOW and Task Orders.

### **FINANCIAL IMPACT**

Upon recommendation approval, the contract will allow for project related task orders to be issued and funded by projects utilizing approved and available LOP budget(s). Task orders shall be requested and reviewed by the affected Project Manager and will use available project funds budgeted as professional services under account 50316 and shall remain within the authorized LOP and FY budgets. Since this is a multi-year contract, the Cost Center Manager, Project Manager(s) and Sr. Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

#### **Impact to Budget**

The anticipated task orders will be funded by the respective project(s). Since the project task orders are funded with existing LOP budgets and annual funds, the funding sources will vary according to established funding plans for the respective projects. No task order(s) shall be issued which increases a capital project LOP. Staff continually reassesses project funding sources and will apply other applicable funding sources as they become available to the respective projects.

### **EQUITY PLATFORM**

The approval of professional consultant support services will ensure that the ZEB transition bus fleet will continue to serve Los Angeles County, including many under-served communities, and to provide vital transportation services safely and reliably to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Public transportation provides an important lifeline for the residents in underserved communities, and this procurement ensures the safety of passengers and provides a high level of customer service for these underserved communities through the transition from Renewable Natural Gas (RNG) to a ZEB fleet while ensuring that the fleet is maintained in a State of Good Repair (SGR) and sufficient vehicles are available for service.

It is recognized that Battery Electric Buses (BEBs) provide improved air quality and quieter services compared to current Renewable Natural Gas (RNG) bus fleet. However, RNG compared to BEB ranges are not at the point where 1 for 1 service replacement can be provided without increasing risks to the quality of service. Staff will provide options for further electrified services as BEB range performance is improved and/or additional charging infrastructure installations are completed.

The Diversity & Economic Opportunity Department (DEOD) has completed its initial evaluation of the Proposer's commitment to meet the thirty percent (30%) Race Conscious Disadvantage Business

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Enterprise (RC DBE) goal established for this project. WSP USA, Inc. has exceeded the goal by making more than thirty percent (30.06%) DBE commitment and is deemed responsive to the DBE requirements.

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

This recommendation will support Strategic Goal #1 to provide high-quality mobility options that enable people to spend less time traveling. This Contract will support Metro in maintaining the SGR for the existing bus fleet while ensuring that our customers can arrive at their destinations with less disruptions. It will also support Goal #3, Enhance communities and lives through mobility and access to opportunity and Goal #4 Transform LA County through regional collaboration and national leadership by achieving the Board's motion and CARB's goal for a 100% Zero Emission bus fleet by 2030 and 2040, respectively.

### **ALTERNATIVES CONSIDERED**

Staff has considered using in-house Metro resources to perform this work; however, this approach is not recommended as Metro does not have sufficient resources and Subject Matter Experts (SMEs) available to perform this work, especially considering that the zero-emission bus and charging technologies are continuing to evolve.

The Board of Directors may choose not to authorize the Contract award for this project; however, this alternative is not recommended as this professional consultant support services contract is critical to facilitate the timely execution and associated deliverables of Metro's ZEB fleet goals and operating projects.

### **NEXT STEPS**

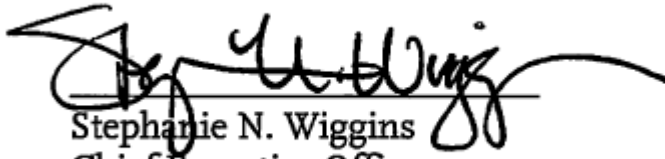
Upon Board approval, staff will execute the Contract with WSP USA, Inc. and issue a Notice-To-Proceed (NTP). Staff will continue to thoroughly manage and issue individual task orders, on an as-needed basis, for engineering, technical, and program management support services.

### **ATTACHMENTS**

Attachment A - Procurement Summary  
Attachment B - DEOD Summary

Prepared by: Cop Tran, Director, Project Control (213) 922-3188  
Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition (213) 418-3277

Reviewed by: Conan Cheung, Acting Chief Operations Officer, (213) 418-3034  
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

BUS ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT AND  
TECHNICAL SUPPORT SERVICES/PS81062000

1.	<b>Contract Number: PS81062000</b>	
2.	<b>Recommended Vendor:</b> WSP USA, 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> October 27, 2021	
	<b>B. Advertised/Publicized:</b> October 26, 2021	
	<b>C. Pre-Proposal Conference:</b> November 9, 2021	
	<b>D. Proposals Due:</b> December 21, 2021	
	<b>E. Pre-Qualification Completed:</b> February 16, 2022	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> December 22, 2021	
	<b>G. Protest Period End Date:</b> April 25, 2022	
5.	<b>Solicitations Picked up/Downloaded:</b> 36	<b>Proposals Received:</b> 2
6.	<b>Contract Administrator:</b> Greg Baker	<b>Telephone Number:</b> (213) 922-7577
7.	<b>Project Manager:</b> Cop Tran	<b>Telephone Number:</b> (213) 922- 3188

**A. Procurement Background**

This Board Action is to approve the award of Contract No. PS81062000 to WSP USA Inc. (WSP), to provide as-needed professional consultant support services that will be utilized for bus engineering and acquisition, program management and technical support services. Board approval of contract award is subject to resolution of all properly submitted protest(s).

On October 27, 2021, Request for Proposals (RFP) No. PS81062 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is cost reimbursable. The Diversity and Economic Opportunity Department (DEOD) recommended a 30% Disadvantaged Business Enterprise (DBE) goal.

Two amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on November 3, 2021, extended the proposal due date, and amended the critical dates;
- Amendment No. 2, issued on December 3, 2021, deleted and replaced the Advanced Memorandum of Cost exhibit to expand the maximum number of personnel per category.

A virtual pre-proposal conference was held on November 9, 2021. Thirty-six firms downloaded the RFP and were included on the planholders' list. Forty questions were received, and Metro provided responses prior to the proposal due date.

Two proposals were received by the due date of December 21, 2021 and are listed below in alphabetical order:

1. Ricardo, Inc.
2. WSP

## **B. Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of diverse staff from Vehicle Engineering and Acquisition, and Bus Operations was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Qualifications of the Proposer/Team 10 percent
- Project Manager and Key Staff's Qualifications and Experience 50 percent
- Effective Scheduling/Cost Management Plan 10 percent
- Cost Proposal 30 percent

The proposal evaluation criteria are appropriate and consistent with criteria developed for other, similar vehicle consultant services procurements. Several factors were considered when developing these weights, giving the greatest importance to the qualifications of the proposer/team and project manager and key staff's qualifications and experience.

On December 28, 2021, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms and take receipt of the two proposals to initiate the evaluation phase. Evaluations were conducted from December 28, 2021 through January 10, 2022.

On January 11, 2022, the PET reconvened and determined that WSP was the highest rated firm.

### **Qualifications Summary of Firms within the Competitive Range:**

#### **WSP**

WSP has provided vehicle engineering and acquisition, program management, and technical support services for multiple high volume transit agencies for more than 20 years. Existing customers include LACMTA, San Bernardino County Transportation

Authority (SBCTA), the Indianapolis Public Transportation Corporation (IndyGo), King County Metro, DART, and MassDOT/MBTA.

**Ricardo, Inc.**

Ricardo, Inc. (Ricardo) was founded over 100 years ago and is based in Belleville, Michigan, with offices and staff worldwide. Ricardo’s experience includes automotive and rail, including zero emission bus (ZEB) projects. Existing clients include Edinburgh Trams, Transport for West Midlands and Brighton & Hove Buses.

The following is a summary of the PET scores:

<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>WSP</b>				
<b>3</b>	Qualifications of the Proposer/Team	78.80	10.00%	7.88	
<b>4</b>	Project Manager and Key Staff’s Qualifications and Experience	79.26	50.00%	39.63	
<b>5</b>	Effective Scheduling/Cost Management Plan	86.30	10.00%	8.63	
<b>6</b>	Cost Proposal	82.63	30.00%	24.79	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>80.93</b>	<b>1</b>
<b>8</b>	<b>Ricardo, Inc.</b>				
<b>9</b>	Qualifications of the Proposer/Team	56.80	10.00%	5.68	
<b>10</b>	Project Manager and Key Staff’s Qualifications and Experience	53.76	50.00%	26.88	
<b>11</b>	Effective Scheduling/Cost Management Plan	68.80	10.00%	6.88	
<b>12</b>	Cost Proposal	100.00	30.00%	30.00	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>69.44</b>	<b>2</b>

**C. Cost/Price Analysis**

The recommended cost reimbursable rates have been determined to be fair and reasonable based upon adequate price competition, cost analysis, technical analysis, and fact-finding. The recommended price is higher than Metro’s independent cost estimate (ICE) by \$262,917 or 2%.

	<b>Proposer Name</b>	<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated or NTE amount</b>
1.	WSP	\$13,595,599	\$10,668,000	\$10,930,917
2.	Ricardo	\$11,233,447		

**D. Background on Recommended Contractor**

The recommended firm, WSP, was founded in 1885 and is based in New York, New York, with offices and staff worldwide, including Los Angeles. WSP provides engineering and professional services in the areas of building, transportation, and environment sectors, including zero emission vehicles and transit battery electric bus (BEB) fleets. The firm has completed more than 85 ZEB projects throughout the world, including multiple projects in North America.

WSP's proposed Project Manager has more than 41 years of experience and has led the team that developed Metro's California Air Resources Board (CARB) rollout plan, and, currently, its ZEB Master Plan.

WSP has worked on Metro projects and has performed satisfactorily.

## DEOD SUMMARY

**BUS ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT AND  
TECHNICAL SUPPORT SERVICES / PS81062000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE) goal for this solicitation. WSP USA, Inc., exceeded the goal by making a 30.06% DBE commitment.

<b>Small Business Goal</b>	<b>30% DBE</b>	<b>Small Business Commitment</b>	<b>30.06% DBE</b>
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	<b>DBE Subcontractors</b>	<b>Ethnicity</b>	<b>% Committed</b>
1.	3COTECH, Inc.	Caucasian Female	2.72%
2.	Advantec Consulting Engineers, Inc.	Asian Pacific American	3.17%
3.	Arellano Associates	Hispanic American	2.91%
4.	Capitol Government Contract Specialist	Caucasian Female	13.63%
5.	Elcon Associates, Inc.	Asian Pacific American	2.49%
6.	LKG-CMC, Inc.	Caucasian Female	2.76%
7.	Virginkar & Associates, Inc.	Asian Pacific American	2.38%
<b>Total Commitment</b>			<b>30.06%</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. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

**Board Report**

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**File #:** 2022-0147, **File Type:** Contract**Agenda Number:** 30.

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**CONSTRUCTION COMMITTEE  
APRIL 21, 2022****SUBJECT: FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND  
(BIF)****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to the Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 with Pacific Coast Regional Small Business Development Corporation (PCR) to exercise the second, one-year option in the amount of \$650,306, increasing the total contract value from \$2,754,855 to \$3,405,161, to continue to serve as the fund administrator for Metro's Pilot BIF and extending the period of performance from May 1, 2022 to April 30, 2023.

**ISSUE**

On February 28, 2019, Metro Board of Directors approved the award of Metro's BIF Administration Services Contract program in the amount of \$3,348,010, inclusive of a two-year base term, plus two (2), one-year options.

Board authorization is requested to exercise the second, one-year option to continue support of the ongoing implementation of the BIF as approved by Metro's Board of Directors.

**BACKGROUND**

Metro's Board of Directors authorized the Pilot Business Interruption Fund (Program) in October 2014 to provide financial assistance to small "mom and pop" businesses directly impacted by Metro's transit rail construction located along the alignment of the Crenshaw/LAX Transit Project, the Little Tokyo area of the Regional Connector, and Section 1 of the Purple Line Extension. In December 2015 Metro's Board of Directors authorized the expansion of the BIF to include "mom and pop" businesses directly impacted by unprecedented full street closures with duration greater than six continuous months, such as the 2nd/Broadway segment of the Regional Connector. In December 2016 Metro's Board of Directors authorized the expansion of the BIF to include eligible businesses along Section 2 of the Purple Line Extension and in February 2019 Metro's Board of Director's authorized the expansion of the BIF to include eligible businesses along Section 3 of the Purple Line

Extension.

Businesses eligible for assistance are those located immediately adjacent to the transit rail corridors (above) that can demonstrate a loss of revenue directly related to the period of Metro construction disruption as compared to the same time in the previous year. Businesses must also have 25 or fewer full-time employees and be in continuous operation for at least two years along their respective transit rail corridor.

## **DISCUSSION**

Metro has continued to provide financial assistance to directly impacted eligible businesses through the contracted professional services of PCR, a Community Development Financial Institution (CDFI) and Small Business Development Center (SBDC) serving as the BIF fund administrator.

The second one-year option period of the professional services for the Business Interruption Fund allows PCR to continue to serve as administrator for Metro's Pilot BIF. The Business Interruption Fund has provided financial assistance to over 430 small businesses and has awarded over \$33.7 million dollars in BIF grant awards. Continuation of services will allow the BIF to provide ongoing financial assistance to the small "mom and pop" businesses impacted by the construction of the Purple Line Extension Sections 1, 2 and 3, and the Little Tokyo Area of the Regional Connector and for the close-out of construction along the Crenshaw/LAX Transit Project.

Staff, along with PCR, continues to implement various outreach activities and methods to inform and educate small businesses about the BIF, provide direct support throughout the application process and link businesses to other small business support services such as Metro's Crenshaw/LAX Transit Business Solution Center (BSC), Metro's Little Tokyo Community Relation Office and/or the Little Tokyo Small Business Solution Center co-located at Metro's Community Relations office including PCR's Small Business Development Corporation; and Metro's Eat-Shop-Play program.

## **DETERMINATION OF SAFETY IMPACT**

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

## **FINANCIAL IMPACT**

The administrative cost for the implementation of the program is allocated from Measure R Administration funds. Funds for FY22 are currently budgeted in Cost Center 0691 Non-Departmental Procurement Project Number 100055, Project Name - Admin-Measure R Task 06.02. Furthermore, Office of Civil Rights, Racial Equity & Inclusion has requested the necessary funds in the submitted FY23 budget request, which is currently under review, in support of program activities within the aforementioned cost center, project and task.

### Impact to Budget

Measure R Administration funds were previously identified as eligible for this expense through prior Board of Directors authorization and approval. The annual appropriation of the funding source does not impact transit operations and/or capital projects/programs.

### EQUITY PLATFORM

This action will ensure Metro staff have the funding and tools required to continue the implementation of Metro's Pilot Business Interruption Fund and provide financial assistance to the small "mom and pop" businesses impacted by the construction of the Purple Line Extension Sections 1, 2 and 3, and the Little Tokyo Area of the Regional Connector and for the close-out of construction along the Crenshaw/LAX Transit Project. These construction areas traverse through Equity Focused Communities (EFCs) in South Los Angeles, Little Tokyo, and parts of the Westside of the City of LA.

This action will ensure that PCR staff will have the funding needed to exercise necessary outreach to the small business community via door-to-door outreach, community presentations and through collaborative referrals from Metro's Business Solution Center, Metro's Eat, Shop, Play program and Metro's Construction Relations department. Furthermore, PCR's outreach will continue to be inclusive of small "mom and pop" business owners from diverse backgrounds, as exemplified by BIF marketing materials provided in multiple languages. As of Quarter 4 of 2021, 69% of BIF Grants were disbursed to small "mom and pop" business owners from minority backgrounds.

The Diversity and Economic Opportunity Department (DEOD) did not recommend an SBE/DVBE goal for this procurement due to lack of subcontracting opportunities. Pacific Coast Regional is a minority owned business and is expected to perform the work with its own workforce.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item aligns to Metro strategic goal 3 - enhance communities and lives through mobility and access to opportunity, and goal 5 - provide responsive, accountable, and trustworthy governance within the Metro organization.

### ALTERNATIVES CONSIDERED

Staff considered utilizing Metro staff to perform the fund administration services for BIF. This alternative is not recommended, because Metro does not have the required staffing availability, dedicated resources or expertise to serve as a financial administrator such as those possessed by a community development financial institution.

### NEXT STEPS

Upon Board approval, staff will execute Modification No. 6 to exercise the second option year of the BIF Administration Services Contract No. PS56079000 with PCR.

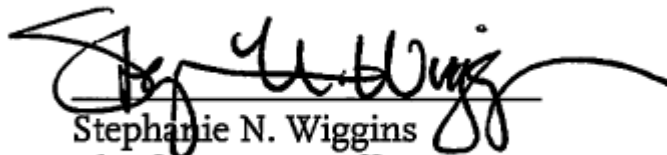
**ATTACHMENT**

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

Prepared by: Sidney Urmancheev, DEOD Representative, Diversity and Economic Opportunity  
Department, (213) 922-5574

Reviewed by: Jonaura Wisdom, Acting Deputy Chief Office of Civil Rights,  
Racial Equity & Inclusion, (213) 418-3618

Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

## BUSINESS INTERRUPTION FUND ADMINISTRATION SERVICES/PS56079000

1.	<b>Contract Number:</b> PS56079000		
2.	<b>Contractor:</b> Pacific Coast Regional Small Business Development Corporation (PCR)		
3.	<b>Mod. Work Description:</b> Exercise Second, One-Year Option Term		
4.	<b>Contract Work Description:</b> Business Interruption Fund Administration Services		
5.	<b>The following data is current as of:</b> 3/7/22		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	2/28/19	<b>Contract Award Amount:</b> \$1,585,246
	<b>Notice to Proceed (NTP):</b>	3/12/19	<b>Total of Modifications Approved:</b> \$1,169,609
	<b>Original Complete Date:</b>	3/11/21	<b>Pending Modifications (including this action):</b> \$650,306
	<b>Current Est. Complete Date:</b>	4/30/23	<b>Current Contract Value (with this action):</b> \$3,405,161
7.	<b>Contract Administrator:</b> Lily Lopez		<b>Telephone Number:</b> (213) 922-4639
8.	<b>Project Manager:</b> Sidney Urmancheev		<b>Telephone Number:</b> (213) 922-5574

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 6 issued to exercise the second, one-year option term of the Metro Business Interruption Fund (BIF) Administration Services Contract No. PS56079000 to PCR.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed price.

On February 28, 2019, the Board awarded firm fixed price Contract No. PS56079000 to PCR for a two-year base period in the amount of \$1,585,246 with two, one-year options, with an optional start-up for the inclusion of future new rail lines in this pilot.

Five contract modifications have been issued to date.

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

**B. Cost Analysis**

The recommended price has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive contract award in 2019. Pricing remains unchanged.

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Modification Amount</b>
\$918,730	\$653,850	\$650,306

## CONTRACT MODIFICATION/CHANGE ORDER LOG

## BUSINESS INTERRUPTION FUND ADMINISTRATION SERVICES/PS56079000

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Reallocated unused funds from year 1 to year 2.	Approved	10/5/20	\$0
2	Additional level of effort required and extension of period of performance (POP) through 4/30/21.	Approved	3/4/21	\$100,000
3	Exercise One-Year Option extending POP through 4/30/22.	Approved	4/22/21	\$720,882
4	Continuation of the Work (inclusive of Operational Start Up #1)	Approved	7/23/21	\$195,788
5	Additional level of effort to continue services as construction on Crenshaw/LAX Transit Project ongoing	Approved	12/20/21	\$152,939
6	Exercise One-Year Option extending POP through 4/30/23.	<b>Pending</b>	<b>Pending</b>	<b>\$650,306</b>
	<b>Modification Total:</b>			<b>\$1,819,915</b>
	<b>Original Contract:</b>	<b>Approved</b>	<b>2/28/19</b>	<b>\$1,585,246</b>
	<b>Total:</b>			<b>\$3,405,161</b>



**DEOD SUMMARY**

**FUND ADMINISTRATOR FOR METRO PILOT BUSINESS INTERRUPTION FUND  
(BIF)/PS56079000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not recommend an SBE/DVBE goal for this procurement due to lack of subcontracting opportunities. Pacific Coast Regional did not make an SBE/DVBE commitment and is expected to perform the work with its own workforce.

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

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this modification.

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

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

**Board Report**

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**File #:** 2022-0170, **File Type:** Informational Report

**Agenda Number:** 31.

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**CONSTRUCTION COMMITTEE  
APRIL 21, 2022**

**SUBJECT: METRO I-105 EXPRESSLANES FINAL SEGMENTS 2 AND 3 DESIGN PLANS  
SPECIFICATIONS AND ESTIMATES CONTRACT**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award and execute Contract No. AE77613000 with WSP USA, Inc. to prepare Plans, Specifications, and Estimates (PS&E) for the I-105 Segments 2 and 3 in the amount of \$39,935,928, subject to resolution of protests, if any.

**ISSUE**

Board action is requested to execute the contract to complete PS&E for the I-105 ExpressLanes Project Segments 2 and 3 between Central Avenue and Studebaker Road. PS&E is the next phase in the project development process and must be completed before construction can begin.

**BACKGROUND**

The I-105 ExpressLanes project will convert the existing High Occupancy Vehicle (HOV) lane to ExpressLanes and add a second Express Lane in each direction on the I-105 between I-405 and Studebaker Road in the City of Norwalk. This project is included in the Measure M expenditure plan and has been allocated \$175 million. In addition, the project was awarded a \$150 million State Solutions for Congested Corridors Program (SCCP) grant in December 2020.

The Final Environmental Impact Report/Environmental Assessment (EIR/EA) for the I-105 ExpressLanes project was completed in May 2021 and the project is proceeding to the next phases of project development, including PS&E.

For PS&E and construction, the I-105 is being segmented into three segments: Segment 1 is between the I-405 to Central Avenue, Segment 2 is between Central Avenue and I-710, and Segment 3 is between I-710 and Studebaker Road. In May 2021, File Number 2021-0224 Board Item No. 18, the Board approved a contract modification to prepare PS&E for Segment 1 in the amount of \$18,788,594. Segment 1 was advanced ahead of Segments 2 and 3 to meet the funding and timeline requirements of the State Solutions for Congested Corridors Program (SCCP) grant. Segments 2 and 3 do not have the same timeline constraint associated with Segment 1, so an open solicitation was conducted to prepare PS&E for Segments 2 and 3. In addition to the contract

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modification approved by the Board in May 2021, on June 24, 2021, the Metro Board approved utilizing two separate delivery methods to deliver the I-105 ExpressLanes project. The first is a Construction Manager/General Contractor (CM/GC) contractor to construct the civil elements of the project (structures, retaining walls, soundwalls, etc.) and the second is a Design-Build-Operate-Maintain (DBOM) Roadside Toll Collection System (RTCS) contractor that will design, install, and operate the toll collection system.

On October 28, 2021, File Number 2021-0417 Board Item No. 6, the Metro Board also approved executing a Cooperative Agreement with Caltrans for the I-105 ExpressLanes project. The Cooperative Agreement was required and defined Metro and Caltrans' roles and responsibilities, including Caltrans Quality Management Assessment review and approval of the I-105 ExpressLanes PS&E documents.

Consistent with Metro ExpressLanes policy, Metro intends to reinvest net toll revenue to enhance transit service on the I-105 corridor. Currently, Metro provides approximately \$8 million annually to multiple Transit operators for incremental additional services on the I-10/I-110 ExpressLanes.

## **DISCUSSION**

For the PS&E phase, Metro's role will be to prepare design plans for all civil elements of the project including structures, soundwalls, retaining walls, and signage, as well as the RTCS. The RTCS will be designed, constructed, operated, and maintained by a contractor that will be procured separately from PS&E.

This contract for PS&E is to complete the final design for Segments 2 and 3 of the Interstate 105 (I-105) ExpressLanes corridor improvements between Central Avenue in the City of Los Angeles and Studebaker Road in the City of Norwalk. This task requires managing resources and coordinating staff to monitor the progress of the contract, taking corrective action when necessary, and establishing controls and assuring quality to ensure the objectives of the PS&E phase of the project are met. The services provided include the initiation, planning, execution, control, and closeout of the PS&E process. The Contractor will ensure all the managerial requirements outlined in the task and subsequent subtasks are met.

This work will require extensive coordination with Metro, Caltrans, and two other contracts that are either in progress or in the procurement process including:

- RTCS contract to install, test, and integrate the tolling system for this project.
- Construction Manager/General Contractor (CM/GC) to construct the civil improvements

Staff intends to seek Board approval of the above listed services in Summer/Fall 2022.

The Environmental Impact Report/Environmental Assessment identified the possible partial acquisition of four parcels of vacant land located along Imperial Highway in the City of Lynwood and unincorporated Los Angeles County. Between Watts Avenue and Fernwood Avenue, the westbound I-105 will be widened by eleven feet to the north over Imperial Highway. This widening is needed for

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safety reasons because it will maintain existing ten foot left shoulders and sight distance. As a result, Imperial Highway may need to be realigned and shifted to the north, which in turn will require partial ROW acquisition. Attachment C provides maps of the ROW needed for the project. Parcels 1, 2, and 4 are privately owned, and parcel 3 is owned by the City of Lynwood.

As part of this contract, Metro and Caltrans will work collaboratively to design this widening to minimize or eliminate the need to acquire these parcels. However, should acquisitions and TCEs be required for the project, Metro will work with Caltrans to appraise and compensate property owner(s) as specified by Federal and Caltrans guidelines.

### **DETERMINATION OF SAFETY IMPACT**

The I-105 Express Lane Project is being planned and designed in accordance with Caltrans standards and requirements. Approval of the plans, specifications and estimates contract will have no impact on safety.

### **FINANCIAL IMPACT**

The FY 2021-22 budget includes \$5,044,312 in Cost Center 2220 (Congestion Reduction), Project 475004 for I-105 ExpressLanes PS&E. Since this is a multi-year contract, the Cost Center Manager, Project Manager, and Acting Deputy Chief Operations Officer, Shared Mobility will be responsible for budgeting in future years.

#### **Impact to Budget**

The funding for this Project is from Measure M. As these funds are earmarked for the I-105 ExpressLanes project, they are not eligible for Metro bus and rail capital and operating expenditures.

### **EQUITY PLATFORM**

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. The proposed contractor team exceeded Metro's small business goals by making a 24.01% Small Business Enterprise and 3.06% Disabled Veteran Business Enterprise (DBVE) commitment.

Equity Focus Communities (EFCs) comprise approximately six miles of the sixteen-mile long corridor. EFCs are located in the cities of Hawthorne, Los Angeles, Lynwood, and Paramount, and the Los Angeles County unincorporated communities of Lennox, Athens, West Athens, and Willowbrook. In the one-mile area around the I-105, about 94% of the total population of 536,000 is minority based on 2018 data. Of the 142,000 households living in this area, 22% earned below poverty level and 26% earned less than \$25,000 annually.

To ensure all groups have opportunity to access and use the ExpressLanes, Metro has a Low-Income Assistance Plan (LIAP). The LIAP provides a \$25 credit and waives the monthly \$1 account maintenance fee, thus relieving financial stress caused by the requirement to have a transponder for

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discounted travel. In addition, Metro provides the option of opening a cash account for those who do not have a credit card. Furthermore, frequent transit riders can also take advantage of the Transit Rewards Program to earn monetary credits toward ExpressLane tolls and the Carpool Loyalty Program allows carpoolers the opportunity to earn toll credits for future SOV travel on the ExpressLanes.

A mitigation measure identified in the EIR/EA is to ensure communities along the corridor are made aware of these policies. This will occur through continued outreach to local stakeholders, a media campaign comprised of various types of advertisement such as digital, radio, and out of home advertisements in both English and Spanish that are geographically targeted to low-income areas, targeted digital advertisements to broaden audience reach, and advertisements in more languages in addition to English and Spanish. Furthermore, Metro ExpressLanes will work with Metro Marketing to coordinate agency-wide low-income outreach tactics to supplement the efforts mentioned above.

This project is expected to reinvest net toll revenue for additional transit service along the corridor such as the C line, as is currently done on the 10/110 corridors. On those corridors, about \$8 million annually is granted to the Metro Silver Line and Foothill, Gardena, and Torrance transit providers. In addition, Metro expects that a net toll grant for the I-105 will occur in the future and that the guidelines will be similar to the 2016 net toll grant for the 10/110 ExpressLanes. For the 2016 net toll grant, all projects were required to be within 3 miles of the 10 or 110 and improve mobility. The grant funds were split 40% for transit improvements, 40% for system connectivity/active transportation, and 20% to roadway improvements.

In addition to these policies, outreach efforts, and net toll revenue reinvestment, the EIR/EA also includes mitigation measures that will reduce impacts to Equity Focus Communities (EFCs) along the corridor, such as new soundwalls and measures to reduce temporary construction impacts.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The I-105 ExpressLanes project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed Express Lanes would increase regional highway capacity and improve the Level of Service for both the Express Lanes as well as the general-purpose lanes. The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed project would result in shorter trip time for both the Express Lane and the general-purpose lanes. Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. This project will require extensive collaboration with Caltrans, corridor cities, Los Angeles County, and regulatory agencies.

## **ALTERNATIVES CONSIDERED**

The Board could decide not to approve the recommended PS&E contract for I-105 Segments 2 and 3. This is not recommended because use of an experienced PS&E contractor for the I-105 Express Lane project will improve design quality, enhance plans, specifications and estimates, and create schedule and project efficiencies.

## **NEXT STEPS**

Upon Board approval, staff will execute the contract with WSP USA, Inc. and issue a Notice to Proceed to WSP to begin work.

## **ATTACHMENTS**

Attachment A - Procurement Summary

Attachment B DEOD Summary

Attachment C - Right-of-Way Diagrams

Prepared by:

Manuel Gurrola, Director, Program Management, (213) 922-8889

James Wei, Deputy Executive Officer, Project Management, (213) 922-7528

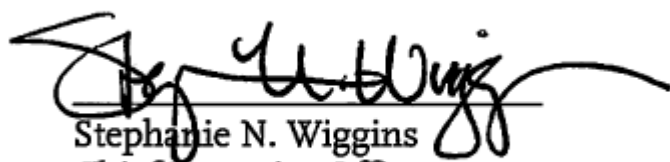
Philbert Wong, Senior Director, Countywide Planning, (213) 418-3137

Timothy Lindholm, Deputy Chief Program Management Officer, (213) 922-7297

Reviewed by:

Bryan Pennington, Chief Program Management Officer, (213) 922-7449

Debra Avila, Deputy Chief Vendor/Contact Management Officer, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

I-105 EXPRESSLANES FINAL SEGMENTS 2 AND 3 DESIGN PLANS  
SPECIFICATIONS AND ESTIMATES/AE77613000

1.	<b>Contract Number:</b> AE77613000	
2.	<b>Recommended Vendor:</b>	
3.	<b>Type of Procurement (check one):</b> <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	<b>Procurement Dates:</b>	
	<b>A. Issued:</b> August 18, 2021	
	<b>B. Advertised/Publicized:</b> August 19 and 30, 2021	
	<b>C. Pre-Proposal Conference:</b> September 9, 2021	
	<b>D. Proposals Due:</b> October 19, 2021	
	<b>E. Pre-Qualification Completed:</b> February 25, 2022	
	<b>F. Conflict of Interest Form Submitted to Ethics:</b> February 23, 2022	
	<b>G. Protest Period End Date:</b> April 25, 2022	
5.	<b>Solicitations Picked up/Downloaded:</b> 152	<b>Proposals Received:</b> 3
6.	<b>Contract Administrator:</b> Victor Zepeda	<b>Telephone Number:</b> (213) 922-1458
7.	<b>Project Manager:</b> Philbert Wong	<b>Telephone Number:</b> (213) 418-3137

**A. Procurement Background**

This Board Action is to approve Contract No. AE77613000 for the preparation of Plans, Specifications, and Estimate (PS&E) Segments 2 and 3 issued in support of the Interstate 105 (I-105) ExpressLanes implementation. Board approval of contract awards are subject to resolution of any properly submitted protest.

Prior to the release of the solicitation, two virtual Metro Connect Industry Forums were conducted for the I-105 projects on June 3, 2021 and July 23, 2021. The June 3<sup>rd</sup> event was attended by 138 individuals and the July 23<sup>rd</sup> event was attended by 88 individuals. The events were held to inform the SBE/DBE/DVBE community of the upcoming I-105 contracting opportunities and to increase SBE/DBE/DVBE participation.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The RFP was issued with a total SBE/DVBE goal of 25% (SBE 22% and DVBE 3%).

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on August 27, 2021, provided a link to supporting documentation referenced in the Statement of Work;

- Amendment No. 2, issued on September 24, 2021, corrected exhibit form names;

A virtual pre-proposal conference was held on September 9, 2021 and was attended by 55 individuals representing 31 companies. There were four sets of questions and responses were released prior to the proposal due date.

A total of 152 firms downloaded the RFP and were registered in the plan holder's list. A total of three (3) proposals were received on October 19, 2021.

### **Evaluation of Proposals**

A Proposal Evaluation Team (PET) consisting of staff from Metro's Alternative Delivery/Construction Management, ExpressLanes, and Capital Projects Engineer, and California Department of Transportation was convened and conducted a comprehensive technical evaluation of the proposals received.

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

1. Firm/Team Qualifications	20 Points
2. Project Manager, Key Staff, and Subconsultant Qualifications	25 Points
3. Project Understanding and Approach	35 Points
4. Work Plan	<u>20 Points</u>
	100 Points

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architect and Engineers (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to qualifications.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

Of the three proposals received, all three were determined to be within the competitive range and are listed below in alphabetical order:

1. AECOM
2. Parsons Transportation Group
3. WSP USA

On December 10, 2021, the evaluation committee met and interviewed the firms. The firms' project managers and key team members presented their team's qualifications and responded to the evaluation committee'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. Each team was asked questions relative to each firm's proposal and previous experience.

**Qualifications Summary of Recommended Firm:**

**WSP USA, Inc.**

WSP USA, Inc. (WSP) demonstrated past similar PS&E experience, proposed a team that possesses transportation experience and will be dedicated 100% to this project, and demonstrated the importance of coordination with all entities involved in this project and time frames.

After a thorough review of proposals and interviews, the PET's recommendation in the order of ranking is shown in the table below:

<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>WSP USA, Inc.</b>				
<b>3</b>	Firm/Team Qualifications	94.33	20.00%	18.87	
<b>4</b>	Project Manager, Key Staff and Subconsultant Qualifications	92.95	25.00%	23.24	
<b>5</b>	Project Understanding and Approach	94.34	35.00%	33.02	
<b>6</b>	Work Plan	94.80	20.00%	18.96	
<b>7</b>	<b>Total</b>		<b>100.00%</b>	<b>94.09</b>	<b>1</b>
<b>8</b>	<b>Parsons Transportation Group</b>				
<b>9</b>	Firm/Team Qualifications	90.25	20.00%	18.05	
<b>10</b>	Project Manager, Key Staff and Subconsultant Qualifications	92.45	25.00%	23.11	
<b>11</b>	Project Understanding and Approach	93.00	35.00%	32.55	
<b>12</b>	Work Plan	95.93	20.00%	19.19	
<b>13</b>	<b>Total</b>		<b>100.00%</b>	<b>92.90</b>	<b>2</b>
<b>14</b>	<b>AECOM</b>				
<b>15</b>	Firm/Team Qualifications	91.75	20.00%	18.35	
<b>16</b>	Project Manager, Key Staff and Subconsultant Qualifications	91.56	25.00%	22.89	

17	Project Understanding and Approach	91.17	35.00%	31.91	
18	Work Plan	93.53	20.00%	18.71	
19	<b>Total</b>		<b>100.00%</b>	<b>91.86</b>	<b>3</b>

**C. Cost Analysis**

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, technical evaluation, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Award Amount
WSP USA, Inc.	\$41,587,012.88	<b>\$44,674,560</b>	<b>\$39,935,928.06</b>

Staff successfully negotiated \$1,651,084.82 in cost savings from WSP's proposal.

**D. Background on Recommended Contractor**

The recommended firm, WSP USA, Inc., has a local office in Los Angeles, CA with its headquarters in Montreal, Canada. Established 130 years ago in New York, WSP specializes in transportation, bridges, wind energy, commercial and mixed-use type projects. WSP has provided services to Metro for over 20 years as a transportation (such as ExpressLanes/toll projects) consultant and has performed satisfactorily.

## DEOD SUMMARY

**I-105 EXPRESSLANES FINAL SEGMENTS 2 AND 3 DESIGN PLANS  
SPECIFICATIONS AND ESTIMATES/AE77613000**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. WSP USA, Inc. exceeded the goal by making a 24.01% SBE and 3.06% DVBE commitment.

<b>Small Business Goal</b>	<b>22% SBE 3% DVBE</b>	<b>Small Business Commitment</b>	<b>24.01% SBE 3.06% DVBE</b>
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	<b>SBE Subcontractors</b>	<b>% Committed</b>
1.	Advanced Civil Technologies	1.70%
2.	Advantec Consulting Engineers	2.98%
3.	Diaz Yourman & Associates	9.61%
4.	FPL and Associates	0.81%
5.	Kelly McNutt Consulting LLC	3.82%
6.	Kal Krishnan Consulting Services	0.44%
7.	LIN Consulting, Inc.	3.66%
8.	Tatsumi & Partners, Inc.	0.99%
	<b>Total SBE Commitment</b>	<b>24.01%</b>

	<b>DVBE Subcontractors</b>	<b>% Committed</b>
1.	MA Engineering	0.91%
2.	OhanaVets, Inc.	2.15%
	<b>Total DVBE Commitment</b>	<b>3.06%</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**

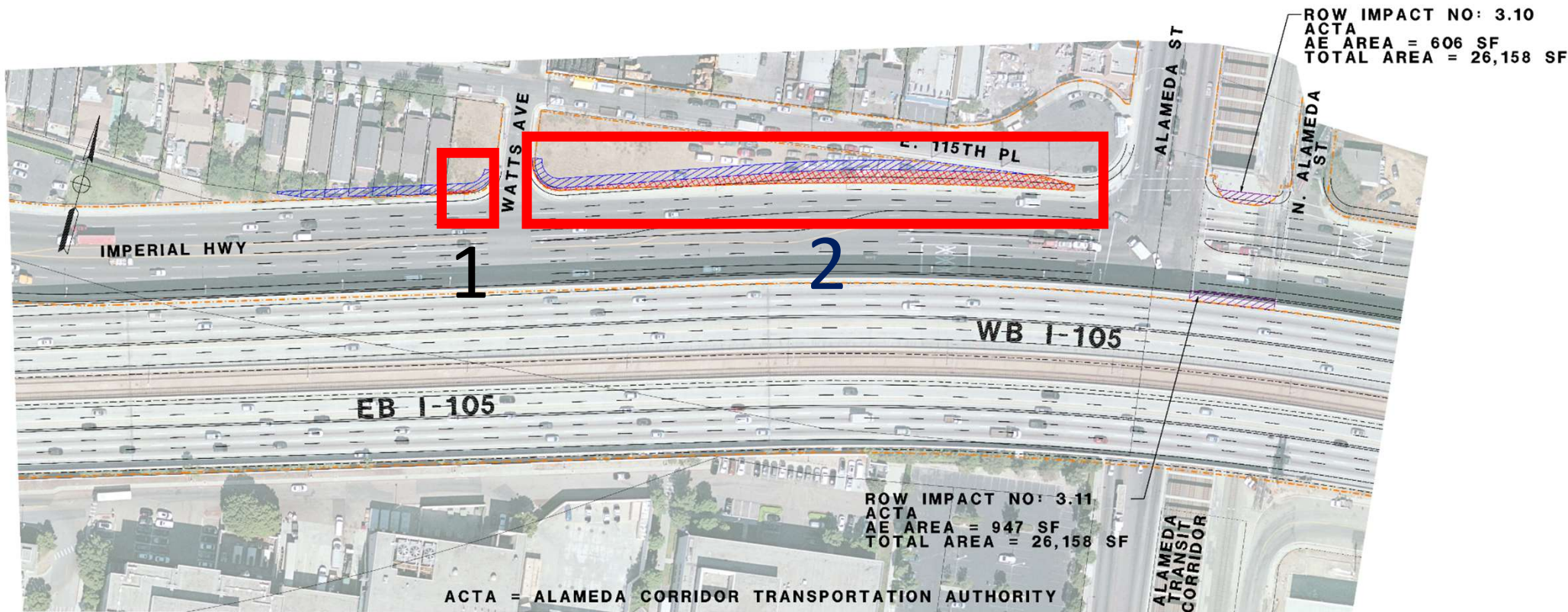
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

# I-105 ExpressLanes Potential Right of Way Impacts



- ROW Impact parcels 1 and 2
  - > Imperial Highway (Watts Ave to N. Alameda St)
  - > Realigning of Imperial Hwy to accommodate WB I-105 widening of I-105/Alameda Viaduct
  - > Blue - Temporary Construction Easement
  - > Red – Partial Acquisition

## ATTACHMENT C

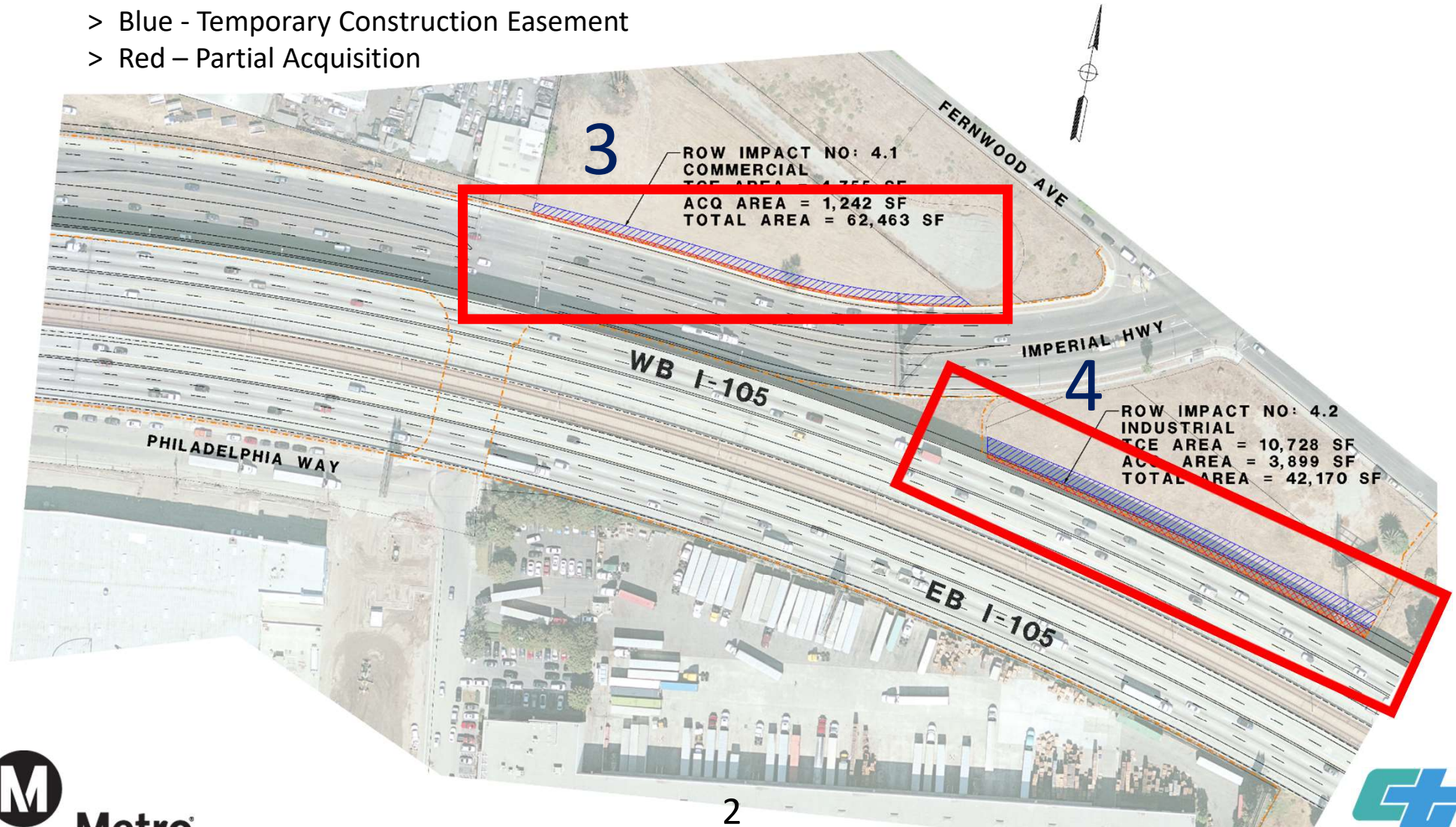




# ROW Impact Parcels 3 and 4



- ROW Impact parcels 3 and 4
  - > Southwest/Southeast Quadrant of Imperial Hwy/Fernwood Ave Intersection
  - > Realigning of Imperial Hwy to accommodate WB I-105 widening of I-105/Alameda Viaduct
  - > Blue - Temporary Construction Easement
  - > Red – Partial Acquisition





## Board Report

File #: 2022-0063, File Type: Informational Report

Agenda Number: 32.

### CONSTRUCTION COMMITTEE APRIL 21, 2022

**SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. INCREASING the life-of-project budget for the Rail-to-Rail Active Transportation Project (Project) in the amount of \$27,295,000, from \$115,989,173 to \$143,284,173;
- B. REVISING the project funding plan to accept \$27,295,000 in funding contributions by the City of Los Angeles;
- C. DELEGATING authority to the Chief Executive Officer to accept up to \$15 million in American Rescue Plan Act funds from the County of Los Angeles and program them to the Rail to Rail project; and
- D. AUTHORIZING the Chief Executive Officer to negotiate and execute Project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

#### **ISSUE**

The board approved a Life of Project (LOP) budget for the Project in January 2022. The approved LOP amount of \$115,989,173 assumed that the City of Los Angeles (City) would complete all construction work within the public right-of-way, and assumed that Metro and the City would execute a Memorandum of Understanding memorializing this arrangement. Since the approval of the January 2022 Board item, Metro and the City have mutually agreed to instead pursue a direct financial contribution from the City, with Metro and its contractor completing all work within the public right-of-way and the City paying for the cost of the work. This report describes this new arrangement, with associated recommendations to revise the funding plan, accept the City funds, and subsequently increase the LOP budget to accomplish the work.

#### **BACKGROUND**

On October 5, 2021, City Councilmembers Price and Martinez introduced a motion to the City Transportation and Public Works Committees, which directed City staff, in part, as follows:

INSTRUCT the City Administrative Officer (CAO), working with the Bureau of Engineering (BOE), StreetsLA, Los Angeles Department of Transportation (LADOT), Bureau of Street Lighting (BSL), and any other relevant City departments to:

- a. Review the work plan for the Segment A of the Rail-to-Rail Project scope elements in the City's right-of-way to verify the funding amount necessary to complete the work.
- b. Prepare a multi-year funding plan that includes a comparison of the cost and availability of using City forces versus contractors to construct the necessary improvements and a recommendation whether to fulfill the City's contribution via in-kind work or a cash payment.
- c. Negotiate an MOU with Metro, with the final MOU to be presented to Council for approval, which effectuates the above recommendations, memorializes the City's contribution, valued at up to \$30 million, and highlights the roles and responsibilities of the City's construction and that of Metro and their contractor.

The Public Works Committee approved the motion on October 13, 2021, the Transportation Committee approved the motion on October 15, 2021, and the full City Council approved the item on October 20, 2021.

## **DISCUSSION**

Metro and the City have now negotiated a mutually acceptable Funding Agreement governing the scope of work and financial contributions for this Project. In April 2022, it is expected that the City Council will approve the Funding Agreement between the City and Metro that documents a contribution of \$30,000,000 to the Rail to Rail project, as follows:

- \$27,295,000 in direct cash contributions from the City for Metro to complete all work within the public right-of-way
- \$2,705,000 of in-kind service for the City to complete all required work in the Public ROW for safe ADA pedestrian and bicycle access from the 67<sup>th</sup> Street / 11<sup>th</sup> Avenue intersection, west on 67<sup>th</sup> street to West Boulevard, and south on West Boulevard to Redondo Boulevard where the Project terminates at the future Crenshaw/Fairview Heights Station.

Given that the City will be conducting the \$2,705,000 of Rail to Rail project with their own forces and at no impact to Metro, this action raises the LOP budget by \$27,295,000 and amends the funding plan to add in an equivalent \$27,295,000 in revenue from the City.

In addition, Metro was notified on March 17, 2022, that the County of Los Angeles (County) intends to award \$15 million in American Rescue Plan Act (ARPA) funds to the Rail to Rail project. Staff continues to finalize the agreements with the County to effectuate the award. This report requests the delegation of authority to the Chief Executive Officer to accept and program these funds for the Rail to Rail project when finalized.



### Equity Platform

This recommendation reassigns construction work on the Project from the City of Los Angeles to Metro's contractor and delegates authority to accept funds from the County. The action does not change the impact or equity benefits of the Project in any way.

### DETERMINATION OF SAFETY IMPACT

This recommendation would significantly improve pedestrian and bicycle safety along the Slauson corridor. The current Slauson corridor provides limited bicycle and pedestrian facilities. Sidewalks are used where possible but are discontinuous, and traffic volumes on the roadways are significant. Bicyclists weave between sidewalks and roadways and in some areas of the corridor, pedestrians walk on existing railroad facilities. Pedestrian and bicycle crossings are unsafe in some parts of the corridor as well. The Project scope addresses these safety concerns and strives to lower interactions between vehicles and pedestrians/bicyclists.

### FINANCIAL IMPACT

This is a multi-year Project. Upon approval of the revised Life of Project budget, staff will manage the Project within the Board approved fiscal year budgets. It is the responsibility of the Chief Program Management Officer and Project Manager to budget for this Project in future fiscal years.

#### Impact to Budget

The increase of \$27,295,000 is a contribution from the City of Los Angeles for public right-of-way work which will be performed by Metro for the Rail to Rail project.

The \$15 million of ARPA funds that are preliminarily approved by the County of Los Angeles for the Rail to Rail project have also been added to the funding plan.

The updated funding plan for the Project, including all sources and uses, is included as Attachment A.

These funds are not eligible for bus or rail operations.

### IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project furthers goals outlined in Metro's Bicycle Transportation Strategic Plan (2006 Bike Plan) and First Last Mile Strategic Plan (2014) by creating safe connections to surrounding neighborhoods, expanding the reach of transit through infrastructure improvements, and maximizing multi-modal benefits. Metro plays an important role in bicycling planning across Los Angeles County, facilitating first mile/last mile connections to transit and supporting bicycle transportation through various policies and programs. Metro's 2006 Bike Plan established policies and priorities for bicycle transportation, improving access to transit, and encouraging and promoting bicycling-specific activities and events

Additionally, this recommendation supports Metro's strategic goal #1 by providing high-quality mobility options that enable people to spend less time traveling. Metro acknowledges the need for

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partnerships with local, regional, and state authorities to leverage funding to maintain streets, highways, and shared freight rail corridors in a state of good repair for all users.

### **ALTERNATIVES CONSIDERED**

The Board may choose not to move forward with the revised project funding plan including the City contribution, the subsequent increase of the LOP budget, and the acceptance of the County ARPA funds. This is not recommended as this will jeopardize completion of the Project and current and future grant opportunities.

### **NEXT STEPS**

Upon Board approval of the recommendations, staff will continue moving the Project forward into construction.

### **ATTACHMENTS**

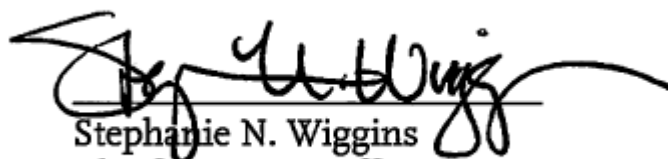
Attachment A - Sources and Uses

Prepared by:

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Timothy P. Lindholm, Acting Deputy Chief Program Management Officer (213) 922-7297

Reviewed by:

Bryan Pennington, Chief Program Management Officer. (213) 922-7449



Stephanie N. Wiggins  
Chief Executive Officer

FUNDING AND EXPENDITURE PLAN

ATTACHMENT A

Rail to Rail (R2R Segment A)

Use of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Total Capital Costs
Design Phase Total	18.9	-	-	-	-	18.9
<b>Construction Phase</b>						
TRC Hazardous Materials Clean-up/Taxes	8.0	-	-	-	-	8.0
Construction Contract C1166	5.0	24.6	34.6	23.9	-	88.1
City Infrastructure Coordination (incl. traffic control)	0.3	0.8	0.8	0.5	-	2.3
3rd Party Agreements - City/County/Others	0.3	1.1	0.9	0.8	-	3.1
Design Support During Construction	0.7	0.7	0.8	0.7	-	2.9
CMSS and Program Mgmt Consultants	0.8	1.4	2.4	1.4	-	5.9
Environmental Cleanup (DTSC)	0.5	0.5	0.5	0.1	-	1.6
Other Professional Services (DEOD)	0.0	0.2	0.2	0.2	-	0.5
Outreach/Unhoused	0.0	0.2	0.2	0.2	-	0.6
Artwork/Signage (Fabrication/Installation/Staff)	-	0.0	0.1	0.2	-	0.3
Agency Costs: Project Control, V/CM, Safety, Communications, Quality, Sustainability., etc.	0.5	1.6	1.6	1.6	-	5.2
Unallocated Project Contingency	-	-	-	-	6.1	6.1
Construction Phase Total	16.0	30.9	42.0	29.4	6.1	124.3
<b>Total Project Cost</b>	<b>34.9</b>	<b>30.9</b>	<b>42.0</b>	<b>29.4</b>	<b>6.1</b>	<b>143.3</b>
Source of Funds	Inception thru FY22	FY23	FY24	FY25	FY26+	Totals
TIGER Grant	10.5	4.5				15.0
Soil Mitigation Grant	8.0					8.0
Measure R - Admin (1.5%)	16.4					16.4
LA County Measure W Grant		7.5	0.5			7.9
LA County Repurposed Earmark		2.2				2.2
LA County ARP Funds			7.5	7.5		15.0
Active Transportation Program Grant		6.0	2.3			8.3
City Contribution/Funding Agreement		9.1	9.1	9.1		27.3
Other Federal, State, Local fund*		1.7	22.6	12.8	6.1	43.2
<b>Total Project Funding</b>	<b>34.9</b>	<b>30.9</b>	<b>42.0</b>	<b>29.4</b>	<b>6.1</b>	<b>143.3</b>

\* Metro will continue to seek eligible federal, state and local funds for Active Transportation.



## Board Report

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File #: 2022-0152, File Type: Informational Report

Agenda Number: 33.

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### CONSTRUCTION COMMITTEE APRIL 21, 2022

**SUBJECT: METRO DIVISION 1 INDUSTRIAL STREET VACATION AND CITY OF LOS ANGELES 7TH STREET STREETScape IMPROVEMENTS NEGOTIATED FUNDING AGREEMENT**

**ACTION: APPROVE RECOMMENDATION**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute a Funding Agreement with the City of Los Angeles for the 7<sup>th</sup> Street Streetscape Improvements project in the negotiated amount of \$3,500,000.

#### **ISSUE**

Metro and the City of Los Angeles have partnered together and entered into a negotiated settlement agreement. Board action is requested to execute the Funding Agreement with the City of Los Angeles based on Metro's review of the Industrial Street Vacation Conditions. On November 24, 2021, the City Council adopted the City Engineer's Vacation of Industrial Street between Alameda Street and Central Avenue Report with four of the thirteen Conditions Metro objected deleted in exchange for \$3,500,000. Execution of the Funding Agreement would fulfill Metro's commitment as it relates to the four deleted Conditions of the City's Engineer Report.

#### **BACKGROUND**

The Metro Board approved the *Division 1 Land Acquisition and Expansion* project in February 2001 which included vacating Industrial Street between Alameda Street and Central Avenue.

On February 24, 2004, the Board approved the acquisition of the parcels through Eminent Domain located on the West side of Alameda Street, between Industrial Street and 7th Street in Los Angeles, required for the construction and operation of the *Division 1 Land Acquisition and Expansion* project.

Metro originally initiated VAC E1400917, which expired on January 14, 2008. As part of Metro's Vacation request, the City approved Revocable Permit R-0450-0096 issued on December 10, 2004. Metro is currently operating under this permit and utilizing a major portion of Industrial Street for Division 1 operations. Metro had significant objections to the proposed Conditions.

Metro applied for a new Vacation request and initiated VAC E1401257. The City's Engineer Report dated November 18, 2020, contained thirteen Conditions for approval very similar to VAC E1400917.

Again, Metro had significant objections to some of the proposed Conditions which were detrimental not only to the proposed *Division 1 Master Plan* improvements but also to its basic bus operation.

Metro worked with the City Council District Office 14 staff to seek a reasonable solution and not further impact Division 1 operations. As a result, Metro and City agreed to Adopt the City Engineer’s Report with the Conditions 5, 6, 12 and 13 of said City Engineer Report deleted in exchange for \$3,500,000 from Metro for implementation of the *7<sup>th</sup> Street Streetscape Improvements* project, specifically for improvements directly adjacent to the Division 1 facility from Alameda Street to Kohler Street. Specifically, Conditions 5 and 6 required proposed Division 1 property dedications of 10 feet along Alameda Street and three feet along 7<sup>th</sup> Street, for an approximate total property loss to Division 1 of 8,100 square feet (a land value of at least \$1.5 million) as well as circulation and parking space for approximately 20 Metro buses. Attachment A lists the conditions removed in exchange for the \$3,500,000, and Attachment B includes a parcel plat depicting the Metro properties and Industrial Street.

In general, the City’s *7th Street Streetscape Improvements* project would modify 7th Street between Figueroa Street and Alameda Street into a multimodal corridor to improve pedestrian and bicyclist safety by installing protected bike lanes with concrete curbs, transit islands, street lighting, crosswalks enhancements, Americans with Disabilities Act compliant curb ramps, and provide pedestrian amenities like street trees, and street tree grates.

**DISCUSSION**

Division 1 is not only our oldest operating division but also a constrained and impacted bus maintenance and operations division due to its size. In addition, Division 1 consistently ranks as one of Metro’s important operating bus division in our quarterly system and service evaluations due to its Central City location. Considering its critical geographical location, the Division has two (2) employee parking lots where the parameter chain link fence is planned for a replacement with a Cochrane security fencing to provide employees with a safer and secure work environment. Division 1 operates 24/7, runs 7 bus lines, and is occupied by 475+ staff, 223 revenue vehicles, and 26 non-revenue vehicles. The personnel listed below, assigned to this location perform various critical operations activities on a daily basis to deliver service that is safe, reliable, clean and meets the needs of the communities we serve.

*Personnel*

<b>Transportation</b>		<b>Maintenance</b>	
Management	2	Management	3
Supervisors	6	Supervisors	11
Support Staff	7	Bus Operators	348
Mechanics	64	Support Staff	2
Service Attendants	34		
Total	113	Total	364
<b>Grand Total</b>			<b>477</b>

*Routes*

<b>Routes Served by Division 1</b>	
016	Downtown LA - Century City Via West Los Angeles
018	Wilshire Western Station-Montebello
020	Downtown LA - 6th - Main
045	Lincoln Heights - Downtown LA- Rose
053	Downtown LA - CSU Dominguez Hills
062	Downtown LA - Hawaiian Gardens
066	Wilshire Ctr-Downtown LA-Montebello

In 2015 and after a considerable work effort, Metro finalized the *Division 1 Master Plan* and many of the following proposed critical improvements were deferred due to the delayed Industrial Street Vacation approval, specifically the recommended Conditions:

- Optimize Bus Storage Capacity to 210 Spaces
- Improved Site Circulation
- Modernization of Existing Facilities & Removal of Obsolete Facilities
- New & Expanded Bus & Chassis Wash Facilities
- Expanded Materials Handling On-Site Storage Capacity
- New Dedicated Facilities Maintenance Functions

These necessary improvements are considerable and will take time to design and construct. Currently, VAC E1401257 Conditions expire on November 24, 2023. This does not leave Metro with time to implement the imposed Conditions. Therefore, the recommended action would allow Metro to fulfill four of the Conditions contained in the City’s Engineer’s Report per the negotiated settlement.

This collaboration with the City is necessary to mitigate the impacts of the recommended Conditions to one of Metro’s most important bus operating divisions. The Industrial Street Vacation is critical to combining the lots currently operating within a public street bisecting Division 1, not only dividing the facility but also bus operations. The negotiated settlement of \$3,500,000 was based on Metro’s and City’s cost estimate to implement the adjacent improvements from Alameda Street to Kohler Street and produces a favorable position for Metro by eliminating the requirement for planning, design, and construction of significant infrastructure improvements within the public right of way. Additionally, the settlement funds will be used in support of the City’s 7th Street Streetscape Improvements Project which will improve pedestrian and bicyclist safety features along the 7th Street bus routes, encourage modal shift and provide more convenient access to Metro bus routes, and improve the transit experience for riders and operators by reducing interaction between vehicles, pedestrians, and buses. Metro’s support of this project aligns with the agencies goals to provide high quality mobility

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options that reduce travel times and to improve trip experiences for all users of the transportation system. More important than the cost of the settlement is the fundamental principle that the specific Conditions related to street dedications would significantly impact an already constrained Division 1 Bus facility's efficiency and operation. A loss of circulation and parking spaces for approximately 20 Metro buses would not only significantly impact Division 1 bus operations but also defeats the purposes and objectives of the *Division 1 Land Acquisition and Expansion Project*, the *Division 1 Master Plan* and the *Division 1 Industrial Street Vacation*.

### **DETERMINATION OF SAFETY IMPACT**

The Industrial Street Vacation will have a positive impact on the safety of our Division 1 employees because currently this part of Industrial Street is used by unhoused individuals creating various safety hazards adjacent to our Compressed Natural Gas equipment.

### **FINANCIAL IMPACT**

Upon Board approval of the recommendation, the required \$3,500,000 will be transferred from Bus Lane restriping project which is underrunning its projected FY22 cashflow budget.

#### Impact to Budget

The funds required for this negotiated settlement is within the Board authorized FY22 annual budget thus has additional impact to budget. The funding source is Proposition C 25% which is eligible for street work.

### **EQUITY PLATFORM**

There are no anticipated equity impacts because of the recommended action. This project is expected to complete the Industrial Street Vacation process initiated in 2004. At that time, equity was afforded to the property owner, and they engaged and had a voice in the decision-making process with regards to the acquisition of their property.

Since 2001, the project team initiated a robust public engagement campaign that included a public hearing and stakeholder briefings regarding the *Division 1 Land Acquisition and Expansion* project. These outreach efforts will continue with the adjacent property owners until the Vacation process is completed in November 2023.

The Industrial Street Vacation will be constructed within the current and proposed Metro-owned right-of-way. Every effort will be made to avoid, minimize, and/or mitigate construction impacts to adjacent property owners. The recommended action is intended to improve operating and maintenance conditions at Division 1, thereby supporting bus service operations at a critical Metro facility. Further, a beneficial part of the Industrial Street Vacation is the proposed gain of 30-foot-wide section of Industrial Street for an approximate total of 3,600 square feet of property, a land value of \$725,000, for the private use of our neighbors, the Skid Row Housing Trust and Central Hotel.

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## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The project supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. The Funding Agreement positions Metro to succeed in implementing the Industrial Street Vacation Conditions. The Funding Agreement represents a prudent business practice to create a more effective and efficient bus operation. By vacating Industrial Street and combining the lots, we are finally getting the maximum value of the asset we acquired in 2004 on behalf of LA County taxpayers.

## **ALTERNATIVES CONSIDERED**

The Board could decide not to approve the recommended Funding Agreement. This alternative is not recommended. For the last 18 years, Metro has sought various alternatives to the proposed Industrial Street Vacation Conditions and the approved negotiated settlement represents the best outcome for Metro. A decision to not go forward would not only cause the Industrial Street Vacation to expire but also put the much-needed *Division 1 Master Plan* improvements in an uncertain state.

## **NEXT STEPS**

Upon Board approval, staff will execute the Funding Agreement with the City of Los Angeles. In addition, staff will return to the Board within the next few months to request full funding and approval for the Industrial Street Vacation to complete the remaining nine Conditions by November 24, 2023.

## **ATTACHMENTS**

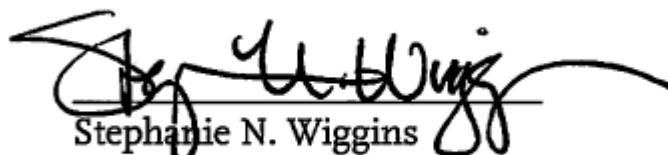
Attachment A - Deleted Conditions 5, 6, 12 and 13 of City Engineer Report  
Attachment B - Industrial Street Vacation from Alameda to Central

Prepared by:

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Timothy P. Lindholm, Acting Deputy Chief Program Management Officer (213) 922-7297

Reviewed by:

Bryan Pennington, Chief Program Management Officer. (213) 922-7449



Stephanie N. Wiggins  
Chief Executive Officer



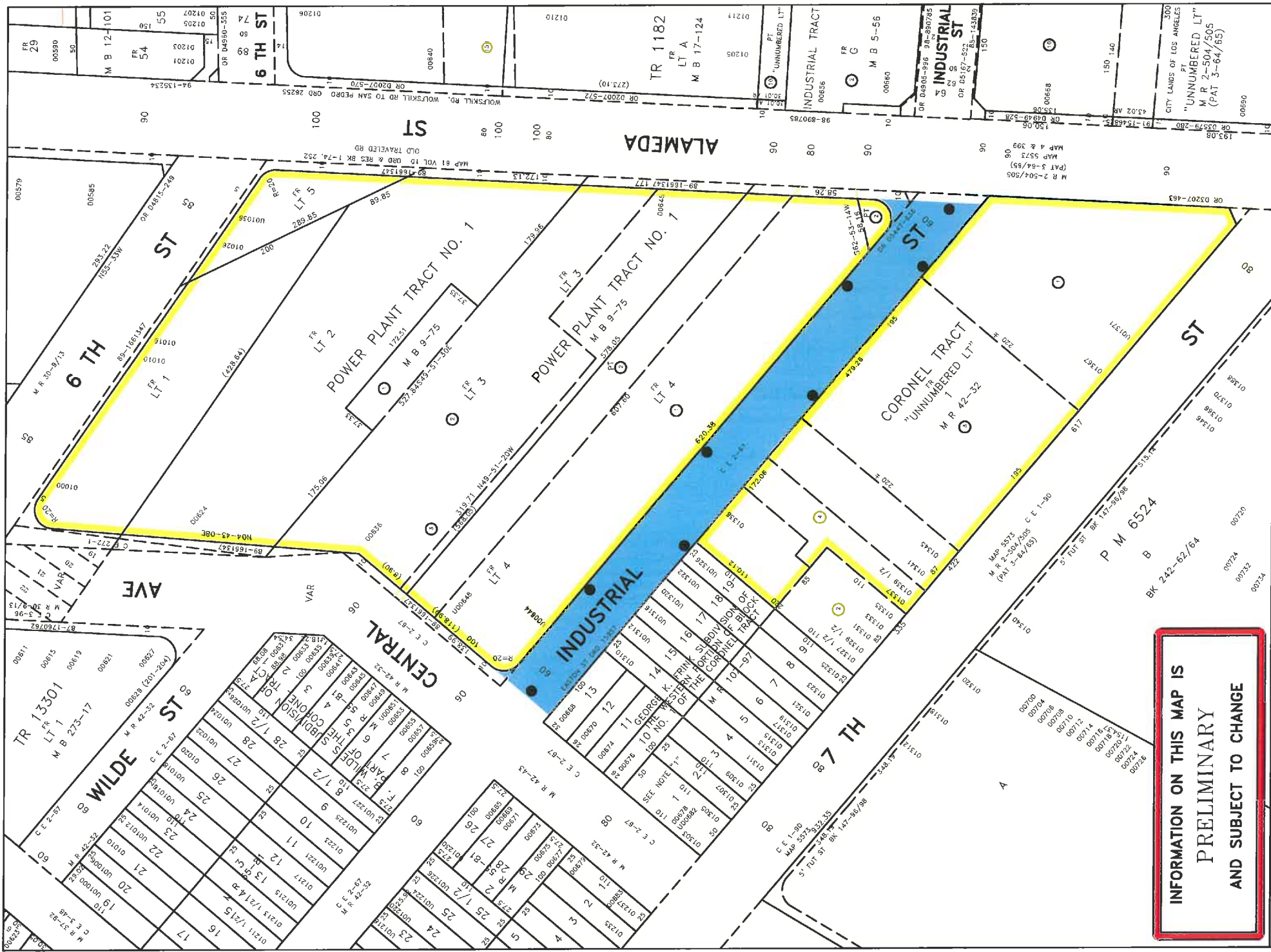
**Deleted Conditions 5, 6, 12, and 13 of City Engineer Report**

5. That the following dedications be provided adjoining the petitioner's property in a manner satisfactory to the City Engineer:
  - a.) Dedicate 10 feet as public street along Alameda Street between Industrial Street and 7th Street to complete a 50-foot wide half right-of-way in accordance with Avenue I standards per Mobility Plan 2035, together with a 20 foot radius or 15-foot by 15-foot corner cut at the corner with 7th Street.
  - b.) Dedicate variable width as public street along Central Avenue as necessary to complete a 50-foot wide half right-of-way in accordance with Avenue I standards per Mobility Plan 2035, together with a 20 foot radius or 15-foot by 15-foot corner cut at the corners with 6th Street and 7th Street.
  - c.) Dedicate 3 feet as a public street along 7th Street to complete a 43-foot wide half right-of-way in accordance with Avenue II standards per Mobility Plan 2035.
6. That the following improvements be constructed adjoining the petitioner's property in a manner satisfactory to the City Engineer:
  - a.) Widen the roadway along Alameda Street as necessary to complete a 35-foot wide half roadway, with the construction of additional pavement, integral concrete curb and gutter, and a minimum of 15-foot concrete sidewalk. Construct new curb ramps at the corner of intersections with 6th Street and 7th Street conforming to the latest BOE Curb Ramp standard (Standard Plan No. S-442-6). These improvements shall be constructed under a Class "B" Permit in a manner satisfactory to the City Engineer. Improvements shall be consistent with the Sixth Street Viaduct Project.
  - b.) Widen the roadway along Central Avenue as necessary to complete a 35-foot wide half roadway, with the construction of additional AC pavement, integral concrete curb and gutter, and 15-foot wide sidewalk, and an access ramp at the corner of the intersection with 6th Street and 7th Street. These improvements shall be constructed under a Class "B" Permit in a manner satisfactory to the City Engineer. Improvements shall be consistent with the Sixth Street Viaduct Project.
  - c.) Close the intersections of Industrial Street with Central Avenue and Alameda Street with city standard street improvements, including full height curb and gutter, or standard driveway apron in a manner satisfactory to the City Engineer.
  - d.) Fill in the 3-foot wide dedication area on 7th Street with city standard concrete in a manner satisfactory to the City Engineer. Repair and/or replace any

**Deleted Conditions 5, 6, 12, and 13 of City Engineer Report**

damaged/cracked or off-grade concrete curb, gutter, sidewalk, and AC pavement adjoining the project site's street frontage. Reconstruct the existing curb ramp at the northwest corner of the intersection with Alameda Street conforming to the latest BOE Curb Ramp standard (Standard Plan No. S-442-6).

- 12.** That street lighting facilities be installed as required by the Bureau of Street Lighting.
- 13.** That street trees be planted and tree wells to be installed as may be required by the Urban Forestry Division of the Bureau of Street Services.



**INFORMATION ON THIS MAP IS  
 PRELIMINARY  
 AND SUBJECT TO CHANGE**



Board Report

File #: 2022-0195, File Type: Project

Agenda Number: 34.

CONSTRUCTION COMMITTEE  
APRIL 21, 2022

SUBJECT: TRACK AND TUNNEL INTRUSION PROJECT

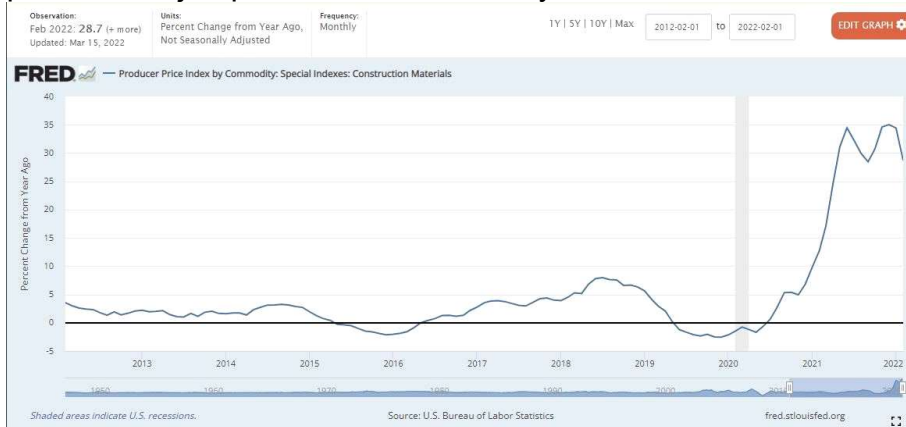
ACTION: APPROVE RECOMMENDATIONS

**RECOMMENDATION**

INCREASE the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$1,948,680, from \$8,873,092 to \$10,821,772.

**ISSUE**

In September 2019, the TTIDS Project 212123, task 06.001, was awarded a Transit Security Grant Program (TSGP) in the amount of \$6,204,960. Additionally, the Track and Tunnel Intrusion Detection system project requires \$2,668,132 of eligible local resources to fund the balance of the project cost beyond the grants funds. This brings the total LOP Budget to \$8,873,092. In response to invitation for bid #C76536C1214-2, Metro received one bid from LK Comstock National Transit, Inc. for \$9,837,975. However, there have recently been supply chain issues, inflation, and a tight current labor market. According to this graph from the U.S. Bureau of Labor Statistics, construction materials prices have jumped 28.7% in the last year.



Due to these reasons, staff requests increasing the LOP budget by \$1,948,680.

**BACKGROUND**

The project was previously solicited on July 13, 2021, under IFB No. C76536C1214. On the bid due date, September 10, 2021, one (1) bid was received, and a public bid opening was held. The bid was rejected, and the solicitation was canceled. It was determined the bid amount was at an unreasonable price amount. The Metro project team completed a market survey, reviewed the scope of work, and de-scoped the work on the B line. The project was re-solicited with only the D Line, eight (8) Stations from Union Station through Wilshire Western Station, as the scope of work under a separate solicitation. The Design/Bid/Build Invitation for Bid (IFB) No. C76536C1214-2 was re-solicited on December 10, 2021.

## **DISCUSSION**

The Track and Tunnel Intrusion Detection system project for underground rail stations proposes to install track intrusion systems at Metro rail underground stations. Metro Headquarters (USG), which is located at Union Station in Downtown Los Angeles, is a key hub to the B (Red) and D (Purple) lines, and the 7th Street and Metro Center Station is a key hub to the B (Red), A (Blue), D (Purple) and E (Expo) lines, all which have been determined by the DHS to be part of the Top Transit Asset List (TTAL).

Variables such as poor lighting and train headlights create moving shadows, heat, and a lack of accurate depth perception in dark confined spaces have posed a challenging environment for our existing system. For example, the increasing number of the unhoused population seeking shelter on various parts of the Metro system, specifically in underground stations and ancillary areas has resulted in reoccurring intrusions causing concerns for their safety and safety of traveling public. The environment also makes it difficult to detect unauthorized intrusion related to criminal activity. In today's environment it remains necessary to constantly adjust to the tactics, techniques and procedures of terrorists who aim to cause mass civilian casualties or major system failures. These improvements will include additional digital video recorders, cabling, and the engineering to facilitate Track and Tunnel Intrusion technology. With this improvement, DHS' FY20 evaluation of the national risk profile, priority of; 1) Enhancing the Protection of Soft Targets/Crowded Places, will be addressed.

Additionally, ancillary areas include Traction Power, HVAC, communications, electrical, train control, and plumbing rooms. Protecting these areas and nearby tracks is critical to keeping our trains operational in a safe and secure manner.

Therefore, a Track and Tunnel Intrusion Detection system is crucial for the safety and protection of the Metro system, its ancillary areas and train tunnels. This protection may be accomplished by positioning Track and Tunnel Intrusion Detection system equipment on the tunnel's walls to detect intruders. All required labor, material, equipment, and installation of the system will be performed by the vendor in collaborations with Metro staff.

## **DETERMINATION OF SAFETY IMPACT**

This capital improvement project will provide a positive safety impact to Metro employees, contractors, and the public by providing enhanced safety and security against unauthorized entries to

our system. This project will also increase situational awareness and promote better behaviors from all.

### **FINANCIAL IMPACT**

This is a multi-year project. Upon approval of the revised Life of Project budget, staff will manage the Project within the Board approved fiscal year budgets. It is the responsibility of the Chief Safety Officer and Project Manager to budget for this project in future fiscal years.

#### **Impact to Budget**

The additional effort of \$1,948,680 beyond the TSGP will be funded by eligible local funds, which may be eligible for bus/rail operating or capital expense., .

### **EQUITY PLATFORM**

Currently, station platforms do not have fixed barriers or an intrusion system to prevent individual(s) from jumping off the platform and entering our tunnels. The Track and Tunnel Intrusion project will address unauthorized entry to our underground tunnels. Unauthorized entry onto our tracks poses a safety and security risk to transit riders and members of the public, including unhoused individuals seeking shelter in Metro underground stations. This project will protect our customers, track, and tunnel areas which is crucial to keeping our trains operating in a safe and reliable manner for the entire community.

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

The recommendation supports strategic plan goal # 1. Approval of this recommendation supports Metro Strategic Plan Goal 1: Deliver an outstanding experience for all users of the transportation system by providing superior customer service while preventing terrorism and reducing crime on our system. This project will protect our customers, track, and tunnel areas which is crucial to keeping our trains operating in a safe and secure manner.

### **ALTERNATIVES CONSIDERED**

Any incapacitation or destruction to LACMTA's system would severely affect the continuity of operations as well as safety to public health, security, and economic impact to the Los Angeles County area. This capital improvement project will support the Track and Tunnel Intrusion Detection for underground rail stations would add to Metro's continued improvement to our physical security posture in critical locations, which have been identified as 'soft targets'. If increase in LOP budget is declined, there is risk of losing grant money, losing procurement, and system not being installed.

### **NEXT STEPS**

After an increase in LOP is approved, the contract can be awarded, and the contractor can be

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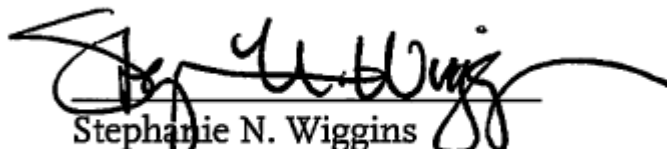
authorized to proceed with the design, materials procurement, installation and testing activities.

**ATTACHMENTS**

ATTACHMENT A - TTIDS Funding and Expenditure Plan

Prepared by: Susan Walker, Director, Physical Security, System Security and Law Enforcement, (213)922-7464  
Aston Greene, Executive Officer, System Security and Law Enforcement, (213) 922-2599  
Errol Taylor, Acting Deputy Chief Operations Officer, Maintenance & Engineering, (213) 922-3227

Reviewed by: Gina Osborn, Chief Safety Officer, (213) 922-3055  
Bernard Jackson, Acting Chief Operations Officer, Rail, (213) 418-3001  
Debra Avila, Deputy Chief, Vendor/Contract Management, (213) 418-3051



Stephanie N. Wiggins  
Chief Executive Officer

	A	B	C	D
1	<b>Use of Funds</b>	<b>Inception thru FY22</b>	<b>FY 23</b>	<b>Total Capital Cost</b>
2	Design Phase Total	550,000	0	550,000
3	<b>Construction Phase</b>			
4	Mobilization/Demobilization	1,129,814	0	1,129,814
5	Final Design Drawings	219,208	0	219,208
6	Furnish and install conduit	715,316	0	715,316
7	Furnish and Install Communication Cable	139,658	0	139,658
8	Furnish and Install Power Cable	108,737	0	108,737
9	Furnish and Install CIC Cabinets	86,621	0	86,621
10	Furnish and Install New Network Switches (TC&C Room)	72,789	0	72,789
11	Furnish and Install New Network Switches (CIC)	77,670	0	77,670
12	Furnish and Install New UPS	201,953	0	201,953
13	Furnish and Install TTIDS Equipment	2,611,226	2,611,226	5,222,452
14	Test Plan, Procedures, Reports	0	250,000	250,000
15	Test and Commission TTIDS Equipment	0	398,236	398,236
16	As-Builts	0	172,742	172,742
17	Training	0	31,961	31,961
18	Spare Parts	0	462,438	462,438
19	Special Test Equipment, If Required	0	0	0
20	<b>Total Project Cost</b>	<b>5,912,992</b>	<b>3,963,861</b>	<b>9,876,853</b>
21	<b>Source of Funds</b>	<b>Inception thru FY22</b>	<b>FY23</b>	<b>Totals</b>
22	Transit Security Grant Program	\$6,204,960	0	\$6,204,960
23	Transit Development Act	\$0	2,668,132	\$2,668,132
24	SSLE Capital Funds	\$0	1,948,680	1,948,680
25	<b>Total Project Funding</b>	<b>\$6,204,960</b>	<b>4,616,812</b>	<b>\$10,821,772</b>





Board Report

File #: 2022-0127, File Type: Contract

Agenda Number: 40.

EXECUTIVE MANAGEMENT COMMITTEE  
APRIL 21, 2022

**SUBJECT: LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SERVICES**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATION:**

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Contract No. PS6056400A with FAME Assistance Corporation (FAME) for Administration of Metro’s LIFE program for the Southwest and Northwest Service Regions in the amount of \$965,932, increasing the total contract value from \$2,991,965.01 to \$3,957,897.01, for the remaining two years of the contract; and

B. EXECUTE Modification No. 1 to Contract No. PS6056400B with the International Institute of Los Angeles (IILA) for Administration of Metro’s LIFE program for the Southeast Service Region in the amount of \$467,085, increasing the total contract value from \$1,605,248 to \$2,072,333, for the remaining two years of the contract.

**ISSUE**

At its meeting of September 25, 2019, the Metro Board of Directors approved the award of competitively procured contracts PS6056400A and PS6056400B, effective January 1, 2020, with FAME and IILA respectively, to provide program administration and oversight activities of the countywide LIFE program. Each organization has specific responsibility over Metro designated geographic regions within the county.

At its meeting of September 23, 2021, the Metro Board adopted Motion 40 (Attachment C) to, among other things, promote a doubling of enrollment in Metro’s LIFE program. To achieve this goal, program administrators have significantly increased current resources towards this objective. While remaining within the scope of the original contract, this increase in the required level of effort to comply with the goal of the Board is consuming personnel and other resources at a rate greater than originally planned or anticipated.

**DISCUSSION**

In response to the Board motion, staff has worked to support the doubling of LIFE program enrollment through a number of supportive vehicles that increased access to the program, ease of application to the patron, and provided among the largest incentive to enrollment in the program's history. These improvements included:

- The development of an on-line portal that allows potential enrollees to submit applications through any internet connected device. These applications are routed to the administrators for review, and, if approved, LIFE database entry.
- The revision of program guidelines to allow an individual to "self-certify" with respect to qualifying level of income.
- The elimination of the requirement that an individual applying for the program present a currently valid TAP card. Under the new guidelines, if a potential enrollee does not have a TAP card, they may indicate so on the application and one is provided.
- The development of a 90-day, region wide pass, good for unlimited trips on any one of the 13 LIFE program participating transit operators for all new program enrollees.
- The application of the full LIFE discount to Metro's 50% promotional fare reduction beginning January 10, 2022.
- Metro directed and administrator staffed in person, pop up events at major transit centers, community events, and other locations.
- Marketing, outreach and promotional activities designed to increase program awareness and attract new enrollees.
- Significant improvements to the LIFE program website to ease access to information.
- The expansion of locations that an individual may submit a program application including Metro Customer Service Centers among others.
- Exploring opportunities with Los Angeles County social service agencies to connect and highlight the LIFE program with their respective constituencies.

Combined, the efforts above have led to:

- an increase of over 38,471 enrollees in the program since mid-October, representing 42.2% towards attainment of the Board's goal of doubling enrollment and brings the total LIFE program participants to 128,136.
- Average LIFE enrollments per week are currently 2,187 that is an 37% increase in weekly enrollments compared to average enrollments before COVID
  - 55% of new enrollments submitted through the new online application/portal
  - 38% of applications submitted via self-certification; and
- More than 55% of new applicants issued a TAP card.

The contract modification will increase the staffing level at FAME by eight and at IILA by three full-time staff. The new full-time staff will collectively work to assist in delivering expanded services, reviewing, evaluating, and processing applications through in-person enrollment and online portal applications that require the same level of processing support as paper applications. Staff will also be attending outreach events, providing bilingual/multi-lingual support as well as responding to an increase in community inquiries. On average, administrators now receive over 100 -150 phone or email inquiries per day, a 60% increase from the previous level of inquiries. Staff further expects

recent increases in the program to continue as awareness of the program by individuals continues to expand, and riders seek to take advantage of the incentives of program enrollment.

As an example, an enrollee in the LIFE program, upon expiration of their 90-day new enrollee incentive pass, can apply the full LIFE discount to a 50%-off regular 30-day Metro pass for a final discounted pass price of \$26 - Less than \$1 a day for unlimited trips on Metro Bus and Rail transit through the end of June.

### **CONTRACT MODIFICATION**

Staff is seeking approval for contract modifications to reflect increased administrator levels-of-effort to accommodate:

- Significant current and expected future program enrollment activities by FAME and IILA, through both in person enrollments and the greatly expanded on-line portal applications. At the time of initial contract award, the on-line portal was not envisioned.
- Administrator attendance at Metro directed outreach, or pop-up events that require additional administrator staff including interpreters.
- Mailing and postage requirements for those individuals requesting a TAP card
- Future income verification for enrollees using the self-certification process of income levels.

### **DETERMINATION OF SAFETY IMPACT**

Metro Board adoption of staff recommendation would have no adverse impact on Metro or the regional transit system's safety

### **FINANCIAL IMPACT**

The approval of the staff recommendation will have a modest financial impact over the life of the contract as a result of seeking double the number of LIFE program enrollees in a 15 month period.

#### **Impact to Budget**

As a result of decreased activity due to the COVID-19 pandemic, there is sufficient FY22 budget within the LIFE Program to absorb expenses generated by these two contracts prior to June 30, 2022. Upon Board approval of the recommendation, staff will ensure FY23 budget is sufficient to cover for these contract expenses within the LIFE Program.

### **EQUITY PLATFORM**

The proposed action would provide needed capacity for the contracted LIFE program administrators that have significantly advanced progress towards the Board's goal to double enrollment in the LIFE program. Community outreach from trusted service providers is critical to informing lower income riders of the program's benefits and facilitating access to these benefits. As the median annual

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income of Metro's bus riders is less than \$18,000, reducing barriers to the LIFE program will alleviate significant transportation cost burdens for many system riders.

Adoption of the staff recommendation and the work of our program directly support increased access and mobility for low income individuals throughout Los Angeles County.

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

Adoption of staff recommendation supports Strategic Plan Goal 3 to: Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

The Board could choose to not approve to increase resources for LIFE program administration. Staff does not recommend such an action. In order to achieve the Board directed goal of doubling enrollment in the LIFE program, program administrators are the key community partner in the achievement of this goal. As non-profit, community based organizations, neither FAME nor IILA has the capital resources to sustain this increased level of effort without appropriate commitment from Metro.

### **NEXT STEPS**

Upon Board approval, staff will execute the contract modifications and continue to work with our administrator partners to achieve the Board directed goal of doubling enrollment in the LIFE Program.

### **ATTACHMENTS**

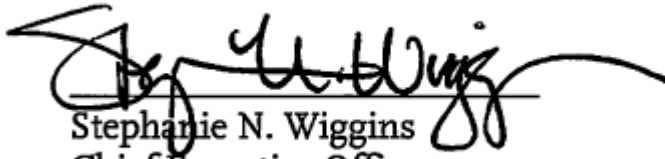
- Attachment A - Procurement Summary
- Attachment B - Contract Modification/Change Order Log
- Attachment C - DEOD Summary
- Attachment D - Board Motion #40

Prepared by:

Armineh Saint, Director Budget, LIFE Project Manager (213) 922-2369

Reviewed By:

Elba Higueros, Deputy Chief of Staff, (213) 922-6820  
Debra Avila, Deputy Chief, Vendor/Contract Management, (213) 418-3051  
Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins  
Chief Executive Officer

## PROCUREMENT SUMMARY

**LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT  
SERVICES / PS6056400A, PS6056400B**

1.	<b>Contract Numbers:</b> A: PS6056400A B) PS6056400B		
2.	<b>Contractors:</b> A: FAME Assistance Corporations (Southwest Region and Northwest Region) B) International Institute of Los Angeles (Southeast Region)		
3.	<b>Mod. Work Description:</b> Increase contract value to expand enrollment and participation in LACMTA's Low Income Fare is Easy (LIFE) Program.		
4.	<b>Contract Work Description:</b> LIFE Program Administrator Services		
5.	<b>The following data is current as of:</b> 3/4/22		
6.	<b>Contract Completion Status</b>		<b>Financial Status</b>
	<b>Contract Awarded:</b>	09/18/19	<b>Contract Award Amounts:</b> A: \$2,991,965.01 B: \$1,605,248
	<b>Notice to Proceed (NTP):</b>	09/26/19	<b>Total of Modifications Approved:</b> \$0
	<b>Original Complete Date:</b>	06/30/22	<b>Pending Modifications (including this action):</b> A: \$965,932 B: \$467,085
	<b>Current Est. Complete Date:</b>	06/30/22	<b>Current Contract Value (with this action):</b> A: \$3,957,897.01 B: \$2,072,333
7.	<b>Contract Administrator:</b> Ernesto N. De Guzman		<b>Telephone Number:</b> (213) 922-7267
8.	<b>Project Manager:</b> Armineh Saint		<b>Telephone Number:</b> (213) 922-2369

**A. Procurement Background**

This Board Action is to approve Contract Modification No. 1 for Contract Nos. PS6056400A and PS6056400B to allow both contractors to increase their levels of effort to expand participation in the LACMTA LIFE Program as directed by Board Motion 40 approved on September 23, 2021.

No modifications have been previously issued for either Contract.

**B. Cost/Price Analysis**

The recommended price(s) have been determined to be fair and reasonable based upon technical evaluation, cost analysis, and negotiations.

Contract No. PS6056400A

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$965,932	\$965,932	\$965,932

Contract No. PS6056400B

<b>Proposal Amount</b>	<b>Metro ICE</b>	<b>Negotiated Amount</b>
\$467,085	\$467,085	\$467,085

## CONTRACT MODIFICATION/CHANGE ORDER LOG

LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT  
SERVICES

PS6056400A

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Additional level of effort	Pending	Pending	\$965,932
	<b>Modification Total:</b>			\$965,932
	<b>Original Contract:</b>	Approved	2/28/19	\$2,991,965.01
	<b>Total:</b>			\$3,957,897.01

PS6056400B

<b>Mod. No.</b>	<b>Description</b>	<b>Status (approved or pending)</b>	<b>Date</b>	<b>\$ Amount</b>
1	Additional level of effort	Pending	Pending	\$467,085
	<b>Modification Total:</b>			\$467,085
	<b>Original Contract:</b>	Approved	2/28/19	\$1,605,248
	<b>Total:</b>			\$2,072,333



**DEOD SUMMARY**

**LOW INCOME FARE IS EASY (LIFE) PROGRAM ADMINISTRATOR SUPPORT SERVICES / PS6056400A, PS6056400B**

**A. Small Business Participation**

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this solicitation due to the lack of subcontracting opportunities available for small businesses as the community-based organizations will perform the work with their own workforces.

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

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

**C. Prevailing Wage Applicability**

Prevailing wage is not applicable to this contract.

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

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

**Board Report**

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**File #:** 2021-0627, **File Type:** Motion / Motion Response**Agenda Number:** 40.

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**REVISED**  
**REGULAR BOARD MEETING**  
**SEPTEMBER 23, 2021****Motion by:****DIRECTORS MITCHELL, SOLIS, GARCETTI, SANDOVAL, BONIN, AND DUPONT-WALKER**

Related to Item 35: Fareless System Initiative (FSI)

Effective March 23, 2020, former LA Metro CEO Phil Washington ordered that all passengers shall board the rear door when entering an LA Metro bus and, accordingly, removed the requirement for bus passengers to use the fare box. This practice was established to reduce the risk of COVID-19 transmissions on transit and to protect transit operators at the front of the bus from potential exposure to COVID-19. While put in place as a health pandemic response, this practice has been one of the most effective strategies in our region to respond to the economic pandemic our communities face.

Riders and community advocates quickly embraced LA Metro's fare free bus service and in August 2020, CEO Washington announced the formation of the Fareless System Initiative (FSI) Task Force to study the potential for continuing fare-free service as a recovery strategy to continue after the pandemic. The Task Force's research confirmed what riders already know; that LA Metro's riders are overwhelmingly low-income people of color for whom transit fares are an economic burden and for whom fare enforcement perpetuates racial disparities. Furthermore, the Task Force found that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative. Buoyed by these findings, on May 27, 2021, the Board directed staff to proceed with FSI, subject to a final financial plan, which is before the Board for consideration today.

The financial plan identifies funding for free student passes as Phase 1 of FSI. Staff has moved quickly to build on the previously existing U-Pass program to expand free student passes to students in every participating school district throughout the county. However, the financial plan does not identify the funding needed to move forward and launch Phase 2 of FSI, which would serve all low-income riders. In the interim, staff proposes to build on the existing LIFE Program as a first step toward FSI Phase 2, until additional funding can be secured.

Increasing enrollment in the LIFE Program is an important interim step for an expansion of FSI. If implemented, it will create a pre-qualified pool of applicants for FSI Phase 2. While enrollment has grown since its launch in 2019, the LIFE Program still falls far short of its intended impact, largely due

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to intimidating, restrictive, and tedious enrollment barriers. The current LIFE Program design will require an overhaul to meet the needs of eligible low-income riders. Namely, the LIFE Program must be far easier to enroll in, more accessible, easier to pay for, and truly affordable for low-income riders.

Our communities are still faced with a dual economic and health pandemic that racial and economic inequalities have further exacerbated. Programs across this region-created to support families in need-will be expiring later this year, despite evidence that these programs have collectively spurred a record drop in poverty (as much as half according to the Urban Institute). Costs will quickly escalate for families, many of whom are still unemployed, taking care of children and loved ones at home, and paying off rental debt. LA Metro must do more to prevent the resumption of fares from exacerbating economic distress among economically vulnerable people in our communities. Removing financial barriers for those who cannot afford transportation creates a lifeline for those who need access to essential travel.

Revamping the LIFE Program will alleviate the impact of fares on low-income riders while preparing LA Metro to implement FSI Phase 2.

**SUBJECT: AMENDMENT TO FARELESS SYSTEM INITIATIVE (FSI)**

**RECOMMENDATION**

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

- A. Develop a plan to double the number of LIFE Program enrollees by the end of 2022.
- B. Expedite a streamlined application system that enables on-the-spot enrollment and the immediate issuance of LIFE Program benefits through a process that allows applicants to self-certify qualification in the program. Applicants should attest that their information and eligibility in the program is accurate under penalty of fine.
- C. Ensure the fare capping pilot approved by the Board in March 2021 applies to LIFE Program participants.
- D. Expand partnerships with local, state, and federal public benefit programs to automatically enroll members in LIFE upon qualification.
- E. Partner with community-based organizations to canvass LA Metro buses and trains to enroll qualifying riders.
- F. Provide three months of fareless transit to new enrollees as an incentive to enrollment, beginning upon the resumption of fare collection.
- G. Evaluate whether qualified applicants can enroll in the LIFE Program with the next generation of touch screen TAP Vending Machines.

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

- H. Continue the current boarding practices until prospective participants can enroll-on-the spot and self-certify their eligibility, with no less than 90 days for promotion and 45 days for enrollment before fare collection resumes. The resumption of fare collection should also be subject to a 45-day awareness-building period that fares collection will resume as detailed in Attachment I of the September 2021 FSI report (Board File 2021-0574).
- I. Return to the Board in January 2022 with an update on LIFE Program changes.
- J. Conduct a LIFE Program evaluation - in partnership with community-based organizations -- to:
  - 1. Develop additional strategies that support the enrollment of new participants in the LIFE Program.
  - 2. Survey and convene current and prospective LIFE Program enrollees on how well the current program meets the needs of eligible applicants.
  - 3. Review current benefit levels and recommend changes, as appropriate.

**BONIN AMENDMENT:**

I would like Metro staff to come back to us in your next report with a more reasonable evaluation of the benefits and costs of going truly fareless. This analysis needs to consider:

- A. A phased approach that winds down contracts rather than breaching them.
- B. The cost of anticipated upgrades and maintenance of our fare collection system that could be avoided.
- C. Realistic ridership and fare revenue forecasts that take into account actual ridership trends, use today's ridership as a baseline, and factor in already Board-approved discounts, including today's actions.
- D. Operational savings from reduced bus dwell times and reduced staff needs for fare collection and enforcement.
- E. Validating cost assumptions from munis.
- F. Looking more holistically at Access Services, including potential savings from Federal waivers and coordination with Microtransit; and
- G. Look at universal \$26 pass proposal from Bus Riders Union.

**KUEHL AMENDMENT:**

Report back on the communication plan.