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

Agenda - Final

Thursday, February 27, 2025

10:00 AM

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Board of Directors - Regular Board Meeting

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

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

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

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

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

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

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

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under $50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars ($50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than $500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

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

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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.

323.466.3876
x2 *Español (Spanish)*
x3 中文 *(Chinese)*
x4 한국어 *(Korean)*
x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
x7 русский *(Russian)*
x8 Հայերէն *(Armenian)*

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

Live Public Comment Instructions:

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

The Meeting begins at 10:00 AM Pacific Time on February 27, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
English Access Code: 5647249#
Spanish Access Code: 7292892#

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 27 de Febrero de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
Codigo de acceso en espanol: 7292892#

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

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 7, 8, 9, 10, 11, 17, 23**, 24, and 25.

**Item requires 2/3 vote of the Full Board.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 9.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2025-0143

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2025-0145

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

14. SUBJECT: COST-BENEFIT ANALYSIS FOR METRO CAPITAL PROJECTS MOTION 2025-0149

RECOMMENDATION

APPROVE Motion by Directors Dutra, Najarian, Barger, and Butts to direct the CEO to incorporate a standardized cost-benefit analysis, using USDOT analysis or a comparable methodology, for all Metro capital projects to help inform the agency's data-driven and transparent decision-making process for projects Metro advances. This analysis should also include national economic impact data. An update on this analysis shall be presented as part of the Annual Program Evaluation brought to the Board in 2025.

29. SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 2, 8, 9, & 15 2024-0193

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. OP125246000 to Clean Energy, for the Operation and Maintenance (O&M) services of Compressed Natural Gas (CNG) fueling stations at Divisions 2, 8, 9, and 15, for a Not-To-Exceed (NTE) amount of $6,150,097 for the three-year base period, and $2,036,432 for the first one-year option term and $2,036,432 for the second one-year option term, for a combined NTE amount of $10,222,962, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

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

31. SUBJECT: KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING ASSEMBLY 2024-1143

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month firm fixed price Contract No. OP125304000 to Jamaica Bearings, the lowest responsive and responsible bidder, in the amount of $1,691,769.20 for the purchase of Ball Bearing Slewing Ring Assemblies in support of the P3010 Light Rail Vehicle (LRV) fleet, subject to the resolution of any properly submitted protest(s), if any.

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

32. SUBJECT: I-710 INTEGRATED CORRIDOR MANAGEMENT CONSTRUCTION MANAGEMENT SUPPORT SERVICES 2024-1129

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month, firm-fixed-price Contract No. AE52227000 to Jacobs Project Management Co. for Construction Management Support Services (CMSS) for the Interstate 710 Integrated Corridor Management (I-710 ICM) Project in the amount of $5,521,039, subject to the resolution of any properly submitted protest(s), if any.

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

33. SUBJECT: FAREGATE RETROFIT (PHASE 2) - UPGRADE EXISTING GATED STATIONS WITH TALLER GATES 2024-1126

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for an amount not-to-exceed $15.3 million for the implementation of taller faregates at 11 additional stations to provide safety, and security, and enhance access control;

B. AMEND the FY25 budget to add three (3) Non-Contract Full-Time Equivalent (FTE) positions to manage the gating analyses and implementation of taller gates across the 11 additional stations and expansion of taller gates across the Metro Rail system and new stations from new rail lines and transition into operations and maintenance; and

C. AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements, contracts, and contract modifications associated with the increased LOP budget.

Attachments: Attachment A - Data on Fare Evasion and Faregate Installation Schedule
Presentation

38. SUBJECT: WEAPONS DETECTION SYSTEMS PILOT FINDINGS 2024-1124

RECOMMENDATION

RECEIVE AND FILE the Weapons Detection System Proof-of-Concept Pilot Findings.

Attachments: Attachment A - Board Motion 34.1
Presentation

39. SUBJECT: CONTINUATION OF WEAPONS DETECTION PILOT MOTION 2025-0164

RECOMMENDATION

APPROVE Motion by Directors Hahn, Barger, Solis, Bass, Dutra and Butts to direct the Chief Executive Officer to:

A. Extend and expand the deployment of the “pillar-type” weapons detection system pilot for 12 months to additional key high-traffic transit stations to gather additional data on effectiveness, false positives, staffing needs, and any impacts to passenger experience;

B. Conduct a 12-month pilot of weapons detection technology aboard a minimum of (2) Metro buses;

C. Provide a quarterly report on the requirements, feasibility, and timeline for upgrading Metro’s video and camera system, to include the integration of brandished firearm detection analytics. This report should outline the infrastructure needs, estimated costs, and privacy considerations to ensure alignment with the agency’s broader safety and security goals; and

D. Report back to the Board in June 2025, and on an as-needed basis, with findings and recommendations from the continued pilots.

40. SUBJECT: ADOPT PUBLIC SAFETY POLICE PENSION PLAN FOR ELIGIBLE EMPLOYEES OF NEW TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT 2025-0059

RECOMMENDATION

AUTHORIZE the Board of Directors for the Public Transportation Services Corporation to amend the contract with the California Public Employee’s Retirement System (CalPERS) to implement a Safety Police Pension Plan for sworn officers hired for the new Transit Community Public Safety Department (TCPSD) (Attachment A).

Attachments: Attachment A - Safety Police Pension Plan Summary

END OF NON-CONSENT

41. SUBJECT: CLOSED SESSION 2025-0161

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1. Cameron Yale v. LACMTA, LASC Case No. 21STCV41653

B. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)
Significant Exposure to Litigation (one case)

C. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4)
Initiation of Litigation (one case)

D. Conference with Labor Negotiator - Government Code 54957.6
Agency Designated Representatives: Cristian Leiva and Dawn Jackson-Perkins
Employee Organizations: AFSCME, SMART and Teamsters

CONSENT CALENDAR - ITEMS 2, 7, 8, 9, 10, 11, 17, 23, 24, and 25.

2. SUBJECT: MINUTES 2025-0146

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 23, 2025.

Attachments: Regular Board Meeting MINUTES - January 23, 2025
January 2025 RBM Public Comments

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

7. SUBJECT: SR 57/60 INTERCHANGE IMPROVEMENT PROJECT UPDATE 2024-1085

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of $13,344,233.05, increasing the contract value from $29,525,000 to $42,869,233.05 construction management services;

B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of $3,037,366, increasing the contract value

from $29,213,933 to $32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and

C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

Attachments: Attachment A - SR 5760 Interchange Improvement Project Map
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary
Presentation

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

8. SUBJECT: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS 2024-1140

RECOMMENDATION

APPROVE the amendments to the Regional Transportation Improvement Program as shown in Attachment A.

Attachments: Attachment A - Amendments to Los Angeles County RTIP
Presentation

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

9. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION 2024-1162

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming an additional $8,904,127 of Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, including inter-program borrowing of $4,531,812 from the Measure M MSP Highway Efficiency Program, shown in Attachment A;

2. programming an additional $15,221,093 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: Attachment A - Active Transportation/Transit/Tech Program Projects
Attachment B - Highway Efficiency Program Projects
Presentation

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

10. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT 2024-1100

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by $608,095,000 from $879,731,000 to $1,487,826,000; and

B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

Attachments: Attachment A - ESFV Preconstruction Budget and Commitments
Attachment B - ESFV Preconstruction Funding and Expenditure Plan
Presentation

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

11. SUBJECT: SOUTHEAST GATEWAY LINE PROJECT - ADVANCED WORKS CONSTRUCTION MANAGER/GENERAL CONTRACTOR PHASE 1 2025-0007

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS119518000 to Flatiron-Herzog, a SGL Joint Venture, for the Southeast Gateway Line Light Rail Transit (LRT) Project (Project) Advanced Works Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of $10,543,240 for Preconstruction Services, subject to the resolution of properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of

$997,750,195; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Attachments: Attachment A - Preconstruction Funding Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary
Presentation

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

17. SUBJECT: RISK MANAGEMENT INSURANCE BROKERAGE SERVICES 2024-1083

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS126876000 to Marsh USA LLC for insurance brokerage services in the amount of $1,503,513 for the five-year base term, and $601,405 for each of the two, two-year options, for a total amount of $2,706,323, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

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

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

23. SUBJECT: ELECTRIC VEHICLE CHARGING STATIONS 2024-1074

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Utilities Code (PUC) §130242 and Metro's procurement policies and procedures for operations and maintenance of Electric Vehicle Charging Stations.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Electric Vehicle Parking Strategic Plan 2023-2028
Attachment B - EV Users Concentrated Around the Westside, Central LA, & SG
Presentation

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

24. SUBJECT: ELECTRIC VEHICLE CHARGING POLICY 2025-0005

RECOMMENDATION

ADOPT Metro Electric Vehicle (EV) Charging Policy (Attachment A).

Attachments: Attachment A - Electric Vehicle (EV) Charging Policy
Attachment B - Metro EV Charger Pricing Proposal and Details
Presentation

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

25. SUBJECT: ADDRESSING RIDER FEEDBACK FROM TELEPHONE TOWN HALL MOTION 2025-0132

RECOMMENDATION

APPROVE Motion by Hahn, Sandoval and Dupont-Walker that the Board direct the Chief Executive Officer to report back in 90 days on how Metro is addressing, promoting and/or improving the following initiatives which were received as community feedback at the telephone town hall:

A. Increased lighting throughout the system;

B. Cleanliness on buses and trains;

C. Timely elevator maintenance;

D. ~~Promotion of DBE/SBE workshops~~ Expansion of and interaction with small businesses and disadvantaged enterprises, including outreach to small businesses and disadvantaged businesses enterprises;

E. Metro's Bike Share program; and

F. Metro's Free and Reduced programs.

SUBJECT: GENERAL PUBLIC COMMENT 2025-0147

RECEIVE General Public Comment

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

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

Adjournment

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

Board Report

File #: 2025-0145, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
FEBRUARY 27, 2025

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

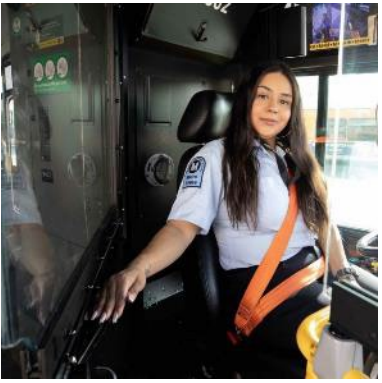
Report by the CEO
Item #4

Metro

CHIEF EXECUTIVE OFFICER

February 2025

Reducing Crimes Against Persons

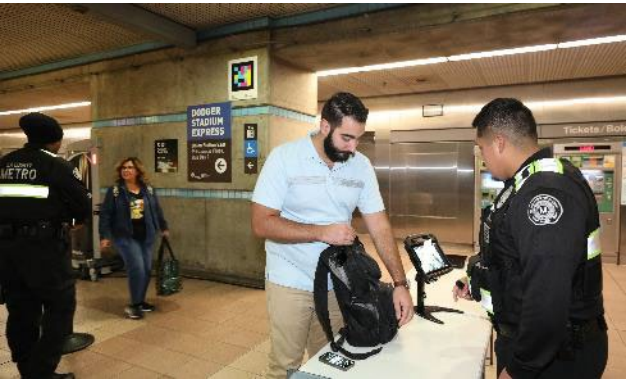


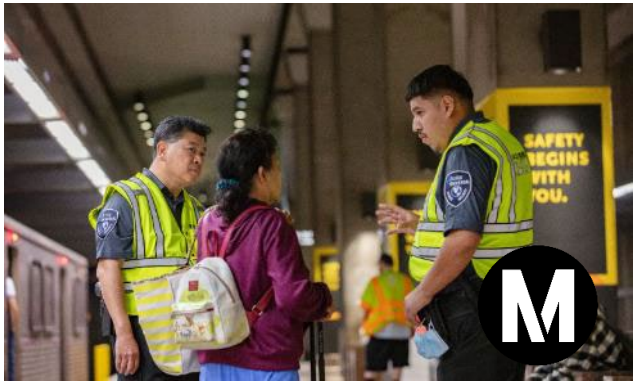
Violent Crime on Metro was down

15.5%

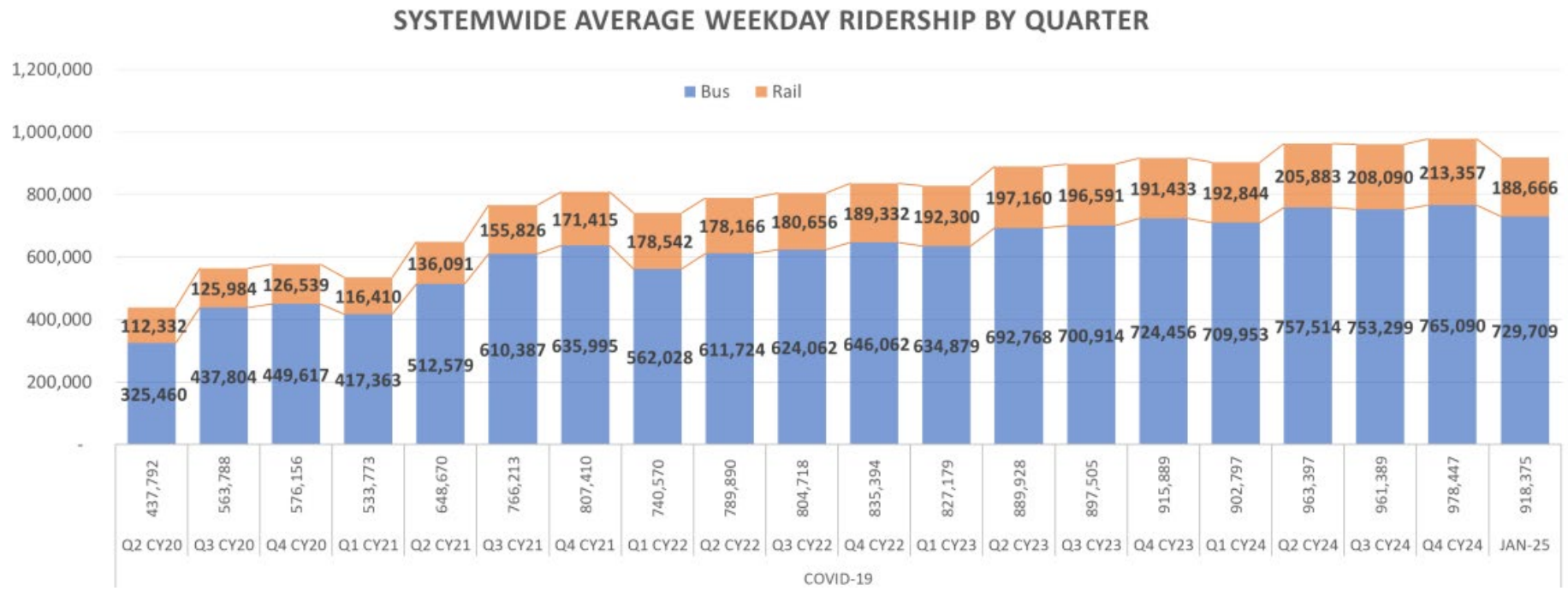
in 2024*

*per 1 million boardings



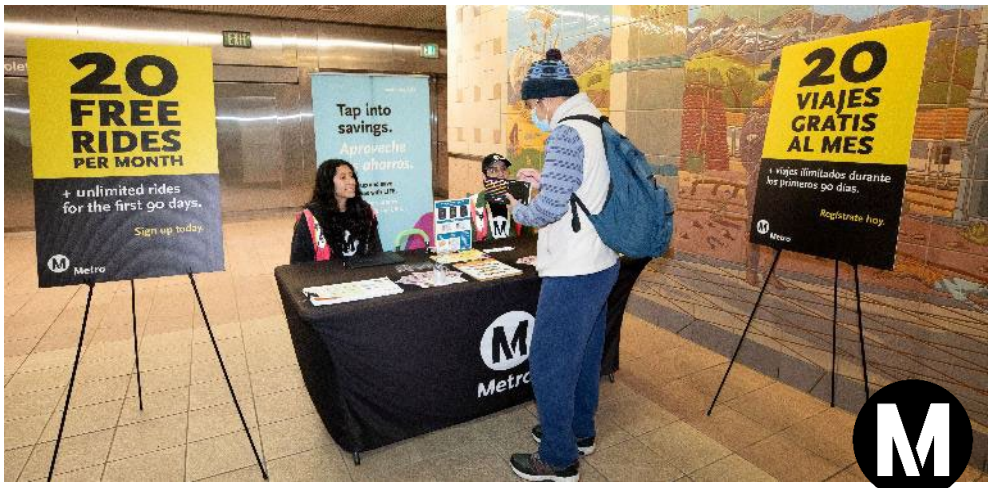


26 Months of Year over Year Ridership Growth

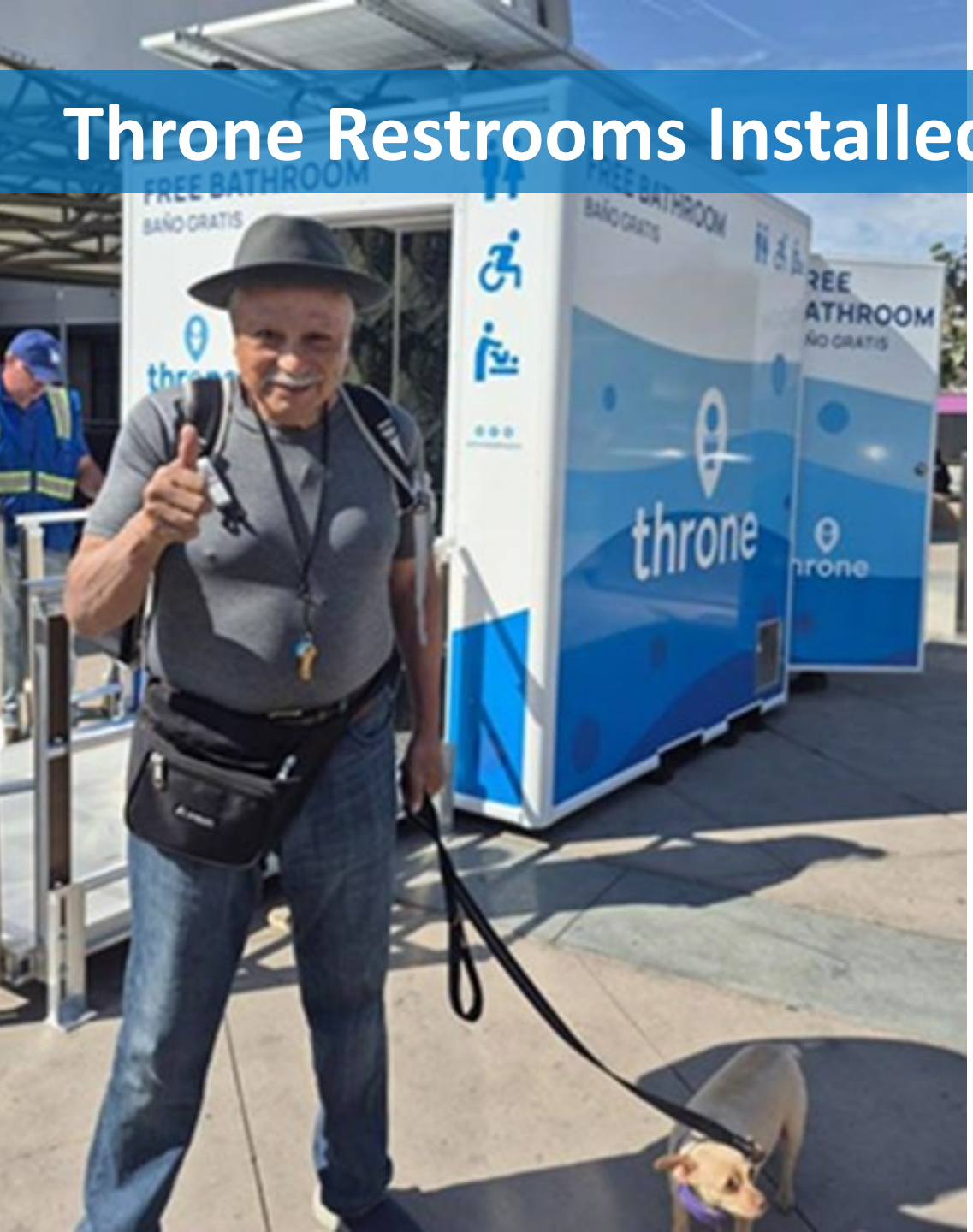


We All Deserve A Safe Metro

Tap-to-Exit debuts on the B & D Lines at Union Station



Throne Restrooms Installed at More Stations



- Harbor Freeway
- Soto Street
- Little Tokyo / Arts District
- Highland Park
- Downtown Santa Monica
- Plus: about five more being added every quarter!

Bus Riders Deserve a Fast & Reliable Ride

Bus Lane Camera Enforcement live on:

- Line 720, Wilshire Blvd.
- Line 212, La Brea Ave.
- 40,000 avg. weekday boardings on these corridors
- $293 for first violation

Next up: 60-day warning period on:

- J Line
- Line 70

Update on Wildfire Relief

Fare Relief Program: By the Numbers

People Enrolled: +3,600

Times TAP Cards Used: ~25,000

Number of events Metro attended: 39

Resource Centers visited: 7

Line 134 on PCH partially reopens TOMORROW!

Metro's Adopt-a-Bike Program partners with several nonprofits at CicLAvia in South LA to collect bikes for Eaton fire victims!

2025 Kingdom Day Parade

Come walk with us at the 126th Annual Golden Dragon Parade on Saturday, March 22nd!

File #: 2024-0193, **File Type:** Contract **Agenda Number:** 29.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025**

SUBJECT: OPERATION AND MAINTENANCE OF COMPRESSED NATURAL GAS FUELING STATIONS AT DIVISIONS 2, 8, 9, & 15

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. OP125246000 to Clean Energy, for the Operation and Maintenance (O&M) services of Compressed Natural Gas (CNG) fueling stations at Divisions 2, 8, 9, and 15, for a Not-To-Exceed (NTE) amount of $6,150,097 for the three-year base period, and $2,036,432 for the first one-year option term and $2,036,432 for the second one-year option term, for a combined NTE amount of $10,222,962, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The existing contract for CNG fueling station operations and maintenance (O&M) services at Divisions 2, 8, 9, and 15 will expire on February 28, 2025. Effective March 1, 2025, a new contract award is required to ensure service continuity and safe and timely operations.

BACKGROUND

Metro is transitioning from a CNG (renewable natural gas) to a zero-emission bus fleet. Metro's bus electrification efforts reached a key milestone in July 2020 when the first electric buses debuted on the Metro G Line (Orange). More were phased in throughout 2020 so that, by the start of 2021, 100% of the G Line buses were battery-electric. As staff works to transition other divisions to an electric fleet fully, Metro will still require operating and maintenance services to its CNG compounds to fuel the non-electric buses with CNG. Our goal is to reduce tailpipe pollutant emissions further and contribute to improved air quality while reducing noise and increasing comfort for passengers.

On August 1st, 2013, the Board awarded a 10-year, firm fixed unit rate Contract No. OP33432555 to Clean Energy for CNG fueling station O&M services at Divisions 2, 8, 9, & 15. Under the existing contract, the contractor is responsible for conducting preventive maintenance, as-needed repairs, staff training, maintaining records, and complying with the regulations of the authorities having jurisdiction. Effective August 1, 2023, Contract Modification 1 was executed for a one-year, no-cost time extension. Effective July 31, 2024, Contract Modification 2 extended the performance period by

two months to September 30, 2024. Effective September 30, 2024, Contract Modification 3 was executed to extend the Period of Performance by an additional five months through February 28, 2025. Staff has processed these contract modifications within the approved contract modification authority to allow for continuity of services until a new contract could be established.

This action is necessary to support the existing fleet of CNG buses currently in service until these divisions fully transition to a zero-emission electric bus fleet. In lieu of awarding another 10-year contract, the recommendation is to pursue a five-year contract to allow flexibility in assessing future needs to support CNG infrastructure as Metro transitions to an electric bus fleet.

DISCUSSION

Under this new contract, the Contractor must perform comprehensive O&M services of the CNG equipment at Metro Bus Divisions 2, 8, 9, & 15, including maintenance of all related electrical systems, fuel hoses, nozzles, and the gas monitoring system. The Contractor must provide all repair parts, overhaul services, and consumables, including compressor oils, lubricants, and dryer desiccants. In addition, the Contractor must provide all scheduled and unscheduled replacements for compressors, motors, valves, and all other equipment and appurtenances necessary to operate Metro's CNG fueling facilities efficiently.

The Contractor will also provide Metro personnel with the necessary training to perform routine maintenance work and pay for all associated labor costs per contract requirements. Furthermore, the contract includes terms and liquidated damages to minimize equipment downtime and bus roll-out interruption. Liquidated damages may be imposed if the bus roll-out schedule is not met, and buses are directed to alternate locations for fuel to meet the scheduled roll-out. For example, lack of fueling capacity or fueling performance, or if more than one CNG compressor is not available to operate between 5:00 PM and 5:00 AM daily. Lastly, the contract includes requirements for CNG facility de-commissioning during the contract's life to accommodate Metro's electric bus fleet deployment and phase-out of the CNG buses.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure O&M service continuity and provide prompt response time, ensuring the delivery of safe, quality, on-time, and reliable services to our customers and the public.

FINANCIAL IMPACT

The FY25 budget includes $5,000,000 for this action under cost center 3367-Facilities Maintenance, account 50308, Service Contract Maintenance, project 306002, Bus Maintenance. The total contract value is $10,222,962 over a five-year (60-month) period.

Since this is a multi-year contract, the cost center manager and Deputy Chief of Infrastructure Maintenance & Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

This action's current source of funds includes operating eligible sales tax funding, including Proposition A/C, Measure R/M, the Transportation Development Act, and State Transit Assistance. Given approved funding provisions and guidelines, applying these funds to this project maximizes the intent of the eligible funding.

EQUITY PLATFORM

Due to the lack of subcontracting opportunities, the Diversity and Economic Opportunity Department (DEOD) did not recommend a Disadvantaged Business Enterprise (DBE) participation goal for this procurement. However, Clean Energy made a 0.65% DBE commitment for this contract.

Metro Operations supports Equity Focus Communities while increasing mobility options and access to jobs, educational institutions, and other opportunities. The services provided by this contract could affect those patrons that use bus services within Division 2 (720 E. 15th St, Los Angeles), Division 8 (9201 Canoga Ave, Chatsworth), Division 9 (3449 Santa Anita Ave, El Monte), and Division 15 (11900 Branford St, Sun Valley) service areas.

The CNG fueling stations ensure our customers have access to reliable transportation to meet their daily needs and support healthier communities by building cleaner infrastructure in areas of historic socioeconomic disparities and minimizing the volatile compounds created by standard fueling options.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through maintenance activities that will further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This Board action supports Strategic Goal 2: Deliver outstanding trip experiences for all transportation system users as we are committed to providing attractive, affordable, efficient, and safe service. This Board action also supports Strategic Goal 5, providing responsive, accountable, and trustworthy governance within the Metro organization. Performing preventive maintenance, inspections, and as-needed repairs will ensure timely bus rollouts and provide safe and reliable operation of CNG fueling stations at Metro bus Divisions 2, 8, 9, & 15.

ALTERNATIVES CONSIDERED

Another alternative considered is to provide O&M services with in-house staff. This would require hiring and training additional certified personnel and purchasing tools, equipment, vehicles, and supplies. In addition, internal staff would assume the added responsibility and liability. Staff assessment indicates this is not cost-effective for Metro as the required expertise and operational knowledge are highly specialized and costly. Therefore, utilizing professionals with the knowledge and experience of industry standards throughout the country is a best practice.

NEXT STEPS

Upon approval by the Board, staff will execute a firm fixed unit rate Contract No. OP125246000 with Clean Energy for Operation and Maintenance (O&M) of Compressed Natural Gas (CNG) fueling stations at divisions 2, 8, 9, & 15, effective March 1, 2025.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Errol Taylor, Deputy Chief Operations Officer, Infrastructure Maintenance & Engineering, (213) 922-3227
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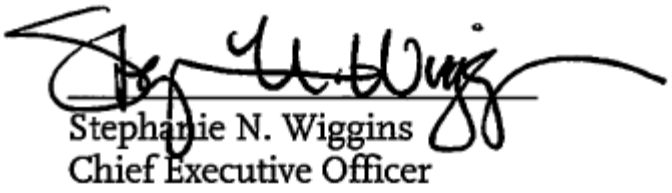
Eladio Salas, Senior Director, Facilities Maintenance, (213) 418-3232
Debra Avila, Deputy Chief, Vendor/Contract Management, (213) 418-3051

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


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CNG FUELING STATIONS OPERATIONS & MAINTENANCE SERVICES AT DIVISIONS 2, 8, 9 & 15 - OP125246000

1.	**Contract Number**: OP125246000	
2.	**Recommended Vendor**: Clean Energy	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 09/12/2024	
	B. Advertised/Publicized: 09/12/2024	
	C. Pre-Proposal Conference: 09/19/2024	
	D. Proposals Due: 10/21/2024	
	E. Pre-Qualification Completed: 01/10/2025	
	F. Ethics Declaration Forms Submitted to Ethics: 11/04/2024	
	G. Protest Period End Date: 02/24/2025	
5.	**Solicitations Downloaded**: 10	**Bids/Proposals Received**: 1
6.	**Contract Administrator**: Pascale Batarseh	**Telephone Number**: (213) 922-6338
7.	**Project Manager**: Anthony Carballo	**Telephone Number**: (213) 418-3335

A. Procurement Background

This Board Action seeks approval for Contract No. OP125246000 issued in support of the operations, maintenance and testing of existing CNG fueling stations at Divisions 2, 8, 9 and 15. The contract spans a three-year base term with two (2) one-year options. Board approval of contract awards are subject to the resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP125246 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate. The Diversity & Economic Opportunity Department did not recommend a goal for this solicitation.

Two (2) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 19, 2024 extended the Questions & Answers due date;
- Amendment No. 2, issued on October 7, 2024 extended the proposal due date, and revised Exhibit 2 – Schedule of Quantities and Prices and corrected a typo in the Scope of Services.

A total of eight (8) firms downloaded the RFP and were included in the planholders list. A virtual pre-proposal conference was held on September 19, 2024, and was attended by five (5) participants representing two (2) firms. There were twenty-one

(21) questions received for this RFP and responses were provided prior to the proposal due date.

A total of one (1) proposal was received on October 21, 2024.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Facilities and Property Maintenance, and Bus Maintenance was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following evaluation criteria and weights:

- Qualifications of the Firm/Team 15% Percent
- Work Plan/Project Approach 20% Percent
- Management Plan/Approach 35% Percent
- Cost Proposal 30% Percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar competitive Request for Proposals. Several factors were considered when developing these weights, giving the greatest importance to Management Plan/Approach.

Since only one (1) proposal was received, staff conducted a market survey of the firms on the planholders list to determine why no other proposals were received. Only one firm responded to our inquiry indicating that the reason they chose not to participate in this solicitation was based on a combination of Term and Scope of Work, and the requirement that workers performing maintenance services were not their staffing.

Based on the results of the market survey, Metro staff determined that the solicitation was not restrictive and that decisions not to propose were based on individual business considerations.

During the week of December 4, 2024, the PET met to discuss the evaluation process and began their review of the proposal. During evaluations, it became necessary to request clarifications from the firm regarding their personnel coordination plan as well as their spare parts strategy. Metro received the Proposer's clarifications on December 16, 2024. Clean Energy answered Metro's questions and provided all the required information for the PET to complete their proposal review.

Qualifications Summary of Firms within the Competitive Range:

Clean Energy

Clean Energy has the organizational capacity to service Metro's CNG fueling stations. Their expertise is high, as they have a track record of working with the nation's largest transit agencies. They have a lot of knowledge and experience with qualified personnel to lead their teams. Their project manager has a high level of supervisory experience that can effectively coordinate and act as the point of contact for issues that arise at CNG compounds. The training, safety, monitoring, and emergency preparedness Clean Energy possesses are all critical to Metro CNG operations.

The PET finalized their scoring on December 18, 2024 and the following is a summary of the PET scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Clean Energy**				
3	Qualifications of the Firm/Team	86.67	15.00%	13.00	
4	Work Plan/Project Approach	86.67	20.00%	17.33	
5	Management Plan/Approach	85.00	35.00%	29.75	
6	Price	90.00	30.00%	30.00	
7	**Total**		**100.00%**	**90.08**	**1**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon the expectation of adequate competition, previous contracts, and fact finding. The reason that the Proposal amount increased from $7,356,950 to $10,222,962 is due to Metro including a weighted formula for the calculation of maintenance costs based on the per term price provided by the contractor (with three tiers and a percentage), representing the likely usage of each tier. Upon reviewing the Contractor's proposal, it was determined that this formula resulted in an artificially low proposal amount that would likely not be enough to cover Metro's actual needs under this contract. A revised formula was developed and reissued to the Contractor. The firm fixed unit rates the Contractor proposed remained the same from their original proposal, but the revised formula resulted in an increase to the Not-to-Exceed amount of the contract, which is more in line with Metro's expected requirements.

	Proposer Name	Proposal Amount	Metro ICE	NTE amount
1.	Clean Energy	$7,356,950	$10,383,590	$10,222,962

D. Background on Recommended Contractor

The recommended firm, Clean Energy, located in Newport Beach, California, has been in business for 27 years and is a leader in the field of operating and maintaining natural gas equipment nationwide. Some of Clean Energy's customers over the years, as listed in their proposal, are Foothill Transit, Valley Metro RPTA, City of Phoenix ABM Facilities, Omnitrans, Gold Coast Transit, and Santa Clarita Transit. Clean Energy has provided reliable maintenance services at these four CNG fueling stations since 2013 under another current contract and has performed satisfactorily. They have supported Metro's CNG operations in many projects.

DEOD SUMMARY

CNG FUELING STATIONS OPERATIONS & MAINTENANCE SERVICES AT DIVISIONS 2, 8, 9 & 15 - OP125246000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) participation goal for this procurement due to the lack of subcontracting opportunities. However, Clean Energy made a 0.65% DBE commitment.

Small Business Goal	0% DBE	Small Business Commitment	0.65% DBE

	DBE Subcontractors	Ethnicity	% Committed
1.	Dr. Detail Services, Inc.	Hispanic American	0.65%
		Total Commitment	**0.65%**

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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).

E. 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.

INFRASTRUCTURE, MAINTENANCE, AND ENGINEERING

CNG Contract Division 2, 8, 9, 15

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 20, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, Contract No. OP125246000 to Clean Energy, for the Operation and Maintenance (O&M) services of Compressed Natural Gas (CNG) fueling stations at Divisions 2, 8, 9, and 15, for a Not-To-Exceed (NTE) amount of $6,150,097 for the three-year base period, and $2,036,432 for the first one-year option term and $2,036,432 for the second one-year option term, for a combined NTE amount of $10,222,961, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Clean Energy

NUMBER OF BIDS

1

DEOD COMMITMENT

DBE – 0.65%

ISSUE

The existing contract for CNG fueling station Operations and Maintenance (O&M) services at Divisions 2, 8, 9, and 15 will expire on February 28, 2025. A new contract award, effective March 1, 2025, is required to ensure service continuity and safe and timely operations.

DISCUSSION

Under this new contract, the Contractor must perform comprehensive O&M services of the CNG equipment at Metro Bus Divisions 2, 8, 9, & 15, including maintenance of all related electrical systems, fuel hoses, nozzles, and the gas monitoring system.

Metro

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

Metro

Board Report

File #: 2024-1143, **File Type:** Contract **Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025**

SUBJECT: KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING ASSEMBLY

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month firm fixed price Contract No. OP125304000 to Jamaica Bearings, the lowest responsive and responsible bidder, in the amount of $1,691,769.20 for the purchase of Ball Bearing Slewing Ring Assemblies in support of the P3010 Light Rail Vehicle (LRV) fleet, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all vehicle systems occurring at the 600,000-mile interval. The ball-bearing slewing ring is an integral component of the rail car that allows the vehicle center truck articulation and mechanically connects the A and B car halves.

The P3010 LRV fleet is Metro's largest LRV fleet, which averages 38,000 fleet miles per month. Currently, there are 4 LRVs with over 600,000 car miles, and by July 2025, nine others will reach or surpass the target overhaul mileage. The ball-bearing slewing ring replacement project must coincide with the truck overhaul. In May 2024, under a separate contract, the Board approved awarding a contract to ORX. The truck system overhaul and slewing ring replacement are considered heavy overhauls performed in conjunction with each other while the LRV is stationary on the lifting hoist.

BACKGROUND

The P3010 LRV fleet is Metro's newest and most reliable light rail fleet, with consistent performance, reliability, and safety at over 92,059,251 fleet miles. The manufacturer, along with its sub-suppliers, identified component level overhauls to vehicle systems, such as friction brake, propulsion, doors, truck assembly including traction motor and gearbox, auxiliary power supply, coupler, master controller, pantograph, as well as Heating Ventilation and Air Conditioning (HVAC) equipment. Therefore, the P3010 component-level overhaul project will require Board authorization for 10 separate vendors and new component contracts to complete the project over five years.

To date, friction brake, truck systems, and battery replacement contracts have been awarded. On August 7, 2012, Kinkysharyo International, LLC was awarded the P3010 LRV Contract for a base order of 78 LRVs. Four options were subsequently exercised in this contract, including an additional 157 LRVs for 235 vehicles.

DISCUSSION

The rail car manufacturer recommends overhauling or replacing the ball-bearing slewing ring at the 600,000-mile interval. The slewing ring is a mechanical race that supports the vehicle's maneuverability and ride quality. The race contains bearings that wear and require overhaul or replacement at the 600,000-mile target interval. If not performed, the quality of the entire vehicle will be impacted, which could result in catastrophic failure of the slewing ring, resulting in possible derailment. Transit Vehicle Engineering (TVE) and Rail Fleet Services (RFS) performed a cost-benefit analysis to determine whether an overhaul of the slewing ring or a new purchase is needed. In addition, TVE and RFS conducted a technical review of the OEM component overhaul tasks and concurred with the work, scope, and overhaul schedule described in the Heavy Repair Maintenance Manual. TVE has since developed the Statement of Work for this project, ensuring the Contractors followed the Federal Transit Administration (FTA), Association of American Railroad (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

However, based on the materials and labor charges for the Contractor to perform the work, it was decided to purchase new slewing rings as the cost offset is negligible and has advantages in meeting the production schedules. The P3010 Fleet Component Overhaul project will primarily consist of repairing and replacing vehicle parts that require an overhaul or complete replacement due to the targeted mileage intervals of 600,000 miles. RFS staff will remove, install, and test the overhauled or new equipment.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro's ridership and staff. The P3010 ball-bearing slewing ring component is integral to the vehicle's safe and reliable operation. This vehicle component ensures that safety is preserved through standard replacements, as defined by the OEM while maintaining regulatory compliance with state and federal regulations and Metro's safety standards.

FINANCIAL IMPACT

The FY25 budget includes $1,691,769.20 in funding for the ball-bearing slewing ring under the approved Capital Project (CP) 214009 - P3010 Fleet Component Overhaul. The total project LOP is $36,000,000.

Since this is a multi-year project, the cost center Component Overhaul Superintendent, Division Director, and Sr. Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Measure M State of Good Repair 2%. This funding is eligible for Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's P3010 LRV fleet provides vital transportation services throughout the City and County of Los Angeles via A, C, E, and L lines. This includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. In addition, Metro's light rail vehicle maintenance programs maintain the fleet's operations within federally mandated State of Good Repair standards for those within the communities that rely on public transportation.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise /Disabled Veteran Enterprise (SBE/DVBE) goal for this procurement due to the lack of availability of small businesses.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment purchase activities that will maintain and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of the P3010 ball bearing slewing ring procurement supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The P3010 LRV Assembly provides sustainable fleet reliability, including safe, accessible, and affordable transportation for Metro's light rail system riders. The recommendation also supports Metro's Strategic Plan Goal 5) Provide Responsive, Accountable, and Trustworthy governance within Metro organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative to this recommendation is to defer the replacement of the ball-bearing slewing ring. However, this approach is considered high risk due to degraded ride quality, with the potential for ball -bearing seizure and LRV derailment impacting passenger safety.

NEXT STEPS

Upon the Board's approval, staff will execute procurement under Contract No. OP125304000 for the purchase of a P3010 fleet ball-bearing slewing ring assembly with Jamaica Bearing. The staff will return to the Board for approval of future contract awards, including coupler, heating, ventilation, air conditioning, high-speed circuit breaker, master controller, low-voltage power supply, propulsion, and pantograph overhauls.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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

Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING ASSEMBLY /OP125304000

1.	**Contract Number**: OP125304000	
2.	**Recommended Vendor**: Jamaica Bearings	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 07-12-2024	
	B. Advertised/Publicized: 07-12-2024	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: 09-11-2024	
	E. Pre-Qualification Completed: 10-09-2024	
	F. Ethics Declaration Forms Submitted to Ethics: 12-16-2024	
	G. Protest Period End Date: 02-26-2025	
5.	**Solicitations Downloaded**: 12	**Bids Received**: 2
6.	**Contract Administrator**: Jessica Omohundro	**Telephone Number**: (213) 922-4790
7.	**Project Manager**: Richard Lozano	**Telephone Number**: (323) 224-4042

A. Procurement Background

This Board Action is to approve Contract No. OP125304000 issued for the procurement of two-hundred-twenty (220) Ball Bearing Slewing Ring Assemblies in support of the P3010 Fleet Component Overhaul project, subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP125304 was issued in accordance with Metro's Acquisition Policy and the contract type is firm-fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) goal or a Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to lack of subcontracting opportunities.

One (1) amendment and one (1) set of clarifications was issued during the solicitation phase of this IFB:

- Clarification No. 1, issued on August 21, 2024, in response to questions;
- Amendment No. 1, issued on August 26, 2024, revised technical specifications and Schedule of Quantities and Prices.

A total of twelve (12) firms downloaded the IFB and were included in the planholder's list. There were three (3) questions received for this IFB, and responses were provided prior to the bid due date.

A total of two (2) bids were received on 09-11-2024.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The two (2) bids received are listed below in alphabetical order:

1. Jamaica Bearings
2. Motion

The recommended firm, Jamaica Bearings, was the lowest bidder and was determined to be both responsive and responsible, and found to be in full compliance with the technical and commercial requirements. The bid from Motion was determined to be non-responsive as it did not comply with the requirements specified in the IFB and therefore ineligible for contract award.

C. Price Analysis

The recommended bid price from Jamaica Bearings has been determined to be fair and reasonable based upon adequate price competition, Independent Cost Estimate (ICE) and selection of the lowest responsive and responsible bidder.

The recommended bid amount is $948,231 or 36% lower than the ICE and was developed based on past procurement history. Metro's Transit Vehicle Engineering (TVE) has reviewed and confirmed the product being offered meets the requirements listed in the technical specifications. The delta between the ICE and the bid is due to two key factors including the use of local funds that relieved certain cost-driving federal requirements and the higher purchase quantity (over previous purchases) resulting in a more competitive unit price due to economies of scale. The ICE did not consider these factors that resulted in a lower price which is determined to be fair and reasonable.

Bidder Name	Metro ICE	Bid Amount
Jamaica Bearings	$2,640,000.00	$1,691,769.20
Motion	$2,640,000.00	$1,739,414.60

D. Background on Recommended Contractor

The recommended firm, Jamaica Bearings, which operates with facilities and sales offices throughout North America with headquarters in Hyde Park, New York was founded in 1934 and has been in business for over 50 years. Jamaica Bearings is a global value-added distributor for over 200 leading manufacturers of highly engineered, long-lead product types ranging from bearings, kitting, seals and rings and is a trusted supplier to a diverse marketplace that includes aerospace, defense, high-tech industrial, rail and transit.

Jamaica Bearings has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

KINKYSHARYO P3010 LIGHT RAIL VEHICLE BALL BEARING SLEWING RING ASSEMBLY / OP125304000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of availability of small businesses. Jamaica Bearings will perform the work with its own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this 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.

RAIL FLEET SERVICES

Kinkysharyo P3010 Light Rail Vehicle Ball Bearing Slewing Ring Assembly Component Overhaul

Metro

Operations, Safety, & Customer Experience Committee Meeting
February 20, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month firm fixed price Contract No. OP125304000 to Jamaica Bearings, the lowest responsive and responsible bidder, in the amount of $1,691,769.20 for the purchase of Ball Bearing Slewing Ring Assemblies in support of the P3010 Light Rail Vehicle (LRV) fleet, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Jamaica Bearings

NUMBER OF BIDS

Bidders	Bid Amount
Jamaica Bearings	$1,691,769.20
Motion	$1,739,414.60

DEOD COMMITMENT

The DEOD did not recommend a Small Business Enterprise (SBE) goal or a Disabled Veteran Enterprise (DVBE) goal for this procurement due to lack of subcontracting opportunities.

Metro

ISSUE & DISCUSSION

ISSUE

The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all vehicle systems occurring at the 600,000-mile interval. The ball-bearing slewing ring is an integral component of the rail car that allows the vehicle center truck articulation and mechanically connects the A and B car halves.

DISCUSSION

If not performed, the quality of the entire vehicle will be impacted, which could result in catastrophic failure of the slewing ring, resulting in possible derailment. Transit Vehicle Engineering (TVE) and Rail Fleet Services (RFS) performed a cost-benefit analysis to determine whether an overhaul of the slewing ring or a new purchase is needed.

Metro

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

File #: 2024-1129, **File Type:** Contract **Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025**

SUBJECT: I-710 INTEGRATED CORRIDOR MANAGEMENT CONSTRUCTION MANAGEMENT SUPPORT SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 48-month, firm-fixed-price Contract No. AE52227000 to Jacobs Project Management Co. for Construction Management Support Services (CMSS) for the Interstate 710 Integrated Corridor Management (I-710 ICM) Project in the amount of $5,521,039, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Construction support services, including construction management, system integration, stakeholder coordination, and permitting oversight, are required to support the full deployment of the I-710 ICM Project. The project is one of the I-710 Task Force's early initiative projects, later included in the Board approved Long Beach-East Los Angeles Corridor Mobility Investment Plan.

BACKGROUND

The I-710 freeway is a major goods movement corridor and a key part of the regional transportation network system. Freight from the Port of Los Angeles and Port of Long Beach moves into the greater Los Angeles area through the I-710 freeway. Freeway congestion has historically impacted the roadways and communities adjacent to the freeway. To improve mobility and safety, the I-710 ICM Project will rely on a multi-modal, multi-agency collaboration to integrate the various transportation networks currently operating independently.

The I-710 ICM Project elements were included in the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan and the California Sustainable Freight Action Plan. In 2018, Metro staff completed the Los Angeles Regional Integrated Corridor Management Assessment (LARICMA) to assess potential corridors that would benefit from Intelligent Transportation Systems (ITS) and Integrated Corridor Management (ICM) strategies. These strategies help manage congestion, improve air quality, enhance technological capabilities, and build multi-jurisdictional partnerships connecting transportation management systems. The final report identified the I-710 between State Route 60 (SR-60) and State Route 91 (SR-91) as a suitable corridor for ICM strategies.

In 2022, the Board directed staff to pursue grant funding through the Trade Corridor Enhancement Program (TCEP) for the construction phase of the I-710 ICM Project, which was successfully secured in Cycle 3 of TCEP. The project is one of the I-710 Task Force's early initiative projects, later included in the Board approved Long Beach-East Los Angeles Corridor Mobility Investment Plan.

In December 2023, the project was environmentally cleared pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) through the Categorical Exemptions/Categorical Exclusions (CE/CE) process. In December 2024, Final 100% Plans, Specifications, and Estimates (PS&E) were completed in collaboration with Caltrans, Los Angeles County Public Works, and the Cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, Paramount, South Gate, and Vernon.

DISCUSSION

Staff recommends using CMSS for the construction and implementation phase of the I-710 ICM Project as it enables Metro to engage a Construction Manager (CM) consultant to collaborate with Metro, the General Contractor, and the local agencies. The CM provides the ability to effectively manage the project during the construction phase, as the CM will be responsible for managing the General Contractor, obtaining the necessary permits from the local agencies, coordinating with the local agencies during construction, testing and verifying the ITS elements deployed, systems integration, and ensuring construction safety at project locations.

ICM strategies include technology-based, integrated transportation management systems to coordinate traffic signal operations, enhance system detection, and upgrade wayfinding to manage non-recurring congestion effectively. While Atlantic Boulevard and Garfield Avenue have historically served as alternate routes to the I-710 freeway, the I-710 corridor experiences congestion and safety issues due to population and employment growth, increased passenger car and freight volumes, as well as aged infrastructure. This project is essential to minimize the impacts of non-recurring congestion on the I-710 corridor and adjacent routes by using an integrated management approach to coordinate operations.

In addition, the I-710 ICM Project will improve system detection and implement response plans to address incidents on the freeway or adjacent routes. This includes collaborating with various stakeholders, such as: Caltrans, Los Angeles County Public Works, the Regional Integration of Intelligent Transportation Systems (RIITS), transit providers, the Ports of Los Angeles and Long Beach, Southern California 511; the cities of Bell, Bell Gardens, Commerce, Compton, Cudahy, Long Beach, Lynwood, Maywood, Paramount, South Gate, and Vernon; as well as third-party traveler information providers (i.e. Google/Waze). The I-710 ICM Project will also develop an ICM System including a data hub and Decision Support System (DSS) within the RIITS network to ingest traffic data from the freeway system, local road systems, as well as other sources in order to initiate response plans and better manage congestion through the corridor.

Lastly, integrating the transportation management systems of the 11 corridor cities, Los Angeles County Public Works and Caltrans will improve real-time data sharing, maximize system operations on the I-710 freeway and adjacent streets, as well as allow agencies within the study area to manage the transportation corridor as a unified system. This will optimize signal synchronization, enhance

real-time traveler information, and implement ITS technologies to improve operations and safety while promoting cooperative/collaborative transportation system management. Using ITS technologies and proactive incident response strategies, the I-710 ICM Project will enhance congestion management to address non-recurring incidents such as stalled vehicles, multi-vehicle crashes, and other incidents that create major delays, cause congestion, and/or generate secondary incidents. Overall, the project will help improve mobility, safety, traveler information, and air quality monitoring.

Staff recommends the award for CMSS firm fixed price contract for the I-710 ICM Project as further explained in the Procurement Summary in Attachment A and DEOD summary in Attachment B.

DETERMINATION OF SAFETY IMPACT

The I-710 ICM Project includes elements that will improve safety in the corridor. By enabling proactive traffic management strategies, secondary crashes are anticipated to decline. Also, the project includes various safety features at key locations, such as reflective traffic signals, restriped crosswalks, and pedestrian signal improvements that will provide added visibility for drivers and enhance pedestrian facilities at select intersections.

FINANCIAL IMPACT

The project has secured $27,840,000 from the State's Trade Corridor Enhancement Program (TCEP) for construction, with $7,160,000 in Prop C 25% funds as the local match. For FY25, $2,205,189 has been allocated for design and construction in the I-710 Integrated Corridor Management (I-710 ICM) Project 463616, under cost center 4740. Since this is a multi-year project, the project manager, cost center manager, and Deputy Chief Operations Officer of Shared Mobility will be accountable for budgeting the costs for future fiscal years.

Impact to Budget
There is no impact on the FY25 budget, as the project's funding, consisting of State TCEP grant funding, Prop C 25% funds, and Measure R subregional funds, is included in the FY25 budget.

EQUITY PLATFORM

The Equity Focus Community (EFC) designation represents locations where strategic transportation investments can significantly reduce disparities in access to opportunity based on three factors: low-income households, race and ethnicity, and households with low vehicle ownership. Ninety percent of the I-710 ICM Study Area is comprised of processes that are incorporated into the project design. ICM primarily serves roadway users when incidents occur and benefits persons concentrated in EFC zones by improving roadway safety and minimizing congestion impacts on local arterials. In addition, air quality impacts that disproportionately impact disadvantaged communities will be monitored, with benefits anticipated due to a reduction in non-recurring traffic congestion within the corridor.

Stakeholder engagement followed the outreach phases and processes from the I-710 South Corridor Project and Long Beach-East Los Angeles Corridor Mobility Investment Plan. Engagement included meetings and presentations to provide information and receive feedback from the Gateway Cities

Council of Governments Transportation Committee, community-based organizations (CBOs) such as the Coalition for Environmental Health and Justice (CEHAJ) and the I-710 Task Force Community Leadership Council. Since initiating the design phase in 2020, the project team has held over 70 stakeholder meetings. Staff will continue coordinating closely with Caltrans, Los Angeles County Public Works, the corridor cities, and the general public through the construction phase.

The I-710 ICM Project addresses two Equity Platform pillars: Focus and Deliver and Train and Grow. The project aims to deliver a more reliable, high-quality transportation solution to the communities of East Los Angeles and Southeast Los Angeles, which will help alleviate congestion, improve transportation management, and meet the mobility needs of the area's residents and businesses. As the first Metro-led ICM project in Los Angeles County, this project also serves as a training opportunity to incorporate the equity platform into the traditional systems engineering process and will serve as a blueprint for subsequent expansion initiatives.

Request for Proposals (RGP) No. AE52227 was advertised as an open solicitation and included both a 28% Small Business Enterprise (SBE) goal and a 3% Disabled Veteran Business goal. The recommended firm exceeded the established DEOD goals by making a 28.12% SBE commitment and a 3.01% DVBE commitment.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

VMT was not analyzed for this project as the transportation system management (TSM) approach focuses on addressing non-recurring congestion events only, and current Caltrans policy does not require VMT impact analysis on these types of projects because the anticipated VMT impacts are expected, if any, to be very minimal. This project does not increase capacity by adding new lanes but focuses on roadway safety by ensuring existing transportation is managed appropriately to reduce secondary accidents, improving active transportation safety, distributing traveler information, and enhancing bus speed & reliability. When activated, the ICM will reduce the negative local congestion impacts for all roadway users, including those on Metro Lines 117, 258, 260, and 261, as incident/event-related congestion normalizes. Overall, it is possible that this project would increase VMT, given that vehicle travel time will be improved, which could induce more trip-making by vehicles. Any increase in VMT due to this project is expected to be minimal to the point where it is not easily quantifiable, and the safety improvements involved, as well as the transit benefits, will contribute to offsetting the possible increase.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 and Goal #4 Transform LA County through regional collaboration and national leadership. The I-710 ICM Project aims to manage congestion and alleviate traffic during non-recurring incidents on the I-710 freeway by establishing multi-agency collaboration through an integrated approach by maximizing and integrating system operations on the I-710 freeway and adjacent routes.

ALTERNATIVES CONSIDERED

The Board may elect not to award this contract for the project. Staff does not recommend this alternative because it is not consistent with the Board's direction to pursue Trade Corridor Enhancement Program (TCEP) funding and advance construction of the I-710 ICM Project and also jeopardizes $27,840,000 in State TCEP funds awarded to the project.

NEXT STEPS

In March 2025, Metro will request construction funding allocation from the California Transportation Commission (CTC) Board. The General Contractor will be procured through a separate solicitation, and staff will return to the Board in Spring 2025 for the contract award. Construction is scheduled to begin in the Summer of 2025.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

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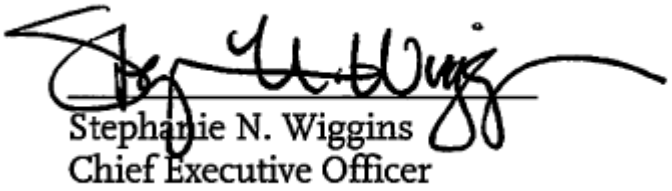


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

I-710 INTEGRATED CORRIDOR MANAGEMENT CONSTRUCTION MANAGEMENT SUPPORT SERVICES/AE52227000

1.	**Contract Number**: AE52227000	
2.	**Recommended Vendor**: Jacobs Project Management Co.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☐ **RFP** ☒ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: 5/24/24	
	B. Advertised/Publicized: 5/24/24	
	C. Pre-Proposal Conference: 6/4/24	
	D. Proposals Due: 6/24/24	
	E. Pre-Qualification Completed: 10/14/24	
	F. Ethics Declaration Forms Submitted to Ethics: 6/25/24	
	G. Protest Period End Date: 2/24/25	
5.	**Solicitations Downloaded**: 78	**Proposals Received**: 4
6.	**Contract Administrator**: Ana Rodriguez	**Telephone Number**: (213) 922-1076
7.	**Project Manager**: Eva Moir	**Telephone Number**: (213) 922-2961

A. Procurement Background

This Board Action is to approve the award of Contract No. AE52227000 to Jacobs Project Management Co. to provide Construction Management Support Services (CMSS) for the I-710 Integrated Corridor Management (ICM) project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. AE52227 was issued on May 24, 2024 in accordance with Metro's Acquisition Policy and California Government Code 4525 – 4529.5. The contract type is a Firm Fixed Price (FFP). The Diversity & Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 28% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on June 18, 2024 clarified changes to the statement of work

A total of 78 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on June 4, 2024, and was attended by 60 participants representing 28 firms. There were 7 questions received for this RFP and responses were provided prior to the proposal due date.

A total of 4 proposals were received on June 24, 2024 from the following firms listed below in alphabetical order:

1. ABA Global, Inc. (ABA)
2. Iteris, Inc. (Iteris)
3. Jacobs Project Management Co. (Jacobs)
4. TKE Engineering, Inc. (TKE)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Shared Mobility Department and Program Management was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- Proposer's Experience and Qualifications 30 percent
- Project Manager, Key Personnel, and Availability 30 percent
- Understanding of the Services and Approach 40 percent

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the Understanding of the Services and Approach.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

Qualifications Summary of Recommended Firm:

Jacobs is a leading Construction Management firm with over four decades of experience delivering transportation projects. As the Prime Contractor, Jacobs brings extensive expertise and a proven track record in delivering complex transportation infrastructure projects, as demonstrated by its successful management of the $2.16 billion I-405 Design-Build Improvement project and the I-710 ICM PA/ED project. With a highly skilled team led by Project Manager Reza Jahromi, who has 35 years of experience in major infrastructure projects, Jacobs is well-prepared to implement the I-710 Integrated Corridor Management project efficiently. The team includes specialists in ITS, systems integration, and roadway construction, and is further supported by a comprehensive subconsultant team, who bring deep knowledge of ICM and local agency coordination.

The following is a summary of the PET scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Jacobs Project Management Co.**				
3	Proposer's Experience and Qualifications	94.44	30.00%	28.33	
4	Project Manager, Key Personnel, and Availability	90.83	30.00%	27.25	
5	Understanding of the Services and Approach	92.67	40.00%	37.07	
6	**Total**		**100.00%**	**92.65**	**1**
7	**Iteris, Inc.**				
8	Proposer's Experience and Qualifications	90.37	30.00%	27.11	
9	Project Manager, Key Personnel, and Availability	82.92	30.00%	24.88	
10	Understanding of the Services and Approach	87.33	40.00%	34.93	
11	**Total**		**100.00%**	**86.92**	**2**
12	**TKE Engineering, Inc.**				
13	Proposer's Experience and Qualifications	89.63	30.00%	26.89	
14	Project Manager, Key Personnel, and Availability	72.50	30.00%	21.75	
15	Understanding of the Services and Approach	72.00	40.00%	28.80	
16	**Total**		**100.00%**	**77.44**	**3**
17	**ABA Global, Inc.**				
18	Proposer's Experience and Qualifications	53.52	30.00%	16.06	
19	Project Manager, Key Personnel, and Availability	77.08	30.00%	23.12	
20	Understanding of the Services and Approach	63.33	40.00%	25.33	
21	**Total**		**100.00%**	**64.51**	**4**

C. Cost/Price Analysis

The recommended cost has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), technical evaluation, cost analysis, fact finding, and negotiations.

Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
Jacobs Project Management Co.	$6,086,323	$5,362,875	$5,521,039

D. Background on Recommended Contractor

The recommended firm, Jacobs Project Management Co., located in Los Angeles, CA , has been in business for over 40 years and is a leader in the engineering and construction services field. Jacobs has recently performed similar Construction Management and Project Management Services for the Los Angeles County Department of Public Works, the Orange County Transportation Authority (OCTA), and Caltrans District 7. Jacobs has previously provided services for Metro on various projects and has performed satisfactorily.

DEOD SUMMARY

I-710 INTEGRATED CORRIDOR MANAGEMENT / AE52227000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall 28% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Jacobs Project Management Co., (Jacobs) exceeded the goal by making an overall 28.12% SBE and 3.01% DVBE commitment.

SMALL BUSINESS GOAL	28% SBE 3% DVBE	SMALL BUSINESS COMMITMENT	28.12% SBE 3.01% DVBE

	SBE Subcontractors	% Committed
1.	Architectural Engineering Technology, Inc.	9.17%
2.	Coast Surveying, Inc.	2.49%
3.	General Technologies & Solutions	4.29%
4.	Integrated Engineering Management	10.38%
5.	Wiltec	1.79%
	Total Commitment	**28.12%**

	DVBE Subcontractor	% Committed
1.	Leland Saylor Associates	3.01%
	Total Commitment	**3.01%**

B. Local Small Business Enterprise (LSBE) Preference

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, only a competitor's qualifications to perform the architectural and engineering services are to be evaluated and the most qualified firm to be selected, price cannot be used as an evaluation factor.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

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

of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include building/construction inspectors.

E. 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-710 Integrated Corridor Management (ICM) Project

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm-fixed-price contract, AE52227000 to Jacobs Project Management Co., for a 48-month period for Construction Management Support Services (CMSS) for the Interstate 710 Integrated Corridor Management (I-710 ICM) Project in the amount of $5,521,039 subject to resolution of any properly submitted protest(s), if any.

Metro

ISSUE

A new contract award is required for construction support services for the I-710 ICM project, including construction management, system integration, stakeholder coordination, and permitting oversight.

NUMBER OF PROPOSALS - 4

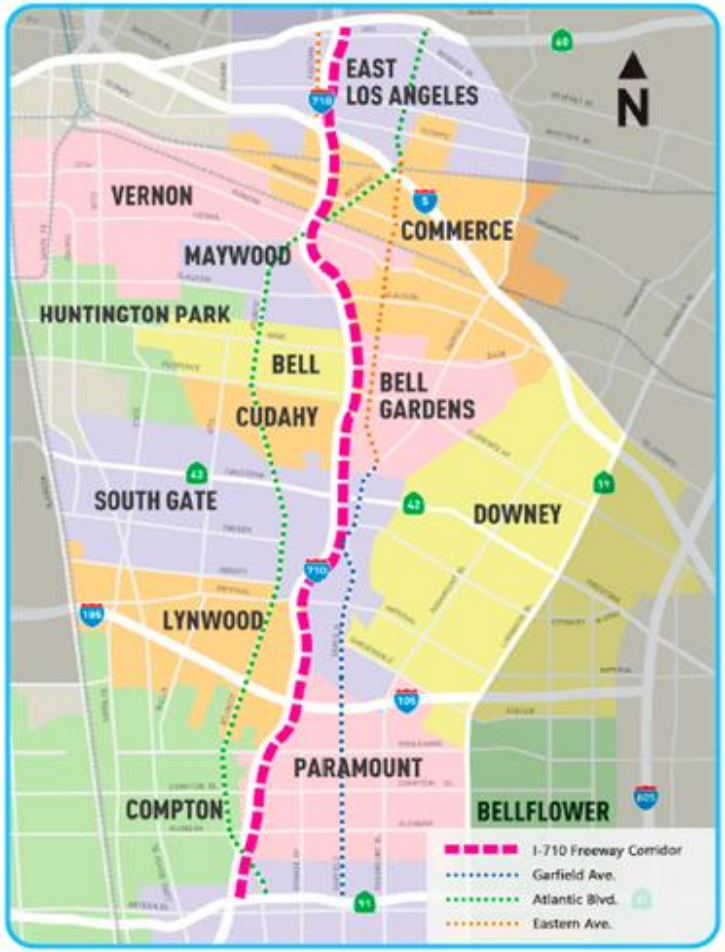
- ABA Global Inc.
- Jacobs Project Management Co.
- TKE Engineering Inc.
- Iteris Inc.

DEOD COMMITMENT - 28% Small Business Enterprise (SBE) & 3% Disadvantaged Veteran Business Enterprise (DVBE) Goal.

Metro

BACKGROUND

- The I-710 ICM Project is a 12-mile corridor from SR-60 to SR-91 which includes 11 cities, Unincorporated LA County and Caltrans
- Major goods movement corridor and key part of regional transportation network system that carries significant amount of travel - passenger vehicles and goods movement
- Multi-modal and multi-agency collaboration to enhance mobility for all modes and manage non-recurring congestion effectively.
- The Project will optimize traffic signals, enhance real-time traveler information, and implement ITS technologies to improve operations and safety.



Metro

DISCUSSION

- Construction Management Support Services to enable staff to engage a Construction Manager (CM) consultant to collaborate with Metro, the General Contractor, and the local agencies.
  - Managing the General Contractor, permits from the local agencies, coordinating with the local agencies, testing and verifying the ITS elements deployed, systems integration, and ensuring construction safety at project location
- Metro secured $27,840,000 from TCEP for construction, with $7,160,000 in Prop C 25% funds as the local match. Metro will request allocation at the California Transportation Commission (CTC) Board in March 2025.
- The General Contractor will be procured separately.
- The start of construction is planned for Summer 2025.

Metro

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Metro

Board Report

File #: 2024-1126, **File Type:** Budget **Agenda Number:** 33.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 20, 2025

SUBJECT: FAREGATE RETROFIT (PHASE 2) - UPGRADE EXISTING GATED STATIONS WITH TALLER GATES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) budget for an amount not-to-exceed $15.3 million for the implementation of taller faregates at 11 additional stations to provide safety, and security, and enhance access control;

B. AMEND the FY25 budget to add three (3) Non-Contract Full-Time Equivalent (FTE) positions to manage the gating analyses and implementation of taller gates across the 11 additional stations and expansion of taller gates across the Metro Rail system and new stations from new rail lines and transition into operations and maintenance; and

C. AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements, contracts, and contract modifications associated with the increased LOP budget.

ISSUE

At the July 2024 meeting, the Board approved several strategies to improve safety for Metro riders and employees (2024-0437). One key strategy was to replace some existing faregates with taller, robust structural and modernized designs that better meet today's mobility needs. The current turnstile and leaf-style faregates are highly susceptible to fare evasion, whereas the taller fare gates directly improve passenger safety and security.

Taller faregates have features such as precise motion sensors that can accurately detect fare evasion behaviors, such as "tailgating," crawling under, climbing over, as well as electromechanical locks to prevent forced entries, and paddle-style doors that improve accessibility for customers with bicycles, luggage, or other items. The taller faregates also have large, color-coded displays to alert authorized personnel of fare evasion attempts. These gates offer potential integration with third-party

advanced security solutions, such as enhanced camera detection for weapons or other threats.

BACKGROUND

Over the past six months, staff has focused on the procurement, integration, and planning for the installation of new taller gates to modernize Metro's fare collection system, starting with LAX/Metro Transit Center Station. The design and integration efforts that have been developed for the taller gates at the LAX/Metro Transit Center Station can be leveraged for faregates at other stations across the system.

The original pilot was to implement taller faregates at LAX/Metro Transit Center Station, which is proceeding as planned. The pilot has since been modified to retrofit ten existing gated stations where fare evasion and misuse of the emergency swing gates have been prevalent. The faregates for LAX/Metro Transit Center Station were funded by the Project's Life-of-Project (LOP) budget, and the previously approved funding of $14.4m will be used for the ten stations. These ten stations are included in Phase 1 of this retrofit effort. Phase 1 installation will begin in March, a more detailed installation can be found in Attachment A.

Any new construction projects, such as Purple Line Extension Phases 1 and 2 and Foothill Phase 2B, will also incorporate taller faregates as part of their station designs, and be funded by existing Project LOPs.

Taller faregates will be implemented as follows:

Project	Description	Funding Source
Faregate pilot	LAX/Metro Transit Center Station	LAX/Metro Transit Center Project LOP
New construction projects	PLE Phases 1 and 2, Foothill Phase 2B	Respective Project LOPs
Phase 1	First 10 Metro Rail Stations[1]	$14.4M (previously approved)
Phase 2	Next 11 Metro Rail Stations	$15.3M (requested through this board report)

[1] Phase 1 stations are Lake, Firestone, Pershing Square, 7th Street/Metro Center, Westlake MacArthur Park, Wilshire/Vermont, Vermont/Santa Monica, Hollywood/Western, North Hollywood, and Willowbrook/Rosa Parks.

DISCUSSION

In Phase 2, the plan is to retrofit another 11 existing gated stations with taller gates. Staff from TAP, SSLE, and Station Experience collaborated closely with the LA Police Department and LA Sheriff's Department to select these stations, which include Mariachi Plaza, Harbor Freeway, Aviation/LAX, Vermont/Athens, Del Amo, Civic Center, Compton, Slauson, Expo/LaBrea, Avalon, and Long Beach Blvd. These stations were chosen based on data showing they have experienced significant fare evasion and misuse of the emergency swing gates, and through feedback from stakeholders mentioned above. Attachment A provides data on unpaid entries and the percentage of fare evasion

for stations in Phase 1 and Phase 2.

As Metro continues to improve the station experience, taller faregates can be integrated into station redesigns, complementing current initiatives such as TAP-to-Exit, improved signage, and passenger flow enhancements. The faregates have been user tested in the TAP Lab to ensure functionality, ease of use, and compatibility with the existing fare collection system.

Taller faregates can improve safety and security for Metro customers and employees while encouraging fare compliance. Their robust structural design deters fare evasion by restricting unauthorized access through features such as motion sensors and electromechanical locks that prevent forced entries. Additionally, precise motion sensors can accurately detect and record fare evasion, providing data that SSLE can use to strategically assign staff at key stations. The taller gates have been installed at Bay Area Rapid Transit (BART) and Washington Metropolitan Area Transit Authority (WMATA). WMATA reported an 82% reduction in fare evasion after installing five-foot-tall gates and taller fences across all stations.

Phase 2 upgrades will tentatively begin as early as October 2025. Below is a timeline and schedule of the next steps.

Activity	**Duration**	**Timeline**
Solicitation	3 months	March to May 2025
Design, development, and testing	4 months	June to September 2025
Manufacturing	4 months	August to November 2025
Installation	2 months	October to December 2025

FTEs

To support the implementation of taller gates, expansion of taller gates across the Metro Rail system, and the gating evaluation, there is a need to add three FTEs:

- One (1) **Supervising Engineer** to manage and supervise staff on all faregate projects, prepare scopes of work, schedules and budgets, review complex schematic diagrams, oversee field work and inspections, and lead fare collection studies and evaluations for rail and bus systems.
- One (1) **Senior Engineer** to support the Supervising Engineer with reviewing engineering drawings, tracking scopes of work, schedules and budgets, preparing complex faregate designs layouts, conducting site visits and collaborating with construction crews.
- One (1) **Principal Software Engineer** to oversee and provide direction on faregate communication systems architecture design, faregate software integration, networking, PCI (payment card industry) compliance and security including firewall configuration, and third-party software assessments.

These positions will assist with the third-party integration of gates at new Metro Rail stations for rail line extensions. They will also support future projects such as East San Fernando Valley Light Rail

Transit Project, G Line Improvements Project, Sepulveda Transit Corridor Project, East Side Transit Corridor Phase 2, Vermont Bus Rapid Transit (BRT), North Hollywood to Pasadena BRT. Additionally, these roles will help transition these projects from construction to operations and maintenance.

The addition of three FTEs is crucial in ensuring the TAP Department can effectively collaborate with internal stakeholders in continued efforts and strategies to strengthen the fare barrier. This includes integrating and installing taller faregates at 20 Metro Rail stations, strategic fare barrier realignment, integration with third-party security systems such as weapons detection, supporting ongoing operation, and managing other gate-related projects such as TAP-to-Exit. TAP staff are also focused on the modernization of the TAP System to accept contactless debit and credit cards and preparing for an account-based system for Metro and 27 municipal operators, while supporting programs such as LIFE, GoPass, U-Pass, Mobility Wallet, and integrated event ticketing. As programs and projects grow, the existing staff cannot be reallocated to support new initiatives.

DETERMINATION OF SAFETY IMPACT

This initiative supports Metro's safety-related strategies by ensuring that the Metro system is solely used for its intended purpose of transportation, making station improvements to create safer environments, and enhancing Metro's current ability to detect and remove weapons from the system.

FINANCIAL IMPACT

Funding required for this project in the amount of $15.3 million will be included in the FY26 Adopted Budget under Cost Center 3020. This could be a multi-year effort, and the Cost Center Manager and Project Manager will be responsible for budgeting costs, if needed in future fiscal years.

Impact to Budget

The funding source is Proposition C 40%. These funds are eligible for Metro and regional bus and rail operations and capital improvements.

EQUITY PLATFORM

As the agency implements new technology and equipment upgrades, such as taller faregates, to enhance safety, protect Metro riders and employees, and improve the overall rider experience, it is important to assess how these efforts impact Black, Indigenous, and other People of Color (BIPOC) and marginalized groups who rely on the Metro Rail system. For instance, the current faregates are most misused in stations located in communities where people heavily rely on transit, disproportionately affecting those Metro customers. Taller faregates are expected to improve safety and enhance security, ensuring customers at stations like Westlake MacArthur Park, Hollywood/Western, or Wilshire/Vermont experience the same secure and welcoming environment as those at other stations throughout the system.

Staff will engage Metro advisory groups to provide education on the implementation plans, gather feedback and concerns, and ensure a transparent road map outlining the gates' capabilities, installation timeline, and location deployment strategies. Staff is prepared to initiate outreach efforts,

such as distributing multilingual materials at selected stations, posting on social media, representing Metro at public events, and partnering with community organizations to inform riders about the changes.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through planning and equipment purchase activities of taller faregates that will improve and further encourage transit ridership, ridesharing, and active transportation by improving passenger safety and security. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports:

- Strategic Plan Goal #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security;

- Strategic Plan Goal #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

ALTERNATIVES CONSIDERED

The Board could opt not to expand or implement Phase 2 of this faregate retrofit. However, this is not recommended because the current faregates have a legacy design where fare evaders can easily enter the Metro Rail system. The current gates have not been effective at addressing security concerns. The taller gates have demonstrated to be more effective at improving safety and deterring fare evasion at other transit agencies.

NEXT STEPS

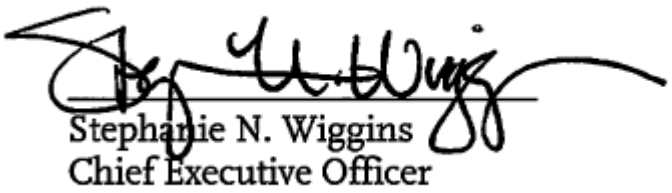
Following Board approval, staff will initiate a competitive procurement process to select a faregate vendor for the implementation of the Phase 2 retrofit at existing gated stations. Staff will perform site visits to the Phase 2 stations to assess station entrances, update station drawings, and confirm station readiness for faregate retrofit.

ATTACHMENTS

Attachment A - Data on Fare Evasion and Faregate Installation Schedule

Prepared by: David Sutton, Senior Executive Officer, Finance, TAP (213) 922-5633
Tisha Bruce, Executive Officer, Finance, TAP (213) 922-7621

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



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Fare Evasion between June 01 to September 30, 2024

No.	*Station*	*Unpaid Entries[1]*	*Paid Entries*	*Total Entries*	*% Fare Evasion*	*Tentative Installation Date*
Phase 1						
1	Lake	18,788	53,961	72,749	26%	March 2025
2	Firestone	103,044	37,585	140,629	73%	March 2025
3	Vermont/Santa Monica	126,150	138,850	265,000	48%	April - June 2025
4	Hollywood/Western	157,059	161,452	318,511	49%	April - June 2025
5	Wilshire/Vermont	253,772	250,247	504,019	50%	April - June 2025
6	North Hollywood	103,278	1,187,343	1,290,621	8%	July 2025
7	7th St/Metro Center	240,720	1,000,924	1,241,644	19%	July 2025
8	Pershing Square	219,687	240,783	460,470	48%	July 2025
9	Westlake/MacArthur Park	292,970	276,852	569,822	51%	July 2025
10	Willowbrook/Rosa Parks	236,273	215,302	451,575	52%	July 2025
Phase 2						
1	Mariachi Plaza	6,766	53,962	60,728	11%	October 2025
2	Slauson	73,241	23,242	96,483	76%	October 2025
3	Avalon	98,146	31,332	129,478	76%	October 2025
4	Harbor Freeway	116,753	53,963	170,716	68%	October 2025
5	Long Beach Blvd	73,614	38,522	112,136	66%	October 2025
6	Compton	76,856	50,496	127,352	60%	November 2025

ATTACHMENT A

No.	*Station*	*Unpaid Entries*[1]	*Paid Entries*	*Total Entries*	*% Fare Evasion*	*Tentative Installation Date*
7	Del Amo	73,893	51,816	125,709	59%	November 2025
8	Vermont/Athens	40,986	30,445	71,431	57%	November 2025
9	Civic Center	101,658	129,152	230,810	44%	December 2025
10	Expo/La Brea	39,637	57,080	96,717	41%	December 2025
11	Aviation/LAX	95,072	93,243	188,315	50%	December 2025

[1] “Unpaid entries” is the sum of emergency swing gate openings and forced entries on the ADA gate

Faregate Retrofit (Phase 2)

Upgrade Existing Gated Stations With Taller Gates

Operations, Safety, and Customer Experience Committee

February 20, 2025

Metro

File ID 2024-1126

Recommendation

A. ESTABLISH a Life-of-Project (LOP) budget for an amount not-to-exceed $15.3 million for the implementation of taller faregates at 11 additional stations to provide safety, security, and enhance access control;

B. AMEND the FY25 budget to add three (3) Non-Contract Full-Time Equivalent (FTE) positions to manage the gating analyses and implementation of taller gates across the 11 additional stations and expansion of taller gates across the Metro Rail system and new stations from new rail lines and transition into operations and maintenance;

C. AUTHORIZE the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements, contracts, and contract modifications associated with the increased LOP budget.

Context

- The Board approved **Motion 34.1 in April 2024** directed staff to research faregate hardening at heavy and light rail stations.
- Research suggests taller faregates may improve feelings of safety and security.
- BART completed 18 stations and are installing these faregates at 15 more stations.
- WMATA have installed taller faregates at all 98 stations, and WMATA has reported an 82% reduction in fare evasion.

- **Original Pilot Plan (from July 2024 Motion Response)**: Install taller faregates at LAX/Metro Transit Center Station and two other locations.
- **Updated Pilot Plan**: Retrofit ten existing gated stations included in Phase 1. These stations were selected based on collaboration between TAP, SSLE, and Station Experience, with LA Police Department and LA Sheriff's Department.

Metro

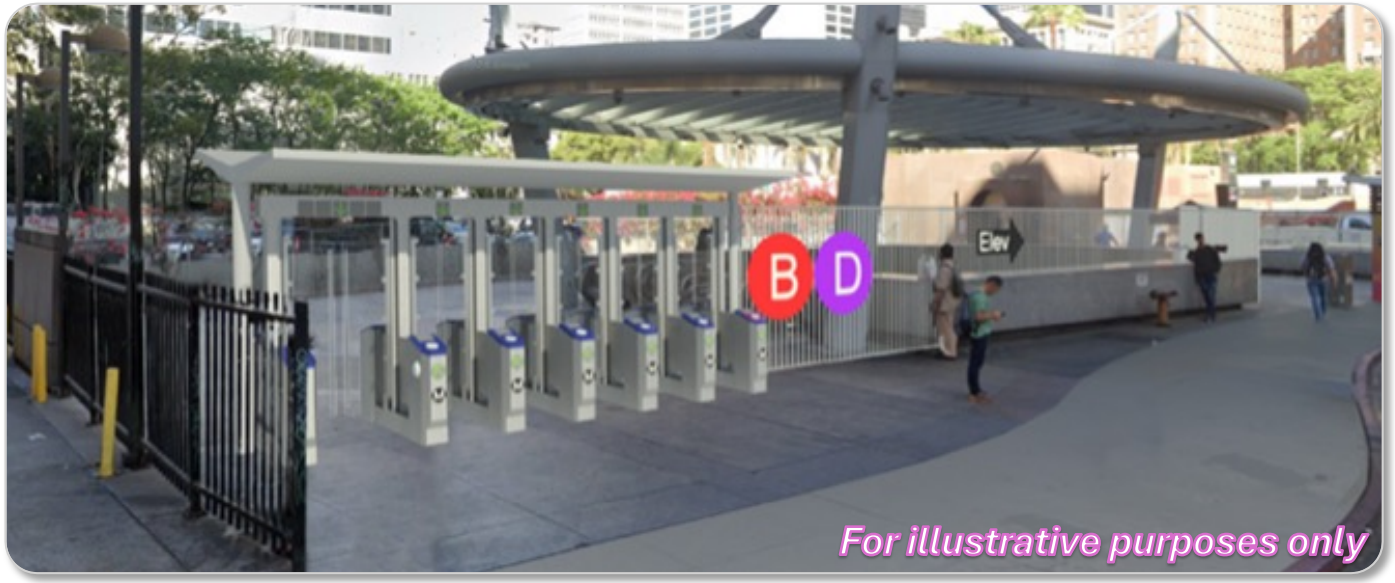
Background: Phase 1 - STraffic Faregates

Installations expected to start

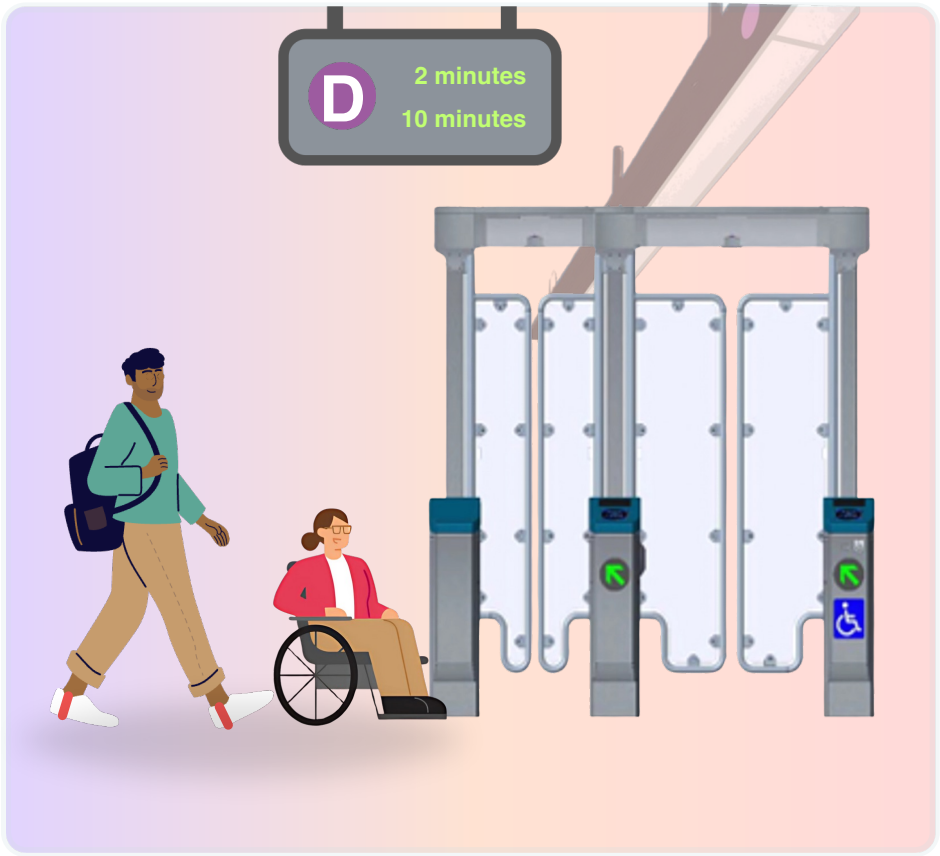
March 2025

Existing Stations for STraffic Faregates

- Lake
- Firestone
- Pershing Square
- 7th Street/Metro Center
- Westlake MacArthur Park
- Wilshire/Vermont
- Vermont/Santa Monica
- Hollywood/Western
- North Hollywood
- Willowbrook/Rosa Parks



Improve Safety with Taller Faregates



Precise motion sensors

- Improves safety and prevents “tailgating” fare evasion
- Includes AI camera for accurate detection
- More sensors than on current gates for more accurate reporting

Electromechanical locks

- Difficult to force through
- Will be integrated to allow quick unlocking for special events or in emergencies

ADA-compliant

- Sensor technology to ensure “equitable accessibility” for customers using wheelchairs
- Paddle-style doors improve accessibility for customers with bicycles, luggage, or other bulky items

Advanced security solutions via APIs*

- Real-time assistance: Instant reporting allowing staff to provide on-the-spot customer support at faregates
- Can potentially integrate with third-party security solutions

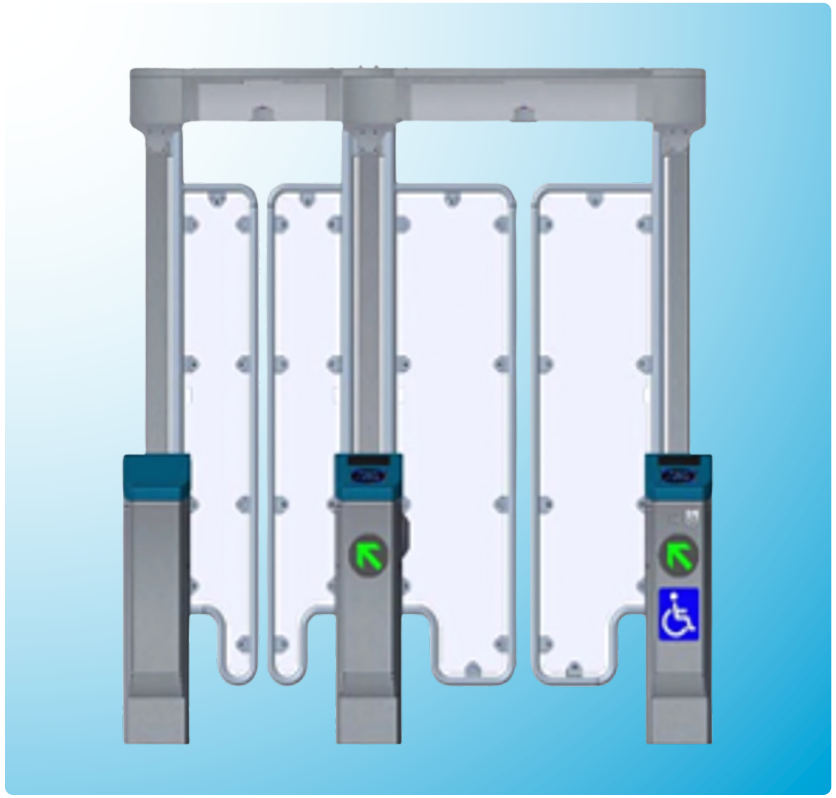
* API = **Application Programming Interface** allowing communication and integration with third-party services

Emergency Swing Gate Hardening

- Emergency swing gates (ESG) at **Westlake/MacArthur Park Station** raised to six feet with added perforated metal panels.
- The enhancement is meant to deter reaching the panic bar for unauthorized access.
- Phase 2 Retrofit: Requirement includes height modifications to the ESG to prevent reach-arounds.
- The picket fence across the entire fare barrier will also be raised to six feet for uniformity and deter jumping over.

Discussion: Phase 2 – RFP for Taller Faregates

Phase 2 to tentatively begin as early as ***October 2025***



Stations for Phase 2 Retrofit

- Aviation/LAX
- Vermont/Athens
- Del Amo
- Civic Center
- Compton
- Harbor Freeway
- Mariachi Plaza
- Slauson
- Expo/LaBrea
- Avalon
- Long Beach Blvd

Phase 2 Cost Estimate

$15.3 million

Next Steps

- Following Board approval, staff will initiate a competitive procurement process to select a faregate vendor for the implementation of the Phase 2 retrofit at existing gated stations.
- Phase 2 installation is scheduled to begin in October 2025, with a targeted completion as early as December 2025.
- Staff will provide updates and report progress periodically.

Activity	Duration	Timeline
Solicitation	3 months	March to May 2025
Design, development, and testing	4 months	June to September 2025
Manufacturing	4 months	August to November 2025
Installation	2 months	October to December 2025

Metro

Board Report

File #: 2024-1124, **File Type:** Motion / Motion Response **Agenda Number:** 38.

REGULAR BOARD MEETING
FEBRUARY 27, 2025

SUBJECT: WEAPONS DETECTION SYSTEMS PILOT FINDINGS

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Weapons Detection System Proof-of-Concept Pilot Findings.

ISSUE

At its July 2024 meeting, the Board approved a proof-of-concept pilot of two weapons detection technologies - millimeter-wave radar detection and dual-lane detection systems - at two transit hubs on the rail system to deter weapons off Metro's transit system. Over the past four months, multiple vendors provided equipment at no cost to the agency to demonstrate how this technology could work on the Metro system. This report provides the findings of these proof-of-concept pilots.

BACKGROUND

At its April 2024 meeting, Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis authored Motion 34.1 (Attachment A), directing staff to perform an assessment of several security initiatives, including recommendations related to weapons detection.
Metro's Customer Code of Conduct prohibits "weapons or instruments intended for use as a weapon" (6-05-020.S), and through piloting advanced detection technology, Metro aimed to evaluate its effectiveness in identifying potential threats, supporting enforcement efforts, and enhancing overall security.

At its July 2024 meeting, the Board authorized the piloting of two weapons detection systems - millimeter wave technology and a dual-lane system- over a 30-day period at two Metro stations. At the time, the focus was on evaluating walkthrough screening technologies to detect concealed weapons efficiently while minimizing disruption to passenger flow.

As part of this process, Metro staff also researched lessons learned from peer transit agencies to identify best practices and potential challenges. Within the last year, the New York Metropolitan Transit Authority (NY MTA), Chicago Transit Authority (CTA), and Southeast Pennsylvania Transit Authority (SEPTA) all conducted various weapons detection pilots. NY MTA's pilot was for 30 days, and SEPTA's was for 12 months. CTA's one-year pilot is still underway. The NY MTA and SEPTA

decided not to proceed with weapons detection after their pilots due to varying effectiveness and scalability.

DISCUSSION

Before launching a full-scale weapons detection pilot, it was essential to conduct a proof-of-concept pilot to determine the most effective approach. Variations in technology systems, operational environments, and insights from peer transit agencies allowed Metro to evaluate different solutions in a controlled setting. This initial phase helped assess feasibility, effectiveness, and integration with existing security measures, ensuring that future implementation would align with best practices and Metro's broader safety strategy.

Staff initiated the proof-of-concept piloting of two weapons detection systems at rail stations, millimeter wave technology, and a dual-lane system. However, as staff advanced these efforts, significant technical and operational challenges emerged. The millimeter wave system required infrastructure modifications and operational adjustments beyond what was initially anticipated, leading to the need for extensive integration efforts before broader testing and implementation could proceed. Similarly, the dual-lane system presented potential constraints as well.

Given these challenges, staff focused on scalable and readily deployable solutions employing advanced technologies, such as artificial intelligence (AI) and video analytics, to detect a wide range of weapons, including improved detection of concealed weapons and brandished firearms. The goal of these features is to enable non-invasive detection with minimal disruption to travel, even after accounting for additional verification needed. Staff continued researching non-intrusive concealed weapons detection options and introduced a pillar-type system to supplement the concealed weapons screening proof of concept pilots. This alternative offered key advantages, including portability, ease of deployment, and power autonomy. Additionally, staff researched and introduced standalone video analytics for brandished firearm detection to complement weapons screening and leverage existing CCTV infrastructure, testing its purported ability to detect visibly displayed firearms and generate real-time security alerts.

By adjusting the approach to focus on practical, flexible, and effective security measures, Metro refined its proof-of-concept pilot strategy. The proof-of-concept pilots of a concealed weapons passenger screening system and brandished weapons detection pilot were selected as they not only strengthened Metro's enforcement efforts but can also act as a visible deterrent, reinforcing Metro's commitment to creating a safer transit environment with minimal disruption to passengers.

From August through December 2024, staff conducted proof-of-concept pilots of passenger screening technologies (concealed weapons) and brandished firearms for three to four weeks with each system to determine their effectiveness and feasibility in the transit system. Staff assessed detection accuracy, false positives, effects on passenger flow, and integration with Metro's security infrastructure.

1. **Concealed Weapons Passenger Screening (October-December)**: As a passenger walks through this detection system, the system uses its advanced sensors, AI, and other technologies to detect concealed weapons without requiring them to stop and remove any belongings. A lane-type system (previously referred to as dual-lane) and a pillar-type system were tested at two Metro rail stations (Union Station B/D Line East and West portals and APU/Citrus College A Line Station).

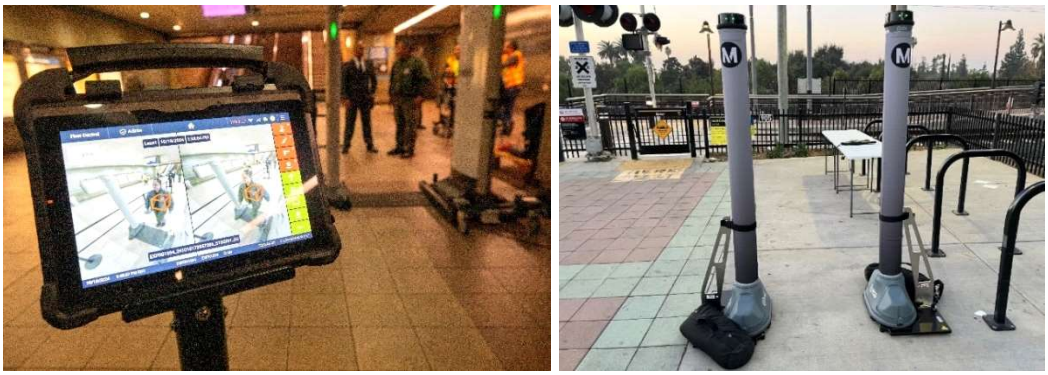


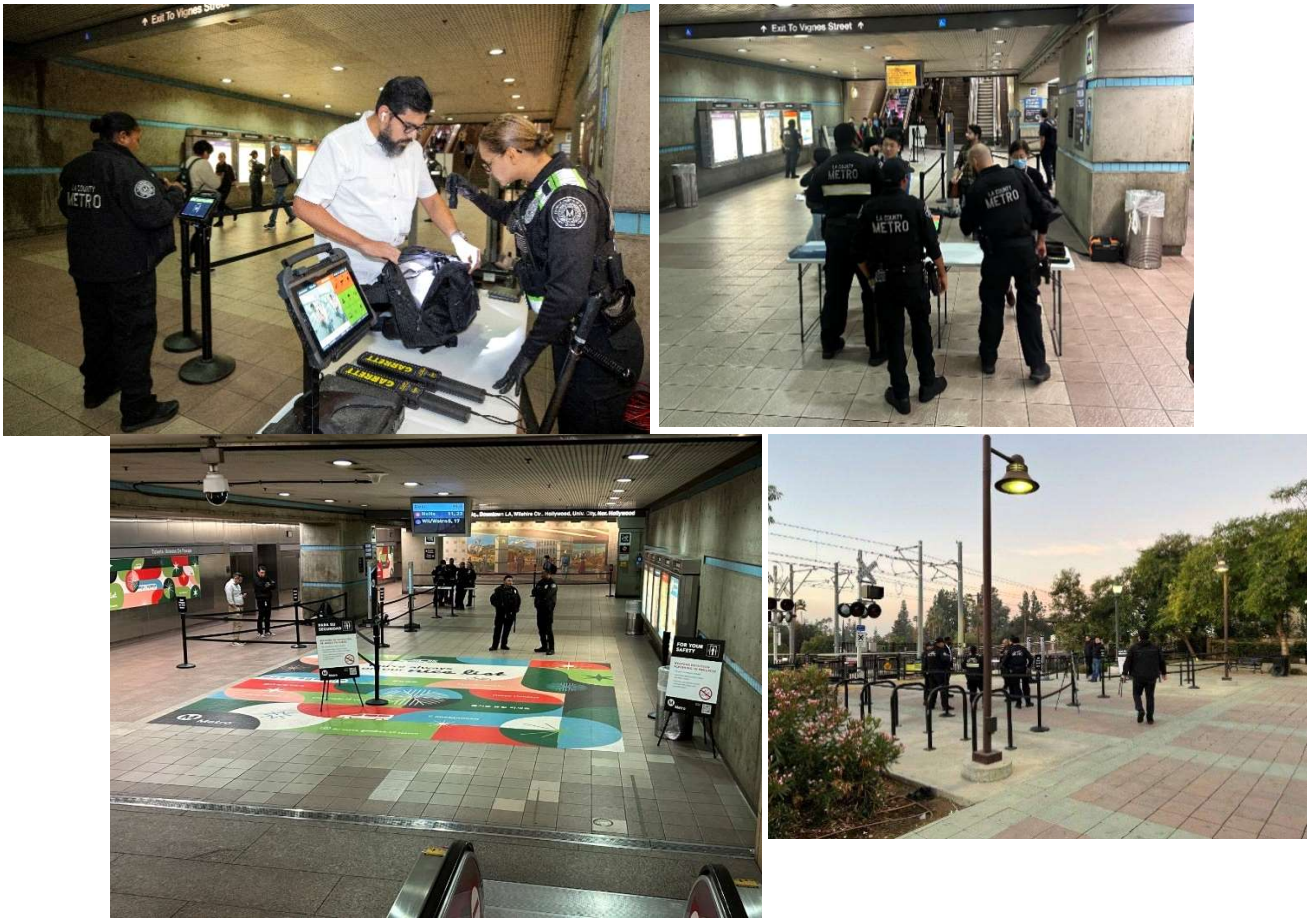
Photo of Lane Type System Screen (Left) and Pillar Type System (Right)

2. **Brandished Firearm Video Analytics (September-October):** This system scans existing CCTV video feeds in real-time to identify threats, including brandished firearms, and sends alerts to designated groups. Staff tested four different camera analytic software solutions utilizing the CCTV system in the Union Station West area to detect brandished firearms.

Photo of Brandished Firearms Analytics Detecting a Replica Firearm

Concealed Weapons Passenger Screening Proof of Concept

After comparing the advantages and disadvantages of different systems, staff collaborated with two vendors, based on their wide use across event venues, airports, and governmental facilities, to organize pilot demonstrations and deployment at two locations. Vendor A facilitated a system identified previously as the dual-lane system. Vendor B facilitated a system referred to as the pillar-type system. As part of the evaluation, staff conducted an analysis of the frequency of secondary screenings, false positive rates, public feedback on the screening process, and overall crime and safety metrics. Staff evaluation found that both systems performed similarly in detecting large, dense metallic items while omitting everyday metal objects in a transit environment. However, the pillar-type system's designed portability and power autonomy provided significant operational advantages by allowing for scalable deployment and reduced infrastructure requirements, better suited for Metro's dynamic transit environment.



Passenger Screening at Union Station (Top Left); MTS Officers at Secondary Screening Table (Top Right); Passenger Screening at Union Station (Bottom Left) and APU/Citrus Station (Bottom Right)

Pillar-Type System	
Advantages	**Disadvantages**
Screens many people quickly.	Higher Cost
Individuals do not need to remove items from their bags.	Relying on an app might pose challenges if there are technical issues with the app.
Designed to operate effectively in both indoor and outdoor environments.	Cannot be used onboard rail or bus fleet.
The system offers flexible power options.	Requires significant additional staffing to address false positives.
The system is engineered to minimize false alarms.	
Easy installation and can be managed remotely via a smartphone or tablet app.	
The system is lightweight (only 25 lbs.) and sets up in less than one minute.	

Dual Lane-Type System	
Advantages	**Disadvantages**
The system can scan up to 3,600 people per hour.	The initial investment can be high.
System uses sensor technology and AI to detect concealed weapons.	Regular updates and maintenance are necessary.
Analytics helps security teams make smarter decisions.	Possibility of occasional false positives.
Integrates with existing CCTV VMS cameras.	Security personnel need to be trained effectively.
Tablet interface makes it easier to train new users.	Use of advanced AI and data analytics raises potential privacy issues.
The system has received several awards.	Requires significant additional staffing to address false positives.
	Extreme weather conditions might affect its performance.
	Cannot be used onboard rail or bus fleet.

Findings

Enhanced Safety: After multiple iterations of screening deployments, staff found that the lane-type

and pillar-type systems operate almost identically in detecting various metal materials. Across all iterations of screening deployments, no weapon threats were identified; however, to ensure adequate detection, armed officers were asked to walk through each system while carrying their standard-issued service firearm. Both systems detected the officers' service weapons with 100% accuracy each time. Additionally, staff used a series of testing and training firearm replicas and inert weapons to test the detection capabilities of each system. Those threats were also detected during testing. Throughout the pilot, "weapon-like" items were detected that were part of tools, such as box-cutters and chef cutlery, but were determined not to be an actual threat.

Impact on Riders: Screening methodologies varied based on location and passenger numbers. At APU/Citrus Station, staff were able to screen all passengers during peak hours. At Union Station, a pedestrian count was used during peak hours to manage screening efficiently and prevent queues due to the large number of customers.

The duration was less than two seconds for passengers who did not alert during primary screening. For those who did cause the system to alert and were routed to secondary screening, staff visually inspected the passengers' belongings in under 15 seconds.

One of the findings that stands out is the high incidence of false positives, ranging between 30% and 50%. False positive rates are directly correlated to the selected system sensitivity level. As the sensitivity level increases, so do false positives and its increased ability to detect smaller weapons. As the level decreases, so do false positives and their ability to detect weapons. For the duration of Metro's pilots, the chosen sensitivity level allowed for higher false positive rates but also ensured that the smallest firearms and knives with blades beyond a certain measurement would be detected. While sensitivity levels can be decreased to minimize false positives, so does the operation's ability to detect harmful weapons. These high figures can be readily attributed to the presence of personal electronics and other items with large metallic content, which frequently triggered the system's sensors. The screening systems are designed to omit alerts to the presence of small metallic items like keys, cellphones, and belts; however, many transit riders carry laptops, tablets, or other benign personal items with a high metal content as they commute to and from work, with the range in false positives largely dependent on the time of day and location. Staff found that these alerts did not significantly impact travel times.

As discussed above, the secondary search process was quick and efficient. During the pilot, primary screenings took an average of just two seconds per passenger, effectively filtering out non-alerting individuals. In cases where the system flagged a passenger for further inspection, secondary searches only lasted an average of 15 seconds, during which security personnel asked passengers to visually inspect their personal belongings. This expedited process helped maintain a steady flow with minimum impact on travel. Additionally, staff worked with the vendor to continuously analyze and adjust the system's sensitivity, working to target the detection of weapons over other items. Continued refinement of detection parameters and expedited secondary screenings are the primary strategies to ensure screening deployments remain an efficient and effective deterrent to weapons on the transit system. Due to the high level of false positives, significantly more security staff was needed to conduct secondary screenings and reduce queuing of passengers.

Screening Throughput: To manage operational impact, staff implemented a pedestrian count

interval to determine how many passengers were selected for screening per hour. This allowed for up to 30 passengers to be screened per hour, a conservative limit designed to prevent excessive delays and ensure smooth operations. On average, about 120 passengers were screened during each four-hour screening deployment. Staff would need more experience with the screening system to determine if operational procedures can be optimized to increase the screening rate without compromising security effectiveness.

Deployment Flexibility: After multiple iterations of screening deployments, staff found that the lane-type and pillar-type systems operate almost identically in detecting various metal objects; however, noticeable differences are apparent in deployment readiness. The pillar-type system demonstrated an inherent advantage in its portable and self-powered design, while power and mobilization requirements severely challenged the lane-type system.

The pillar-type system's benefits include its self-contained power, data, and cable routing, which makes deployment and set-up easy and allows staff to flexibly deploy the pillar-type systems where needed and without power limitations. Its size and weight do not require a vehicle with a loading ramp or hydraulic/motorized lift, something the MTS fleet does not currently have. These critical factors mean Metro can swiftly set up and break down as security needs shift.

The lane-type system typically requires grid power and has a physical cabling connection between its two main components that require protection using a raised floor mat. This presents accessibility challenges, particularly for passengers using mobility devices, thereby raising accessibility and expediency concerns. The larger and heavier size of the lane-type system requires a large vehicle transportation with a motorized liftgate, limiting its overall mobility and adaptability for relocation and storage. These factors and the system’s shore power dependency highlight areas where the single lane-type system is less suited for specific transit environments than the more portable pillar-type alternative.

Customer and Employee Feedback: The reception to the screenings in the field where the screenings were taking place was overwhelmingly positive. Most customers willingly participated and raised no significant concerns about privacy or inconvenience.

Whenever concerns about the screening process emerged, particularly with perceived profiling and general unease about being selected for screening, security officers addressed these instances effectively by providing clear information and disclosing how the selection for the screening process was based upon a pre-determined count and not at the officer’s discretion.

- *“This is great! It’s a good thing to have so people feel safe!”* - Passenger approached staff at the eastern portal of Union Station B/D Line
- “*It’s a great idea! Long time coming!”* - Metro Facility Maintenance employee
- *“Thank you so much, brings safety and less guns to make it feel safe for my mom to ride Metro.”* - Metro Custodian, at Union Station B/D Line
- *“This is great to see! My husband takes the train every Tuesday, so I know he’ll be safe seeing this safety measure in place.”* - Passenger, at APU/Citrus College Station
- *“This is great! Happy to see this!”* - Passenger rejoiced as they saw the weapons detection pilot occurring, at Union Station B/D Line

- Members of a faith-based group conducting outreach expressed their support as it would make the system safer - APU/Citrus College Station

Overall, these small-scale pilots provided valuable insights into the feasibility of concealed weapons passenger screening detection technology, focusing on operational performance, customer and employee feedback, and overall system impact. While limited in scope, the proof-of-concept phase helped identify key considerations for a potential larger-scale pilot, including ease of use, screening efficiency, and integration with existing security measures. The feedback gathered from employees and customers further informed how different safety systems align with Metro's operational needs and passenger experience. These findings serve as an important foundation for determining the most effective pilot moving forward.

Brandished Firearm Video Analytics Detection Proof-of-Concept

From September to October 2024, SSLE tested four video analytic-based solutions of brandished firearm detection technologies at Union Station West. These proof-of-concept pilots focused on using video analytics to detect brandished firearms through existing CCTV infrastructure in real-time. Detection capabilities varied widely between the different analytic systems, but the testing results established a clear ranking based on performance, with one system scoring higher than the rest. The best-performing system detected a replica full-size pistol every time it was brandished, in every testing session, and in every camera tested-the only system to do so. The same system achieved a high detection rate for other types of firearms. In addition to offering instant notification alerts via multiple communication channels, the system includes an online dashboard and mobile app.

To evaluate the detection capabilities of the different systems, staff developed and followed a uniform testing protocol consisting of brandishing replicas and training firearms, indistinguishable from functioning firearms to the naked eye, in front of cameras enabled with firearm detection. All items used for testing are disabled, inert items incapable of loading or actioning ammunition, and all testing occurred during station closure hours in the absence of the public and in the presence of onsite security officers and a supervisor.

The firearms were brandished sequentially and in different positions within a camera's field of view. Staff ensured the firearm was within the camera's field of view for an equal amount of time. Procedures were closely followed in testing the four systems, incorporating the vendor/manufacturer's recommendations to account for all systems' detection and alert latency and other special considerations equally.

Findings

All systems exhibited varying detection capabilities of different-sized firearms. One system misidentified everyday items, such as walking canes and bicycles, as threats, particularly under certain lighting conditions, partly because it did not have the element of human review built into the alert workflow. These limitations highlighted the necessity of human-in-the-loop verification to enhance accuracy and operational response, a built-in feature in the top-ranked-performing solution-all systems with a human-in-the-loop performed better than the one system that did not have that

element.

While firearm detection was the predominant factor in evaluating a system's performance, staff also assessed ancillary features such as text/email/push notifications, application user interface, the incidence of false positives, and integration with existing and upcoming security technologies. The result of these additional considerations yielded further support for the best-performing system with valuable support features.

Unlike the challenge of meeting system requirements across all CCTV infrastructure, alert-based brandished firearm detection technology carries a lesser strain on personnel sources. All systems piloted generally sent notifications in eight seconds or less. Overall, the proof-of-concept pilot for brandished weapons detection provided valuable insights into the technology's potential to enhance security by leveraging existing CCTV infrastructure. While all four tested systems performed well, further evaluation is necessary to fully understand their effectiveness in a variety of real-world conditions. Although staff conducted tests in both indoor and outdoor environments under different lighting conditions, additional testing would be needed to account for factors such as camera quality and age, weather, crowd density, lighting variations, background colors, cabling infrastructure, and network bandwidth and speed**.** These findings highlight the need for a more expansive assessment to ensure the technology can be effectively deployed across Metro's diverse transit environment.

Scalability

Determining the long-term viability of weapons detection technology requires careful consideration of Metro's ability to expand and implement these security solutions effectively across the transit system. While the proof-of-concept pilots provided valuable insights into feasibility and operational performance, further testing pilots are necessary to assess how these systems perform on a larger scale. This includes evaluating infrastructure compatibility, operational impact, cost efficiency, and integration with existing security measures. A thorough understanding of these factors will help ensure that any future implementation is both effective and sustainable, enhancing customer and employee safety.

Brandished Firearm Video Analytics Detection

For a full systemwide implementation, AI technology requires integration with more than 30,000 cameras currently on the Metro system today. The majority of Metro CCTV infrastructure and vehicles are analog cameras, while AI technology relies on digital cameras. Implementing brandished firearm detection at locations and onboard transit vehicles with outdated CCTV and communications infrastructure involves extensive research and significant investments in infrastructure, maintenance, and engineering upgrades, such as replacing or retrofitting outdated CCTV systems, before procuring AI technologies.

Although CCTV upgrade projects are underway along various rail lines, it will still be several years before the agency can implement brandished firearm detection, systemwide. Improvements for transit vehicles would include retrofitting outdated CCTV systems and communication infrastructure on each vehicle. Given the undetermined state of all infrastructure constraints, a comprehensive implementation cost estimate for the entirety of the CCTV ecosystem under the agency's ownership

cannot be determined at this time.

Since network and CCTV infrastructure are in varying states at different Metro locations, leveraging this security solution would only be possible at the West area of Union Station and the upcoming Metro Transit Center. Staff has determined that the CCTV systems at all rail stations, bus and rail divisions, and Union Station, comprising about 3,600 cameras, are within discernable reach of meeting specifications. Security Control Specialists already stationed at Metro's Security Operations Center (SOC) would be responsible for managing alerts, and the necessary coordination with field security personnel like MTS, law enforcement, and private security officers would occur similarly to how Transit Watch app reports, phone calls, and text-based reports regarding firearms are currently handled.

At facilities that meet or exceed specifications, including the rollout of the unified Video Management System (VMS), Genetec, and enhancements to network bandwidth and camera infrastructure, the brandished firearm detection solution could be integrated into the facilities' existing security framework.

The cost of a longer and larger scale pilot at Los Angeles Union Station, rail stations, bus terminals, and Metro Operating Divisions is shown in the table below:

SYSTEMWIDE VIDEO ANALYTICS BRANDISHED FIREARM DETECTION IMPLEMENTATION COST				
Note: All cost figures in millions	Prerequisite CCTV System Upgrades	Detection Hardware	Detection Licensing	Total
Year 1	$0.6	$1.7	$2.4	$4.7
Year-Over-Year	-	-	$2.4	$2.4

Concealed Weapons Passenger Screening

Building on the insights gained from the proof-of-concept phase, the next step is to conduct a larger-scale pilot utilizing a pillar detection system. The pillar-based approach offers key advantages, including portability, ease of deployment, and minimal disruption to passenger flow, making it a viable solution for enhancing security across the transit system. A broader pilot will allow for further evaluation of system performance in high-traffic areas, integration with existing security operations, and overall effectiveness in detecting concealed weapons.

Since the proof-of-concept phase lasted 30 days, a longer-term pilot would be necessary to better understand operational requirements, resource allocation, and sustainability. While expanding this system to all 222 station entrances would significantly enhance security, it would also require an immense amount of personnel to operate effectively. While the technology is highly portable and adaptable, its effectiveness relies on dedicated personnel to operate screening equipment, direct passenger flow, and conduct secondary inspections. Given these staffing and cost considerations, full system-wide implementation may not be feasible. However, an extended pilot would help assess alternative deployment strategies, such as implementation at high-risk locations based on data or strategic integration with existing security measures, to maximize impact while maintaining

operational efficiency. Systemwide expansion of weapons detection screening will require significant financial and personnel investments. Ongoing assessment and refinement of weapons detection deployments will ensure necessary infrastructure, personnel, and funding are in place to support program augmentation

.

Staff developed the following cost model designed as reference point for the scalability of passenger screening deployments systemwide:

ESTIMATED SYSTEMWIDE PASSENGER SCREENING EQUIPMENT AND LABOR COST
FTEs, SCREENING EQUIPMENT, AND VEHICLE NEEDS

ALL RAIL STATION ENTRANCES

**All costs in millions*

Personnel				
FTE numbers based on 5 days/week deployments	**FTEs**	**MTS TSO II FTEs**	**MTS Sergeant FTEs**	**Cost**
Metro Transit Security[1]	**1066**	888	178	$141.2
Project Manager FTE[2]	**1**			$0.1
Total	**1067**			
Annual Labor Cost				$141.3
Equipment[3]				
Current Number of Rail Stations	**107**			
Total Number of Station Entrances	**222**			**Cost**
Screening Equipment	**222**			$6.9
Vehicles[4]	**223**			$18.1
Equipment Cost Subtotal				$24.9
1st Year Total				$166.3
5-Year Total				$731.6

[1] *FTE personnel cost assumes MTS TSO II $124,800/yr, MTS Sergeant $170,560/yr, and Project Manager $148,928/yr*

[2] *One FTE Project Manager for the program.*

[3] *Assumes a 5-year useful life for screening equipment.*

[4] *Includes vehicles for equipment and personnel transport, as well as one field operations unit.*

Compliance with Bias-Free Policing and Public Safety Data Analytics

Metro is committed to ensuring all weapons detection initiatives comply with its Bias-Free Policing and Public Safety Data Analytics policies. Before the start of the proof of concept pilots, staff engaged in a comprehensive review process to ensure that screening procedures, security practices, and data collection efforts were substantiated by the legal framework governing the agency's public safety policies and practices. In consultation with County Counsel, staff worked to establish the legal basis for conducting weapons screenings and searches, ensuring that all

detection measures were implemented to protect our passengers' rights and individual freedom. Similarly, the use of video analytics for weapons detection through CCTV has been carefully evaluated to balance security objectives with privacy considerations and data protection. Multiple discussions helped shape preparations, transparency, and procedural safeguards to ensure screening technology's fair and equitable application.

DETERMINATION OF SAFETY IMPACT

The proof of concept pilots had a positive impact on the safety of the Metro system, ensuring a safer experience for passengers and employees.

EQUITY PLATFORM

Before the start of the weapons detection evaluation, there were concerns regarding racial profiling, the use of facial recognition, and how these technologies may impact Black, Indigenous, and other People of Color (BIPOC). Notably, the facial recognition function within weapons detection technologies was not piloted as it potentially conflicted with Metro's Bias-Free Policing policy. Furthermore, to ensure the screening process was bias-free, staff took extra precautions by using a random interval to select individuals for secondary screening (e.g., every 15th person).

Staff observed accessibility challenges for the lane-type passenger screening system, which had cables that ran beneath a rubber mat, elevating it slightly from ground level and possibly creating a challenge for those in a wheelchair; as a result, this system is not being recommended. Additionally, KPIs would play a vital role in tracking potential bias while implementing weapons detection systems, ensuring adherence to Metro's Bias-Free Policing and Public Safety Data Analytics policies. These KPIs would be integrated into Metro's reporting framework, with findings shared transparently with stakeholders, including the Public Safety Advisory Committee (PSAC) and the Community Advisory Council (CAC).

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goals #2.1: Deliver outstanding trip experiences for all users of the transportation system; Metro is committed to improving security and #5.6: Provide responsive, accountable, and trustworthy governance within the Metro organization; Metro will foster and maintain a strong safety culture.

NEXT STEPS

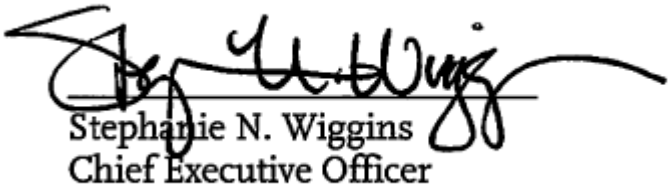
Metro staff have maintained communications with one other vendor to explore the feasibility of deploying a weapons detection solution on board buses and trains. Unlike transit stations, buses present unique challenges for weapons detection, including limited space, power constraints, and the need for rapid passenger boarding. Staff have been working closely with the vendor to determine whether millimeter wave screening can be adapted for rolling stock. If possible, that capability would allow for on-board weapons detection and instant notifications sent to Metro's Security Operations Center. Staff will keep the Board informed of the progress with the vendor.

ATTACHMENTS

Attachment A - Board Motion 34.1

Prepared by: Robert Gummer, Deputy Chief, System Security and Law Enforcement Officer, (213) 922-4513
Aldon Bordenave, Deputy Executive Officer, System Security and Law Enforcement, (213) 922-4404
Nicholas Kappos, Director, Physical Security, (213) 922-4386
Imelda Hernandez, Senior Manager, Transportation Planning, (213) 922-4848

Reviewed by: Kenneth Hernandez, Interim Chief Transit Safety Officer, Chief Safety Office, (213) 922-2290
Jennifer Vides, Chief Customer Experience Officer, (213) 940-4060



Stephanie N. Wiggins
Chief Executive Officer

Metro

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

Board Report

File #: 2024-0300, **File Type:** Motion / Motion Response **Agenda Number:** 34.1

REGULAR BOARD MEETING
APRIL 25, 2024

Motion by:

DIRECTORS BARGER, KREKORIAN, HAHN, NAJARIAN, BUTTS, AND SOLIS

Related to Item 34: Bus Operator Retrofit Barriers

SUBJECT: IMPROVING SAFETY FOR METRO RIDERS & EMPLOYEES MOTION

RECOMMENDATION

APPROVE Motion by Directors Barger, Krekorian, Hahn, Najarian, Butts, and Solis directing the Chief Executive Officer to report back to the board in 60 days on:

A. A preliminary investigation into fare gate hardening at our heavy and light rail stations, including identification of resources required, opportunities, and challenges associated with such an effort;

B. An update on implementation of latching faregates upon exit, including the proposed pilots of this technology at both North Hollywood and Union Stations;

C. An update on the proposed pilot interventions at Lake Ave, Hollywood/Highland, Downtown Santa Monica, and Norwalk stations, as highlighted in January's file#: 2023-0539;

D. Data collected on violent crimes committed over the past twelve months on the LA Metro system and any correlation found with an inability of the perpetrator to demonstrate a paid fare;

E. Data on outcomes of arrests for crimes against persons on the LA Metro system over the past twelve months, and instances of reoffending on the system;

F. Any current or recent legislative efforts to strengthen penalties for violent crimes against transit employees.

HAHN AMENDMENT: report back to include recommendations for ways we can keep weapons off our system, including lessons learned from peer transit agencies.

SOLIS AMENDMENT: report back to include how activating our stations, including adding kiosks and

prioritize care first station design improvements, could improve safety and provide jobs to at-risk individuals.

KREKORIAN AMENDMENT:

A. Report back to include recommendations to create holistic and reciprocal communication among Metro, local law enforcement agencies (beyond our contracted partners), the District Attorney's Office, Probation Department, and local court systems to create effective protocol concerning Be on the Lookout "BOLO" notices and Stay Away Orders; and

B. Recommendations for upgrades to the CCTV system on bus and rail facilities to support artificial intelligence and biometric technology to identify those individuals who are known repeat violent offenders, repeat disruptors to operations or individuals banned from the system by court order.

BUTTS AMENDMENT: report back to include staff's research on current applications of millimeter wave scanners combined with video cameras and artificial intelligence and facial recognition technology that can be installed on train platforms and trains/buses with a feed into command/dispatch centers.

Weapons Detection Systems Pilot Findings

Regular Board Meeting
February 27, 2025

Metro

Background

April 2024
Board Motion 34.1

July 2024
The Board authorized the piloting of two weapons detection systems (Dual-lane & Millimeter Wave)

August 21 – October 15, 2024
Brandished Firearm Video Analytics Proof of Concept Pilots

October 21 – December 19, 2024
Concealed Weapons Passenger Screening No-Cost Proof of Concept Pilots (Dual-lane & Pillar-type)

From Left to Right: Millimeter wave technology, Brandished Firearm Video Analytics, Dual-lane type, and Pillar-type

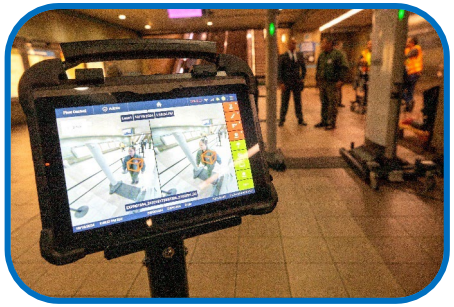
Metro

Two Proof of Concept Pilots

From August through December 2024, staff conducted proof-of-concept pilots of passenger screening and brandished firearms technologies. Staff assessed *detection accuracy*, *false positives*, *effects on passenger flow*, and *integration* with Metro's security infrastructure.

Concealed Weapons Passenger Screening

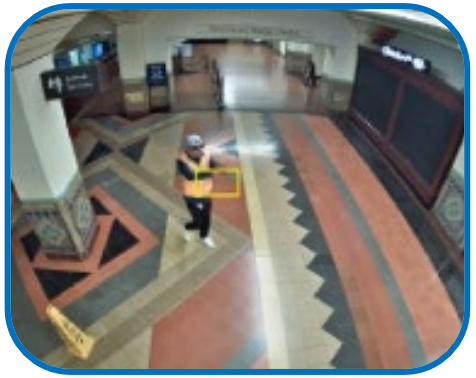
- Lane and Pillar-type systems were tested at Union Station and APU/Citrus College stations.
- As riders walk through, the system uses its advanced sensors, AI, and other technologies to detect concealed weapons without requiring them to stop and remove any belongings.



Lane-type (previously Dual-Lane) at Union Station (Left) & Pillar-type at APU/Citrus Station (Right)

Brandished Firearm Video Analytics

- Four different systems were tested in the Union Station West area.
- This system scans existing CCTV video feeds in real time to identify threats, including brandished weapons, and sends alerts to designated security groups.

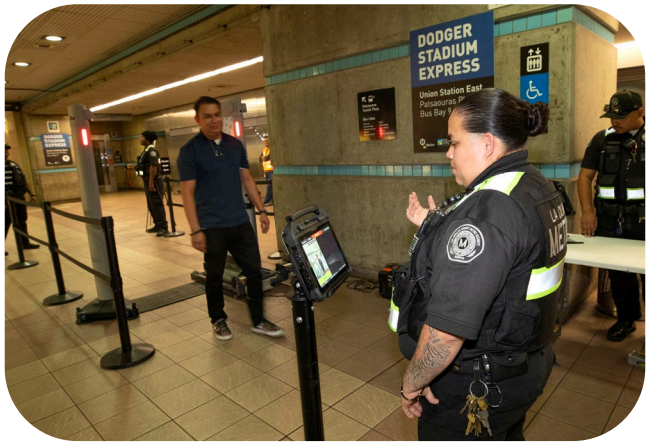


Brandished Firearms Analytics Detecting a Replica Firearm

Metro

Proof of Concept:
Concealed Weapons Passenger Screening

	Lane-type (Vendor A)	Pillar-type (Vendor B)
Enhanced Safety	➢ No weapon threats were identified on passengers ➢ Both systems detected the officers' service weapons with 100% accuracy each time	
Impact on Riders	➢ The primary screening took less than two seconds. ➢ False positives ranged from 30%-50% ➢ For the secondary screening, staff visually inspected passenger's belongings in under 15 seconds.	
	• Used a pedestrian count interval during peak hours	• All passengers were screened during peak hours at APU/Citrus Station
Screening Throughput	➢ Applied a pedestrian count interval to determine how many passengers were selected for screening per hour– allowed up to 30 passengers per hour	
Deployment Flexibility	• Requires grid power • Has physical cabling connection which requires a raised floor mat • Large & heavier size requires large vehicle	• Self contained power, data, & cable routing • Size and weight do not require a vehicle with a motorized lift



Proof of Concept of Lane-type at Union Station (Top) & Pillar-type at APU/Citrus College (Bottom)

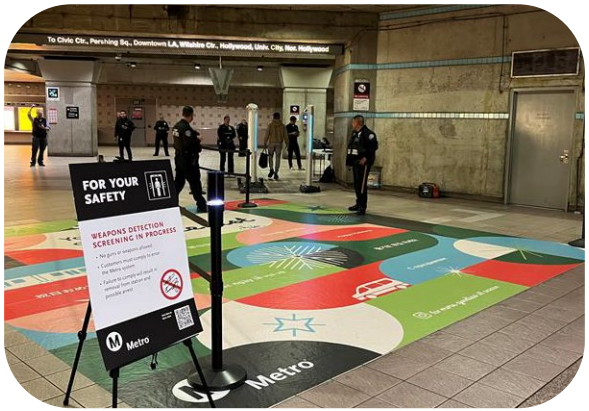
Proof of Concept:
Concealed Weapons Passenger Screening (cont.)

- **Customer & Employee Feedback**: The public's reception to the screenings was overwhelmingly positive, with most patrons willingly participating and raising no significant concerns about privacy or inconvenience.

"This is great! It's a good thing to have so people feel safe!"
- Passenger, Union Station B/D Line

"It's a great idea! Long time coming!"
- Metro Facility Maintenance employee

"This is great to see! My husband takes the train every Thursday, so I know he'll be safe seeing this safety measure in place."
- Passenger, APU/Citrus College Station



For a small number of riders who expressed concerns about the operation, officers indicated that the **selection for the screening process was based upon a *pre-determined count* and *not* at the officer's discretion.**

Metro

Scalability:
Concealed Weapons Passenger Screening

- A longer-term pilot would be necessary to fully assess operational requirements, resource allocation, and sustainability.
- Expanding to all 222 station entrances would require a significant amount of personnel to operate effectively. This does not include future system expansion over the next 5 years.

Cost model for the scalability of deployment systemwide.

ESTIMATED SYSTEMWIDE PASSENGER SCREENING EQUIPMENT & LABOR COST, FTEs, SCREENING EQUIPMENT, AND VEHICLE NEEDS
ALL RAIL STATION ENTRANCES

**All costs in millions*

Personnel
**FTE numbers based on 5 days/week deployments*

	FTEs	MTS TSO II FTEs	MTS Sergeant FTEs	Cost
Metro Transit Security[1]	1066	888	178	$141.2
Project Manager FTE[2]	1			$0.1
Total	1067			
			Annual Labor Cost	$141.3

Equipment[3]

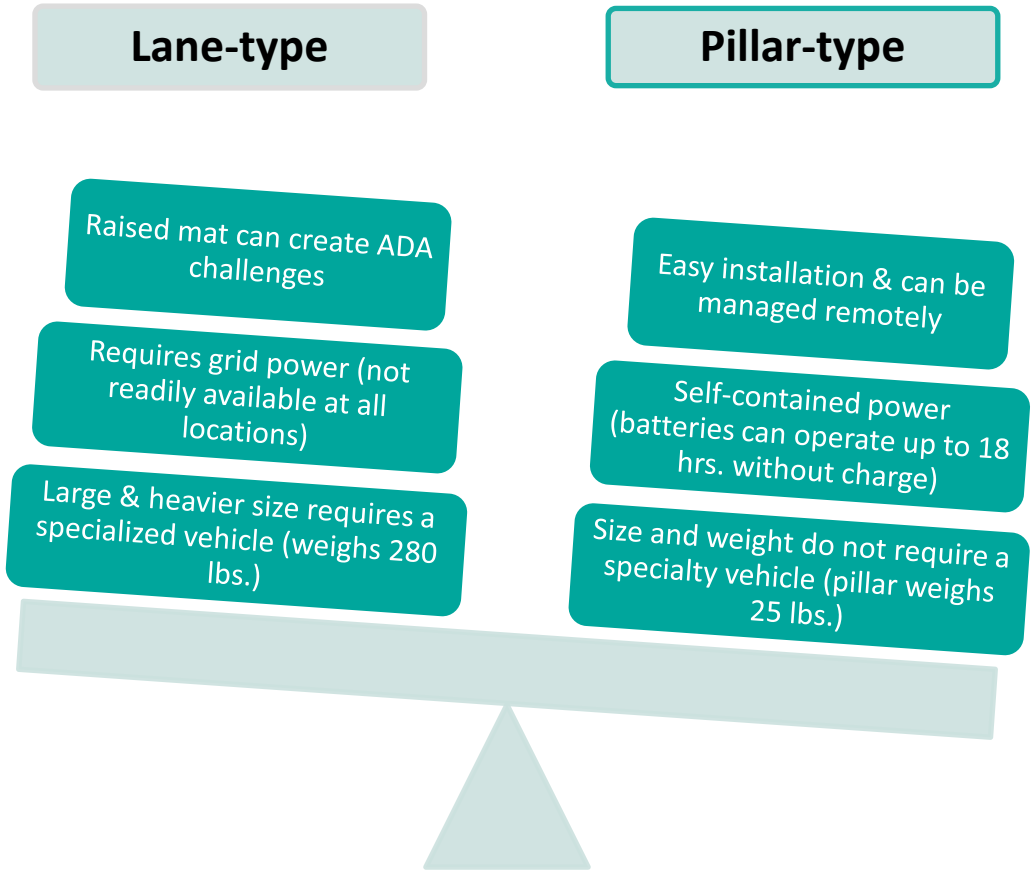
			Cost
Current Number of Rail Stations	107		
Total Number of Station Entrances	222		$6.9
Screening Equipment	222		$18.1
Vehicles[4]	223		$24.9
		1st Year Total	$166.3
		5-Year Total	$731.6

[1] *FTE personnel cost assumes MTS TSO II at $124,800/yr and MTS Sergeant at $170,560/yr*
[2] *One FTE Project Manager for the program at $148,928/yr*
[3] *Assumes a 5-year useful life for screening equipment*
[4] *Includes vehicle transport for equipment and 1,066 MTS personnel and one field operations unit*

Metro

Concealed Weapons Passenger Screening: System Comparison

After evaluating pros and cons of each system, it was determined that the Lane-type system (Vendor A) would prevent Metro from having the logistical agility to deploy it across the system. **Thus, the Pillar-type system (Vendor B) demonstrated to be most feasible piloted system for Metro.**



Metro

Proof of Concept:
Brandished Firearm Video Analytics

Tested four video analytic-based solutions of brandished firearm detection technologies at Union Station West. Detection capabilities varied widely between the different analytic systems, but **one of the four video analytic-based solutions outperformed the rest**.

Best-Performing System

- ✓ Detected a replica full-size pistol every time it was brandished, in every testing session, and in every camera tested—the only system to do so
- ✓ Achieved a high detection rate for other types of firearms
- ✓ Offered instant notification alerts via multiple communication channels
- ✓ Included an online dashboard and mobile app

Other Systems

- Varying detection capabilities of different sized firearms
  - One system misidentified everyday items, such as walking canes and bicycles, as threats
- Some did not have a human-in-the-loop verification built in
- Some did not have ancillary features (e.g., text/email/push notifications, application user interface)

Metro

Scalability:
Brandished Firearm Video Analytics

- For a full systemwide implementation, AI technology requires integration with more than **30,000** cameras currently on the Metro system today.
- Since network and CCTV infrastructure are in varying states at different Metro locations, leveraging this security solution would only be possible at the West area of Union Station and the upcoming Metro Transit Center.
- The cost of a longer and larger scale pilot at Union Station, rail stations, bus terminals, and Metro Operating Divisions, which covers about 3,300 CCTVs, is shown in the table below.
  - These CCTVs are still being upgraded to meet specifications, which will take a few years.
- Additional testing for different lighting conditions would be needed to account for camera quality and age, weather, crowd density, lighting variations, background colors, cabling infrastructure, and network bandwidth and speed.

SYSTEMWIDE VIDEO ANALYTICS BRANDISHED FIREARM DETECTION IMPLEMENTATION COST				
Note: All cost figures in millions	Prerequisite CCTV System Upgrades	Detection Hardware	Detection Licensing	Total
Year 1	$0.6	$1.7	$2.4	$4.7
Year-Over-Year	-	-	$2.4	$2.4

Metro

Compliance with Bias-Free Policing & Public Safety Data Analytics Policies

- Metro is committed to ensuring all weapons detection initiatives comply with its Bias-Free Policing and Public Safety Data Analytics policies.
- Staff engaged in a comprehensive review process to ensure that the pilots were substantiated by the policy framework governing the agency's public safety policies and practices.
- Staff established a sound randomized screening process to remove the perception of bias.
- The use of video analytics has been carefully evaluated to balance security objectives with privacy considerations and data protection.

Metro

Next Steps

- Metro staff is in communication with one vendor to explore the feasibility of deploying a weapons detection solution on buses and trains.

Metro

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

File #: 2025-0059, **File Type:** Program **Agenda Number:** 40.

REGULAR BOARD MEETING
FEBRUARY 27, 2025

SUBJECT: ADOPT PUBLIC SAFETY POLICE PENSION PLAN FOR ELIGIBLE EMPLOYEES OF NEW TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Board of Directors for the Public Transportation Services Corporation to amend the contract with the California Public Employee's Retirement System (CalPERS) to implement a Safety Police Pension Plan for sworn officers hired for the new Transit Community Public Safety Department (TCPSD) (Attachment A).

ISSUE

Before Metro can begin the hiring process for the TCPSD, a Safety Police Pension Plan must be in place to facilitate the hiring and retention of sworn officers. Metro's existing pension plans do not meet the requirements of a Safety Police Pension. As a result, sworn officers cannot be members of the existing plan and CalPERS requires that a new Safety Police Pension Plan be implemented for these future hires.

BACKGROUND

The Public Transportation Services Corporation (PTSC), a component unit of Metro, currently contracts with CalPERS for a Miscellaneous pension plan for certain employee groups. Accordingly, any changes to the pension plans require authorization by the Metro Board before the PTSC takes an action to amend the pension plan.

In June 2024, the Metro Board approved the implementation of an in-house TCPSD. The implementation plan requires the agency to hire sworn officers directly instead of contracting for service with outside agencies, such as the Los Angeles Police Department and the Los Angeles County Sheriff's Department. Sworn officer eligibility requires Peace Officer Standards and Training (POST) Certification. PTSC must contract with CalPERS to provide a new Safety Police Pension Plan for sworn officers as this is a specialized group that cannot be enrolled in the Miscellaneous plan currently in existence for other employee groups. Metro staff have been working with CalPERS over the last several months to identify pension plan options for safety members as well as potential

costs and contribution rates.

DISCUSSION

CalPERS presented Metro with three police pension plan options for sworn officers as well as the potential costs and contribution rates for these options. The three options presented specific to sworn officers are listed below along with the estimated cost per option:

Percent	Age	Estimated Cost
2.0%	57	$8.5M
2.5%	57	$10.3M
2.7%	57	$10.7M

These options mean that members are eligible to receive 2%, 2.5% or 2.7% of their salary for each year of service at Metro, based on a retirement age of 57. Metro researched several police departments to determine the retirement formulas other agencies were using. Those who offered CalPERS pension plans for sworn officers, such as Bay Area Rapid Transit (BART), Los Alamitos, Sacramento, Long Beach, Santa Monica, Whittier, Glendale, Burbank, and Anaheim Police Departments offer a pension formula of 2.7% at 57. As the market to hire sworn police officers is extremely competitive, Metro wants to ensure that the public Safety Police Pension Plan is competitive enough to attract new officers and lateral officers who might consider transferring from other neighboring agencies. Therefore, to be competitive, Metro recommends the option of 2.7% at age 57 for sworn officers. In order to implement the Safety Police Pension Plan, PTSC must amend the contract with CalPERS.

In addition to adding a new police category to the CalPERS retirement contract, survivor benefits for police members will also be added to the contract. The 1959 Survivor Benefits program provides benefits to a designated survivor if the member passes away before retiring. This benefit is commensurate with the survivor benefits offered to PTSC employees in the other Miscellaneous pension plans.

PEPRA Impact

Additionally, in 2013, the Public Employee's Pension Reform Act (PEPRA) was enacted which changed retirement benefits for new public employees hired after January 1, 2013. For example, contribution requirements were placed on PEPRA members and retirement formulas were altered. Prior to PEPRA, employers had the ability to pay both the employer and employee share of the required retirement contribution. Metro inquired about the possibility of being able to pay the employee share of the contribution for those employees that retained Classic status because they were members of a public pension plan prior to January 2013. CalPERS determined that this is not allowable under PEPRA rules and regulations as the Safety Police Pension Plan is a PEPRA plan established post January 2013. Specifically, CalPERS confirmed that all members of the Safety Police Pension Plan will be required to pay the employee share of the retirement formula. PTSC currently has two CalPERS pension plans for its employees:

- Miscellaneous 2% at age 60 (Classic)
- Miscellaneous 2% at age 62 (PEPRA)

The majority of PTSC employees are enrolled in the Miscellaneous pension plan with a formula of 2% age 62 (PEPRA plan). Currently, the PEPRA plan has 2,030 members and the Classic plan has 960 members. Sworn officers are not allowed to be members of either Miscellaneous plan and CalPERS requires the implementation of a Safety Police Plan for sworn officers. Before Metro can begin the hiring process for the TCPSD, this Safety Police Pension Plan must be in place to facilitate the hiring and retention of sworn officers.

DETERMINATION OF SAFETY IMPACT

The action plays a pivotal role in the establishment of the Transit Community Public Safety Department, an initiative that is expected to substantially enhance safety across the entire Metro system. The TCPSD will integrate sworn officers alongside non-law enforcement personnel, providing a more visible, accessible, and engaged presence throughout the Metro system. This holistic approach ensures that both public safety and community well-being are prioritized, offering a balanced and effective security strategy for all Metro patrons and employees. By enhancing the range of safety services offered throughout Metro, the TCPSD will foster a safer and more welcoming transit environment, leveraging a combination of proactive law enforcement and community-based support mechanisms. This action ensures that Metro can provide a comprehensive Safety Police Pension Plan, addressing both immediate concerns, long-term transit security needs, and as we prepare for major events coming to the region.

FINANCIAL IMPACT

The projected costs of the Safety Police Pension Plan are consistent with the costs presented to the Board in the TCPSD implementation plan. It is anticipated that the CalPERS Safety Police Pension Plan will cost approximately $10.7 million per year when the department is fully staffed, and all sworn officers have been hired. These costs are based on an employer contribution of approximately 14% of the salaries of sworn officers. Employees would be required to contribute approximately 13.75% of their salary toward the funding of the plan. These percentages are based on actuarial calculations conducted by CalPERS and are subject to changes based on future actuarial calculations, similar to the existing Miscellaneous Plan. The employer cost of the 1959 Survivor Benefits program for sworn officers will be approximately $42,500 per year when the department is fully staffed. These costs are based on an employer contribution of $5.90 per member per month and an employee contribution of $2 per member per month.

Impact to Budget

Sources of funds will parallel the projects charged agency wide and will include operating eligible funds encompassing sales taxes, fares, and federal, state and local funds.

EQUITY PLATFORM

This board item is critical to Metro's ability to establish and operate a holistic, equitable, and multi-layered approach and TCPSD to improve public safety by deploying a combination of sworn and non-sworn staff to accomplish:

- Community Safety & Well-Being
- Prevention Support
- Risk Intervention
- Response and Enforcement

Additionally, the establishment of a comprehensive Safety Police Pension Plan for the sworn officers being hired for the new in-house TCPSD will ensure that officers who join the TCPSD are provided equitable coverage in this Safety Police Pension Plan, which will be an integral component of their retirement benefits. This action also supports Metro's broader commitment to effectively recruit, hire, and retain qualified law enforcement professionals for the TCPSD, ensuring that individuals from diverse backgrounds, experiences, and identities have equal access to opportunities. By offering these retirement benefits, Metro will be in a better position to attract the best candidates, and to foster an inclusive supportive and sustainable career environment for all members of TCPSD, in line with industry standards and equity best practices. The Safety Police Pension Plan will provide officers with the necessary resources to safeguard their health, wellbeing, and long-term financial security, addressing the unique needs of all groups within the various sworn officer job classifications. Metro's dedication to this initiative reflects its proactive and strategic approach to advancing safety, positive workforce management, ensuring the timely staffing of the TCPSD while adhering to all regulatory, safety, and Equal Opportunity requirements. This is aligned with Metro's goal to deliver world-class transit service across Los Angeles County and maintaining a high standard of safety, security, and equity for both employees and patrons.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through customer activities that will benefit and further encourage transit ridership. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

By ensuring a more secure and visible transit environment, this action supports the reduction of VMT by strengthening Metro's position as a reliable, safe, and attractive alternative to driving. This action aligns with Metro's broader goals of reducing traffic congestion, enhancing public transportation options, and promoting a more sustainable transportation system across the region.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1, "Metro is committed to improving security." The new Safety Police Pension Plan for sworn officers being hired ensures that Metro will be able to establish a Transit Community Public Safety Department. These sworn officers and the TCPSD will increase the visibility and effectiveness of security and law enforcement personnel at Metro facilities via a multi-layered approach.

ALTERNATIVES CONSIDERED

The Board could decide not to amend the contract with CalPERS; however, this amendment is required to provide retirement benefits for sworn officers that are POST certified for the new TCPSD. Not amending the contract with CalPERS to add a Safety Police Pension Plan is not recommended as it would prevent the timely establishment of the new department. Additionally, the board could decide on a Safety Police Pension Plan that is not 2.7% at 57 however, this is not recommended as Metro must establish a competitive pension plan to attract new officers and lateral officers who might consider transferring from other agencies.

NEXT STEPS

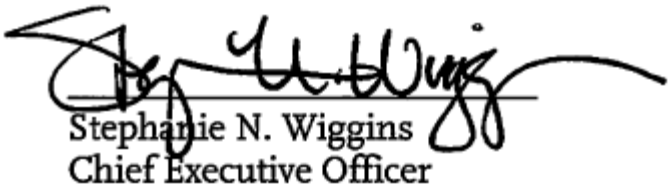
Upon Board approval, the PTSC Board of Directors will convene to enact all necessary actions to incorporate a Safety Police Pension Plan.

ATTACHMENTS

Attachment A - Safety Police Pension Plan Summary

Prepared by: Janice Olsen, Deputy Executive Officer, Pension & Benefits, (213) 922-7151
Don Howey, Executive Officer, Administration (213) 922-8867

Reviewed by: Dawn Jackson-Perkins, Chief People Officer, (213) 418-3166



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Safety Police Pension Plan Summary

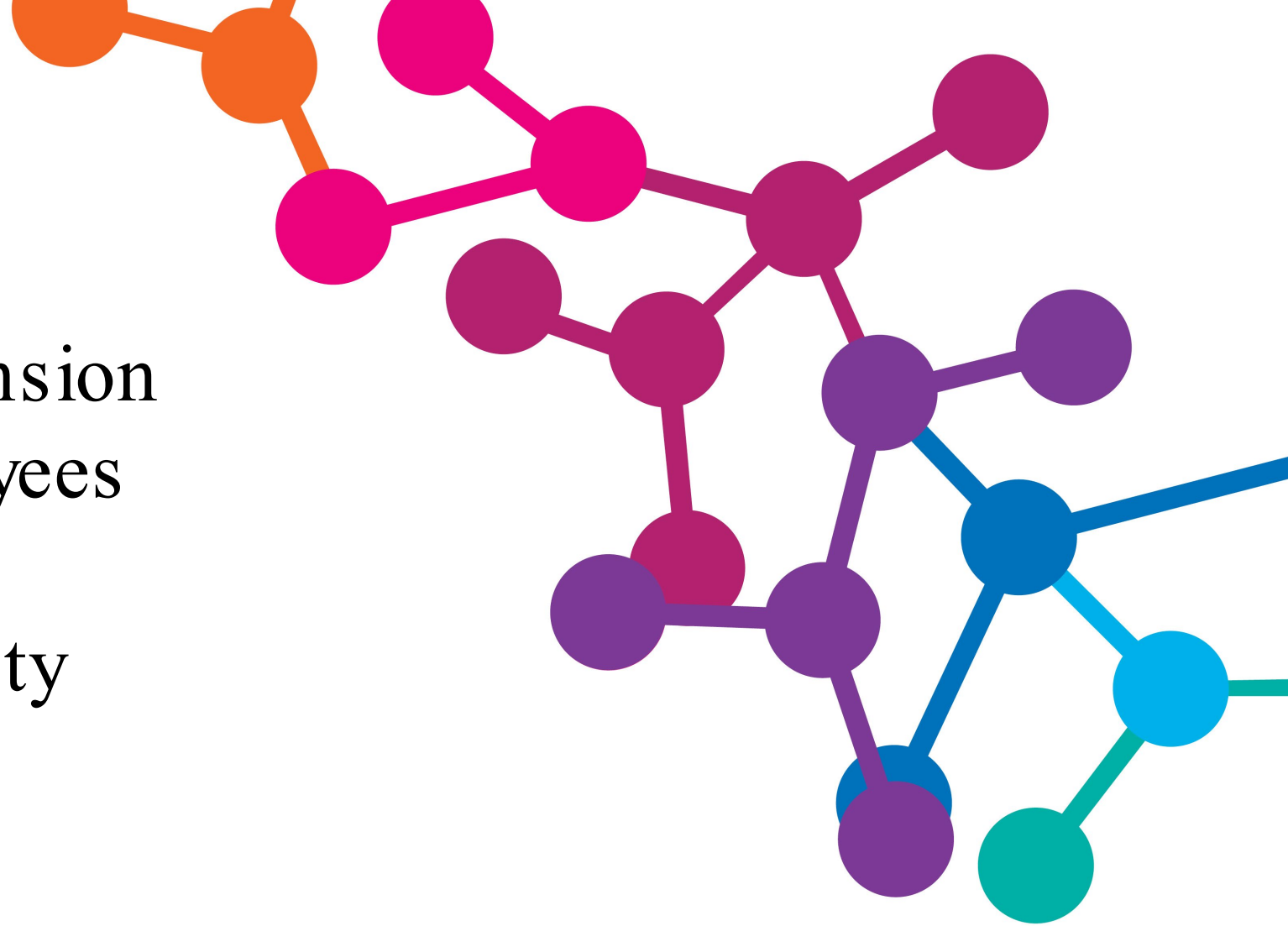
- Safety Police Pension Plan option of 2.7% at age 57 for sworn officers

- 1959 Survivor Benefits program, which provides benefits to a designated survivor if the member passes away before retiring. The 1959 Survivor Benefit provides a monthly allowance of:

    - $950 for one eligible survivor
    - $1,900 for two eligible survivors
    - $2,280 for three eligible survivors

- This is a PEPRA compliant plan requiring all eligible employees to make contributions

Public Safety Police Pension Plan for Eligible Employees of the New Transit Community Public Safety Department



Regular Board Meeting
February 27, 2025

Metro

Background

- In June 2024, the Metro Board approved the implementation of an in-house Transit Community Public Safety Department (TCPSD) and directed Metro to take necessary steps required to establish this new department

- Adopting a safety police pension plan is a critical first step in Metro standing up the Board approved Transit Community Public Safety Department (TCPSD) and being able to hire and competitively recruit for police officers

Metro

Safety Police Pension Plan Information

- California Public Employee's Retirement System (CalPERS) provided three Safety Police Pension Plan options for sworn officers as listed below:

Percent	Age	Estimated Cost
2.0%	57	$8.5M
2.5%	57	$10.3M
2.7%	57	$10.7M

- Metro researched several police departments to determine the California Public Employee's Retirement System (CalPERS) retirement formulas other agencies offer and found that most sworn officers are offered a pension plan formula of 2.7% at 57

- The recommended option is 2.7% at age 57 to be competitive and attract new officers and lateral officers who might consider transferring from other neighboring agencies

Metro

1959 Survivor Benefit Program

- In addition to adding a new police category to the California Public Employee's Retirement System (CalPERS) retirement contract, survivor benefits for police members will also be added to the contract

- The 1959 Survivor Benefits Program provides benefits to a designated survivor if the member passes away before retiring

- This benefit is commensurate with the survivor benefits offered to Public Transportation Services Corporation (PTSC) employees in the other Miscellaneous pension plans

Metro

Staff Recommendation

Authorize the Board of Directors for the Public Transportation Services Corporation (PTSC) to amend the contract with the California Public Employee's Retirement System to implement a Safety Police Pension Plan for sworn officers hired for the new Transit Community Public Safety Department (TCPSD)

Metro

Next Steps

- Upon Board approval, the Public Transportation Services Corporation (PTSC) Board of Directors will convene to enact all necessary actions to incorporate a Safety Police Pension Plan

Metro

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

Metro

Board Report

File #: 2025-0146, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
February 27, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held January 23, 2025.

January 22, 2025

Chair Hahn & Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012

Re: General Public Comment Regarding the Zero Emission Bus Program Update (File #2024-0975)

Dear Chair Hahn and Members of the Board:

We are writing to you as the Los Angeles County Electric Truck and Bus Coalition (LACETBC). Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. We would first like to extend our gratitude to each member of the Board as well as Metro staff for your diligence and unwavering commitment to the communities of Los Angeles County in the current wildfire crisis.

Our coalition is committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers. Even in this difficult time, we urge the Metro Board not to lose sight of our city's future and the plans that will make Los Angeles more resilient and less polluted for generations to come.

The LACETBC has been meeting with Metro Board and staff over the last several months, and we have appreciated the enhanced communication and collaboration. We are also grateful for the dedicated staff at Metro who are doing this work every day to make the zero-emission bus (ZEB) transition successful. **However, it has become clear to us through both of the recent ZEB Program Updates to the Operations, Safety, and Customer Experience Committee (January 2025 and September 2024) that Metro is severely lacking ambition and commitment in their fleet electrification. The reports delayed the original target date without acceptable justification, and were otherwise absent of the progressive planning that the County desperately needs from its leaders right now. The transition to battery-electric buses has never been more important, and Metro staff must act now to achieve the goal of 100% ZEBs by 2030, as set by the Los Angeles Metro Board**.

We have heard significant excuses for the lack of meaningful progress on bus electrification in spite of clear Board direction. For example, there has been finger pointing to utilities like the Los Angeles Department of Water & Power (LADWP). To the extent local utilities are a problem, we encourage the Board to work with its members like Los Angeles Mayor Karen Bass to cut through any friction that may be impeding progress. But, we must admit we are shocked that LADWP is allegedly posing problems because it is our understanding based on conversations with the agency that it is ready to electrify significant fleets.

These are perilous times for federal leadership on sustainability, and we need to ramp up local efforts. The electric bus transition is a critical part of our region's ability to meet state air quality standards by reducing air pollution, and moreover will create good-paying jobs for LA County's workforce. Battery-electric buses offer holistic solutions to tackle long-term health, environmental, and economic inequities, while putting our region on a pathway to a more stable climate future.

We ask that the Metro Board of Directors continue to demonstrate its commitment to a 100% zero-emission fleet by 2030, and set its milestone schedule in accordance with that goal. Accountability is crucial in this process, and we cannot afford to continue to stall.

We thank you for your time and look forward to continuing to work with LA Metro to build out this electric bus transition.

Sincerely,

Adrian Martinez
Deputy Managing Attorney, Earthjustice

On Behalf of the LA County Electric Truck and Bus Coalition

SAJE
STRATEGIC ACTIONS FOR A JUST ECONOMY

January 22, 2025

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

Dear LA Metro CEO Stephanie Wiggins and the LA Metro Board of Directors:

Strategic Actions for a Just Economy (SAJE) respectfully submits this letter urging you to maintain the Metro Fareless program during this time of emergency our region is facing due to the recent devastating wildfires in Los Angeles County.

On January 7, 2025, California Governor Gavin Newsom issued a state of emergency for the Los Angeles region due to the fires. Since then, the fires have killed more than two dozen people, destroyed more than 12,000 homes and businesses, and displaced hundreds of thousands of residents. As of this afternoon, the Eaton and Palisades fires have not been extinguished, and, unfortunately, a new fire has ignited in Los Angeles County near Castaic.

Metro Board Chair Janice Hahn's January 10 decision to suspend fares on LA Metro region-wide has been a lifeline for those indirectly and directly dealing with the consequences of the fires; it has alleviated both cost and logistical burdens for those dependent on public transportation because of this disaster. In addition, we already knew before the fires that the majority of LA Metro riders are low-income Angelenos who depend on public transit to access jobs, schools, medical care, grocery stores and other necessities.[1] The economic devastation this disaster has wrought—burned businesses, lost jobs, and interruptions to employment due to closures—has meant these riders now have even less in their pockets to spend on the bus or train. For these reasons, SAJE calls on the LA Metro Board to extend its fareless transit program indefinitely. We also call on the Board to commission a study on the benefits fareless transit is bringing to regions affected by these fires, such as increased mobility, economic relief, and lessened traffic congestion and pollution.

For years, LA Metro riders have been asking for a universal fareless system.[2] As was the case during the COVID-19 pandemic, which also triggered LA Metro to introduce a temporary fareless policy, these riders are facing economic uncertainty at a time when they are solely reliant on public transit during an emergency. By extending the current fareless transit policy indefinitely, LA Metro has the opportunity to demonstrate that public transportation is a public good essential for community health and equity.

---

[1] "The Road to Equity: The Case for Universal Fareless Transit in Los Angeles," Strategic Actions for a Just Economy, 2023, https://www.saje.net/wp-content/uploads/2023/05/SAJE-The-Road-to-Transit-Equity.pdf.
[2] Nicholas Goldberg, "Imagine a Los Angeles Where the Buses and Subways Are Free," *Los Angeles Times*, 20 August 2021, https://www.latimes.com/opinion/story/2021-08-20/los-angeles-metro-free-fares-bus-subway.

Sincerely,
Maria Patiño Gutierrez
Director of Policy and Advocacy, Equitable Development and Land Use

Strategic Actions for a Just Economy (SAJE)
mpatino@saje.net

January 2025 RBM General Public Comments

[redacted]
Sent: Saturday, December 7, 2024 8:07 PM
To: Judy Rae <easyreader@easyreadernews.com>
Cc: cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; info <info@lalafco.org>; info@allcove.org
Subject: LTE - BCHD interprets the Measure BC loss as an endorsement of its flawed plans

From 9AM to noon on Friday 12/6, BCHD hosted a half-day (yes, 3 hours is half a "BCHD work day") strategic planning workshop. Remarkably, BCHD interpreted Measure BC's loss by nearly 20 points (it required two-thirds to pass and received 47%) as an endorsement of building an allcove building and also demolishing the Hospital and preparing the campus for private development. BCHD spent $580,567 of resident-taxpayer funds on Measure BCs rejection, yet somehow BCHD interpreted the loss as an endorsement of the projects that BCHD sought to fund in Measure BC? How can that be?

BCHD asked for $9 million to cover cost overruns on the allcove building. The allcove service and building require 30 years of unfunded operation for a 91% non-resident service area based on the contract that BCHD signed with the State. BCHD also asked for $21M to tear down the Hospital and prepare the campus for PMB LLC's gargantuan, 100% private facility that will service 80% non-resident tenants. So voters said "no" to the funding and BCHD thinks that means "yes" to the actions? BCHDs board and executives are disinterested in what the majority of the electorate had to say, and that's been the same experience that surrounding neighborhoods have had from BCHD for years now.

[redacted]
Redondo Beach

[redacted]
Sent: Tuesday, January 21, 2025 7:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: General Public Comment - Jan 23 2025 BOD Meeting

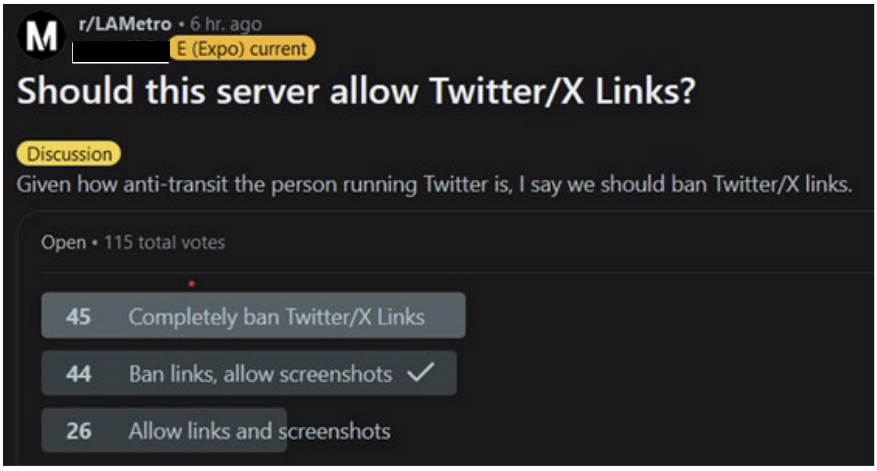
Hello LA Metro. My name is Faraz Aqil, and I use LA Metro for work everyday.

Just bringing to your attention that me and other transit activists want LA Metro to stop using Twitter/X as its primary platform for posting important updates. Even well-known transit activists @numble and @nickandert are already using Bluesky.

We don't believe in supporting the Twitter/X CEO that attacks public transportation and is actively being a white supremacist. Every time we visit Twitter/X for important LA Metro news exclusive to Twitter/X, the CEO gets our views & ad revenue which then becomes used for profiting. Then his profits get used to elect politicians that want to hurt public transportation and cut transit funding projects like the California High Speed Rail or the Southeast Gateway Rail line.

So I'm asking that either LA Metro updates LA Metro's website to allow you to post Twitter like updates. Or for the a more practical solution, create a Bluesky account. Bluesky works similar to how Twitter used to be and is much less bigoted/racist.

I'll leave a screenshot of Reddit's r/LAMetro and how already a vast majority of transit activists agree to stop using Twitter links:



Sincerely,

[redacted]

California State Senate

STANDING COMMITTEES
EDUCATION
ENERGY, UTILITIES & COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
PUBLIC SAFETY
RULES
TRANSPORTATION

JOINT COMMITTEES
RULES

SELECT COMMITTEES
PORTS AND GOODS MOVEMENT
CHAIR

SENATOR LENA A. GONZALEZ
THIRTY-THIRD SENATE DISTRICT
SENATE MAJORITY LEADER

January 23, 2025

Metro Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Agenda Item #23: Renaming C-Line "Long Beach Blvd" Station to "Lynwood" Station

Dear Members of the Metro Board of Directors,

As State Senator for the 33rd Senate District, including the City of Lynwood, I support the proposed name change of the Long Beach Boulevard Station to Lynwood Station.

The current name, "Long Beach Boulevard Station," often leads to misunderstandings among riders due to its similarity to the Downtown Long Beach Station. The station lies at the heart of the Lynwood community, serving as a vital transportation hub for residents who rely on public transit for their daily lives. Renaming it to reflect the city's identity acknowledges the importance of Lynwood's contributions to the Metro system and ensures that its residents feel represented and valued. This change aligns with Metro's broader goals of equity, inclusion, and enhancing access for all communities.

As we continue to expand and improve our public transportation infrastructure, we must prioritize decisions that support our riders and the neighborhoods we serve. I strongly encourage the Metro Board to approve this name change as a meaningful step toward achieving these goals.

For these reasons, I strongly support the proposed name "Lynwood Station." Should you have any questions, please feel free to contact my office at (323) 277-4560.

Sincerely,

Lena Gonzalez
Senator, District 33

CAPITOL OFFICE
1021 O STREET, SUITE 8610
SACRAMENTO, CA 95814
TEL (916) 651-4033
FAX (916) 651-4933

LONG BEACH DISTRICT OFFICE
3939 ATLANTIC AVE., SUITE 107
LONG BEACH, CA 90807
TEL (562) 256-7921
FAX (562) 256-9991

HUNTINGTON PARK DISTRICT OFFICE
3355 E. GAGE AVENUE
HUNTINGTON PARK, CA 90255
TEL (323) 277-4560
FAX (323) 277-4528

January 2025 RBM Public Comment – Item 36

[redacted]
Sent: Saturday, January 18, 2025 8:47 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #36 - Item Needs More Consideration - Jan 23 2025 BOD Meeting

Hello LA Metro Board. My name is Faraz Aqil, I'm a resident of Downey who takes the LA Metro bus and train to work daily. And I ask that you support Board Chair Janice Hahn's Item #36 (with modifications) to offer help to the victims of the wildfires who have lost everything and need easy access to transportation to rebuild.

It's great that LA Metro is thinking about the wildfire victims and are going to offer the 20 free rides per a month to them through the LIFE program. However, this proposal would be much better if LA Metro eliminated the restrictive 20 rides (10 round trips) limit per a month by just doing unlimited rides for LIFE program users. It has been mentioned in the July 2024 Item #48 motion that when riders are given the unlimited 3-month pass when they first sign up to the LIFE program there is a higher ridership compared to when the 20 free rides limit goes into effect and riders have to manually renew the 20 rides each month (resulting in a decrease in the LIFE program usage).

I'm especially thinking about the fire victims who have lost their homes and have no access to the internet or phone service. How are those riders going to be able to renew their 20 rides? Or someone who has to go to work everyday can't afford a fare once the 10 work days are exhausted (assuming the rider uses 2 trips a day to go to and from work). By permanently removing the 20 rides limit, you'll definitely be helping fire victims (and low-income riders) to have much easier access to the LIFE program.

But an even better recommendation than offering an unlimited LIFE program is for LA Metro to just continue with the suspension of fares (offering free fares) as Board Chair Janice Hahn is currently doing as of time of this writing. That way fire victims who are going through enough things as it is (example: like from the insurance bureaucracy) won't have to deal with another bureaucracy involving transportation. And by offering free rides for everyone, you won't need to spend LA Metro resources like sending outreach staff to evacuation centers/workshops, or take up a space at an event for tabling when more urgent resources could be tabling on that spot. You'll get a much wider audience by making fares free (which only requires word of mouth to spread) than by having a team of LIFE staff recruiting fire victims to join with an application & TAP card registration process (and the outreach Team will still not be able to reach all the fire victims). And this goes without saying, but only 16% of current LIFE users are able to remain active in the program (which makes LIFE an unreliable program).

So while the LA Metro Board should still approve my Supervisor's item, this motion will be better if a friendly amendment is introduced to remove the limited 20 rides (10 round trips) by making LIFE unlimited, or by having LA Metro continue to offer free rides for all riders indefinitely/permanently.

Thank you for your time.

Sincerely,
[redacted]

Metro

MINUTES

Thursday, January 23, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:
Janice Hahn, Chair
Fernando Dutra, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair *
Kathryn Barger
James Butts
Lindsey Horvath
Ara J. Najarian
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

***Attended Virtually: Hyatt Regency Garden Grove, 11999 Harbor Blvd., Garden Grove, CA 92840**

CALLED TO ORDER: 10:05 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 7, 8, ~~9~~, 11, 12, 20, 23, 25**, 26**, 28**, 29, and 30.

**Item required 2/3 vote of the Full Board.

Consent Calendar items were approved by one motion except item 9, which was held by a Director for discussion and/or separate action.

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

2. SUBJECT: MINUTES **2025-0032**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held December 5, 2024.

3. SUBJECT: REMARKS BY THE CHAIR **2025-0029**

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2025-0030**

RECEIVED report by the Chief Executive Officer.

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

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

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

7. **SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - ARROYO VERDUGO SUBREGION** **2024-1088**

APPROVED ON CONSENT CALENDAR:

A. APPROVING:

1. programming of $9,874,631 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Modal Connectivity and Complete Streets Projects and reprogramming of projects previously approved to meet the project schedules;

2. programming of $11,477,370 within the capacity of Measure M MSP - Transit Projects and reprogramming of projects previously approved to meet the project schedules;

3. inter-program borrowing and programming of $1,213,412 from the Subregion's Measure M MSP - Modal Connectivity and Complete Streets Projects to the Measure M MSP - Highway Efficiency, Noise Mitigation and Arterial Projects and reprogramming of projects previously approved to meet the project schedule;

4. programming of $3,465,970 within the capacity of Measure M MSP - Subregional Equity Program; and

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

8. **SUBJECT: MEASURE R MULTIMODAL HIGHWAY SUBREGIONAL PROGRAMS - SEMI-ANNUAL UPDATE** **2024-1020**

APPROVED ON CONSENT CALENDAR:

A. $23,664,419 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs and funding changes via the updated project list. Projects within this Measure R Multimodal Highway Subregional Program are inclusive of traffic signal, pedestrian, bicycle, transit, and roadway improvements;

B. the deobligation of $4,317,812 in previously approved Measure R Multimodal Highway Subregional Program funds to re-allocate said funds to other existing Board-approved Measure R projects; and

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

9. **SUBJECT: AMENDING THE MEMORANDUM OF UNDERSTANDING WITH THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS FOR THE SAN GABRIEL VALLEY TRANSIT FEASIBILITY STUDY** **2024-0928**

APPROVED:

A. RECEIVING AND FILING the San Gabriel Valley Transit Feasibility Study (Study) by the San Gabriel Valley Council of Governments (SGVCOG); and

B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute Amendment No. 2 to the existing Memorandum of Understanding (MOU) with SGVCOG for the San Gabriel Valley Transit Improvements Project for the continued refinement of project definition and alternatives, and initiation of environmental clearance for an amount not to exceed $800,000, bringing the total funding to $4,100,000.

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

11. **SUBJECT: I-605 CORRIDOR IMPROVEMENT PROJECT (CIP) - MOTION 42 FINAL REPORT** **2024-0536**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING the I-605 CIP Community Outreach Summary Report that describes the community reengagement meetings that were held to present revised alternatives and findings in accordance with Board Motion 42; and

B. REAUTHORIZING the work that is needed to re-initiate the environmental review phase of the I-605 CIP with an emphasis on safety and multimodal projects, with the understanding that all Alternatives may be subject to Vehicle Miles Traveled (VMT) mitigation analysis except Alternative 2.

12. **SUBJECT: EASTSIDE PHASE 2 TRANSIT CORRIDOR PROJECT - COOPERATIVE AGREEMENTS** **2024-1018**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or her designee to:

A. EXECUTE a Cooperative Agreement (CA) with the City of Montebello for the Eastside Transit Corridor Phase 2 Project Corridor; and

B. NEGOTIATE and execute as-needed agreements with other responsible stakeholder agencies, including the cooperative agreements with corridor cities (cities of Commerce, Pico Rivera, Santa Fe Springs, Whittier) and railroad operators.

13. SUBJECT: BEVERLY HILLS NORTH PORTAL PROJECT **2024-0521**

AUTHORIZED the Chief Executive Officer to discontinue the Beverly Hills North Portal Project and initiate Project closeout.

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

20. SUBJECT: ADVERTISING AND COMMUNICATIONS SERVICES **2024-1099**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. PS123964000 to GP Generate, LLC to provide advertising and communications services in the Not-to-Exceed (NTE) amount of $1,435,875 for the three-year base term, and $957,250 for the two-year option term, for a total NTE amount of $2,393,125, effective February 15, 2025, subject to resolution of any properly submitted protest(s), if any; and

B. PASS-THROUGH the award of individual media purchases associated with the advertising and media services to be provided by GP Generate, LLC for a total NTE amount of $9,000,000 for the first three-year period and additional pass-through costs of $6,000,000 for the option term under Contract No. PS123964000, for a total combined NTE contract value of $17,393,125.

23. SUBJECT: RENAMING C- LINE "LONG BEACH BLVD" STATION TO "LYNWOOD" STATION MOTION **2025-0011**

APPROVED ON CONSENT CALENDAR Motion by Hahn, Solis, Dutra, and Dupont-Walker that the Board direct the Chief Executive Officer to:

A. Rename the Metro station currently known as "Long Beach Blvd" to "Lynwood Station," better representing the city of Lynwood and the surrounding neighborhoods that the station serves and fostering a connection between the Metro system and the local community;

B. Notify the City of Lynwood, local businesses, community organizations, and other key stakeholders about the name change in advance of the official rollout;

C. Launch a public awareness campaign via social media, Metro's website, and local news outlets to inform the public of the change; and

D. Update station signs, platform displays, and digital information systems to reflect the new name.

25. SUBJECT: BREDA A650 HEAVY RAIL VEHICLE FRICTION BRAKE AIR COMPRESSOR COMPONENT OVERHAUL **2024-0969**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

A. ESTABLISHING a Life of Project (LOP) budget of $23,734,912 for A650 Component Overhaul Phase 2;

B. AUTHORIZING the Chief Executive Officer to award a 60-month firm fixed-price Contract No RR119569000 to Wabtec Passenger Transit (Wabtec) for the component overhaul services of the A650 Heavy Rail Vehicle (HRV) fleet friction brake and air compressor systems for a total not-to-exceed amount of $7,980,914.57 subject to the resolution of any properly submitted protest(s), if any; and

C. AWARDING a sole source procurement, pursuant to Public Utilities Code section 130237, for component overhaul services of the A650 HRV Friction Brake Systems from the Original Equipment Manufacturer (OEM) to Wabtec Passenger Transit.

26. SUBJECT: SIEMENS P2000 LIGHT RAIL VEHICLE FRICTION BRAKE AIR COMPRESSOR COMPONENT OVERHAUL **2024-0970**

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD:

A. AUTHORIZING the Chief Executive Officer to award a 48-month firm fixed-price Contract No RR119657000 to Wabtec Passenger Transit (Wabtec) for component overhaul services to the P2000 Light Rail Fleet (LRV) fleet operating on the A, C, E, and K Lines for a total not-to-exceed amount of $10,039,572.57 subject to the resolution of any properly submitted protest(s), if any; and

B. AWARDING a sole source procurement, pursuant to Public Utilities Code section 130237, for component overhaul services of the P2000 LRV from the Original Equipment Manufacturer (OEM) to Wabtec Passenger Transit.

27. SUBJECT: REPLACEMENT OF NON-REVENUE VEHICLES THROUGH CALIFORNIA STATEWIDE CONTRACT **2024-1032**

AUTHORIZED AS AMENDED the Chief Executive Officer to:

A. UTILIZE the State of California Statewide Fleet Vehicles Contract for a not-to-exceed expenditure amount of $24,259,612 inclusive of sales tax, for 142 electric sedans, 5 electric trucks, 97 hybrid sport utility vehicles (SUVs), 125 pick-up trucks, and 118 cargo/passenger vans. Four suppliers will fulfill delivery of the vehicles under contract with the State of California; and

B. NEGOTIATE options required for the vehicles purchased through the State of California Statewide Fleet Vehicles Contract to meet Metro's needs (e.g. light bars, extended range EV batteries, stake beds, etc) for a not-to-exceed amount of $2,431,900.

YAROSLAVSKY AMENDMENT: Report back in 120 days with a non-revenue vehicle purchasing policy that prioritizes zero-emission vehicles. The report should review and, to the extent feasible, mirror existing zero-emission fleet purchasing policies at the City of Los Angeles and County of Los Angeles.

BUTTS AMENDMENT: As related to the Yaroslavsky amendment, incorporate where needed, exceptions for sedans and other light weight vehicles used for safety and security and operational requirements.

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

28. SUBJECT: NEW P3030 LIGHT RAIL VEHICLES (LRV) PROCUREMENT **2024-1058**

AUTHORIZED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Contract Code (PCC) §20217 and Metro's procurement policies and procedures for the procurement of new P3030 Light Rail Vehicles (LRVs).

29. SUBJECT: COMMUNITY INTERVENTION SPECIALIST (CIS) PROGRAM **2024-0855**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a three-year, firm-fixed unit rate Contract No. PS123774000 to Lee Andrews Group, Inc. to develop, manage, and operate a Community Intervention Specialist Program in the Not-to-Exceed (NTE) amount of $24,927,121, effective February 3, 2025, subject to resolution of any properly submitted protest(s), if any.

30. SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN **2024-0982**

APPROVED ON CONSENT CALENDAR the revised Public Transportation Agency Safety Plan (PTASP), Version 1.4, which incorporates new Federal Transit Administration (FTA) requirements related to Safety Management System (SMS) implementation and documents Metro's processes and activities in compliance with Federal and State regulations.

36. SUBJECT: RESPONSE TO EATON & PACIFIC PALISADES WILDFIRES MOTION **2025-0039**

APPROVED Motion by Hahn, Barger, Horvath, Solis, Dutra, and Bass that the Board direct the Chief Executive Officer to:

A. Modify the eligibility criteria of all reduced fare programs to include individuals and families displaced by the wildfires for six months, with an option to extend the program as needed. The CEO shall report back to the board in June 2025 on the outcomes and impacts of this measure;

B. Mobilize outreach teams to the Eaton and Palisades Fire evacuation centers, resource centers, workshops, and other critical locations, providing resources to wildfire survivors, to assist in the registration efforts for reduced fare programs;

C. Identify and provide financial or other forms of assistance that are eligible for cost recovery from State or Federal natural disaster assistance programs and/or non-governmental disaster assistance entities to Metro employees who have lost their homes in the wildfires and/or have been displaced as a result of the wildfires; and

D. Work with the City and County of LA, and any other directly impacted jurisdictions to identify ways that Metro may aid in recovery efforts- including, but not limited to its fleet, services, expertise, and properties. The CEO shall provide the Board with regular updates on these efforts as they are being established.

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

37. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT 2024-1082

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire the fee simple interest and the improvements pertaining to realty ("Property Interests") for the property described as 14646 Raymer St., Van Nuys, CA; APN: 2210-025-007, ESFV-E-012-1 ("Parcel 12").

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

38. SUBJECT: CLOSED SESSION 2025-0010

A. **Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(2)**
Initiation of Litigation (Two cases)

No Report.

B. **Conference Regarding Potential Threats to Public Services or Facilities Government Code Section 54957**
Briefing by Kenneth Hernandez, Metro Chief Transit Safety Officer, or designee and related emergency representatives

No Report.

ADJOURNED AT 1:22 P.M. IN MEMORY OF BRUCE JACOBSON.

Prepared by: Jennifer Avelar
Sr. Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

File #: 2024-1085, **File Type:** Contract **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2025

SUBJECT: SR 57/60 INTERCHANGE IMPROVEMENT PROJECT UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of $13,344,233.05, increasing the contract value from $29,525,000 to $42,869,233.05 construction management services;

B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of $3,037,366, increasing the contract value from $29,213,933 to $32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and

C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

ISSUE

In February 2019, the Board approved $29,525,000 in Measure M funds for the SGVCOG to support utility coordination, right-of-way acquisitions, and procurement and construction services for the Project. The SGVCOG has reported, and Metro staff concurs, an increase in both general administration and construction management costs, primarily driven by escalating labor expenses and additional requirements resulting from the Project's size and complexity.

In addition, Metro directly contracts with WKE, the original designer, to support SGVCOG with design services during construction. The Project has experienced a greater number of necessary design refinements than anticipated, revisions to the Diamond Bar Golf Course mitigation, and additional need for Project drawings caused by unforeseen field conditions. Additional efforts have also been made to review and approve contractor submittals required by Caltrans, respond to Requests for Information, and provide clarifications on plans and specifications related to Project improvements

affecting the Diamond Bar Golf Course mitigation.

The funding agreement for the Project stipulates withholding 10% of eligible expenditure per invoice as retention, which is not typical at this stage of construction for a major construction project.

BACKGROUND

The SR-57 and SR-60 freeways are critical transportation and goods movement corridors within San Gabriel Valley in Los Angeles County. The current lane configuration, combined with high truck and vehicle volumes, creates a chokepoint causing severe congestion and frequent collisions. This segment of SR-57 and SR-60 has been identified by the American Transportation Research Institute's 2024 ranking as the seventh worst bottleneck in the United States and among the worst bottlenecks in California, with a truck-related collision rate 50 percent higher than the state average for comparable facilities.

In July 2018, the Board approved a contract with WKE Inc. for professional services to prepare the Plans, Specifications, and Estimates (PS&E) for the Project. In February 2019, the Board authorized a Funding Agreement between Metro and SGVCOG to provide right of way, utility relocation, contract administration, and construction support services during construction for the Project. In April 2021, the Board approved a contract modification with WKE Inc. to fund design services during construction. In January 2023, the Board authorized funding for construction allowing SGVCOG to award a construction contract and initiate construction.

Currently, the Project is in the construction phase, with 27% of the work completed as of December 30, 2024. The Project is scheduled to open to traffic in July 2028, as the facility will provide access to a nearby venue for the Olympic and Paralympic Games.

The actions being requested in this Board report pertain only to the SGVCOG contract for construction management and the WKE contract for design services during construction.

DISCUSSION

The SGVCOG has reported an increase in both general administration and construction management costs for the project, primarily driven by escalating labor expenses and additional requirements resulting from the Project's size and complexity. The increased costs stem from several factors, including the need for additional staff and time to manage the expanded scope, which now includes more extensive financial administration and reporting obligations tied to the state and federal grant funds. These obligations involve detailed compliance documentation and frequent communication with multiple agencies to meet reporting requirements for state and federal stakeholders.

The funding agreement with SGVCOG (Project Identification No. MM500201), established in early 2019, is also affected by rising labor costs. Inflation and changing market conditions have led to higher labor rates, further requiring additional resources. In addition, addressing the 9.4-acre site from the Diamond Bar Golf Course, property acquisitions, litigation issues, and the need to accelerate deliverables to meet critical grant deadlines have required more effort than initially

anticipated. These actions were crucial for securing the necessary right-of-way to meet funding timelines and obligations.

The Project also required further coordination with resource agencies, such as the California Department of Fish and Wildlife and the Army Corps of Engineers. This included extended reviews and approvals to ensure compliance with environmental regulations and permitting conditions, as well as addressing agency feedback and integrating resource protection measures into the project design and construction. Additionally, unforeseen site conditions were encountered, including varying soil conditions, groundwater levels, and man-made buried objects, all of which were addressed.

Public outreach efforts have also required additional resources not originally anticipated to ensure the community remains informed about construction activities, road closures, and detours. Consistent communication through public announcements, project updates, and signage has been essential to minimize disruption and maintain community awareness.

These unforeseen demands, which were not anticipated during the initial contract cost agreement, have been essential to maintaining compliance, meeting funding requirements, ensuring public awareness, and moving the project toward successful completion. As a result, the total increase in SGVCOG general administration and Construction Management costs amounts to $13,344,233.05, raising the contract amount from $29,525,000 to $42,869,233.05.

Furthermore, the Funding Agreement for the Project stipulates withholding 10% of eligible expenditure per invoice as retention. This figure is inconsistent with other Funding Agreements of similar amounts, particularly at this stage of construction, which stipulate a 5% retention rate. Staff recommend reducing the retention rate for the Project from 10% to 5%.

In addition to the Funding Agreement with SGVCOG, needed design refinements and project drawings were required due to unforeseen field conditions, along with revisions to the Diamond Bar Golf Course mitigation under Contract No. AE51890001 with WKE Inc. Additional efforts were also made to review and approve contractor submittals, respond to Requests for Information (RFI), and clarify plans and specifications related to project improvements affecting the Diamond Bar Golf Course mitigation. This contract modification supports design interface and coordination among various parties involved in the SR 57/60 Interchange Improvement Project, including the San Gabriel Valley Council of Governments (Contracting Agency), WSP (Construction Management Contractor), Skanska (Construction Contractor), Caltrans (Highway Oversight), and Metro (Sponsoring Agency).

Additionally, Program Management has participated in reviewing the contract modification request and will continue to review future contractor submissions, RFIs, and clarifications to plans and specifications during the remainder of the construction phase with SGVCOG and WKE Inc.

The following chart identifies the Funding Agreement and Contract modifications being requested:

$ in thousands

Contract	Metro Board Approval	Activity	Funding Source	Amount	Request February 2025	Total
MM500201	February 2019	Construction Management	Measure M	$ 29,525	$ 13,344	$ 42,869
AE5189001	July 2018	Design	Measure M/TCEP	$ 29,214	$ 3,037	$ 32,251

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no direct impact on the safety of Metro customers or employees. Caltrans and local safety standards will be adhered to during the implementation of the proposed Project improvements.

FINANCIAL IMPACT

There are multiple fund sources for the Project, including Measure M Highway Capital (17%), Trade Corridor Enhancement Program (TCEP), and Infrastructure for Rebuilding America (INFRA) funds. These fund sources are not eligible for bus and rail (transit) capital and operations expenses.

The balance of the Measure M Expenditure Plan allocation of $205 million designated for the Project is available to cover the costs and contract modifications that staff recommend for Board approval.

The FY25 budget includes $81.277 million in Complete Streets and Highway Cost Center 0442, in SR 57/60 Interchange Improvements Project 475002. No budget adjustment is needed at this time. Staff will revisit the already-established departmental budget to make any necessary adjustments in the current Fiscal Year.

Since this is a multi-year project, the Project Manager, the Cost Center Manager, the Executive Officer for Complete Streets and Highways, the Senior Executive Officer for Multimodal Integrated Planning, and the Chief Planning Officer will be responsible for coordinating the programming and budgeting costs in future fiscal years.

This action will not impact the approved FY25 budget.

EQUITY PLATFORM

The Project area is not located within or directly adjacent to Equity Focus Communities (EFCs). The implementation of the Project will not result in the displacement of or other negative impacts on disadvantaged or low-income communities. However, EFCs are located within 10 miles to the east, northeast, and west of the Project locations. Additionally, California State Polytechnic University, Pomona, which is nationally recognized as one of the most diverse universities in the country, is located within two miles of the project site. Commuter students at the university will benefit from the safety improvements that will be developed as part of the Project. In preparation for future lane and/or ramp closures, the SGVCOG will proactively coordinate with various public information officers of nearby jurisdictions, utilize social media channels, and work with Caltrans to provide alerts

of any potential temporary lane and/or ramp closures during the current construction period.

WKE made a 24.25% Small Business Enterprise (SBE) and a 3.03% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payment, the project is 90% complete and the current SBE participation is 25.12%, exceeding the commitment by 0.87% and the current DVBE participation is 1.94%, representing a 1.09% shortfall.

WKE is currently under construction with the design team responding to Requests for Information (RFI). WKE has received a lower than anticipated number of RFIs that are directed to the SBE and DVBE firms, which is impacting the utilization of some firms. To mitigate the shortfall, WKE will expand the scope of work and have identified additional tasks for SBE and DVBE firms to perform. WKE anticipates that the SBE and DVBE utilization will steadily increase over the remaining three years of construction and is projecting to meet the SBE and DVBE commitments by the end of the project.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. This Board item will likely increase VMT in LA County. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

Los Angeles County voters approved Measure M in 2016, which included the Project as part of the Major Projects within the Expenditure Plan (Line 18). In addition, a CEQA document released for public review before July 1, 2020, was not required to incorporate a VMT analysis. Based on CEQA Guidelines Section 15007(c), CEQA documents that meet requirements in effect when a document is sent out for public review do not need to be revised to include new requirements taking effect before the document is fully approved. The 2013 FEIR/FONSI for the project was approved prior to the statewide implementation of SB 743; therefore, a VMT analysis was not required in the CEQA document.

However, data estimates that 118,000 number of eastbound trips occurred through the eastbound Project limits in 2019 for a total of approximately 342,500 VMT. Total traffic is estimated to increase by 12 percent by 2036 with VMT reaching approximately 382,100. Although the number of vehicles traveling through the corridor is expected to increase, this project will help decrease congestion and

vehicle idling on arterials and local roads.

The Project has been determined to be a regionally conforming project. The Project has been listed and accounted for in the modeling associated with the currently conforming Regional Transportation Plan (RTP) and the Federal Transportation Improvement Program (FTIP). Furthermore, the Project underwent the required interagency consultation process (Title 40 Code of Federal Regulations [CFR] 93.105) to review the Project-level carbon monoxide and Particulate Matter conformity and documentation for adequacy and completeness.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan goal:

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

> Goal 1.1. Approval of the multimodal highway subregional programs will expand the transportation system as responsibly and quickly as possible as approved in Measure R and M to strengthen and expand LA County's transportation system.

"Goal 4: Transform LA County through regional collaboration"

> Goal 4.1. Metro will work closely with municipalities, councils of governments, and Caltrans to implement holistic strategies for advancing mobility goals"

ALTERNATIVES CONSIDERED

The Board may choose not to accept the staff recommendations. However, this is not recommended as the Project is currently in the construction phase and on track for completion by July 2028. Failing to provide the necessary resources would negatively impact the project's delivery and construction schedule, leading to higher costs and the inability to complete the Project.

NEXT STEPS

Upon Board approval, staff will work with SGVCOG to execute the necessary funding agreement amendments approved by this action and also execute Modification No. 5 to Contract No. AE51890001 with WKE, Inc. to provide additional engineering and design support and extend the period of performance through December 31, 2029. Staff will continue to work with the various partners and contractors to identify risk and cost containment mitigation measures. This will be achieved through ongoing weekly progress meetings with SGVCOG and contractors, monthly coordination meetings with SGVCOG and Caltrans, quarterly meetings with Federal Highway Administration staff, and regular updates to the Risk Assessment and the Financial Plan Annual Update Report.

ATTACHMENTS

Attachment A - SR 57/60 Interchange Improvements Project Map
Attachment B - Procurement Summary
Attachment C - Contract Modification/Change Order Log
Attachment D - DEOD Summary

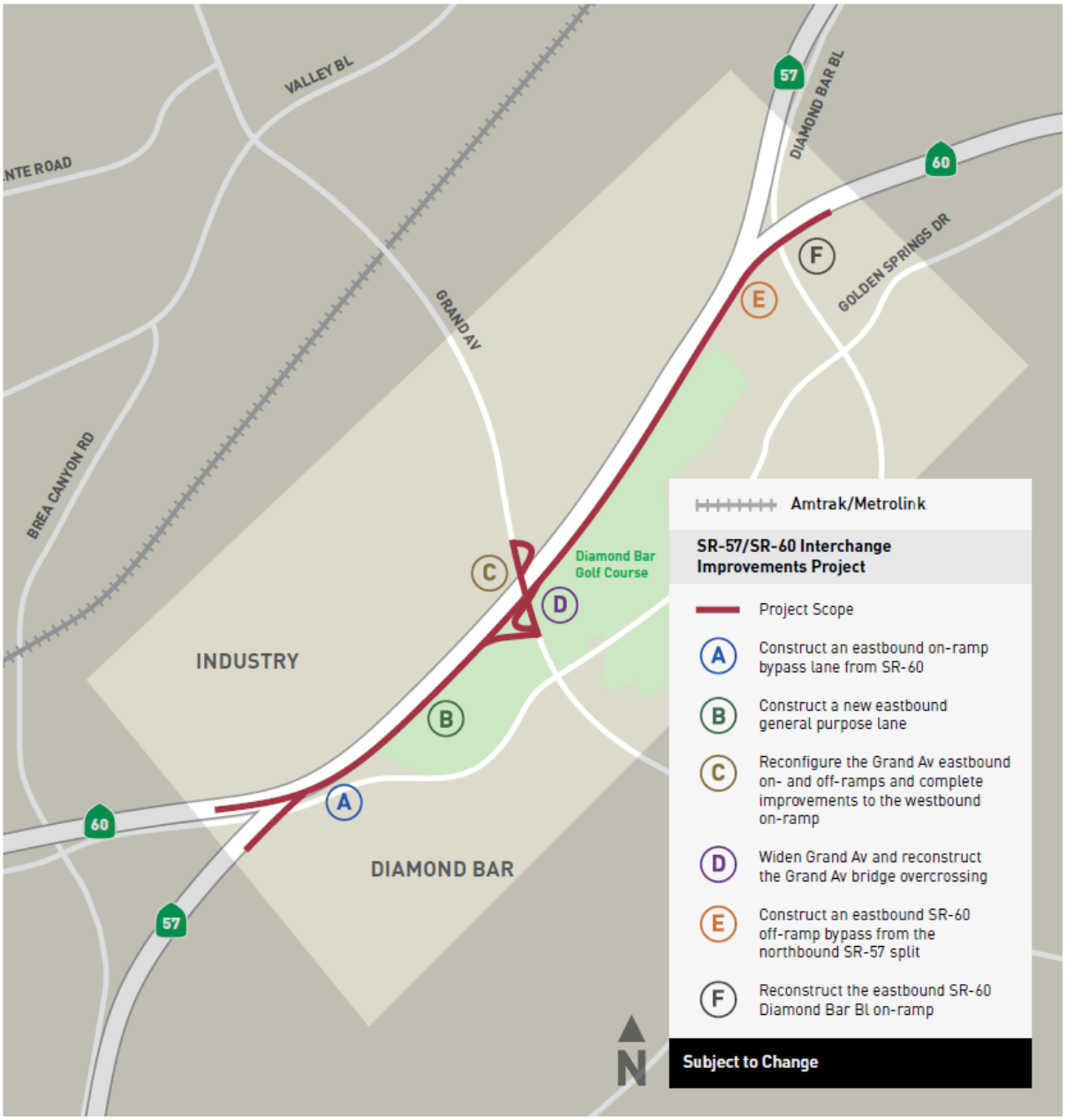
Prepared by: Roberto Machuca, Deputy Executive Officer, Complete Streets and Highways, (213) 418-3467
Michelle Smith, Executive Officer, Complete Streets and Highways, (213) 547-4368
Avital Barnea, Senior Executive Officer, Multimodal Integrated Planning, (213) 547-4317
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

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

Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

SR 57/60 Interchange Improvement Project



PROCUREMENT SUMMARY

SR 57/60 INTERCHANGE IMPROVEMENTS / AE51890001

1.	**Contract Number**: AE51890001			
2.	**Contractor**: WKE, Inc.			
3.	**Mod. Work Description**: Provide additional engineering design and support services during construction and extend the period of performance through 12/31/29.			
4.	**Contract Work Description**: Plans, Specifications, & Estimates (PS&E) for SR 57/60 Interchange Improvements			
5.	**The following data is current as of**: 1/8/2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	9/27/2018	**Contract Award Amount:**	$21,771,625
	Notice to Proceed (NTP):	10/15/2018	**Total of Modifications Approved:**	$7,442,308
	Original Complete Date:	9/30/2021	**Pending Modifications (including this action):**	$3,037,366
	Current Est. Complete Date:	12/31/2029	**Current Contract Value (with this action):**	$32,251,299
7.	**Contract Administrator**: Andrew Conriquez		**Telephone Number**: (213) 922-3528	
8.	**Project Manager**: Roberto Machuca		**Telephone Number**: (213) 418-3467	

A. Procurement Background

This Board Action is to approve Contract Modification No. 5 issued to provide additional engineering and design support services during construction for the SR57/60 Interchange Improvements Project. This Modification will also extend the period of performance from December 31, 2026 to December 31, 2029.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On September 27, 2018, the Board awarded a 36-month firm fixed price Contract No. AE51890001 to WKE, Inc., for plans specifications and estimates (PS&E) for SR57/60 Interchange Improvements in an amount of $21,771,625.

A total of four modifications have been issued to date.

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

B. Cost Analysis

The recommended amount has been determined to be fair and reasonable based on a technical analysis, Independent Cost Estimate (ICE), and cost analysis using certified payroll.

Proposal Amount	Metro ICE	Recommended Amount
$3,037,366	$3,500,253	$3,037,366

The difference between the ICE and the recommended amount is due to overestimating the level of effort for subtasks related to the design services during construction.

ATTACHMENT C

CONTRACT MODIFICATION/CHANGE ORDER LOG

SR 57/60 INTERCHANGE IMPROVEMENTS / AE51890001

Mod. No.	Description	Status (approved or pending)	Date	$ Amount
1	Change in the project geometry and design services for the Diamond Bar Golf Course mitigation reconstruction PS&E.	Approved	11/16/19	$3,384,082
2	Design change to provide additional engineering design and support services during construction and period of performance (POP) extension through 12/31/2026.	Approved	4/22/21	$3,251,666
3	Supplemental work to provide right of way, drainage design, and PS&E of maintenance traffic work.	Approved	5/3/22	$350,718
4	Supplemental work to provide turf reduction, and biological monitoring for the reconstruction of golf course.	Approved	7/13/23	$455,842
5	Supplemental work to provide design services during construction and POP extension through 12/31/2029.	**Pending**	**Pending**	**$3,037,366**
	Modification Total:			**$10,479,674**
	Original Contract:		**9/27/18**	**$21,771,625**
	Total:			**$32,251,299**

DEOD SUMMARY

SR 57/60 INTERCHANGE IMPROVEMENTS / AE51890001

A. Small Business Participation

WKE, Inc. (WKE) made a 24.25% Small Business Enterprise (SBE) and a 3.03% Disabled Veteran Business Enterprise (DVBE) commitment. Based on payment, the project is 90% complete and the current SBE participation is 25.12%, exceeding the commitment by 0.87% and the current DVBE participation is 1.94%, representing a 1.09% shortfall.

WKE contends that the project is currently under construction with the design team responding to Requests for Information (RFI). WKE further stated that they have received a lower than anticipated number of RFI's that are directed to the SBE and DVBE firms, which is impacting the utilization of some firms, and confirmed by Metro's Project Manager. To mitigate the shortfall, WKE reported they are expanding the scope of work and have identified additional tasks for SBE and DVBE firms to perform. WKE anticipates that the SBE and DVBE utilization will steadily increase over the remaining three years of construction and is projecting to meet the SBE and DVBE commitments by the end of the project.

Small Business Commitment	**24.25% SBE 3.03% DVBE**	**Small Business Participation**	**25.12% SBE 1.94% DVBE**

	SBE Subcontractors	**% Committed**	**Current Participation[1]**
1	ADVANTEC Consulting Engineers, Inc.	2.18%	2.41%
2	Arellano Associates, LLC	0.49%	0.22%
3	D'Leon Consulting Engineers	0.23%	0.18%
4	Earth Mechanics, Inc.	4.62%	4.71%
5	2R Drilling Incorporated	1.04%	1.00%
6	A Cone Zone, Inc.	0.41%	0.50%
7	FRS Environmental, Inc.	0.06%	0.18%
8	Galvin Preservation Associates Inc.	1.39%	2.69%
9	Impact Sciences, Inc.	0.18%	0.00%
10	Geo-Advantec, Inc.	1.22%	1.10%
11	2R Drilling Incorporated	0.27%	0.08%
12	A Cone Zone, Inc.	0.22%	0.03%
13	Kroner Environmental Services, Inc.	1.78%	3.35%
14	DC Traffic Control	0.18%	0.19%
15	Martini Drilling Corp.	0.22%	0.07%
16	Performance Analytical	0.69%	0.64%

	Laboratories, Inc.		
17	V & A Inc.	0.16%	0.00%
18	LIN Consulting, Inc.	5.51%	2.20%
19	Tatsumi and Partners, Inc.	1.37%	1.38%
20	Wagner Engineering & Survey, Inc.	1.27%	1.28%
21	A Cone Zone, Inc.	0.35%	0.00%
22	Safeprobe, Inc.	0.41%	0.19%
23	CWE	Added	0.26%
24	Guida	Added	0.25%
25	OPTITRANS Engineering, Inc.	Added	0.54%
26	PacRim Engineering Inc	Added	1.67%
	Total	**24.25%**	**25.12%**

	DVBE Subcontractors	**% Committed**	**Current Participation[1]**
1	Brentwood Reprographics, Inc	0.88%	0.09%
2	MA Engineering	2.15%	1.85%
	Total	**3.03%**	**1.94%**

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

SR 57/60 INTERCHANGE IMPROVEMENT PROJECT

UPDATE AND CONTRACT MODIFICATION

Metro

Staff Recommendation

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Modification No. 1 to Project Identification No. MM500201 with the San Gabriel Valley Council of Governments (SGVCOG) for the SR-57/60 Interchange Improvement Project (Project) in the amount of $13,344,233.05, increasing the contract value from $29,525,000 to $42,869,233.05 construction management services; and

B. EXECUTE Modification No. 5 to Contract No. AE51890001 with WKE, Inc. for the Project in the amount of $3,037,366, increasing the contract value from $29,213,933 to $32,251,299 for design services during construction and extend the period of performance from December 31, 2026 to December 31, 2029; and

C. APPROVE a reduction in the retention amount withheld in the Funding Agreement with SGVCOG from 10% to 5% to be consistent with other grantees awarded similar funding amounts and at this stage of construction.

SR 57/60 Interchange Improvements

SGVCOG (Project ID: MM500201)

- Metro Board authorization (February 2019) for utility coordination, right-of-way acquisition, procurement and construction management services.
- $13,344,233.05 increase for construction contract administration.
- Contributing factors: Escalating labor costs, expanded scope of services, additional reporting requirements, increased coordination for right-of-way acquisitions, litigation, and unforeseen field conditions.

WKE Inc. (Contract No. AE51890001)

- Metro Board authorization (July 2018) for Final Design and later amended to include professional services during the construction bid and construction phase.
- $3,037,366 increase for design services during construction.
- Contributing factors: Unforeseen field conditions, design refinements, additional drawings especially related to the Diamond Bar Golf Course mitigation, additional submittal reviews and clarifications.

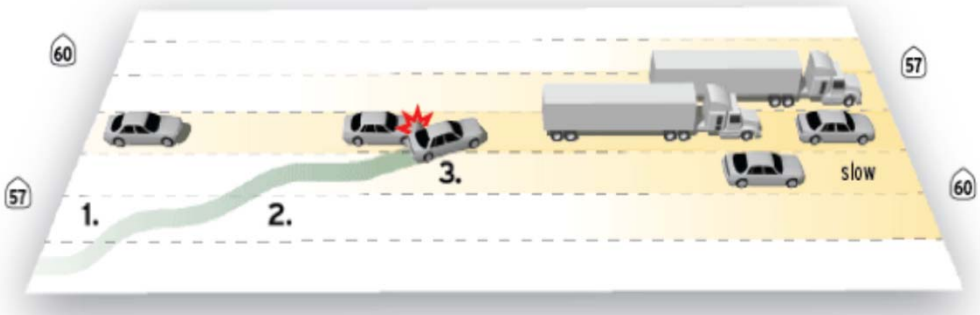
Funding Agreement Retention Change

- Reduce retention amount from 10% to 5%, which is more typical for this stage of construction and is consistent with other Metro-funded highway projects.

SR 57/60 Interchange Improvements

How collisions occur

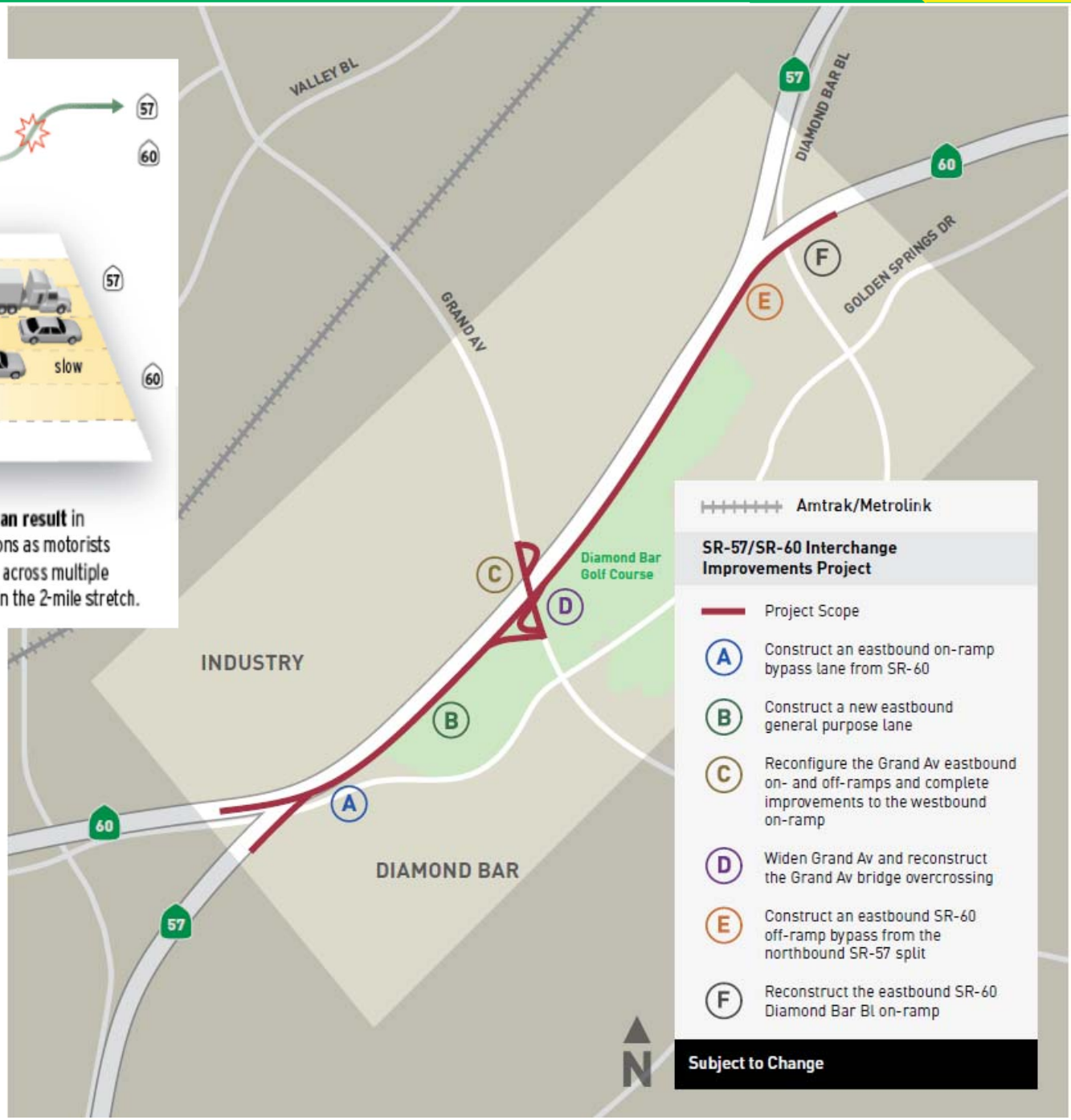
Motorists trying to cross into the opposite freeway must sweep across several lanes quickly, one reason why the confluence is a hotspot for accidents.



1. **Motorists** on the 57 and 60 freeways are often traveling at different speeds as they enter into the confluence.

2. **A driver may** try to transfer lanes quickly before the freeways separate again.

3. **This can result** in collisions as motorists weave across multiple lanes in the 2-mile stretch.



Metro

Equity Platform

- Implementation of the Project will not result in displacement of or other negative impacts on disadvantaged or low-income communities.
- Equity Focus Communities are located within 10 miles to the east, northeast, and west of the Project locations.

Next Steps

- Staff will work with SGVCOG and the Design Contractor to execute the necessary funding agreement amendments approved by this action.
- Staff will continue to work with the various partners (SGVCOG, Caltrans, Federal Highway Administration) and contractors to identify risk and cost containment mitigation measures.

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

File #: 2024-1140, **File Type:** Program **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2025

SUBJECT: REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE the amendments to the Regional Transportation Improvement Program as shown in Attachment A.

ISSUE

In March 2024, the California Transportation Commission (CTC) adopted the 2024 State Transportation Improvement Program (STIP), which included the Regional Transportation Improvement Plan (RTIP) for Los Angeles County. In July 2024, the Board approved changes requested by the City of Los Angeles to State Route 710 Mobility Improvement Projects (SR-710 MIPs) that are currently programmed in the RTIP. The Board action necessitates changes to the RTIP to consistently reflect the updated MIPs, including partially deprogramming STIP funds from the Soto Street Widening Project and reallocating the STIP funds to other MIPs.

BACKGROUND

The STIP is a five-year capital improvement program for transportation projects that is updated every two years. Metro is responsible for submitting the RTIP to every two-year STIP cycle and managing the RTIP in between STIP cycles. To manage the RTIP, Metro may request amendments to change the scope, cost, or program year of existing RTIP projects and propose new projects.

Two MIPs are currently programmed in the RTIP: the City of Los Angeles' Soto Street Widening Project and the County of Los Angeles' USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]. The Soto Street Widening Project is programmed with $26.3 million of STIP and will reconfigure Soto Street to increase travel lanes, introduce protected bicycle facilities, and widen and construct new sidewalks between Multnomah Street and Mission Road. The USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] is programmed with $27.3 million of STIP and will improve transit, bicycle, and pedestrian facilities on Valley Boulevard and surrounding streets between Soto Street and the LA County + USC Medical Center.

DISCUSSION

To make the RTIP consistent with the Board-approved MIP updates and support the delivery of previously programmed MIPs, staff requests to shift STIP funding from one MIP to several others and update project sponsorship.

The July 2024 Board action deprograms $9.1 million from the Soto Street Widening Project and reallocates the funds to other City MIPs:

- $1.7 million to the Valley Boulevard Multi-modal Transportation Improvements and
- $6.5 million to the Northeast Los Angeles Active Transportation and Transit Connectivity Enhancements.

The Valley Boulevard Multi-modal Transportation Improvements will introduce transit, bicycle, and pedestrian improvements to Cesar Chavez Avenue, Mission Road, and Valley Boulevard between Union Station and the SR-710. The July 2024 Board action also updates project sponsorship of the USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] from County of Los Angeles to City of Los Angeles. The City will combine delivery of the USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] and the Valley Boulevard Multi-modal Transportation Improvements. Therefore, staff proposes to amend the RTIP to reflect both projects under the existing USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]. The Northeast Los Angeles Active Transportation and Transit Connectivity Enhancements will make pedestrian improvements on Figueroa Street, Meridian Street, and Avenue 63 in the northeast region of the City of Los Angeles. Staff proposes to program this as a new project to the RTIP.

In addition to the MIP updates already approved by the Board, there is an opportunity to program the remaining $1 million unprogrammed STIP balance to another MIP which is currently partially programmed. Staff has identified the County of Los Angeles' Ford Boulevard Traffic Corridor Improvement Project (N-S) with an unprogrammed MIP commitment. The project will improve communication and traffic signal infrastructure and synchronize traffic signals on Ford Boulevard between Floral Drive and Olympic Boulevard. The STIP funds will allow the project to be fully programmed for the amount originally approved by the Board. Staff proposes to program this as a new project to the RTIP.

Attachment A describes and illustrates the programming amendments described above in more detail.

DETERMINATION OF SAFETY IMPACT

Approval of the RTIP amendments will have no negative impact to the safety of Metro patrons or employees.

FINANCIAL IMPACT

Approval of the RTIP amendments would have no negative impact to the agency. The RTIP amendments fulfill prior funding commitments for transportation projects in Los Angeles County.

Impact to Budget

The RTIP includes funding for FY 2025 through FY 2029 and has no impact to the FY 2025 budget.

EQUITY PLATFORM

The proposed amendments are necessary to deliver projects that will provide multimodal improvement benefits. The STIP does not require that individual projects have or will conduct community engagement or meet equity criteria to receive funding. However, the STIP asks Metro to describe how engagement was conducted for the RTIP as a whole. For this discussion, Metro describes the engagement process for the 2020 Long Range Transportation Plan (LRTP) and Measure M from which Metro staff identifies projects for the RTIP. Projects in the RTIP are included in or directly advance specific projects and programs in the 2020 LRTP or Measure M. The SR-710 MIPs are listed in the 2020 LRTP as investments supporting the “Less Congestion” priority area. Independent of any STIP requirements or conditions for funding, the project sponsor of each MIP has conducted engagement activities.

The Soto Street Widening Project and USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] currently programmed in the RTIP involve active transportation and safety improvements. Both projects are within Metro Equity Focus Communities (EFCs) in Lincoln Heights and El Sereno and are in the engagement, planning, and development stages led by the City of Los Angeles.

The proposed City of Los Angeles Northeast Los Angeles Active Transportation and Transit Connectivity Enhancements is partially located within an EFC in Highland Park. A project goal is to improve connections to transit for people walking to the Highland Park A Line Station. The City of Los Angeles is currently leading the engagement, planning, and development phases of the project. The proposed County of Los Angeles Ford Boulevard Traffic Corridor Improvement Project (N-S) is fully located within EFCs in unincorporated East Los Angeles. The project will upgrade technology to improve traffic safety and management along a corridor directly adjacent to the SR-710 in east Los Angeles. The County of Los Angeles is currently leading the engagement, planning, and development stage phases of the project.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This Board item will likely increase Vehicle Miles Traveled (VMT) in LA County, as it includes an investment in 0.6 miles of new lane miles which encourages driving alone. Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets

were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

At the same time, the changes proposed in this report will also enable the expansion of other modes, including new bikes lanes and improved sidewalks. which may help offset the VMT increase facilitated by the road improvements.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Strategic Plan Goal #1 to "provide high-quality mobility options that enable people to spend less time traveling" by obtaining funding to support the delivery of transportation improvements that support the safety and performance of the highway system and expand high-quality transit options

ALTERNATIVES CONSIDERED

The Board could elect not to approve the RTIP amendments. This alternative is not recommended as it is contradictory to previous Board action and would prevent staff from carrying out programming changes approved by the Board for the SR-710 MIP.

NEXT STEPS

With Board approval, staff will proceed with and monitor the following steps to secure CTC approval of the amendment:

- February 27, 2025 - Metro staff submits the complete amendment request to Caltrans
- March 20-21, 2025 - CTC receives notice of the amendment
- May 15-16, 2025 - CTC considers adopting the amendment

ATTACHMENTS

Attachment A - Amendments to Los Angeles County RTIP

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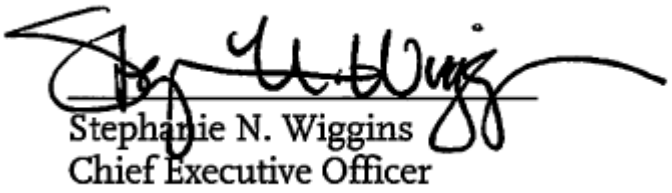
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Amendments to Los Angeles County Regional Transportation Improvement Program

Metro staff will request the following amendments:

- Deprogram $9,147,854 from the construction of the Soto Street Widening Project currently in the RTIP with no changes to project scope (MIP ID# LA8.1.1.07)
- Program $6,500,000 for construction of the Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements as a new project (MIP ID# LA8.5.2.03)
- For the USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements] currently in the RTIP (MIP ID# LA8.4.2.07 and LA9.5.2.10):
    - Update project sponsorship/implementation from County of Los Angeles to City of Los Angeles
    - Program $1,647,854 for construction
    - Update the project scope to reflect the full scope of the improvements
- Program $1,000,000 for construction of the Ford Boulevard Traffic Corridor Improvement Project (N-S) as a new project (MIP ID# LA9.3.1.30)

The table on the next page illustrates the projects currently programmed in the RTIP and the proposed amendments and new programming.

This table summarizes the projects programmed in the RTIP and the proposed amendments and new programming.

Implementing Agency	Project Name	Programming Status	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total	E&P	PS&E	R/W	CON
Amendments to Funding													
		Existing				*26,330*			*26,330*				*26,330*
		Change				*-9,148*			*-9,148*				*-9,148*
City of LA	Soto Street Widening Project	Proposed				17,182			17,182				17,182
		Current			*9,432*	*17,872*			*27,304*		*9,432*		*17,872*
~~County of LA~~	USC Medical Center Mobility Improvements	Change			*0*	*1,648*			*1,648*		*0*		*1,648*
City of LA	[Valley Blvd Multimodal/Safety Improvements]	Proposed			9,432	19,520			28,952		9,432		19,520
		Net Change			**0**	**-7,500**			**-7,500**		**0**		**-7,500**
New Projects													
		Existing				*0*			*0*				*0*
	Northeast Los Angeles Active Transportation &	Change				*6,500*			*6,500*				*6,500*
City of LA	Transit Connectivity Enhancements	Proposed				6,500			6,500				6,500
		Existing				*0*			*0*				*0*
	Ford Boulevard Traffic Corridor Improvement	Change				*1,000*			*1,000*				*1,000*
County of LA	Project (N-S)	Proposed				1,000			1,000				1,000
		Net Change				**7,500**			**7,500**				**7,500**
		Net Change	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

FY = State Fiscal Year
E&P = Environmental and permits
PS&E = Plans, specifications, and estimates
R/W = Right of way
CON = Construction

Regional Transportation Improvement Program Amendments

Planning and Programming Committee

February 19, 2025

File No. 2024-1140

Metro

Recommendation

APPROVE the amendments to the Regional Transportation Improvement Program as shown in Attachment A.

Metro

Background

- November 2023: The Metro Board approved the RTIP for LA County.
- March 2024: The California Transportation Commission adopted the RTIP.
- July 2024: The Metro Board approved updates to the City and County of LA's State Route 710 Mobility Improvement Projects (MIPs), including two projects funded in the RTIP.
- The RTIP must be amended to be consistent with the Metro Board's actions.

Valley Blvd before (top) and after (bottom)

Metro

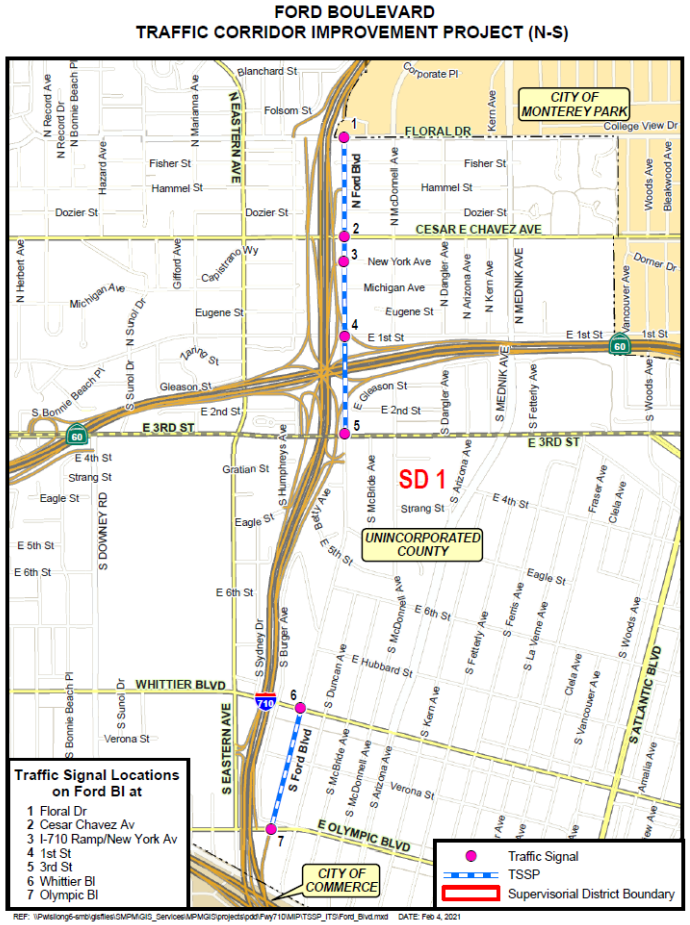
Summary of Amendments

Existing projects:

- Partially deprogram $9.1m from the $26.3m available for the **Soto Street Widening Project**
- **USC Medical Center Mobility Improvements [Valley Blvd Multimodal/Safety Improvements]**:
  - Update project sponsorship/implementation from County to City of Los Angeles
  - Program $1.6m for construction
  - Update the project scope to reflect the full scope of the improvements

New projects:

- Program $6.5m for the **Northeast Los Angeles Active Transportation & Transit Connectivity Enhancements**
- Program $1.0m for the **Ford Boulevard Traffic Corridor Improvement Project (N-S)**



Attachment A

Implementing Agency	Project Name	Programming Status	Prior	FY 25	FY 26	FY 27	FY 28	FY 29	Total	E&P	PS&E	R/W	CON
Amendments to Funding													
		Existing				*26,330*			*26,330*				*26,330*
		Change				*-9,148*			*-9,148*				*-9,148*
City of LA	Soto Street Widening Project	Proposed				17,182			17,182				17,182
		Current			*9,432*	*17,872*			*27,304*		*9,432*		*17,872*
~~County of LA~~	USC Medical Center Mobility Improvements	Change			*0*	*1,648*			*1,648*		*0*		*1,648*
City of LA	[Valley Blvd Multimodal/Safety Improvements]	Proposed			9,432	19,520			28,952		9,432		19,520
		Net Change			**0**	**-7,500**			**-7,500**		**0**		**-7,500**
New Projects													
		Existing				*0*			*0*				*0*
	Northeast Los Angeles Active Transportation &	Change				*6,500*			*6,500*				*6,500*
City of LA	Transit Connectivity Enhancements	Proposed				6,500			6,500				6,500
		Existing				*0*			*0*				*0*
	Ford Boulevard Traffic Corridor Improvement	Change				*1,000*			*1,000*				*1,000*
County of LA	Project (N-S)	Proposed				1,000			1,000				1,000
		Net Change				**7,500**			**7,500**				**7,500**
		Net Change	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Metro

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

File #: 2024-1162, **File Type:** Program **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
FEBRUARY 19, 2025

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. programming an additional $8,904,127 of Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, including inter-program borrowing of $4,531,812 from the Measure M MSP Highway Efficiency Program, shown in Attachment A;

2. programming an additional $15,221,093 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding. It also allows the Las Virgenes/Malibu Subregion and implementing agencies to approve new eligible projects for funding and revise project scope of work, budgets, and schedules for previously funded projects.

This update includes changes to projects that have received prior Board approval and funding allocation for new projects. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to program additional funds. The updated project lists (Attachments A and B) serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2019, the Board approved Las Virgenes/Malibu Subregion's first MSP Five-Year Plan and programmed funds in 1) Measure M MSP - Active Transportation/Transit/Tech Program (expenditure line 56); and 2) Measure M MSP - Highway Efficiency Program (expenditure line 57). Since the first Plan, staff has provided annual updates to the Board in February 2020, March 2021, February 2022, February 2023, and January 2024.

Based on the amount provided in the Measure M Expenditure Plan, a total of $137 million was forecasted for programming from FY 2017-18 to FY 2027-28. Measure M MSP Lapsing Policy allows expending the funds within three years from the year the funds are programmed. In the prior actions, the Board approved programming of $84.6 million. Therefore, $52.4 million is available to the Subregion for programming as part of this update.

DISCUSSION

Metro staff worked closely with the Las Virgenes/Malibu Subregion Council of Governments (COG) and the implementing agencies on project eligibility reviews of the proposed projects for this annual update. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion, undertakes their jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities. To date, $84.6 million has been programmed in support of 23 of projects, of which $29.8 million has been expended and four of projects have been completed.

During staff review, Metro required a detailed project scope of work to confirm project eligibility, reconfirm funding eligibility for those that request changes in the project scope of work, and establish the program nexus during project reviews, i.e. project location information and limits, length, elements, phases, total estimated expenses and funding request, schedules, etc. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds. This type of inter-program borrowing was approved in 2020, 2022, and 2024 for the Las Virgenes/Malibu Subregion and other Subregions in LA County. This is acceptable under the Board-adopted Measure M Master Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain MetroBoard approval. In September 2024, the Las Virgenes/Malibu COG Board approved the inter-program borrowing.

This update includes funding adjustments for eight previously approved projects and four new projects. Attachments A and B show the changes in project funding allocations since the last update to the Board. Four projects have been completed and are in the close-out audit process.

Active Transportation/Transit/Tech Program (expenditure line 56)

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

Calabasas

- Program additional $6,459,295 in FY 26 and FY 27 for MM4401.11 - Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II), an existing Measure R project #MR311.13. The project will provide spot shoulder widening and walkways where feasible in the 2.7-mile corridor, as well as a new traffic signal. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's Plan Specifications and Estimates (PS&E) and construction phases.

Westlake Village

- Program additional $2,444,832 in FY 26 and FY 27 for MM4401.12 - Lakeview Canyon Road Pedestrian Safety Improvements. This project is a Complete Street and Green Street project for the city. The project includes the installation of pedestrian and bicycle paths where no sidewalk currently exists. This project will likely decrease VMT. The funds will be used for the project's Project Approval and Environmental Document (PAED), PS&E, and construction phases.

Highway Efficiency Program (expenditure line 57)

This update includes funding adjustments to six existing projects and four new projects as follows:

Agoura Hills

- Program an additional $3,284,924 in FY 27 and FY 28 for MM5503.02/ MM5503.07 - Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road, an existing Measure R project #MR311.14. This project will provide additional on and off-ramp lanes, traffic signal synchronization, and sidewalk upgrades. This project will likely increase VMT. The funds will be used for the project's Project Study Report (PSR), environmental, PS&E, and construction phases.

- Deobligate $1,140,000 of the $9,706,529 previously awarded for MM5503.12 - Agoura Road/Kanan Road Intersection Improvements, an existing Measure R project #MR311.04. This project will be a signalized intersection that would improve circulation, reduce delays, facilitate large truck movements, and reduce conflict points close to a freeway interchange. This project will likely increase VMT. The funds will be reallocated to another City led priority project - MM5503.13, noted below. The remaining funds will be used for the project's right-of-way (ROW) and construction phases

- Program additional $3,560,000 in FY 26 for MM5503.13 - Agoura Hills Greenway Project, also funded by Measure R funds under #MR311.23. This project will be a mobility hub that includes bike and pedestrian trails and site lighting. This project will likely decrease VMT. The funds will be used for the project's ROW and construction phases.

Hidden Hills

- Program additional $485,059 in FY 26 for MM5503.03 - Long Valley Road/Valley Circle/US-101 On-Ramp Improvements, an existing Measure R project #MR311.34. This project will include a right-turn pocket at the on-ramp and sidewalk installation where one does not currently exist. This project will likely increase VMT. The funds will be used for the project's PS&E, ROW, and construction phases.

- Deobligate $1,500,000 from MM5503.14 - Hidden Hills Regional Smart Cities Fiber Network Backbone. The project is canceled, and funds will be reallocated to the Las Virgenes/Malibu COG for Subregion's Regional Smart Cities Fiber Network Project.

Malibu

- Program $1,500,000 in FY 26 for MM5503.15 - PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd, an existing Measure R project #MR311.11. This project includes the installation of communication links between traffic signals and the Caltrans' Traffic Management Center, fiber links, adaptive signal control systems, changeable message signs, closed circuit television cameras, the development of timing plans, the installation of traffic loops and sensors and the installation of other traffic management techniques to manage traffic flow. This project will likely increase VMT. The funds will be used to complete the project's construction phase.

- Program $2,036,110 in FY 26 for MM5503.16 - PCH at Las Flores Canyon Road and Rambla Pacifica Intersection Improvements, an existing Measure R project #MR311.17. This project will include a left turn lane as well as bike and pedestrian improvements. This project will likely increase VMT. The funds will be used to complete the Project's construction phase.

- Program $2,000,000 as follow: $1,500,000 in FY 25 and $500,000 in FY 26 for MM5503.17 - Pacific Coast Highway Quick Build Roundabouts. This project will install a "quick-build" roundabout on PCH at the entrance to El Matador State Beach and the intersection of PCH and Encinal Canyon Road. The project will reduce the travel lanes going into the roundabout from two lanes to one lane but will retain two travel lanes exiting the roundabout in each direction. The project will also include new traffic striping and signage, solar streetlights, and pedestrian crosswalks and will include solar horizontal rapid flashing pedestrian beacons. The funds will be used to complete the Project's PS&E and construction phases. Because this particular roundabout is intended primarily to improve safety for people walking, biking, and rolling, and achieves that through a re-design that reduces vehicle lanes from 2 to 1, thereby decreasing crossing distances and overall reducing the speeds of vehicles, it is likely to decrease VMT.

Westlake Village

- Program $495,000 in FY 26 for MM5503.18 - Westlake Village ITS Signal Project. This project will expand the City's ITS network by installing conduit and fiber along portions of Lindero Canyon Road and Via Colinas. This project will likely increase VMT. The funds will be used to complete the project's PS&E and construction phases.

Las Virgenes/Malibu COG

- Program additional $4,500,000 in FY 25 and FY 26 for MM5503.11 - Regional Smart Cities Fiber Network Project. The project will construct a high-level fiber-optic network to synchronize 66 signals and connect a public-owned fiber network to other public and/or private regional middle-mile connections. This project will likely increase VMT. The funds will be used for the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Las Virgenes/Malibu Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2024-25, $15.3 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401), and $1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Highway Efficiency Program (Project #475503). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 0441 and 0442. Since these are multi-year projects, Cost Centers 0441 and 0442 will be responsible for budgeting the cost in future years.

Impact to Budget

The source of funds for these projects is Measure M Highway Construction 17%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Las Virgenes/Malibu subregion consists of the cities of Agoura Hills, Calabasas, Hidden Hills, Malibu, Westlake Village, and the adjacent unincorporated area of Los Angeles County, but no Equity Focus Communities (EFCs) are located within this subregion.

The Subregion's proposed active transportation and highway efficiency projects have a range of potential equity benefits for non-drivers. For example, the Calabasas Mulholland Highway Gap Closure project will provide shoulder improvements that would improve bike safety along the route by reducing friction between vehicular traffic and bicyclists. The improvements will provide a wider road cross-section and wider shoulder to be utilized by bicyclists thus eliminating their encroachment into

a travel lane. This active transportation project enhances safety for bicyclists and allows them to access key destinations including schools.

VEHICLE MILES TRAVELED (VMT) OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. However, these individual projects aim to ensure the efficient and safe movement of people and goods. Each project's VMT outcome is included in the brief project description earlier in this report. This Board item, which looks at a number of smaller investments across modes, will likely increase VMT in LA County, as it includes several projects that encourage driving alone

Although this item may not directly contribute to the achievement of the Board-adopted VMT Reduction Targets, the VMT Targets were developed to account for the cumulative effect of a suite of programs and projects within the Metro region, which individually may induce or increase VMT. Additionally, Metro has a voter-approved mandate to deliver multimodal projects that enhance mobility while ensuring the efficient and safe movement of people and goods.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

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

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP projects for the Las Virgenes/Malibu Subregion. This is not recommended as the Las Virgenes/Malibu Subregion developed the proposed projects in accordance with the Measure M

Ordinance, Guidelines, and Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

Metro staff will continue to work with the Las Virgenes/Malibu Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2024-25. Program/project updates will be provided to the board annually.

ATTACHMENTS

Attachment A - Active Transportation/Transit/Tech Program Projects
Attachment B - Highway Efficiency Program Projects

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-3433
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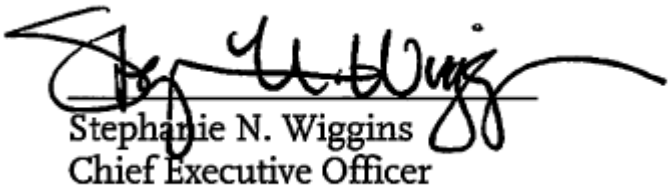
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Active Transportation/Transit/Tech Program (Expenditure Line 56)

							Measure M MSP									
	Agency	Project ID #	Project/Location	Funding Phases	Note	*Total Project Costs*	Prior Alloc	Alloc Change	Current Alloc	1st Program Year	Prior Years	FY2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program ^	Planning Development		*$ 119,097*	$ 119,097		$ 119,097	2017-18	$ 68,166	$ 12,426	$ 12,513	$ 12,830	$ 13,163	
2	Calabasas	MM4401.02	City-wide Green Streets - Malibu Hills Road, Calabasas Road, Old Town Calabasas, Las Virgenes Road and Parkway Calabasas	PS&E Construction		*3,156,164*	3,156,164		3,156,164	2019-20	257,069	800,000	2,064,095	35,000		
3	Calabasas	MM4401.03	Mulholland Highway Gap Closure - Old Topanga Canyon Road - Phase I (CFP #F7516)	PS&E ROW Construction	Compl	2,635,710	2,200,000		2,200,000	2020-21	$ 2,200,000					
4	Calabasas	MM4401.11	Mulholland Highway Gap Closure - Old Topanga Canyon Road to City Limits (Phase II) (MR311.13)	PS&E Construction	Chg	*14,959,880*	8,500,585	6,459,295	14,959,880	2020-21	6,715,585	1,785,000		2,740,000	3,719,295	
5	Malibu	MM4401.05	Pedestrian/Bicyclist Crosswalk Improvements - PCH @ Big Rock Dr. & 20356 PCH	PS&E Construction		683,219	683,219		683,219	2023-24	-	35,000	165,000	313,219	170,000	
6	Malibu	MM4401.06	Westward Beach Parking and Walkway Improvements	PS&E Construction	Compl	4,360	4,360		4,360	2020-21	4,360					
7	Malibu	MM4401.13	Pedestrian Undercrossing at Malibu Seafood	PS&E Construction		2,250,000	2,250,000		2,250,000	2023-24	-	400,000	600,000	1,250,000		
8	Westlake Village	MM4401.07	Lindero Linear Park - Lindero Canyon Blvd from Agoura Rd to Foxfield Dr.	PS&E Construction	Compl	4,452,678	4,452,678		4,452,678	2018-19	4,452,678					
9	Westlake Village	MM4401.12	Lakeview Canyon Road Pedestrian Safety Improvements	PAED PS&E Construction	Chg	*5,444,832*	3,000,000	2,444,832	5,444,832	2024-25	-		3,000,000	1,101,000	1,343,832	
10	LA County	MM4401.09	Malibu Canyon Road Bridge Replacement	PS&E Construction		875,000	875,000		875,000	2019-20	285,245	220,000	369,755			
11	LA County	MM4401.10	Topanga Beach Shuttle Bus Stops Improvements (Metro Orange Line to Metro Expo Line in Downtown Santa Monica)	PS&E Construction		400,000	400,000		400,000	2018-19	150,000	220,000	30,000			
			Total Programming Amount			***34,980,940***	**$25,641,103**	**$8,904,127**	**$ 34,545,230**		**$14,133,103**	**$3,472,426**	**$6,241,363**	**$5,452,049**	**$5,246,290**	**$ -**

Las Virgenes/Malibu Subregion
Measure M Multi-Year Subregional Plan - Highway Efficiency Program (Expenditure Line 57)

							Measure M MSP Funds									
	Agency	Project ID #	Project/Location	Funding Phases	Note	*Total Project Costs*	Prior Alloc	Alloc Change	Current Alloc	1st Program Year	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
1	Agoura Hills	MM5503.01	Interchange - Chesebro Rd S to Driver Ave. & Chesebro Rd to N of interchange (MR311.03)	PS&E Construction		*$ 18,945,436*	$ 8,495,436		$ 8,495,436	2018-19	$ 8,495,436					
2	Agoura Hills	MM5503.02/ MM5503.07	Kanan Road Corridor from Thousand Oaks Blvd to Cornell Road (MR311.14)	PSR Env PS&E Construction	Chg	*9,298,417*	5,313,493	3,284,924	8,598,417	2021-22	756,595	1,200,000	3,356,898		1,162,138	2,122,786
3	Agoura Hills	MM5503.12	Agoura Road/Kanan Road Intersection Improvements (MR311.04)	ROW Construction	Chg	*9,706,529*	9,706,529	(1,140,000)	8,566,529	2022-23	1,700,000	2,638,860	3,167,669	1,060,000		
4	Agoura Hills	MM5503.13	Agoura Hills Greenway Project (MR311.23)	ROW Construction	Chg	*21,538,861*	6,023,861	3,560,000	9,583,861	2022-23	4,023,861	2,000,000		3,560,000		
5	Calabasas	MM5503.08	Calabasas Road Improvements	PS&E Construction		*4,500,000*	4,500,000		4,500,000	2020-21	4,500,000					
6	Hidden Hills	MM5503.03	Long Valley Road/Valley Circle/US-101 On-Ramp Improvements (MR311.34)	PS&E, ROW Construction	Chg	*7,167,652*	1,215,652	485,059	1,700,711	2020-21	1,215,652			485,059		
7	Hidden Hills	MM5503.14	Hidden Hills Reginal Smart Cities Fiber Network Backbone	Construction	Deob	-	1,500,000	(1,500,000)	-	N/A	-					
8	Malibu	MM5503.04	Malibu Park and Ride Lots (MR311.35)	ROW	Compl	*6,600,000*	3,100,000		3,100,000	2018-19	3,100,000					
9	Malibu	MM5503.05	Median Improvements PCH	PS&E Construction		*2,000,000*	2,000,000		2,000,000	2021-22	300,000	1,700,000				
10	Malibu	MM5503.15	PCH Signal System Improvements from John Tyler Drive to Topanga Canyon Blvd (MR311.11)	Construction	New	*1,500,000*	-	1,500,000	1,500,000	2025-26				1,500,000		
11	Malibu	MM5503.16	PCH at Las Flores Canyon Road and Rambla Pacifica Intersection Improvements (MR311.17)	Construction	New	*2,036,110*	-	2,036,110	2,036,110	2025-26				2,036,110		
12	Malibu	MM5503.17	Pacific Coast Highway Quick Build Roundabouts	PS&E Construction	New	*2,000,000*	-	2,000,000	2,000,000	2024-25			1,500,000	500,000		
13	Westlake Village	MM5503.10	Lindero Sidewalk Extension - Baronsgate Rd. to Lakeview Canyon Rd. (MR311.21)	Construction		*3,683,247*	2,378,247		2,378,247	2023-24	-	2,378,247				
14	Westlake Village	MM5503.18	Westlake Village ITS Signal Project	PS&E Construction	New	*850,000*	-	495,000	495,000	2025-26				495,000		
15	LA County	MM5503.06	Malibu Canyon Road Improvements - Malibu Canyon Rd @ Piuma Rd. & Las Virgenes Rd @ Las Virgenes Canyon Rd	PS&E ROW Construction		*1,500,000*	1,500,000		1,500,000	2019-20	1,500,000					
16	LA County	MM5503.09	Agoura Hills and Westlake Village Intelligent Transportation System	PS&E Construction		*2,380,000*	2,380,000		2,380,000	2023-24	-	430,000	1,950,000			

ATTACHMENT B

	Agency	Project ID #	Project/Location	Funding Phases	Note	*Total Project Costs*	Measure M MSP Funds									
							Prior Alloc	Alloc Change	Current Alloc	1st Program Year	Prior Years	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
17	LVMCOG	MM4401.01	Planning Activities for Measure M Multi-Year Subregional Program	Planning Development		*495,924*	495,924		495,924	2017-18	283,311	51,644	52,935	53,326	54,708	
18	LVMCOG	MM5503.11	Regional Smart Cities Fiber Network	PS&E Construction	Chg	*14,800,000*	10,300,000	4,500,000	14,800,000	2022-23	300,000		6,500,000	8,000,000		
			Total Programming Amount			***$109,002,176***	**$ 58,909,142**	**$ 15,221,093**	**$ 74,130,235**		**$26,174,855**	**$10,398,751**	**$16,527,502**	**$17,689,495**	**$ 1,216,846**	**$ 2,122,786**

Measure M Multi-year Subregional Program
Las Virgenes/Malibu Subregion

Planning and Programming Committee
February 19, 2025

Metro

File# 2024-1162

Las Virgenes/Malibu Subregion

- Two Multi-Year Subregional Program (MSP)
  - Active Transportation/ Transit/Tech Program (expenditure line 56)
  - Highway Efficiency Program (expenditure line 57)
- Limited to Capital projects
  - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 $ in thousands)

ATTACHMENT A
Groundbreaking Sequence
(Exceptions Noted)

For Reference Only		Project (Final Project to be Defined by the Environmental Process)	Notes	Schedule of Funds Available: Ground-breaking Start Date*	Schedule of Funds Available: Expected Opening Date (3 year range)	Subregion*	2016 - 2067 Local, State, Federal, Other Funding 2015$	Measure M Funding 2015$	Most Recent Cost Estimate 2015$**	Modal Code
		Multi-Year Subregional Programs			1st yr of Range					
47		Metro Active Transport, Transit 1st/Last Mile Program	p	FY 2018	FY 2057	sc	$0	$857,500	$857,500	H
48		Visionary Project Seed Funding	p	FY 2018	FY 2057	sc	$0	$20,000	$20,000	T
49		Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	$0	$35,000	$35,000	T
50		Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	$0	$293,500	$293,500	H
51		Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	$0	$361,000	$361,000	H
52		Active Transportation Program		FY 2018	FY 2057	nc	$0	$264,000	$264,000	H
53		Active Transportation Program		FY 2018	FY 2057	gc	$0	TBD	TBD	H
54		Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
55		Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	$0	$215,000	$215,000	H
56		Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm	$0	$32,000	$32,000	T
57		Highway Efficiency Program		FY 2018	FY 2032	lvm	$0	$133,000	$133,000	H
58		Bus System Improvement Program		FY 2018	FY 2057	sg	$0	$55,000	$55,000	T
59		First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	$0	$198,000	$198,000	H
60		Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	$0	$231,000	$231,000	H
61		I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	$240,000	$1,000,000	$1,240,000	H
62		Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	$0	$202,000	$202,000	H
63		South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	$600,000	$500,000	$1,100,000	H
64		Transit Program		FY 2018	FY 2057	nc	$500,000	$88,000	$588,000	T
65		Transit Projects		FY 2018	FY 2057	av	$0	$257,100	$257,100	T
66		Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb	$0	$350,000	$350,000	H
67		North San Fernando Valley Bus Rapid Transit Improvements	p,s	FY 2019	FY 2023	sc	$0	$180,000	$180,000	T
68		Subregional Equity Program	p,s	FY 2018	FY 2057	sc	TBD	TBD	$1,196,000	T/H
69		Countywide BRT Projects Ph 1 (All Subregions)	l,p	FY 2020	FY 2022	sc	$0	$50,000	$50,000	T
70		Countywide BRT Projects Ph 2 (All Subregions)	l,p	FY 2030	FY 2032	sc	$0	$50,000	$50,000	T
71		Active Transportation Projects		FY 2033	FY 2057	av	$0	$136,500	$136,500	H
72		Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc	$0	$250,000	$250,000	H
73		Multimodal Connectivity Program		FY 2033	FY 2057	nc	$0	$239,000	$239,000	H
74		Countywide BRT Projects Ph 3 (All Subregions)	l,p	FY 2040	FY 2042	sc	$0	$50,000	$50,000	T
75		Arterial Program		FY 2048	FY 2057	nc	$0	$726,130	$726,130	H
76		BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	cc	$0	$250,000	$250,000	T
77		Freeway Interchange and Operational Improvements		FY 2048	FY 2057	cc	$0	$195,000	$195,000	H
78		Goods Movement (Improvements & RR Xing Elim.)		FY 2048	FY 2057	sg	$0	$33,000	$33,000	T
79		Goods Movement Program		FY 2048	FY 2057	nc	$0	$104,000	$104,000	T
80		Goods Movement Projects		FY 2048	FY 2057	av	$0	$81,700	$81,700	T
81		Highway Efficiency Program		FY 2048	FY 2057	nc	$0	$128,870	$128,870	H
82		Highway Efficiency Program		FY 2048	FY 2057	sg	$0	$534,000	$534,000	H
83		Highway Efficiency, Noise Mitig. and Arterial Projects		FY 2048	FY 2057	av	$0	$602,800	$602,800	H
84		ITS/Technology Program (Advanced Signal Tech.)		FY 2048	FY 2057	sg	$0	$66,000	$66,000	H
85		LA Streetscape Enhance. & Great Streets Program		FY 2048	FY 2057	cc	$0	$450,000	$450,000	H
86		Modal Connectivity Program		FY 2048	FY 2057	lvm	$0	$68,000	$68,000	H
87		Public Transit State of Good Repair Program		FY 2048	FY 2057	cc	$0	$402,000	$402,000	T
88		Traffic Congestion Relief and Improvement Program		FY 2048	FY 2057	lvm	$0	$63,000	$63,000	H
89		Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	$0	$50,000	$50,000	H
90		Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057	av	$0	$110,600	$110,600	H
91		Countywide BRT Projects Ph 4 (All Subregions)	p	FY 2050	FY 2052	sc	$90,000	$10,000	$100,000	T
92		Countywide BRT Projects Ph 5 (All Subregions)	p	FY 2060	FY 2062	sc	$0	$100,000	$100,000	T
93		**Multi-Year Subregional Programs Subtotal**					$1,430,000	$10,253,700	$12,879,700	
94		**GRAND TOTAL**					$21,011,027	$31,243,641	$53,450,669	

February 2025 Recommendations

CONSIDER:

A. APPROVING:

1. programming an additional $8,904,127 of Measure M Multi-Year Subregional Program (MSP) Active Transportation, Transit, and Tech Program, including inter-program borrowing of $4,531,812 from the Measure M MSP Highway Efficiency Program, shown in Attachment A;

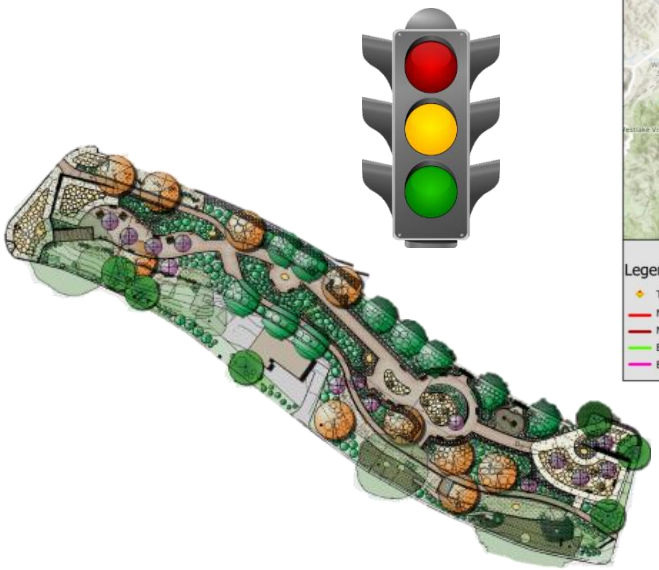
2. programming an additional $15,221,093 within the capacity of Measure M MSP Highway Efficiency Program, as shown in Attachment B; and

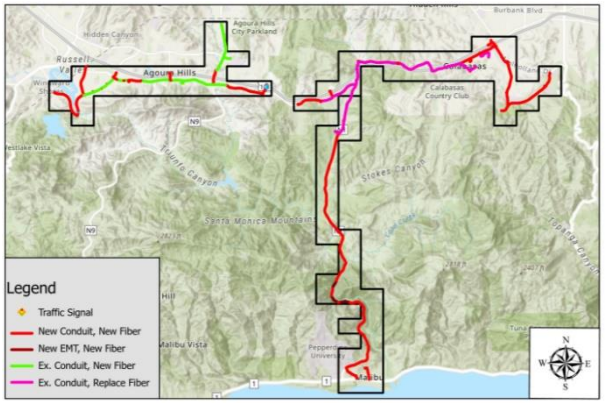
B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

Funding Adjustments to Eight existing and Four new projects:

- Two Active Transportation - pedestrian and bicycle paths projects
- Four ITS Signal projects
- One Mobility Hub project
- One Roundabout project
- Four combination of Ramp, Intersection, and Pedestrian Safety projects





Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates

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

File #: 2024-1100, **File Type:** Project **Agenda Number:** 10.

CONSTRUCTION COMMITTEE
FEBRUARY 19, 2025

SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT LINE PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project (Project) by $608,095,000 from $879,731,000 to $1,487,826,000; and

B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for two items: (1) increasing the Preconstruction Budget by $608,095,000 for additional funding to continue Real Estate acquisition and relocation activities, and utility relocation work including support costs; and (2) authorizing the negotiation and execution of all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations. The Metro Board certified the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) in December 2020, and the Federal Transit Administration (FTA) signed a Record of Decision in January 2021, for the project. Included in the Final EIS/EIR was the Initial Operating Segment (IOS) defined as the southern 6.7 miles of the Project alignment.

The IOS, identified as the southern segment, provides a dual track street running light rail transit system along the middle of Van Nuys Boulevard from Oxnard Street to San Fernando Road. The Project includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility (MSF) for LRT vehicles. This southern segment of the Project is the subject of this board action. The remaining northern 2.5 mile environmentally cleared segment is

going through additional analysis as directed by the Board in December 2020 and is not included in this board action.

On May 10, 2022, the FTA issued Metro a Letter of Intent (LOI) to obligate funding for the Project under the Expedited Project Delivery (EPD) Pilot Program. Metro and the FTA signed the Full Funding Grant Agreement (FFGA) on the project alignment on September 6, 2024. The FFGA was executed on September 13, 2024, for a total Award Budget of $3,573,279,911 with a Federal assistance amount of $893,319,978.

Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment resulted in updates to the project description. In October 2023, the Metro Board approved an Addendum to the EIR assessing design refinements and updated project elements developed during Preliminary Engineering for the IOS. In July 2023, a letter regarding the Environmental Determination for East San Fernando Valley Transit Corridor Reevaluation was received from the Federal Transit Administration compliance with NEPA and no further studies would be required.

Street improvements and guideway designs have advanced to 60 percent completion and all other design elements (stations, MSF, landscaping, and systems) are at 30 percent. The design of utility composite plans has also advanced to 60 percent complete, and six design packages of Los Angeles Department of Water and Power (DWP) utility relocations are in final design.

On February 23, 2023, the Board approved the award of a Progressive Design-Build (PDB) contract to San Fernando Transit Constructors (SFTC), a joint venture of Skanska USA Civil West California District, Inc., and Stacy and Witbeck Inc., for Phase 1 Preconstruction Services in the amount of $30,979,750. Phase 2 of the PDB contract includes Design, Construction, Testing and Commissioning of the Project. A Preconstruction Phase-of-Project Budget (Preconstruction Budget) in the amount of $496,856,000 was also established at the February 23, 2023, Board meeting.

On April 14, 2023, NTP was issued to SFTC for Phase 1 work which includes validation of base design, value engineering, and a framework for negotiating and reaching a Phase 2 Contract Price. The implementation of Early Works Packages concurrently with Phase 1 work will advance design efforts required to support Phase 2 contract price negotiations and support the project schedule.

In July 2024, the Board approved an increase to the Preconstruction Budget to $879,731,000. The Preconstruction Budget will be over 95% committed by early 2025. Budget items with committed funding include awarded phases of construction contracts, advancing PDB Phase 2 work through the implementation of Early Work Packages (EWP), priority Real Estate acquisition and relocation, third party agreements, Metro labor, and encumbered and forecasted costs for professional services.

DISCUSSION

With the existing Preconstruction Budget forecast to be fully committed in early 2025, staff is requesting an increase to the Preconstruction Budget by $608,095,000 from $879,731,000 to $1,487,826,000 in order to continue advancing construction, real estate acquisitions, and third-party support while Phase 2 of the PDB contract is negotiated with SFTC.

Through the PDB contract process, the identification of EWPs has continued to ensure project activities critical to meet construction schedule are initiated. Budget updates are included for project activities included in the Preconstruction Budget and required to support construction prior to establishing a Life of Project Budget and the issuing of Phase 2 of the PDB Contract.

An item to address project costs not eligible for Federal reimbursement has been added to the Preconstruction Budget to support activities, including goodwill claims, station art, and other activities required to deliver the project.

Staff from the Metro project team and the Los Angeles Department of Water and Power (LADWP) remain in discussions regarding LADWP's request to underground high voltage electrical lines along Van Nuys Boulevard. These discussions are active and ongoing, with the mutual goal being to accommodate the requested undergrounding if it does not impact the budget and/or schedule of the ESFV project. As these discussions are still taking place, this proposed Board action does not include any costs or increased budget to accommodate the proposed LADWP undergrounding work.

Attachment A, ESFV Preconstruction Budget and Commitments, provides a table showing the current approved Preconstruction Budget, additional areas of the budget to be funded with this request, and the proposed revised budget. Additional authority to fund the activities shown in Attachment A is necessary to continue progressing in accordance with the project schedule. A Life-of-Project budget will be recommended to the Board once the Phase 2 negotiations for construction have been completed.

A funding source separate from the ESFV Project funding plan, Measure M inflation funding, has been identified to support these non-eligible costs and included in Attachment B, East San Fernando Valley Light Rail Transit Project Expenditures and Funding Plan.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any negative impact on established safety standards.

FINANCIAL IMPACT

Upon Board approval, budget will be added to the existing Preconstruction Budget for Project 865521- East San Fernando Valley Light Rail Transit Corridor, in Cost Center 8510 - Construction Project Management.

As this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs for future years.

Impact to Budget

The sources for funding the additional $608,095,000 for the Project are capital funds as shown in Attachment B, East San Fernando Valley Light Rail Project Preconstruction Expenditures and Funding Plan. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The additional funding will support continued community and small business engagement efforts led by Metro Community Relations (CR) staff in conjunction with the implementation of construction activities:

- **Elected Representatives and City Representatives** : To date, Metro CR staff have met with representatives from the City of Los Angeles Neighborhood Councils and Council District Offices, on upcoming construction, mitigation plans/efforts, and outreach efforts to the local community. Metro has held several quarterly community construction update meetings, presented at various community and school meetings, tabled at various special events, and presented at various business association meetings. The Construction Relations team is currently conducting bilingual door-to-door outreach of small businesses along the Project alignment.
- **Community Members:** The Project has established a Community Leadership Council (CLC) as an advisory body to the Project and is in the process of implementing Community Based Organization (CBO) Partnerships that align with Metro's CBO Partnering Strategy. CLC members have been instrumental in providing direct feedback at the two CLC meetings held on ways to improve current outreach efforts and message delivery on the project.
- **Small Businesses** : Metro CR staff have visited the small businesses along the alignment and provided bilingual project information along with small business mitigation programs available to businesses along the Project corridor: Eat Shop Play (ESP), Business Interruption Fund (BIF), and Business Solution Center (BSC). The BIF formally launched on this Project in May of 2024. The ESP and BSC programs are anticipated to launch in early 2025.
- **Cultural Competency Plan (CCP)** : The CCP includes a comprehensive strategy for engagement with the local community utilizing a multi-layered approach focused on a career academy, small business opportunities, and project internal culture and training. Training will encompass the entire team including vendors and subcontractors. The CCP supports an accountability framework to track the progress of each task and goal through the utilization of technology in order to develop the highest standards of resources and programs for the community.

Through the implementation of construction mitigation programs and continued outreach efforts, assistance to small businesses during construction will be achieved and the phasing of construction will be developed to minimize impacts to adjacent businesses and residents. Engaging the community through the CCP will increase cultural awareness of communities throughout the limits of construction along Van Nuys Boulevard, supporting mobility needs and business and employment opportunities.

..Vehicle_Miles_Traveled_Outcome
VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on

VMT.
The Final Environmental Impact Statement/Final Environmental Impact Report for the East San Fernando Valley Transit Corridor Project was certified by the Board in December 2020 and a Record of Decision issued by the Federal Transit Administration in January 2021. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor, DEIS/DEIR. VMT summary can be found in Appendix G Transportation Impacts Report published in 2020. VMT was forecasted with Metros Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 was calculated for the project.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

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

The purpose of the Project is to provide high-capacity transit service in the San Fernando Valley.

Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The at-grade light rail system will attract bus ridership and improve the trip experience for users of the transportation system.

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

With 11 stations, including connections to Metro G-Line and Metrolink, the ESFV enhances mobility to the community.

Strategic Goal 4: Transform LA County through regional collaboration and national leadership.

Collaboration with the elected officials, citizens, and Metro patrons of San Fernando Valley continues to positively impact the Project.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with the requested increase to the Preconstruction Budget. This is not recommended as Metro will incur undesirable schedule delays and cost increases if this action does not move forward. Furthermore, delays to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

Upon Board approval, Metro staff will continue progressing with real estate activities to secure construction access, continue the advancement of utility relocation construction, and continue the

advancement of design plans and specifications to support the final negotiation of Phase 2 work. Once an agreement of Phase 2 price has been reached, staff will return to the Board for approval of an LOP budget and seek further authority for the Chief Executive Officer to execute project agreements and contract modifications within the LOP budget.

ATTACHMENTS

Attachment A - ESFV Preconstruction Budget and Commitments
Attachment B - ESFV Preconstruction Funding and Expenditure Plan

Prepared by:

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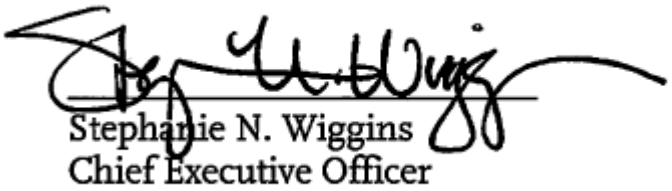


Stephanie N. Wiggins
Chief Executive Officer

Attachment A
ESFV Preconstruction Budget

Budget Item	Current Board Authority ($M)	Revised Preconstruction Budget ($M)	Additional Requested Funds ($M)
Phase 1 - PDB	30.980	30.980	0.000
Early Works Packages (EWP)	370.101	579.339	209.238
PCS Energy	1.063	1.063	0.000
AUA #1 - W.A. Rasic	9.888	9.972	0.084
Real Estate	203.486	373.209	169.723
Third Party	37.080	129.280	92.200
LRV	1.200	1.700	0.500
Agency & CMSS	61.605	90.605	29.000
Professional Services - Engineering	108.960	124.960	16.000
Professional Services - Other	11.504	40.854	29.350
Planning Projects 405521 & 465521	23.049	23.049	0.000
Costs Not Eligible for Federal Reimbursement	0.000	37.000	37.000
Contingency	20.815	45.815	25.000
Totals	**879.731**	**1,487.826**	**608.095**

Attachment B
ESFV Preconstruction Funding & Expenditures Plan

($ in millions)		TOTAL	PRIOR	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030	2030 2031	2031 2032	2032 2033
USE OF FUNDS												
FFGA Eligible Expenses												
Construction Costs	50.45%	750.634	47.995	172.557	253.724	176.316	63.720	24.162	3.720	3.720	3.720	1.000
ROW/Land Existing Improvements	24.60%	365.989	39.347	174.328	74.500	57.177	20.637	-	-	-	-	-
Vehicles	0.11%	1.700	-	1.700	-	-	-	-	-	-	-	-
Professional Services	13.59%	202.146	55.157	53.222	54.937	22.382	9.249	5.526	1.673	-	-	-
Unallocated Contingency	3.08%	45.815	-	5.000	10.000	10.000	10.000	10.000	0.815	-	-	-
Subtotal	***91.83%***	***1,366.284***	***142.499***	***406.807***	***393.161***	***265.875***	***103.606***	***39.688***	***6.208***	***3.720***	***3.720***	***1.000***
Non-Federal Eligible Expenses												
Pre-Award Authority Expenses (865521)	4.13%	61.493	61.493			-	-	-	-	-	-	-
Additional Planning Expenses (405521 & 465521)	1.55%	23.049	23.049	-	-	-	-	-	-	-	-	-
Additional Project Expenses[(1)]	2.49%	37.000	-	5.000	10.000	12.000	10.000	-	-	-	-	-
Subtotal	***8.17%***	***121.542***	***84.542***	***5.000***	***10.000***	***12.000***	***10.000***	***-***	***-***	***-***	***-***	***-***
TOTAL USES	**100.00%**	**1,487.826**	**227.041**	**411.807**	**403.161**	**277.875**	**113.606**	**39.688**	**6.208**	**3.720**	**3.720**	**1.000**
SOURCES OF FUNDS												
Federal Revenue												
Section 5339 Alternatives Analysis	0.00%	0.968	1.0									
Section 3005(b) Expedited Project Delivery Grant	16.80%	250.000	-	50.0	75.0	75.0	50.0	-	-	-	-	
Federal Revenue Subtotal	***16.80%***	***250.968***	***$1.0***	***$50.0***	***$75.0***	***$75.0***	***$50.0***	***$0***	***$0***	***$0***	***$0***	***$0***
Local Revenue					*(13)*	*(6)*						
Prop A - Rail Development Account (35%)	0.00%	-	-	-	-	-	-	-	-	-	-	
Measure R - Transit Capital (35%)	12.23%	182.000	108.8	20.0	2.7	50.5	-	-	-	-	-	
Measure R - Highway Projects (20%)	3.32%	49.417	-	-	49.4	-	-	-	-	-	-	
Prop C - Discretionary (40%)	0.00%	-	-	-	-	-	-	-	-	-	-	
Prop C - Transit-Related Highway (25%)	13.62%	202.643	1.3	192.5	-	-	-	-	0.4	3.7	3.7	1.0
Local Agency Transit Project Contributions	0.00%	-	-	-	-	-	-	-	-	-	-	
Measure M -Transit Construction (35%)	21.29%	316.708	73.5	29.0	90.2	52.4	33.6	32.2	5.8	-	-	
Local Revenue Subtotal	***50.46%***	***750.768***	***$183.6***	***$241.5***	***$142.3***	***$102.9***	***$33.6***	***$32.2***	***$6.2***	***$3.7***	***$3.7***	***$1.0***
State Revenue												
Transit and Intercity Rail Capital Program (TIRCP)	22.27%	331.330	-	8.0	185.8	100.0	30.0	7.5	-	-	-	
Traffic Congestion Relief Program Funds (TCRP)	0.00%	27.000	27.0									
Other State Revenue	1.22%	18.185	-	18.2	-	-	-	-	-	-	-	
Regional Improvement Program Funds (RIP)	2.33%	34.630	15.4	19.2	-	-	-	-	-	-	-	
SB1 - Local Partnership Program	5.04%	74.944	-	74.9	-	-	-	-	-	-	-	
State Revenue Subtotal	***30.86%***	***486.089***	***$42.4***	***$120.3***	***$185.8***	***$100.0***	***$30.0***	***$7.5***	***$0***	***$0***	***$0***	***$0***
TOTAL SOURCES	**0.00%**	**1,487.826**	**$ 227.0**	**$ 411.8**	**$ 403.2**	**$ 277.9**	**$ 113.6**	**$ 39.7**	**$ 6.2**	**$ 3.7**	**$ 3.7**	**$ 1.0**

(1) Additional expenses for necessary project expenditures that are not eligible for federal reimbursement including items like Real Estate Goodwill.

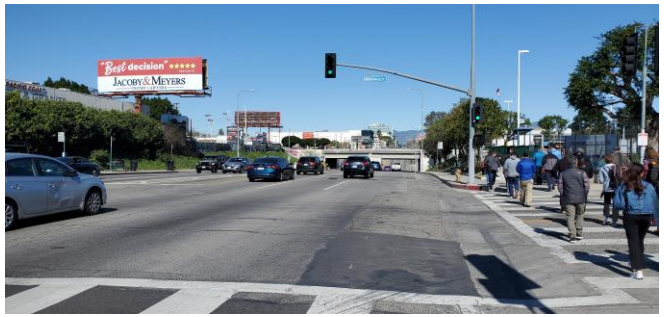
We're building light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

Metro

February 19, 2025
Construction Committee

East San Fernando Valley Light Rail Transit Project



Initial Operating Segment

- 6.7 miles at-grade double-track light rail service along the center of Van Nuys Blvd.
- 11 center-boarding platform stations
- 10 Traction Power Substations
- Maintenance and Storage Facility
- Procurement of 33 Light Rail Vehicles

Estimated Project Cost

- $3.573 Billion

Project Schedule Milestones

2021 - 2022

- Record of Decision
- Entry EPD Program

February 2023

- Phase 1 Progressive Design-Build Contract
- Preconstruction Budget

Summer 2024

- Early Work Packages
- Funding Increase to Preconstruction Budget

September 2024

- Full-Funding Grant Agreement (FFGA)

Early 2025

- Early Work Packages
- Initiate GMP Negotiations Phase 2 PDB Contract

Early 2026

- Complete GMP Negotiations Phase 2 PDB Contract

Late 2031

Begin LRT Service

East San Fernando Valley Light Rail Transit Project
Funded Activities Underway

Federal Transit Administration

- FFGA Oversight Coordination

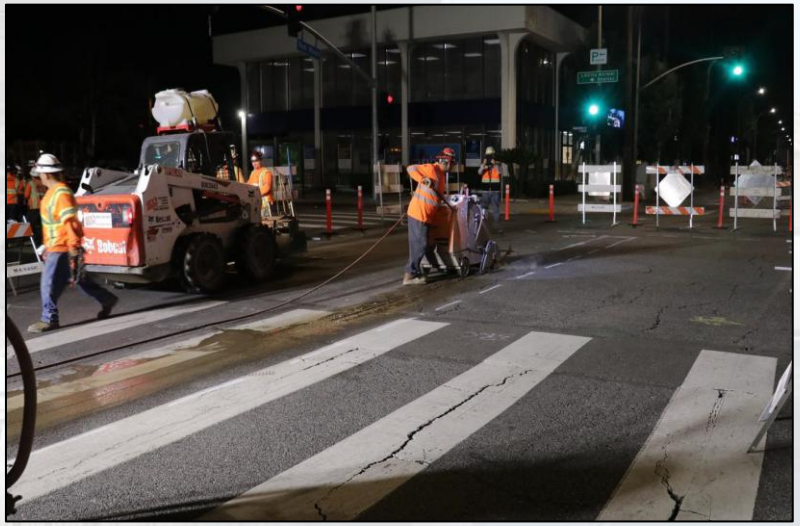
Construction Activities in 2024

- Utility Adjustment Construction
- Complete Design/Construction Plans
- Progressive Design-Build: Phase 1

Real Estate Acquisitions/Relocations

Community Outreach

- Construction Relations
- Construction Mitigation Programs
  - Business Interruption Fund
  - Business Solution Center
  - Eat Shop Play



East San Fernando Valley Light Rail Transit Project
Additional Funding Investment

- **Early Work Packages**
  - EWP 07 – Utility Adjustments, Civil Improvements
  - EWP 08 – Utility & Civil Improvements, Segment A & C
  - EWP 09 – Utility & Civil Improvements, Segment A
  - EWP 10 – Long Lead Procurements
- **Real Estate Acquisitions and Relocations**
- **Construction Relations, Good Will Claims, Public Art**

Concept Image. ESFV LRT alignment along Van Nuys Boulevard

Concept Image. ESFV LRT Maintenance and Storage Facility

Request to Construction Committee

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. INCREASE the Board approved Preconstruction Budget for the East San Fernando Valley Light Rail Transit Project by $608,095,000 from $879,731,000 to $1,487,826,000; and

B. NEGOTIATE and EXECUTE all project-related agreements and modifications to existing contracts within the authorized Preconstruction Budget.

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

Metro

Board Report

File #: 2025-0007, **File Type:** Contract **Agenda Number:** 11.

CONSTRUCTION COMMITTEE
FEBRUARY 19, 2025

SUBJECT: SOUTHEAST GATEWAY LINE PROJECT - ADVANCED WORKS CONSTRUCTION MANAGER/GENERAL CONTRACTOR PHASE 1

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD Contract No. PS119518000 to Flatiron-Herzog, a SGL Joint Venture, for the Southeast Gateway Line Light Rail Transit (LRT) Project (Project) Advanced Works Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of $10,543,240 for Preconstruction Services, subject to the resolution of properly submitted protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $997,750,195; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

ISSUE

Staff is seeking the Board's approval for three items: (1) award the Advanced Works CM/GC contract; (2) establish a Preconstruction Budget for the Project; and (3) negotiate and execute all project-related agreements and modifications within the authorized Preconstruction Budget. The Preconstruction Budget is inclusive of the CM/GC contract and all previously awarded contracts, incurred expenses to date, anticipated additional preconstruction activities performed by the CM/GC, and existing architectural and engineering (A&E) and professional services contracts for the Project, Right-of-Way (ROW) acquisitions, and unallocated contingency, all as summarized in the expenditure and funding plan for the Preconstruction Budget as shown in Attachment A.

BACKGROUND

In April 2024, the Board certified the Final Environmental Impact Report (EIR) for the Project, a 14.5-mile LRT line with nine stations from a northern terminus at the Slauson/A Line Station located in the City of Los Angeles/Florence-Firestone unincorporated area of LA County to a southern terminus at the Pioneer Station located in the City of Artesia and includes a new C Line infill station at the I-105

Freeway. The Project also provides for the inclusion of five parking facilities and a Maintenance and Storage Facility (MSF) in the City of Bellflower. In August 2024, the Federal Transit Administration (FTA) approved the Final Environmental Impact Statement (EIS) and issued a Record of Decision (ROD), marking the completion of the environmental phase of the Project.

Parallel workstreams were implemented to advance high-risk project activities such as utilities and freight relocation, which included obtaining Board approval of the A&E and Program Management Support Services (PMSS) contracts in November 2023 and February 2024, respectively. These actions and the team's early due diligence efforts enabled the Project to achieve a significant milestone of utility relocation by a private third-party, starting with the utility groundbreaking that was held in October 2024, shortly after FTA's issuance of the ROD. In addition, Metro successfully submitted all deliverables required to complete the Project Development phase of the Federal New Starts Capital Investment Grants (CIG) program in August 2024. Furthermore, the FTA approved Metro's request for a Letter of No Prejudice (LONP) on January 17, 2025. The LONP would allow Metro to incur costs in the amount of $985,093,626 prior to executing a Federal Funding Grant Agreement (FFGA) and retain eligibility for reimbursement after grant approval.

The Project will be delivered in two tranches starting with: (1) CM/GC for Advanced Works, including utility adjustments, hazardous soil abatement, freight relocation, and grade crossings construction; followed by (2) a later procurement phase, which will include construction of the LRT guideway, stations, and MSF. Utilizing CM/GC for Advanced Works provides the benefit of the construction contractor's input, especially constructability reviews, during the design phase before the start of construction.

To move into preconstruction services, the Project will utilize this CM/GC contract and will continue to utilize support from Metro staff and previously awarded and existing contracts and agreements, as listed below.

Contract (Firm Name, Contract No.)	Contract Value	Invoiced To Date
Advanced Engineering Services (HDR Engineering, Inc., Contract No. AE104903000)	$75,407,476	$27,943,215
Supplemental Engineering Services (HDR Engineering, Inc., Contract No. AE59600000)	$14,344,207	$12,831,500
Project Controls Support Services (KTJV, Contract No. PS898560000)	$692,141	$263,221
Environmental Support Services (Kleinfelder, Contract No. EN66937000)	$1,326,995	$991,700
Right-of-Way Support Services	Under Procurement	Under Procurement
Program Management Support Services (WSP, Contract No. AE107133000)	$99,999,105	$2,878,879

DISCUSSION

Findings

Staff recommends using CM/GC for the Advanced Works scope because it enables Metro to engage a General Contractor to act as the “Construction Manager” consultant and collaborate with Metro and the professional services consultants. The CM/GC process provides the ability to effectively integrate benefits from the collaborative process and the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project. Further, the CM/GC delivery method for this project could also improve construction quality, provide higher certainty on the final construction cost and delivery schedule, and minimize risks related to construction change orders, disputes, and third-party delays during construction.

The CM/GC will deliver the Advanced Works scope in two distinct contract phases. The Preconstruction Budget not only establishes Phase 1, the Preconstruction Phase, which allows the contractor to work with the A&E consultants and Metro to provide constructability expertise, assess risks, provide cost estimates, and refine the project schedule, but also includes budget for professional services and ROW acquisitions. During Phase 1, Metro will work with the CM/GC Contractor to explore opportunities to accelerate the delivery schedule, as well as leverage their expertise to refine and develop the completed design in a direction that remains within approved project budgets. As the design approaches completion, the CM/GC Contractor and Metro negotiate the contract price for Phase 2, the Construction Phase. If both the CM/GC and Metro reach an agreement on the Construction Phase costs, then the second contract phase (Construction Phase) will begin, and Metro will execute a Contract Supplement and issue a Notice to Proceed (NTP) for Phase 2, pending future Board approval.

At any stage during the Preconstruction Phase, Metro can exercise an “off-ramp” and seek another contractor by procurement of the construction work based on the Project’s final design, while still benefitting from the previous work performed by the CM/GC Contractor. The CM/GC Phases are described in more detail below:

- Phase 1 Preconstruction Services expressly sets out the work that the Contractor will perform, such as design review and preparation, pricing, and negotiation of Early Works Packages.
- Upon issuance of NTP for Phase 1, the Contractor, A&E design consultant, and Metro will work side by side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, and provide current contractor price estimates, risk assessments, and construction schedules at each successive prescribed design interval to finalize the design.
- Throughout Phase 1, the Contractor will provide Metro with Opinion of Probable Costs (OPCs), which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule.
- If, after review and negotiation of the final OPC, both parties agree to a final Guaranteed Maximum Price (GMP) or Lump Sum (LS) for Phase 2, staff will seek Board approval to award Phase 2 construction to the Contractor. If not, Metro has the option to off-ramp the remaining Work, and package the design documents into a separate bid package. This off-ramp will be available for Metro throughout any time of Phase 1 as staff evaluates each OPC.
- Throughout the negotiations of Phase 2, Metro will maintain the following parameters to mitigate discrepancies and to increase the likelihood of project success:

    - Contractor’s Phase 2 lump sum management fee and Phase 2 Margin Percentage initially proposed will be retained in all OPCs;
    - Phase 1 specification sets out the form and frequency of OPCs to provide for multiple checkpoints for Metro;
    - CM/GC contract sets out the conditions of the price proposal for Phase 2 and the information that the Contractor is required to submit;
    - CM/GC contract sets out a clear governance structure for managing Phase 1, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
    - Process for establishing all OPCs will employ transparent open-book methods and the use of Independent Cost Estimates (ICE) to validate pricing.

By utilizing the CM/GC approach to deliver and construct the Advanced Works scope, the construction contractor will provide feedback during the design development phase before the start of construction. The design team will work collaboratively with the CM/GC staff and incorporate input in

constructability, Project phasing, and value engineering ideas as the design progresses. Metro plans to issue several Early Works Packages to initiate critical activities during Phase I. This approach aims to expedite the project by including soils abatement and advanced utility relocations within the corridor cities. These activities are essential precursors to relocating the freight infrastructure.

Establishment of Preconstruction Budget

The Preconstruction Budget is comprised of the following estimated expenditures anticipated through FY 2027.

Expenditure Type	**Amount ($ in millions)**	
A. Construction including hazardous soils abatement and advanced utility relocations (by self-performing utilities and CMGC)	$172.8	Includes CMGC Early Works Packages
B. High priority ROW acquisitions	$449.3	Proposed budget covers the estimated cost of the priority parcels, not all project related parcels. Approval of ROW budget is required prior to Metro making offers. ROW acquisition amount shown is through FY 2027 only.
C. Professional services (A&E, ROW, environmental, and program management support services)	$234.5	Includes incurred expenditures to date
D. Unallocated contingency	$80.6	[A+B+C-$50.6 (actuals)] X 10%
E. Expenditures prior to New Starts Project Development	$60.6	
Total	**$997.8**	

The FTA recently approved a LONP in the amount of $985,093,626 for critical early works activities that would be eligible for reimbursement after FFGA award. Expenditures for ROW acquisition and utility relocation are covered under pre-FFGA-award authority and are therefore not included in the LONP amount. The LONP allows reimbursement for expenditures on early critical activities including hazardous soils abatement, railroad relocation, and grade crossings.

DETERMINATION OF SAFETY IMPACT

The Project is being planned and designed per Metro and all applicable regulatory and jurisdictional requirements. Approval of the Preconstruction Budget for the Project will have no impact on safety.

FINANCIAL IMPACT

The funds required in FY25 for the Phase 1 Preconstruction Services are included in the adopted budget under cost Center 8510 Project number 860201, under various accounts, including professional and technical services. Annual budgeting within the approved preconstruction budget for the future fiscal years will be the responsibility of the Project Manager, Cost Center Manager, and the Chief Program Management Officer.

Impact to Budget

The source of funds for Recommendation A of this action is Measure R 35%, which is not eligible for bus and rail operations.

The sources of funds for the Preconstruction Budget are as listed in Attachment A.

EQUITY PLATFORM

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities along the corridor. Approval of the contract will allow staff to advance the project and maintain the schedule to complete the line for service by 2035. The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) goal for Phase 1 of the project. The recommended firm exceeded the goal by making a 29.43% DBE commitment. To ensure DBEs were informed of the contracting opportunity, Metro conducted a Virtual Outreach Event on November 1, 2023, with 280 attendees, as well as a pre-proposal conference, with 45 attendees, on May 7, 2024.

The Project will provide a much-needed transit connection, improving access to jobs by directly connecting to the Metro C Line (Green), Metro A Line (Blue), and LA County's broader regional transit network. The new contract will continue to work with stakeholders and communities to keep them informed of project updates.

In 2017 (the first year of environmental analysis), Black, Indigenous, and People of Color (BIPOC) 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, and 18 percent of households do not own a car. The Project will serve a high-travel demand corridor with a significant population that relies on public transportation.

The entire LPA qualifies as an Environmental Justice (EJ) corridor and the corridor cities of Bellflower, Paramount, South Gate, Cudahy, Bell, and Huntington Park are also identified as LA Metro’s Equity Focus Communities. 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, platforms, languages, and access methods, including special outreach efforts to people of color, low-income populations, limited English proficiency populations, and persons with disabilities. Project development has been directly influenced by this engagement, as discussed above. Metro staff will continue to reengage communities as a part of the completion of the final environmental document, as well as the Slauson/A Line to LAUS Study, to help define the project, including alignment profile, station locations, and design.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

Vehicle Miles Traveled (VMT) was analyzed for this item through the VMT analysis completed for the Southeast Gateway Line Final EIS/EIR. The analysis identified a reduction in VMT due to the implementation of the project compared to conditions without the project, which demonstrates a benefit from the project and a less than significant impact from an environmental standpoint. Specifically, the VMT analysis in the Final EIS/EIR identified a reduction in daily regional VMT of 130,900 miles compared to the Horizon Year (2042) No Build Alternative conditions. The VMT analysis for the Cycle 7 TIRCP application identified a reduction in regional VMT of 6.6 billion miles over the life of the project.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

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

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with awarding Phase 1 of the CM/GC Contract for the Project and establishing the Preconstruction Budget. Staff does not recommend this alternative because the project benefits of using CM/GC Preconstruction Services for the Project would not be realized, which include improved design quality, enhanced efficiencies, a guaranteed maximum budget principal, and lower risk for future construction change orders. Furthermore, Metro will incur undesirable schedule delays and cost increases.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS119518000 with Flatiron-Herzog, a SGL Joint Venture. Metro staff will engage the CM/GC contractor to initiate Phase 1 Preconstruction Services in coordination with the A&E consultant and PMSS consultant to complete the final design. Staff will return to the Board to seek approval of the Phase 2 Construction Project Budget and funding for remaining ROW parcels by FY27. Staff will also keep the Board informed of our progress in securing additional funds as the Project moves forward.

ATTACHMENTS

Attachment A - Southeast Gateway Line Funding and Expenditure Plan
Attachment B - Procurement Summary
Attachment C - DEOD Summary

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Reviewed by: Tim Lindholm, Chief Program Management Officer, (213) 922-7297

Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Preconstruction Funding & Expenditure Plan*

($ in millions)	Precon. Total	Prior	2024 2025	2025 2026	2026 2027
USES OF FUNDS					
FFGA Eligible Expenses (New Starts)					
Construction Costs	172.8	-	23.8	51.4	97.6
ROW/Land Existing Improvements	449.3	0.1	4.0	217.9	227.3
Professional Services	234.4	50.5	60.2	60.7	63.0
Unallocated Contingency	80.6	-	8.8	33.0	38.8
Subtotal	***$937.1***	***$50.6***	***$96.8***	***$363.0***	***$426.7***
Non-Federally Eligible Expenses (New Starts)					
Expenses Prior to Project Development (460201)	60.6	60.6			-
Subtotal	***$60.6***	***$60.6***	***$0***	***$0***	***$0***
TOTAL USES	**$997.8**	**$111.2**	**$96.8**	**$363.0**	**$426.7**
SOURCES OF FUNDS					
Federal Revenue					
Federal TOD Planning Grant	2.0	2.0	-	-	-
FTA Community Project Funding	11.0	-	-	11.0	-
Federal Revenue Subtotal	***$13.0***	***$2.0***	***$0***	***$11.0***	***$0***
Local Revenue					
Prop A - Rail Development Account (35%)	264.2	6.1	-	143.4	114.7
Measure R - Transit Capital (35%)	227.2	82.7	96.8	21.0	26.6
Measure R - Highway Projects (20%)	75.0	-	-	-	75.0
Prop C - Transit-Related Highway (25%)	117.3	1.4	-	84.0	32.0
Measure M -Transit Construction (35%)	282.1	-	-	103.7	178.4
Measure R - Admin (1.5%)	0.5	0.5	-	-	-
Local Revenue Subtotal	***$966.3***	***$90.7***	***$96.8***	***$352.0***	***$426.7***
State Revenue					
SB1 - Local Partnership Program	18.5	18.5	-	-	-
State Revenue Subtotal	***$18.5***	***$18.5***	***$0***	***$0***	***$0***
TOTAL SOURCES	**$997.8**	**$111.2**	**$96.8**	**$363.0**	**$426.7**

** Preconstruction includes construction Early Works Packages.*

PROCUREMENT SUMMARY

SOUTHEAST GATEWAY LINE PROJECT ADVANCED WORKS CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC) CONTRACT NO. PS119518000

1.	**Contract Number**: PS119518000	
2.	**Recommended Vendor**: Flatiron-Herzog, a SGL Joint Venture	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: April 25, 2024	
	B. Advertised/Publicized: April 25, 2024	
	C. Pre-Proposal Conference: May 7, 2024	
	D. Proposals Due: July 16, 2024	
	E. Pre-Qualification Completed: December 2, 2024	
	F. Ethics Declaration Forms submitted to Ethics: July 17, 2024	
	G. Protest Period End Date: February 26, 2025 (Estimated)	
5.	**Solicitations Downloaded**: 124	**Proposals Received**: 5
6.	**Contract Administrator**: **Fred Leung**	**Telephone Number**: **(213) 922-8914**
7.	**Project Manager**: **June Susilo**	**Telephone Number**: **(562) 524-0532**

A. Procurement Background

This Board Action is to approve Contract No. PS119518000 issued in support of the Construction Manager/General Contractor (CM/GC) project delivery method for the Southeast Gateway Line (SGL) Advanced Works Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Prior to the release of the solicitation, Metro initiated an Industry Review (IR) process and released the draft Request for Proposals (RFP) and draft CM/GC contract to the transportation construction industry. The purpose of the IR was to solicit feedback on the proposed scope and phasing of the utility adjustment and freight relocation work, and on the contract's terms and conditions. Metro conducted one-on-one meetings with prospective contractors to discuss the scope, phasing, and proposed project delivery approach. This initiative aimed to enhance the likelihood of receiving competitive proposals for the solicitation. The one-on-one meetings were held virtually on November 15 and 16, 2023, with four firms participating. Metro addressed the 71 consolidated comments received during the IR process and posted the public responses on the Vendor Portal on February 05, 2024.

The RFP was issued in accordance with Metro's Acquisition Policy, and the contract type is Construction Manager/General Contractor (CM/GC). The Diversity & Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) goal of 28% for Phase 1 – Pre-Construction Services. The DBE goal for Phase 2 – Construction, will be determined by Metro in accordance with the contract, should Phase 2 work proceed.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 17, 2024, revised RFP Appendix B and C and various sections of the contract and contract exhibits.
- Amendment No. 2, issued on June 12, 2024, extended the Proposal Due Date and revised RFP Section 1 – Letter of Invitation and various sections of the contract and contract exhibits.
- Amendment No. 3, issued on June 26, 2024, revised Appendix D – Section 4.11 of the RFP and revised various contract exhibits.

A virtual pre-proposal conference was held on May 7, 2024, and was attended by 45 participants representing 21 firms. Three (3) sets of questions and responses were released before the proposal due date.

A total of 124 downloads of the RFP were recorded in the planholders' list. A total of five (5) proposals were received on July 16, 2024.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of the Gateway Cities Council of Governments and staff from Metro's Project Management Office, Countywide Planning & Development, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following weighted evaluation criteria:

• Capability and Experience	35 Points
• Project Understanding	10 Points
• Project Approach	30 Points
• Cultural Competency	5 Points
• Price	20 Points
	100 Points

Several factors were considered when developing these point values, giving the greatest importance to Capability and Experience. Additionally, a criterion of 5 points was allocated for proposers to demonstrate their approach to Cultural Competency.

In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 90 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 36-month period of performance for Phase 2 work (for evaluation purposes only)
4. Phase 2 Margin Percentage, assuming a construction cost of $450,000,000 (for evaluation purposes only)

Of the proposals received, all five were determined to be within the competitive range and are listed below in alphabetical order:

1. Advanced Work Builders (Joint Venture of Myers & Sons Construction, LLC; Railworks Track Services, LLC; Sully-Miller Contracting, Co.; and Colas Construction USA, Inc.)
2. Balfour Beatty Infrastructure, Inc. (Balfour Beatty)
3. Flatiron-Herzog, a SGL Joint Venture (Flatiron-Herzog JV)
4. Kiewit Infrastructure West Co. (Kiewit)
5. Southeast Gateway Constructors (Joint Venture of Skanska USA Civil West; and Stacy & Witbeck, Inc.)

During August and September 2024, the PET reviewed and scored each proposal. On October 11, 2024, the PET met and received Oral Presentations from all five firms. The Proposers' project managers and key team members had an opportunity to present each team's capability and experience, and its understanding and approach to the Project scope. Each team was asked questions regarding their previous experience related to delivering a similar Project. Following oral presentations, staff requested and received clarifications on proposed personnel from all firms.

Qualifications Summary of Firms within the Competitive Range

Flatiron-Herzog JV

Flatiron-Herzog JV effectively demonstrated extensive experience with similar projects and proposed a highly qualified team with a strong background in public transportation. Their proposal clearly articulated a comprehensive understanding of

the project and their approach to performing the Phase 1 work. Flatiron-Herzog JV received the highest scores in both the technical and price proposal evaluations. Their proposal achieved the top scores across all evaluation criteria, including a score of 4.13 out of 5 for Cultural Competency. Furthermore, Flatiron-Herzog JV exceeded the established goal by committing to a 29.43% DBE participation, which was the highest DBE commitment among the five Proposers.

Southeast Gateway Constructors

Southeast Gateway Constructors demonstrated strong qualifications and experience in their proposal, supported by a highly capable team and a clear understanding of the project requirements. They presented a solid approach to executing similar projects and provided detailed insights into their methodologies.

Kiewit

Kiewit presented a qualified team with a solid understanding of the project's scope and an effective approach to addressing its challenges. Their proposal demonstrated a reasonable grasp of the project's risks and opportunities and outlined clear strategies for managing these elements.

Advanced Work Builders

Advanced Work Builders presented an experienced team with a strong understanding of the project scope, risks, and opportunities. Their proposal demonstrated a comprehensive approach to addressing the project's challenges.

Balfour Beatty

Balfour Beatty presented a team with strong corporate experience in railroad-related projects and an approach suitable for the project. However, their background was more focused on Design-Build or Design-Bid-Build methodologies, rather than the CM/GC project delivery method. Their proposed cost was the highest among the five proposers, which placed them lower in the competitive range.

After a thorough evaluation review of proposals and the oral presentations, the PET's recommendation in the order of ranking is shown in the table below:

1	Proposer Name	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Flatiron-Herzog JV**				
3	Capability and Experience	87.14	35%	30.50	
4	Project Understanding	81.20	10%	8.12	
5	Project Approach	80.20	30%	24.06	
6	Cultural Competency	82.60	5%	4.13	
7	Price	100	20%	20.00	
8	**Total**		**100%**	86.81	**1**
9	**Southeast Gateway Constructors**				
10	Capability and Experience	81.97	35%	28.69	
11	Project Understanding	76.30	10%	7.63	
12	Project Approach	77.97	30%	23.39	
13	Cultural Competency	72.40	5%	3.62	
14	Price	93.85	20%	18.77	
15	**Total**		**100%**	82.10	**2**
16	**Kiewit**				
17	Capability and Experience	73.57	35%	25.75	
18	Project Understanding	75.00	10%	7.50	
19	Project Approach	74.97	30%	22.49	
20	Cultural Competency	70.00	5%	3.50	
21	Price	91.55	20%	18.31	
22	**Total**		**100%**	77.55	**3**
23	**Advanced Work Builders**				
24	Capability and Experience	69.83	35%	24.44	
25	Project Understanding	71.30	10%	7.13	
26	Project Approach	73.33	30%	22.00	
27	Cultural Competency	72.40	5%	3.62	
28	Price	83.00	20%	16.60	
29	**Total**		**100%**	73.79	**4**

30	**Balfour Beatty**				
31	Capability and Experience	51.60	35%	18.06	
32	Project Understanding	55.00	10%	5.50	
33	Project Approach	57.97	30%	17.39	
34	Cultural Competency	60.00	5%	3.00	
35	Price	70.65	20%	14.13	
36	**Total**		**100%**	58.08	**5**

C. Cost/Price Analysis

The recommended Phase 1 Lump Sum Fee and Delay Compensation Rate, and Phase 2 Management Lump Sum Fee and Margin Percentage have all been determined to be fair and reasonable based upon review of an independent cost estimate (ICE), cost analysis, technical evaluation, additional fact finding, and negotiations with the highest ranked Proposer.

Proposer Name	Proposed Amount	Metro ICE	Award Amount
Flatiron-Herzog JV	**$10,543,239 (Phase 1 Lump Sum Fee)**	**$16,900,000 (Phase 1 Lump Sum Fee)**	**$10,543,239 (Phase 1 Lump Sum Fee)**
	$14,600/day (Phase 1 Delay Compensation Rate)	**A Range of $17,900 - $32,000/day (Phase 1 Delay Compensation Rate)**	**$12,300/day (Phase 1 Delay Compensation Rate)**
	$232,600/month (Phase 2 Management Lump Sum Fee)	**$234,000/month (Phase 2 Management Lump Sum Fee)**	**$232,600/month (Phase 2 Management Lump Sum Fee)**
	8% (Phase 2 Margin Percentage)	**A Range of 8% -12% (Phase 2 Margin Percentage)**	**8% (Phase 2 Margin Percentage)**
Southeast Gateway Constructors	$12,112,321 (Phase 1 Lump Sum Fee)		
	$10,000/day		

	(Phase 1 Delay Compensation Rate)		
	$234,000/month (Phase 2 Management Lump Sum Fee)		
	8.5% (Phase 2 Margin Percentage)		
Kiewit	$11,708,904 (Phase 1 Lump Sum Fee)		
	$10,000/day (Phase 1 Delay Compensation Rate)		
	$218,752/month (Phase 2 Management Lump Sum Fee)		
	9% (Phase 2 Margin Percentage)		
Advanced Work Builders	$11,960,520 (Phase 1 Lump Sum Fee)		
	$10,000/day (Phase 1 Delay Compensation Rate)		
	$220,320/month (Phase 2 Management Lump Sum Fee)		
	10% (Phase 2 Margin Percentage)		
Balfour Beatty	$16,858,602 (Phase 1 Lump Sum Fee)		
	$31,000/day		

	(Phase 1 Delay Compensation Rate)		
	$225,000/month (Phase 2 Management Lump Sum Fee)		
	10% (Phase 2 Margin Percentage)		

The price evaluation criteria included in the RFP consisted of price elements with pre-established parameters to reflect the phases of the project. All firms proposed pricing within the pre-established parameters.

The final recommended Phase 1 Lump Sum Fee is lower than Metro's ICE due to the following factors:

- The ICE was initially developed with several full-time key personnel allocated to support the Phase 1 effort, in contrast, Flatiron-Herzog JV's proposal incorporated part-time staff to support Phase 1 and the associated scope of work, which is considered reasonable.
- Flatiron-Herzog JV also proposed lower overhead rates compared to those included the Metro's ICE.

Staff successfully negotiated a reduction in the Phase 1 Delay Compensation Rate.

D. Background on Recommended Contractor

Flatiron-Herzog, a SGL Joint Venture (Flatiron-Herzog JV)

The managing partner of the Joint Venture (JV), Flatiron West, Inc. (Flatiron) is based in Chino, California and has 75 years of experience in delivering complex civil and transit projects. Flatiron has worked on 745 projects in California since 1991. Of these, 138 are located in the Los Angeles area, including the current G-Line Bus Rapid Transit Improvements and I-105 Express Lanes projects.

Herzog Contracting (Herzog), the other JV Partner, is headquartered in Long Beach, California. A leading track and heavy civil contractor with 55 years of experience, Herzog specializes in large-scale rail projects across the United States. The company has also collaborated with transit agencies across the U.S. to deliver $7.7 billion in collaborative delivery projects.

The Flatiron-Herzog JV was formed specifically for this endeavor, combining their expertise in CM/GC and alternative project delivery methods to bring innovative solutions and resources to the project.

DEOD SUMMARY

SOUTHEAST GATEWAY LINE PROJECT - ADVANCED WORKS CONSTRUCTION MANAGER/GENERAL CONTRACTOR – PHASE 1 PS119518000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 28% Disadvantaged Business Enterprise (DBE) goal for Phase 1 of the project. Flatiron-Herzog, A SGL Joint Venture (FHJV) made a 29.43% DBE commitment for Phase 1.

Small Business Goal	**28% DBE**	**Small Business Commitment**	**29.43% DBE**

Phase 1

	DBE/SBE Subcontractors	ETHNICITY	% Committed
1.	JLM Staffing Solutions dba JLM Strategic Partners	African American Female	5.77%
2.	Kroner Environmental, Inc.	Non-Minority Female	7.65%
3.	Modern Times, Inc.	Hispanic American	1.97%
4.	QN Management Solutions, Inc.	Asian Pacific American	4.80%
5.	RVI CM, Inc	Hispanic American	6.17%
6.	TSG Enterprises, Inc. dba The Solis Group	Hispanic American Female	3.07%
		Total Commitment	**29.43%**

Phase 2

DEOD will establish the DBE goal for Phase 2 Work in accordance with the provisions of the Contract. Prior to submittal of the Phase 2 Work Proposal, DEOD will notify FHJV of the DBE goal established for the Phase 2 Work. FHJV will be required to meet or exceed the goal at the time of submission of its Phase 2 Work Proposal or demonstrate Good Faith Efforts (GFE) to do so.

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Small Business Engagement and Outreach Plan (EOP)

Proposers were required to submit a Small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. FHJV met the requirement.

D. Contractor Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1. FHJV must 1). submit a detailed COMP when submitting any Early Works Package request worth $25 million or more and 2). submit an updated COMP with its Phase 2 Work Price Proposal. FHJV must mentor at least four (4) DBE firms during the Phase 2 Work.

E. Living Wage and Service Contract Worker Retention Policy Applicability

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

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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).

G. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

PLA/CCP is not applicable on Phase 1- Pre-Construction (Design) portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable on the Phase 2 – Work (Construction) portion of this contract to include all Early Work Packages that have contract value more than $2.5 million and above.

CM/GC Advanced Works Contract Award

SOUTHEAST GATEWAY LINE

Construction Committee

February 19, 2025

Metro

Southeast Gateway Line

RECOMMENDATION:

Authorize the CEO or designee to:

A. AWARD Contract No. PS119518000 to Flatiron-Herzog Joint Venture, for the Southeast Gateway Line Light Rail Transit (LRT) Project Advanced Works Construction Manager/General Contractor (CM/GC) Phase 1 in the amount of $10,543,240 for Preconstruction Services, subject to the resolution of protest(s), if any;

B. ESTABLISH a Preconstruction Budget for the Project in an amount of $997,750,195; and

C. NEGOTIATE and EXECUTE all project-related agreements and modifications within the authorized Preconstruction Budget.

Southeast Gateway Line – CM/GC Advanced Works Scope

- CM/GC Advanced Works addresses key risks to the project prior to construction of the light rail guideway, stations, and maintenance facility.
- Key risks to be addressed by CM/GC
  - Hazardous soils
  - Utility conflicts
  - Union Pacific Railroad freight relocation
  - Grade crossings
  - I-105 Express Lanes interface potentially including C Line Infill Station and median construction on the I-105

Procurement Evaluation

Proposer Name	Weighted Average Score	Flatiron-Herzog JV	Southeast Gateway Constructors	Kiewit	Advanced Work Builders	Balfour Beatty
Capability and Experience	35	30.50	28.69	25.75	24.44	18.06
Project Understanding	10	8.12	7.63	7.50	7.13	5.50
Project Approach	30	24.06	23.39	22.49	22.00	17.39
Cultural Competency	5	4.13	3.62	3.50	3.62	3.00
Price	20	20.00	18.77	18.31	16.60	14.13
Total	**100**	**86.81**	**82.10**	**77.55**	**73.79**	**58.08**
Phase 1 Lump Sum Fee		$10,543,239	$12,112,321	$11,708,904	$11,960,520	$16,858,602
Daily Delay Compensation Rate		$12,300	$10,000	$10,000	$10,000	$31,000
Phase 2 Management Lump Sum Fee (monthly)		$232,600	$234,000	$218,752	$220,320	$225,000
Phase 2 Margin Percentage		8%	8.5%	9%	10%	10%

Equity Platform

- Disadvantaged Business Enterprise (DBE) Goal for Phase 1: 28%
- CM/GC Phase 1 Commitment
  - 29.43% DBE
  - Utilize 6 DBE firms, 5 are local

  (Phase 2 DBE Goal to be established during Phase 1)
- Proposal Evaluation Criteria allocated points to the proposing firm's demonstration of a well-defined approach to Cultural Competency.
- The entire 14.5mile alignment qualifies as Environmental Justice corridor.
  - In 2017 Black, Indigenous, People of Color residents comprised of 65% of total Study Area population
    - 51% Hispanic/Latino groups
    - 44% live below poverty level
    - 18% of households do not own a car
- **The project will serve a high-travel demand corridor with a significant population that relies on public transportation.**

Workforce Goals

Project Labor Agreement/Construction Careers Policy (PLA/CCP)

- Not applicable to Phase 1 Preconstruction
- Applicable in Phase 2 Construction including all Early Work Packages valued at more than $2.5 million
- Workforce provisions include
  - 40% Targeted Local Workers – from economically disadvantaged areas of Los Angeles County
  - 10% Disadvantaged Workers – socially disadvantaged individuals of Los Angeles County
  - 20% Apprentice Worker

Expenditure Plan

($ in millions)	Precon. Total	Prior	2024 2025	2025 2026	2026 2027
USES OF FUNDS					
FFGA Eligible Expenses (New Starts)					
Construction Costs	172.8	-	23.8	51.4	97.6
ROW/Land Existing Improvements	449.3	0.1	4.0	217.9	227.3
Professional Services	234.4	50.5	60.2	60.7	63.0
Unallocated Contingency	80.6	-	8.8	33.0	38.8
Subtotal	***$937.1***	***$50.6***	***$96.8***	***$363.0***	***$426.7***
Non-Federally Eligible Expenses (New Starts)					
Expenses Prior to Project Development (460201)	60.6	60.6			-
Subtotal	***$60.6***	***$60.6***	***$0***	***$0***	***$0***
TOTAL USES	**$997.8**	**$111.2**	**$96.8**	**$363.0**	**$426.7**

Sources of Funds

($ in millions)	Precon. Total	Prior	2024 2025	2025 2026	2026 2027
TOTAL USES	**$997.8**	**$111.2**	**$96.8**	**$363.0**	**$426.7**
SOURCES OF FUNDS					
Federal Revenue					
Federal TOD Planning Grant	2.0	2.0	-	-	-
FTA Community Project Funding	11.0	-	-	11.0	-
Federal Revenue Subtotal	***$13.0***	***$2.0***	***$0***	***$11.0***	***$0***
Local Revenue					
Prop A - Rail Development Account (35%)	264.2	6.1	-	143.4	114.7
Measure R - Transit Capital (35%)	227.2	82.7	96.8	21.0	26.6
Measure R - Highway Projects (20%)	75.0	-	-	-	75.0
Prop C - Transit-Related Highway (25%)	117.3	1.4	-	84.0	32.0
Measure M -Transit Construction (35%)	282.1	-	-	103.7	178.4
Measure R - Admin (1.5%)	0.5	0.5	-	-	-
Local Revenue Subtotal	***$966.3***	***$90.7***	***$96.8***	***$352.0***	***$426.7***
State Revenue					
SB1 - Local Partnership Program	18.5	18.5	-	-	-
State Revenue Subtotal	***$18.5***	***$18.5***	***$0***	***$0***	***$0***
TOTAL SOURCES	**$997.8**	**$111.2**	**$96.8**	**$363.0**	**$426.7**

Next Steps

- Execute CM/GC contract and issue NTP for Phase 1 Preconstruction services.
- CM/GC to conduct constructability reviews to support ongoing design development activities.
- CM/GC to develop construction cost estimate and construction schedule based on each design submittal.
- Metro Real Estate to initiate property right-of-way acquisitions.

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

File #: 2024-1083, **File Type:** Contract **Agenda Number:** 17.

FINANCE, BUDGET AND AUDIT COMMITTEE
FEBRUARY 20, 2025

SUBJECT: RISK MANAGEMENT INSURANCE BROKERAGE SERVICES

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS126876000 to Marsh USA LLC for insurance brokerage services in the amount of $1,503,513 for the five-year base term, and $601,405 for each of the two, two-year options, for a total amount of $2,706,323, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

Metro's current insurance brokerage services contract will expire on May 31, 2025, and the new contract, if approved by the Board, will start on March 1, 2025. This ensures a smooth transition, avoids disruption, and allows the new broker time to onboard.

BACKGROUND

An insurance broker of record is required for Metro to purchase insurance from commercial markets. Insurance is necessary because it covers risks such as potentially catastrophic property and liability damages that are better managed through commercial insurance. Additionally, many Metro contracts and other agreements require commercial insurance coverage.

DISCUSSION

Metro uses a licensed broker to purchase insurance for its non-construction exposures. The broker markets the excess liability insurance program, currently with $300 million in limits and an $8 million self-insured retention for rail exposures, and up to $12.5 million self-insured retention for bus and other related exposures. In addition, the broker will market the program of all risk property and flood coverage. The current property program has $650 million in limits with a $1 million deductible. Further, Metro established a program of cyber liability insurance with limits of $50 million with a $10 million retention. Metro has considered and may direct the broker to market additional coverage including pollution legal liability, owner's protective, fraud and fidelity, and public official's directors and officers. Total insurance premiums for Metro are approximately $37.6 million per year.

Insurance premiums have increased exponentially over the past few years, leading to an assessment

of pricing and the identification of ways to mitigate future increases. In an assessment conducted in January 2024, it was recommended that a new competitive solicitation, request for proposals (RFP), for broker services be issued to spur broker competition and ensure Metro is receiving the most competitive premium pricing.

In addition to handling required marketing and placement of coverage, the broker reviews Metro contracts to determine appropriate insurance requirements, reviews insurance coverage placed by contractors, and gives expert advice on insurance matters including construction insurance coverage. The broker also provides insurance guidance on Measure M and R construction projects including, Westside Subway Extensions, LAX/Metro Transit Center, East San Fernando Valley Transit Corridor, Gold Line Foothill Extensions, and others.

Attachment A summarizes the procurement activities for Request for Proposals (RFP) No. PS126876000, which was solicited as an open solicitation and included a Disadvantaged Business Enterprise (DBE) goal of 10% as shown in attachment B. The solicitation was posted on Metro's Vendor Portal from September 13, 2024, through October 16, 2024, and was advertised in four publications - LA Daily News, LA Sentinel, LA Opinion, and Asian Week. Approximately 24 firms either picked up or downloaded the solicitation for review. A virtual pre-proposal conference was made available to the public and was held on September 23, 2024, and was attended by 25 participants. A copy of the plan holders list was posted on Metro's Vendor Portal to facilitate outreach and networking opportunities amongst interested vendors.

Four vendors were selected as responsive to the requirements of the solicitation. Of the four, Marsh USA LLC (Marsh) was selected as the most qualified and competitive broker to provide services for the agency. Marsh, in support of the DBE commitment, selected National Insurance Consultants, Inc. dba Transportation Management Services, an African American Owned Small Business, to support scope of services to be provided and made a commitment of 10%.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will positively impact the safety of Metro's patrons and employees. Marsh USA LLC will provide a wide array of services to improve Metro's risk profile. In addition to providing contract review, insurance guidance, and marketing Metro's insurance portfolio, consulting and risk management services to mitigate exposure will also be provided. Risk Management will partner with Marsh USA LLC, and insurance carriers to identify and mitigate loss trends.

FINANCIAL IMPACT

The FY25 Budget includes $300,702.50 for this service in Project 100004, PRMA- Workers Compensation (W/C), under Cost Center 0531, Non-Departmental Operations Risk Management.

Since this is a multi-year contract, the cost center manager and the Chief Transit Safety Officer will be accountable for budgeting the cost in future years. Insurance premiums are approved through separate Board action as each program is renewed in the marketplace.

Impact to Budget

The source of funding for this action will come from federal, state and local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

The services provided by the selected insurance broker ensure the expertise required to provide insurance protections to 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. Furthermore, services provided by the selected broker ensure that the expertise required to support ongoing and upcoming development projects remains readily available to ensure the interests of Metro and the public at large remain protected in the event of catastrophic losses.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides liability coverage for some of Metro's largest programs. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 insurance programs requires the use of proficient insurance brokers. Furthermore, the broker must possess the expertise and access to represent Metro to insurance underwriters both domestically and internationally.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the new contract. However, this action is not recommended because the fee proposed by Marsh USA LLC represents the most competitive fee for services provided by the marketplace. Further, the addition of the nine-year term allows us to build upon the relationship and lock in the pricing advantage of today's highly competitive insurance brokerage environment.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS126876000 with Marsh USA LLC to provide brokerage services, effective March 1, 2025.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: William Douglas, Senior Manager, Risk Financing, (213) 922-2105

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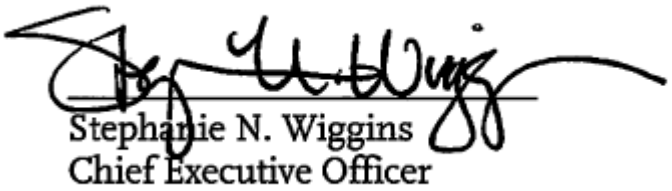
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer (Interim), (213) 922-4471

Reviewed by: Kenneth Hernandez, Chief Transit Safety Officer (Interim), (213) 922-2990



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

RISK MANAGEMENT INSURANCE BROKERAGE SERVICES/PS126876000

1.	**Contract Number**: PS126876000	
2.	**Recommended Vendor**: Marsh USA LLC	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: September 13, 2024	
	B. Advertised/Publicized: September 13, 2024	
	C. Pre-Proposal Conference: September 23, 2024	
	D. Proposals Due: October 16, 2024	
	E. Pre-Qualification Completed: January 7, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: October 17, 2024	
	G. Protest Period End Date: February 25, 2025	
5.	**Solicitations Downloaded**: 24	**Bids/Proposals Received**: 4
6.	**Contract Administrator**: Annie Duong	**Telephone Number**: (213) 418-3048
7.	**Project Manager**: William Douglas	**Telephone Number**: (213) 922-2105

A. Procurement Background

This Board Action is to approve Contract No. PS126876000 to provide insurance brokerage services. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On September 13, 2024, Request for Proposal (RFP) No. PS126876 was issued as a competitive procurement in accordance with Metro's Acquisition Policy, and the contract type is firm fixed price. The Diversity and Economic Opportunity Department (DEOD) established a 10% Disadvantaged Business Enterprise (DBE) goal for this procurement.

No amendments were issued during the solicitation phase of this RFP.

A total of 24 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on September 23, 2024, and was attended by 25 participants representing 15 firms. There were 28 questions received, and responses were issued prior to the proposal due date.

A total of four proposals were received by the proposal due date of October 16, 2024, and are listed below in alphabetical order:

1. Alliant Insurance Services, Inc.
2. Aon Risk Insurance Services West, Inc.

3. Arthur J. Gallagher Risk Management Services, LLC
4. Marsh USA LLC

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Risk Management, System Security and Law Enforcement, and Executive Office Transit Service Delivery departments was convened, and conducted a comprehensive technical evaluation of the proposals received.

Of the four proposals received, Alliant Insurance Services, Inc. and Arthur J. Gallagher Risk Management Services, LLC were determined by DEOD to be non-responsive for failure to meet the DBE goal. Hence, both firms were excluded from further evaluation.

From October 24, 2024, through November 25, 2024, the PET independently evaluated and scored the technical proposals of Aon Risk Insurance Services West, Inc. and Marsh USA LLC.

The proposals were evaluated based on the following evaluation criteria:

Phase 1 Evaluation – Minimum Qualification Requirements (Pass/Fail): To be responsive to the RFP minimum qualification requirements, proposers must meet all of the following:

- The Prime Contractor must have at least $1 billion in written property and casualty premiums annually for the past three years in the United States.
- The Prime Contractor must have an active insurance broker license in the State of California at the time of proposal submittal.
- Prime Contractor must have at least five public sector clients in the State of California.
- Prime Contractor must have at least two public sector clients in the United States with gross revenues in excess of $2 billion.
- Prime Contractor must have at least two clients in the United States that provide bus and/or rail public transit services with a fleet that exceeds 500 vehicles.
- Prime Contractor must have a physical office in San Diego, Riverside, San Bernardino, Orange, Ventura, or Los Angeles County.
- Prime Contractor must agree to rebate to Metro all commissions (including contingent commissions and fees paid by insurance companies) earned through placement of policies under this contract except for placement of Major Construction Liability Umbrella insurance policies as provided for in the Scope of Services.

Both Aon Risk Insurance Services West, Inc. and Marsh USA LLC met the Minimum Qualification Requirements and were further evaluated based on the following Phase 2 Evaluation - Weighted Technical Evaluation criteria:

- Qualifications of the Prime Contractor 40%
- Qualifications of Proposed Key Personnel 30%
- Understanding of the Scope of Services Proposed Work Plan 10%
- Price Proposal 20%

Several factors were considered in developing these weights, giving the greatest importance to the qualifications of the prime contractor.

At the conclusion of the evaluation, the PET determined Marsh USA LLC to be the top ranked firm.

Qualification Summary of Firms:

Marsh USA LLC (Marsh)

Marsh, a subsidiary of Marsh LLC, was founded in 1923 and is headquartered in New York, NY. It is an insurance broker and risk advisor, serving companies, institutions, and individuals across the United States and over 130 countries, providing clients with industry-focused brokerage, consulting, and claims advocacy services. The Marsh client team is made up of industry specialists focused on transportation, rail, construction and public entity risks and have decades of experience servicing risk management needs and delivering risk solutions for transportation and public sector clients. Transportation clients include BNSF Railway, Metropolitan Atlanta Rapid Transit Authority, Hillsborough Area Regional Transit Authority, Amtrak, Orange County Transportation Authority (OCTA), Denver Regional Transportation District, and Metrolink.

Aon Risk Insurance Services West, Inc. (Aon)

Aon, established in 1902, is headquartered in Dublin, Ireland, with its U.S. operations managed from Chicago, Illinois. It operates mainly on the U.S. West Coast, offering services such as risk advisory, risk transfer, and structured solutions to help organizations and individuals manage their risk exposure. Aon specializes in professional liability, cyber risk, property and casualty, and transactional solutions and has been working with the public sector since 1979.

Transportation clients include Amtrak, New Jersey Transit, Delaware River Port Authority, Utah Transit Authority, Metrolink, Long Beach Transit, OCTA, Sacramento Regional Transit, and Metro.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Marsh USA LLC**				
3	Qualifications of the Prime Contractor	84.00	40.00%	33.60	
4	Qualifications of Proposed Key Personnel	90.00	30.00%	27.00	
5	Understanding of the Scope of Services Proposed Work Plan	86.70	10.00%	8.67	
6	Price Proposal	100.00	20.00%	20.00	
7	**Total**		**100.00%**	**89.27**	**1**
8	**Aon Risk Insurance Services West, Inc.**				
9	Qualifications of the Prime Contractor	87.68	40.00%	35.07	
10	Qualifications of Proposed Key Personnel	81.67	30.00%	24.50	
11	Understanding of the Scope of Services Proposed Work Plan	68.30	10.00%	6.83	
12	Price Proposal	91.65	20.00%	18.33	
13	**Total**		**100.00%**	**84.73**	**2**

C. Price Analysis

The recommended amount has been determined to be fair and reasonable based on adequate competition, fact-finding, technical analysis and price analysis. Staff successfully negotiated a cost savings of $240,677.

	Proposer Name	Proposal Amount	Metro ICE	Recommended Amount
1	Marsh USA LLC	$2,947,000	$4,063,642	$2,706,323
2	Aon Risk Insurance Services West, Inc.	$3,216,240		

The variance between the Independent Cost Estimate (ICE) and the negotiated amount is attributed to the ICE utilizing a conservative approach in estimating costs for establishing alternative insurance solutions and including escalated rates for the base and option terms. The negotiated amount consists of a fixed annual fee for the entire contract term, inclusive of options.

D. Background on Recommended Contractor

Marsh provides risk management, insurance broker, insurance program management, risk consulting, analytical modeling and alternative risk financing services to a wide range of businesses, government entities, professional service organizations and individuals.

The Marsh team includes a DBE subcontractor that will handle insurance related activities and marketing consulting services.

DEOD SUMMARY

RISK MANAGEMENT INSURANCE BROKERAGE SERVICES / PS126876000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 10% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Marsh USA LLC made a 10% DBE commitment.

Small Business Goal	10% DBE	Small Business Commitment	10% DBE

	DBE Subcontractors	Ethnicity	% Committed
1.	National Insurance Consultants, Inc. dba Transportation Management Services	African American	10%
		Total Commitment	**10%**

B. Local Small Business Enterprise (LSBE) Preference

LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

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

D. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

Risk Management Insurance Brokerage Services

Finance, Budget and Audit Committee
February 20, 2025
File ID #2024-1083

Metro

Risk Management Insurance Brokerage Services

Recommendation:

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS126876000 to Marsh USA LLC for insurance brokerage services in the amount of $1,503,513 for the five-year base term, and $601,405 for each of the two, two-year options, for a total amount of $2,706,323, effective March 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

Metro

Risk Management Insurance Brokerage Services

Current Contract Expiration:

- Metro's current insurance brokerage services contract with USI Insurance Services, Inc. ("USI") expires May 31, 2025.
- Insurance premiums have increased exponentially over the past few years, leading to an assessment of pricing and the identification of ways to mitigate future increases.
- In an assessment conducted by McKinsey in January 2024, it was recommended that a new competitive request for proposals (RFP) for broker services be issued to spur broker competition and ensure Metro is receiving the most competitive premium pricing.

Metro

Risk Management Insurance Brokerage Services

Marketing Services:

- An insurance broker of record is required for Metro to purchase insurance from commercial markets.
- Metro's insurance portfolio includes General Liability, Property, and Cyber insurance coverages. Additionally, many Metro contracts and other agreements require commercial insurance coverage.
- The RFP process afforded an opportunity to evaluate the professional expertise, dedicated staff, and presence within the insurance marketplace
- The selected broker demonstrated the expertise, staffing, and market reach that will support the goal of enhanced services and premium pricing, which will serve to ensure preferential premium pricing.

Metro

Risk Management Insurance Brokerage Services

Marsh USA, LLC Services

- Insurance Marketplace Services
  - Professional Staff to Manage Complex Negotiations
  - Excess Liability
  - Commercial Property
  - Cyber Extortion/Ransomware
- Professional Expertise
  - Engineering Loss Control Services
  - Review of Contractual Obligations
  - Insurance Market Advice
  - Support for Future Programs (i.e., Captive Insurance Program)
- Support for Claims handling
  - Expert Liaison to Communicate to Claims and Underwriting Professionals
  - Coverage Guidance for Potential Claims Actions
- Advice and Guidance for Future Programs
  - Insurance Captive Formation
  - Owner Controlled Insurance Programs

Metro


Thank you.
Metro

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

File #: 2024-1074, **File Type:** Contract **Agenda Number:** 23.

EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 20, 2025

SUBJECT: ELECTRIC VEHICLE CHARGING STATIONS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to Public Utilities Code (PUC) §130242 and Metro's procurement policies and procedures for operations and maintenance of Electric Vehicle Charging Stations.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Staff has determined that the Electric Vehicle Charging Stations solicitation constitutes specialized electric vehicle (EV) charging network solution, monitoring, operation, warranty, maintenance and equipment replacement and installation. This determination renders it appropriate that these Electric Vehicle Charging Station services be procured by a competitively negotiated process in accordance with PUC §130242. PUC §130242 states that the Board, upon a finding by two-thirds vote of all members, awarding the contract through competitive negotiation, versus a low bid procurement, will achieve for the authority a more competitive solicitation process with respect to quality, timeliness, price, and other private sector efficiencies, relevant to the integration of design, project work, and components. This competitive negotiation process is in line with LACMTA's Acquisition Policy and Procedure Manual.

BACKGROUND

In June 2022, the Board approved the 2023-2028 Electric Vehicle Parking Strategic Plan (EVPSP) as a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicle (EV) charging infrastructure for our region.

Metro is committed to meeting ambitious emissions reduction goals through various strategies across our service region, including promoting the use of electric vehicles. Installation and ongoing operation of EV Chargers is an essential component of EV adoption. The regional availability of EV chargers must be in place to achieve successful growth in EV usage.

Metro's existing Electric Vehicle Supply Equipment (EVSE) inventory includes 108 Level 2 EVSE units, 103 of which are currently installed and active across several Metro operating divisions and park-and-ride facilities. This network will grow to as much as 3,000 chargers over the next five years and operation and maintenance of new EVSE installations will be crucial for charging across four use -types: 1) employee charging, 2) non-revenue fleet charging, 3) park-and-ride charging, and 4) public charging.

Metro's existing EVSE network is managed by a third-party vendor which has provided these networking, operations, maintenance, and installation services since August 2019. The current contract expires on July 31, 2025. The proposed competitive solicitation process will allow Metro to select a vendor to continue the operations of the existing network and support future expansion.

DISCUSSION

It is in the public's interest to utilize competitive negotiation rather than a sealed bid process to consider factors other than price in the award of contracts for maintenance and operations of the EV Charging Stations as allowed under PUC § 130242. The competitive negotiation process allows consideration of factors other than price that could not be adequately quantified or considered in a strictly low bid procurement.

Staff recommends the use of a competitive negotiation process for the Electric Vehicle Charging Stations to allow for the consideration of technical and commercial factors, such as past performance related to schedule adherence, quality and reliability, as well as price in the contract award selection process. By establishing explicit factors that identify Metro's priorities, the solicitation can use evaluation criteria important to Metro to augment price considerations.

In addition to the ability to evaluate key technical and schedule factors, the competitive negotiation process permits direct discussions and negotiations with Proposers to clarify requirements and cost prior to an award recommendation. This process minimizes the risks associated with a complex specification and scope of work by allowing the parties to clarify ambiguities and correct deficiencies.

The scope of work of the forthcoming procurement does not come into conflict with existing union agreements and does not overstep the work and performance expectations of existing operations, facilities and maintenance staff.

DETERMINATION OF SAFETY IMPACT

The approval of this recommendation will have a direct and positive impact on safety, service quality, system reliability, performance, and overall customer satisfaction. The existing and new electric vehicle charging stations are going to be operationally installed, operated, and maintained consistently across the system.

FINANCIAL IMPACT

Once the proposals are evaluated and a qualified contractor is selected, an incrementally funded

requisition shall be initiated to start the solicitation processes as per Vendor/Contract Management (VCM) policies. Funding for this action is included in future revenue projections.

Impact to Budget

Upon award, the project shall be funded with local funds. These local funds will be supplemented by revenues generated by the use of charging stations used by employees and the public. In addition, Metro will work to establish local and regional partnerships that help secure additional funds to support the installation, operation, and maintenance of these charging stations and the network

EQUITY PLATFORM

There are currently 108 EV chargers across the Metro system in 26 locations. The mix of locations include six Metro Bus and Rail Divisions where Non-Revenue Fleet are charged, and 20 public charging locations, specifically located at Metro Park and Rides. Metro's EV Parking Strategic Plan, approved by the board in 2022, also utilized state Disadvantaged Communities designations in its prioritization factors, prioritizing sites sited within Disadvantaged Communities to ensure customers in these communities benefit from access to EV charging infrastructure through the growth of Metro's EV charging network. Given that Metro Equity Focus Communities (EFCs) are defined by high rates of households without access to an automobile, this was not used as a prioritization metric for the Plan, though an estimated 26% of charging ports would be deployed in EFCs.

On future RFPs, the Diversity & Economic Opportunity Department (DEOD) will determine the applicability of an SBE/DVBE goal as part of its small business goal analysis review.

The solicitation details will be published in the four different media newspaper outlets a week before the solicitation is released. These include LA Sentinel, Asian Week, Los Angeles Daily News, and La Opinion. The Vendor Portal will also include the solicitation once released and will be available for download to all interested firms including small businesses. Procurement- Vendor Ads can be provided that include a list of vendors/contractors that will be notified by email.

Metro also conducted a demographic survey of current EV charging users in 2023 to better understand who uses and how customers experience the existing park and ride charging network. The survey results indicate that an estimated 40-50% of these users may live in, or within proximity to, an Equity Focus Community, based on their reported ZIP code, as illustrated in Attachment B. As noted, EFCs have high rates of households without access to an automobile. The survey also found that more than one in four users lack access to home charging, indicating park and ride charging provides a necessary source of charging access for those users. As EV adoption grows among residents living in multi-family buildings, which often lack charging access, locations like Metro's park and rides and workplaces can fill in as reliable charging locations, reducing barriers to EV adoption among these customers.

Additionally, the survey yielded several findings regarding demographics of EV charging users. Current Metro EV charging users:

- were more likely to identify as White/Caucasian and Asian/Pacific Islander than the general Metro ridership population, and less likely to identify as Hispanic/Latino or Black/African

American than general ridership;
- were more likely to speak English had home, and less likely to speak Spanish at home compared to general Metro ridership;
- were more likely to be high-income (over $100,000 household income) and less likely to be low income (less than $50,000 household income) than general ridership; and
- were more likely to live in single-family detached homes and less likely to live in either small (2 -4 unit) or large (5+ unit) multifamily buildings.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations as it supports Metro's increasing share of electric non-revenue vehicles, encourages riders and employees to use low-carbon alternatives like electric vehicles to travel to work, and enables Metro riders to use electric vehicles as a first and last mile solution.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Metro Strategic Plan Goal No. 1.2.D) Improve connectivity to provide seamless journeys by improving Park & Ride experience for electric vehicle owners and providing charging access to those who lack access to home charging; 4) Transform LA County through regional collaboration and national leadership with partners to develop EV charging and help meet City and State initiatives to accelerate EV adoption through greater access to electricity as a transportation fuel; 5.7) Metro will build and nurture a diverse, inspired, and high-performing workforce by providing workplace charging to employees and supporting those who drive EVs or are interested in owning an EV but lack reliable locations to charge one.

These goals strive to position Metro to meet the CAAP commitment of a 79% reduction in greenhouse gas emissions from internal operations by 2030 and include measures to install EV charging at Metro facilities for employee commuter use.

ALTERNATIVES CONSIDERED

The Board may choose to procure the operations and maintenance of EV Charging Stations using a low bid process, but this methodology is not recommended. The sealed bid process does not

adequately account for any technical superiority of performance, reliability, or system life cycle costs that one firm's equipment or solution may have over another since the process must award to the lowest responsive and responsible bidder. For these reasons, staff does not recommend this alternative. The competitively negotiated procurement process will provide for the evaluation of critical non-price related factors in the source selection process.

NEXT STEPS

Staff will proceed with a competitively negotiated solicitation for the maintenance and operations of the Electric Vehicle Charging Stations.

ATTACHMENTS

Attachment A - Electric Vehicle Parking Strategic Plan 2023-2028
Attachment B - EV Users are concentrated around the Westside, Central LA, and San Gabriel Valley

Prepared by: Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051
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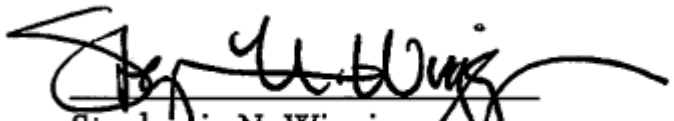

Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

Electric Vehicle Parking Strategic Plan

2023–2028

Metro

June 2022

Table of Contents

Executive Summary

The 2023-2028 Electric Vehicle Parking Strategic Plan (EV Parking Strategy or Plan) provides a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicles and charging infrastructure for Metro. The EV Parking Strategy complements the 2019 Metro Climate Action and Adaptation Plan and 2020 Moving Beyond Sustainability plan, focusing on opportunities to increase access to employee, transit-rider, and public charging and supporting Metro's long-term transition to zero-emission vehicles.

The EV Parking Strategy offers data-driven insight into the current state of the Southern California market for electric vehicles (EVs), as well as the policy and regulatory directives driving regional and state-wide efforts to increase EV adoption. The plan then offers recommended goals, strategies, and prioritization plans for achieving identified objectives in each of the core EV Parking Strategy focus areas:

Table 1. EV Parking Strategy Goals and Enabling Strategies

EVPSP Goals	**Employee Commuting** At least **4** charging ports **at each employee facility**	**Transit Riders** Charging for **5% of Park & Ride** spaces, including 20% EV-ready for Capital Projects	**Public Charging** Evaluating new **multi-modal opportunities** for fast charging siting
Enabling Strategies	Install chargers and make-ready[1] charging infrastructure to **plan for long-term growth** **Planning for at least 50%** of charging ports installed in Disadvantaged Communities **Leveraging local and state partnerships** for incentives and coordination to support EV adoption Proactive EV **charging network management** and **re-investing program revenues** to support future growth		

For each segment of the EV Parking Strategy, we review a market analysis, technical requirements, and operational considerations for the charging network.

Based on existing internal and public data, we project the upfront capital and operational costs of achieving Metro's EV Parking Strategy objectives and review available incentives to reduce these costs. The EV Parking Strategy concludes with proposed market-informed metrics to track Metro's progress toward EV Parking Strategy goals.

[1] Make-ready infrastructure includes all of the supporting electric infrastructure and upgrades to bring electricity from the power source to the parking space. EV chargers are installed on a completed "make-ready."

1. Introduction and EV Parking Strategy Objectives

Metro has committed to helping the state meet ambitious emissions reduction goals through a variety of strategies and measures across our service region by reducing our own agency emissions and serving the Los Angeles (LA) region with more sustainable transit options that get people out of their cars. As the population of electric vehicle (EV) drivers grows, Metro will need to design our services, facilities, and operations to serve a growing population of riders and employees who drive EVs. This EV Parking Strategy defines the charging infrastructure requirements, outlines a prioritized approach to charging deployment, and proposes the costs and benefits associated with completing the EV Parking Strategy. The Plan also defines policies and management strategies to facilitate a successful charging program for internal operations and public use.

Purpose of the EV Parking Strategy

This EV Parking Strategy provides a framework to help Metro meet growing rider and employee interest in zero-emission vehicles. It also positions Metro to complement other regional and statewide efforts by supporting EV adoption through increased access to daily charging. The EV Parking Strategy addresses Metro's employee, transit-rider, and public charging segments. A separate initiative will address Metro's non-revenue fleet (NR) charging. The increased adoption of EVs among employees and riders will also enable fuel and maintenance savings for our employees and patrons, compared to existing fossil-fueled vehicles.

Metro's Role in Vehicle Electrification

The 2019 Metro Climate Action and Adaptation Plan[2] (CAAP) commits to a 79% reduction in greenhouse gas (GHG) emissions by 2030 and specifies the measures Metro will implement to meet this ambitious goal. CAAP measures include installing EV charging infrastructure at Metro facilities for employee commuter use. The EV Parking Strategy operationalizes those goals to build on existing progress and meet the 2030 targets specified in the CAAP and reinforced in the 2020 Moving Beyond Sustainability (MBS) plan.[3]

Regional and state efforts to electrify the transportation sector further necessitate the need for a comprehensive EV Parking Strategy. In 2020, Governor Newsom issued Executive Order N-79-20, requiring California to phase out the sale of non-zero-emission vehicles by 2035,[4] further reinforcing the state's long-term shift toward electric and other zero-emission vehicles. At the local level, Metro was among the leaders of the Los Angeles Cleantech Incubator (LACI) Transportation Electrification Partnership, which has defined the region's Zero Emissions 2028 Roadmap.[5] The latest Roadmap edition calls for achieving three goals by 2028, supported individually and collaboratively by the public and private contributors:

> Achieve 80% EV market share (vehicles sold) and 30% of the total passenger vehicle population.

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[2] Metro (2019). Metro Climate Action and Adaption Plan 2019. http://media.metro.net/projects_studies/sustainability/images/Climate_Action_Plan.pdf

[3] Metro (2020). Moving Beyond Sustainability Strategic Plan 2020. http://media.metro.net/2020/Moving-Beyond-Sustainability-Strategic-Plan-2020.pdf

[4] Executive Department, State of California, 2020. Executive Order N-79-20. Issues September 23, 2020. https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf

[5] LACI (2019). Transportation Electrification Partnership Zero Emissions 2028 Roadmap 2.0. Published November 26th, 2019. https://laincubator.org/wp-content/uploads/LA_Roadmap2.0_Final2.2.pdf

> Shift 20% of all single-occupancy vehicle trips to zero-emission public transportation, bikes, or other active transportation modes.

> Advance zero-emission solutions for all public investments in surface vehicles and related infrastructure for goods movement.

Metro will play a vital role in reaching all three of these targets, whether through our plans to electrify the bus fleet or future capital investments that will support the region's sustainable growth. The LACI Roadmap also targets the installation of 84,000 public and workplace chargers across the region. Transportation electrification at Metro's facilities will enhance efforts by other partners, including the City of Los Angeles' 2019 Green New Deal and the Los Angeles Department of Water and Power (LADWP), Southern California Edison (SCE), and the Southern California Public Power Authority (SCPPA), who have also increased their investments in transportation electrification.

State and Regional Progress

The Electric Vehicle (EV) market in California is approaching an inflection point. As of the end of 2020, over 625,000 battery (BEV) and plug-in hybrid (PHEV) electric vehicles were registered across the state. Of these, more than one-in-three in the state were registered in the Los Angeles-Long Beach-Santa Ana Metropolitan Statistical Area (MSA). While these EVs represent only about 2.5% of the total light-duty vehicle population, new vehicle sales in the Los Angeles MSA have rapidly grown to exceed 8% of total new sales statewide.[6] In 2020, Governor Newsom issued Executive Order N-79-20, requiring California to phase out the sale of non-zero-emission vehicles by 2035,[7] further reinforcing the state's long-term shift toward electric and other zero-emission vehicles (ZEVs).

At the same time, global automobile manufacturers continue to announce significant investments in EV market growth while phasing out internal combustion engine technologies. Ford and General Motors (GM) combined have planned $56 billion of investment in EVs by 2025; Kia, Mitsubishi, Subaru, Volkswagen, and Volvo all project between 40-60% of their global sales will be electric by 2026. GM is also targeting the phase-out of diesel and gas powertrains entirely in the light-duty segment by 2035.[8] In 2021, Tesla exceeded 900,000 electric vehicles delivered globally for the first time.[9] Bloomberg New Energy Finance projects that battery pack prices – the main driver of EVs' higher incremental costs – will fall below $100/kWh by 2024 and drop another 40% by 2030 – enabling EVs to have a price advantage over comparable gasoline vehicles.[10] These market factors, bolstered by evolving consumer preferences, put EV adoption on a path for significant growth in the coming decade.

In projecting a path to meet the state's long-term greenhouse gas reduction goals, the California Air Resources Board (CARB) forecasts more than doubling BEVs' market share to more than 25% of vehicle sales in 2025 and nearly 50% in 2030. This trajectory would put more than eight

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[6] California Energy Commission. California Energy Commission Zero Emission Vehicle and Infrastructure Statistics. Data last updated April 30, 2021. Retrieved 6/24/2021 from https://www.energy.ca.gov/zevstats

[7] Executive Department, State of California. Executive Order N-79-20. Issues September 23, 2020. https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf

[8] Car and Driver. "Here are all the promises automakers have made about electric cars," June 26, 2021. https://www.caranddriver.com/news/g35562831/ev-plans-automakers-timeline/

[9] Tesla. Tesla Q4 2021 Vehicle Production Deliveries, January 2, 2022. https://ir.tesla.com/press-release/tesla-q4-2021-vehicle-production-deliveries

[10] Bloomberg New Energy Finance, Electric Vehicle Outlook 2021 – Executive Summary. Accessed June 30, 2021. https://bnef.turtl.co/story/evo-2021/page/7/1?teaser=yes

million zero-emission vehicles on the road, primarily BEVs, by 2030.[11] Today, the Los Angeles MSA represents 37% of the EV population in the state. If CARB's projections are realized, this will equate to three million EVs on the road in the Los Angeles MSA in 2030, or 12-fold growth over the decade.

Metro has identified multiple strategies to help the state meet ambitious emissions reduction goals – and more broadly, to serve the LA region by reducing vehicle trips through more sustainable transit options. As the rate of EV adoption grows, Metro will need to evolve our services, facilities, and operations to serve a growing population of riders and employees that drive electric vehicles. The EV Parking Strategic Plan defines the charging infrastructure requirements, outlines a prioritized approach to charging deployment, and proposes the costs and benefits associated with completing the EV Parking Strategy. The EV Parking Strategy also defines policies and management strategies to facilitate a successful charging program for internal operations and public use.

Assessment of Local and Peer EV Charging Deployment

Implementation of the EVPSP will establish Metro as a leader both within Southern California and among peer agencies concerning support for the oncoming growth of EV drivers. Staff reviewed progress and/or plans for EV charging from local and national peers or sister agencies for comparison with the Plan:

- **City of Los Angeles:** Over the last five years, the City has installed approximately 350 charging stations at 19 locations across the city, 140 chargers are designated for city fleet vehicle use, while 210 are made available for public and city employee use. The City Council recently passed a motion to develop and implement an Electric Vehicle Master Plan to aid in the electrification of 10,000 city fleet vehicles. The city's plan would add charging at more than 600 city-owned properties.[12] As of early 2021, there were just over 11,000 commercial charging stations in Los Angeles largely funded by incentives from the Department of Water and Power. Several city agencies installed over 1,300 of these stations, including the Bureau of Street Lighting, and the Departments of Transportation and General Services. This surpasses the mayor's 2023 goal of 10,000 stations two years ahead of plan. The city targets 25,000 chargers installed by 2025, of which Metro's EVPSP would be in direct support.[13]
- **Los Angeles Department of Water and Power (LADWP):** In addition to funding incentive programs for commercial charging stations, LADWP has supported the installation of 430 chargers on streetlight poles across the city.
- **Bay Area Rapid Transit (BART):** BART is in the pilot stage of EV charging for its facilities, deploying 44 chargers at two rail station parking facilities. BART's board adopted an EV Charging Policy[14] in November 2021, which acknowledged the District's role to reduce the environmental footprint of regional transportation, as the largest operator of vehicle parking for a rail operator in the state. The Policy sets high-level goals and strategies for EV charging deployment but does not contain long-term targets for charger deployment.

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[11] California Air Resources Board, Revised Draft – 2020 Mobile Source Strategy, April 23, 2021.
https://ww2.arb.ca.gov/sites/default/files/2021-04/Revised_Draft_2020_Mobile_Source_Strategy.pdf
[12] CleanTechnica.com, Electric Vehicle Master Plan" — 10,000 EVs For Los Angeles, April 12, 2022.
https://cleantechnica.com/2022/04/12/electric-vehicle-master-plan-10000-evs-for-los-angeles/
[13] LADWPnews.com, Mayor Garcetti Announces the City Has Helped Install 10,000 EV Chargers, January 6, 2021.
https://www.ladwpnews.com/mayor-garcetti-announces-the-city-has-helped-install-10000-ev-chargers/
[14] BART, Electric Vehicle Charging Policy, November 18, 2021.
https://www.bart.gov/sites/default/files/docs/BART%20Electric%20Vehicle%20Charging%20Policy%20-%20Final.pdf

> **City of Boston:** Boston released its Zero-Emission Vehicle Roadmap[15] in 2022, which broadly covers the city's goals to support widespread adoption of electrification, ensure affordable, convenient access to charging, and electrify the municipal fleet. Targets for the roadmap include ensuring every household in the city is within a 10-minute walk of an accessible EV charging station by 2040 and installing 1,055 level 2 chargers owned by the city or privately by 2025.

While many peer transit agencies are actively planning for and implementing bus electrification plans, a scan of other large peer transit agencies' sustainability planning did not identify long-term or large-scale EV planning for employee or transit rider use on the scale envisioned in the EVPSP.

Metro's Current EV Progress

As of May 2022, Metro operates 108 Level 2 EV charging ports, of which 81 are deployed at Park and Ride (P&R) locations for public use (see Figure 1 below). Metro's non-revenue fleet operates 25 chargers, and two chargers are reserved for use at Metro's Gateway building. Metro's charging equipment is compliant with the Open Charge Point Protocol (OCPP), which allows for the flexibility and interoperability of various charging network service providers across Metro's network and on existing charging hardware. This important feature provides ease for scalability and a level of "future-proofing" of charging assets to allow them to operate with new charging services as needed in the future. Metro will continue to require OCPP-compliant hardware in future procurements or deployments as part of the EVPSP.

P&R chargers are installed across 18 locations, with three to four ports installed at most sites. Union Station Gateway has the most, with 13 ports installed. From July to October 2021, the P&R chargers averaged 10-11 sessions per charger each month, down from a peak of 50 sessions per charger per month in January 2020, before the beginning of the coronavirus pandemic.[16] Two locations (Sierra Madre Villa on the L Line [Gold] and Willow on the A-Line [Blue]), had consistently higher use, with 17-32 charging sessions per month. Charging events between July and October 2021 have averaged between 17 and 21 kilowatt-hours (kWh), or roughly 55-70 miles of electric range per session. During those months, 68 P&R stations provided electricity for approximately 50,000 zero-emission miles per month. These stations also delivered $1,600-$1,800 in revenue per month from drivers paying for station usage, or $2.36 per session. This equates to $0.12 per kWh of energy delivered, or just over $1 per gallon equivalent of gasoline, enabling significant savings for EV drivers compared to driving a fossil-fueled car.

Metro's current network of 108 chargers is operated and maintained through a contract with Axxera, which is set to expire in August 2022. As described in Sections 5 and 6 below, Metro plans to extend this contract for up to 24 months while soliciting a long-term partnership solution to deploy the full EVPSP.

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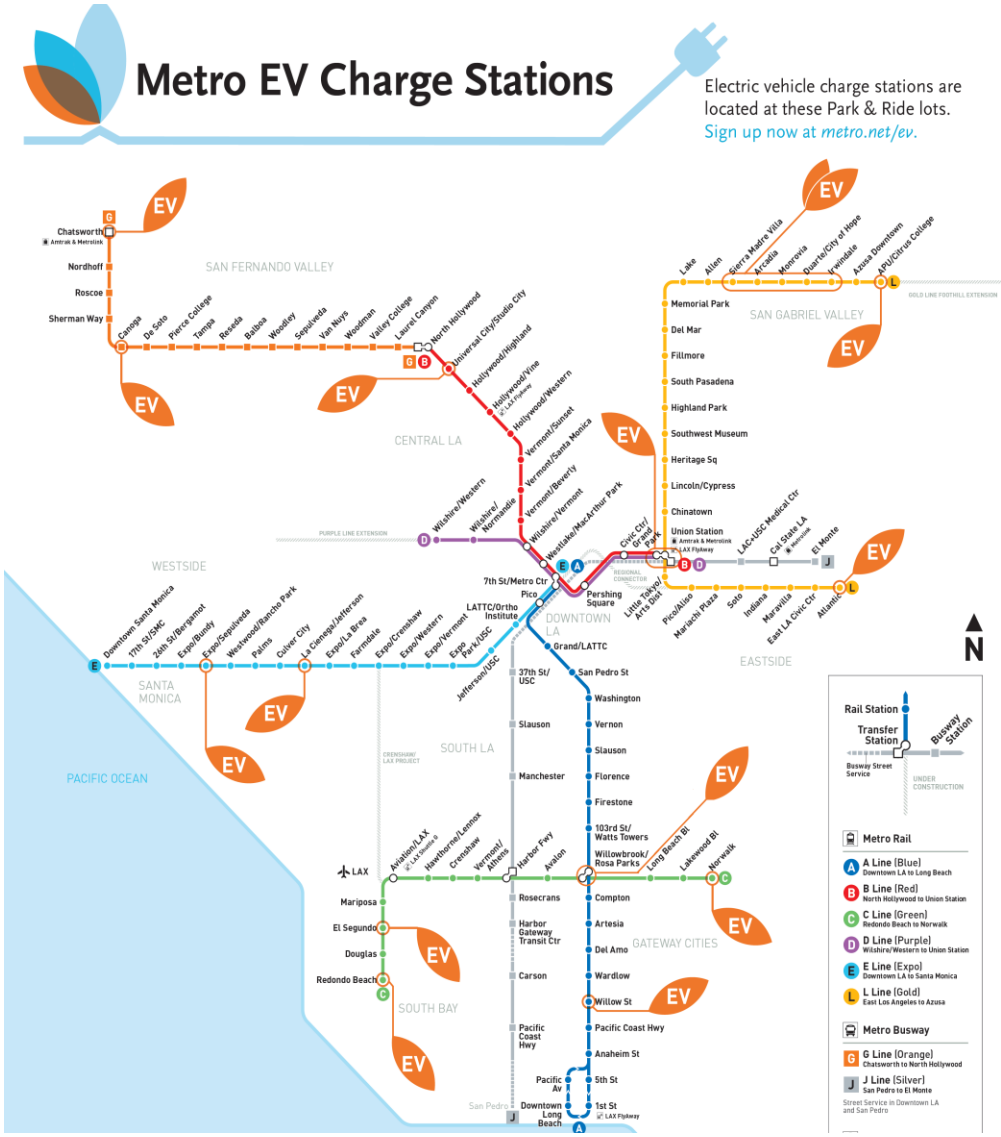
[15] Boston.gov, City of Boston Zero Emission Vehicle Roadmap, 2022. https://www.boston.gov/sites/default/files/file/2020/12/Boston%20ZEV%20Roadmap_1.pdf

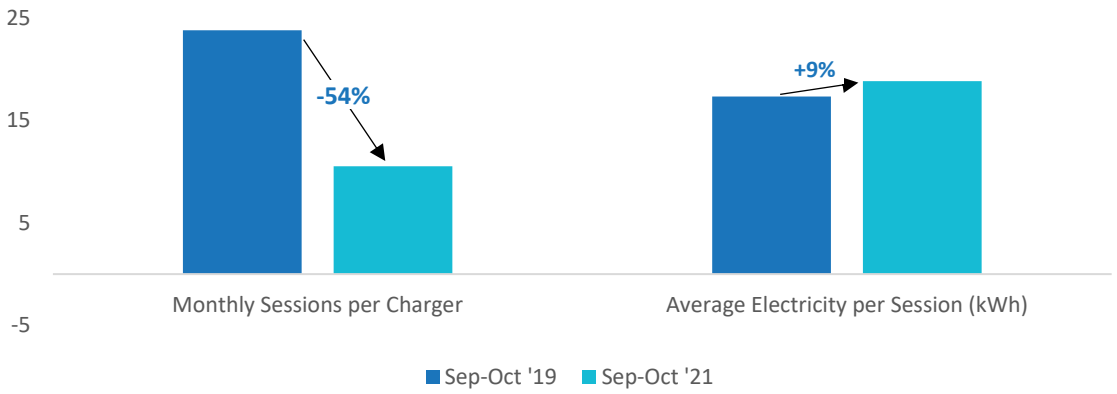
[16] Charging station session and consumption data for public and non-revenue Chargers in 2021 may not be representative of typical historical (or future) months due to impacts of the coronavirus pandemic on travel and commuting patterns.

Figure 1. Metro P&R locations with EV charging stations



Analysis of P&R charging data from July through October 2021 displays a significant decline in usage compared to the months preceding the beginning of the COVID-19 pandemic. This indicates, as expected, that stay-at-home orders and reduced commuting reduced EV charger use, which has not yet rebounded despite increases in vaccination rates this year and the economy's reopening. Comparing the available data from, September-October 2021 with the same months in 2019, before the pandemic, each charger averaged less than half as many sessions per month, and stations saw a 40% reduction in the amount of electricity delivered. Interestingly, the average energy used per session has increased in September and October 2021, with drivers using 9% more electricity each time they charged at a P&R location. While the long-term effects of remote work may change the dynamics for commuters who need daily charging at park and rides. Metro's data continues to show rebounds in the usage of P&R chargers. Comparing the month of April 2021 to April 2022, charging energy dispensed at Metro's P&R chargers increased by 28% and monthly transactions increased by 46%, though they remain below pre-pandemic levels.

Figure 2. Comparison of 2021 P&R Charging Usage to Pre-Pandemic Months

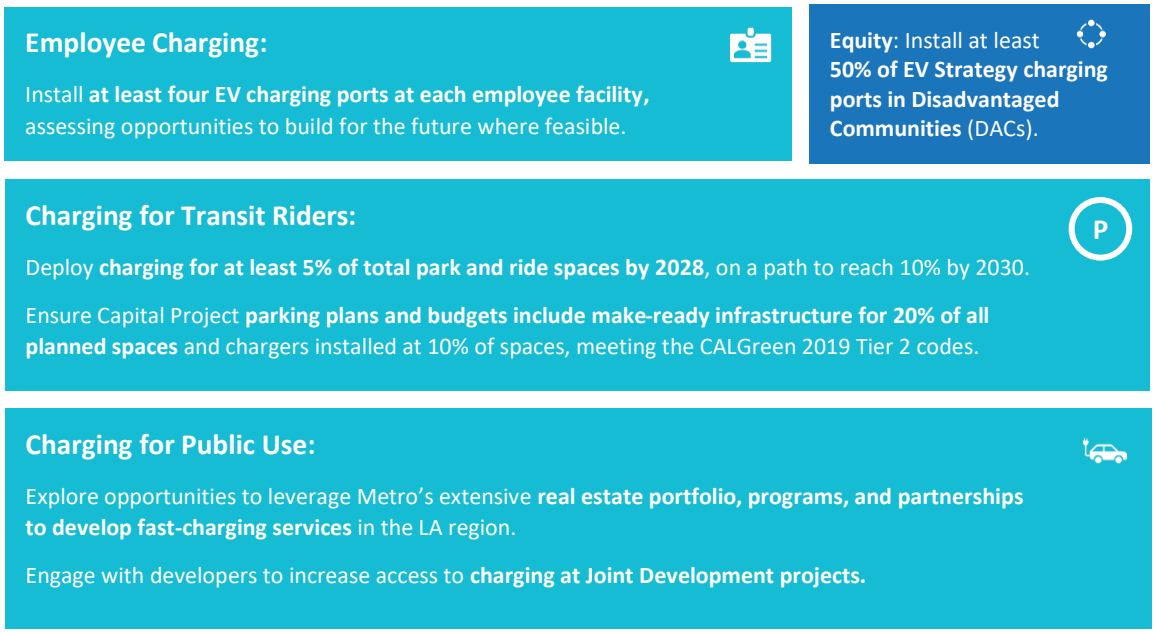


Twenty non-revenue (NR) fleet chargers are deployed across seven Metro facilities, with half of these installed at Union Station Gateway. Other divisions and locations have one to three chargers installed. These chargers support 21 BEVs that are active in the NR fleet, including 20 Chevy Bolt sedans and one Kia Niro SUV. While the 10 chargers at Gateway do not report usage data, the other 10 chargers logged 288 sessions per month between July and October 2021, or approximately 1 session per charger per day. Average charging sessions for the month were between 11-17 kWh or 35-55 miles per session. Metro does not currently have charging stations installed for employee commuting use. A 2020 survey indicated that at least 17 employees commute via electric vehicle to nine different Metro facilities.

EV Parking Strategy Objectives

Metro has established five-year deployment goals for the three segments of the EV Parking Strategy: Employee, Transit Rider, and Public Charging. These targets are intended to align with the goals set by Metro in the 2019 CAAP and 2020 MBS Plan. Underlying each of these goals, we aim to complete the EV Parking Strategy equitably, installing a majority of chargers in Disadvantaged Communities.

Figure 3. EV Strategy Goals by Charging Segment



Meeting the objectives of the EV Parking Strategy will require close coordination between the Office of Sustainability, internal Metro stakeholders, and external parties. These entities and their roles are listed in Appendix A.

While the EV Parking Strategy is designed to span 2023-2028, additional activities and investments will be needed after these five years to continue supporting EV adoption and usage among riders and employees. The EV market is only 10 years old but has seen significant technological advancement and growth during that time. By carefully monitoring future market conditions, Metro can remain responsive and adaptable to this new and evolving market.

EV Parking Strategy Development Outreach

The Office of Sustainability conducted extensive internal and external outreach and coordination in support of the development of the EV Parking Strategy.

Internal Stakeholders

> Local Division Leadership: As sites are evaluated for utility incentive programs, engaged Division staff to identify local conditions and any on-the-ground challenges to deploying employee infrastructure.

> Parking Operations: Confirmed shared interest in developing EV charging for P&R patrons and reviewed prioritized P&R locations to validate the feasibility of charging deployment (and target number of charging spaces) at each site. Reviewed parking utilization and identified potential challenges at priority sites.

> Equity Liaisons: Reviewed overall EV Parking Strategy and collected feedback on rapid equity platform assessment, which was incorporated into the Plan. Discussed impacts of EV Parking Strategy deployment on equity groups.

External Stakeholders

- Sustainability Council: Previewed the EV Parking Strategy with Council and collected feedback on the draft EV Parking Strategy, which was incorporated into the final Plan.
- Utilities: Previewed Metro's overall plans and priority sites with SCE account representative and program managers from the utility's "Charge Ready" incentive program to validate plans for utility program applications. Confirmed strategies for long-term planning on light-duty vehicle charging and medium-/heavy-duty vehicles and charging. Similar conversations occurred with the Los Angeles Department of Water and Power (LADWP) account representative to engage on their program offerings.
- California Department of Transportation (Caltrans): Confirmed agencies' shared interest in developing charging at Caltrans-owned sites and reviewed expectations of Plan implementation. Collaborated on prioritized site lists and outlined required steps and approvals from Caltrans to approve charging installations on sites they own.
- Energy Resiliency Series & EV Workshop: Gathered sustainability and climate action leaders from across the region for the resiliency series; hosted EV advocates, utilities, and vendors for an EV workshop. Shared initial vision and goals of EV Parking Strategy, collected feedback, and incorporated into plan format and structure, including prioritization of sites.
- EV Charging Providers: Conducted EV RFI to identify products and services currently on the market that would align with Metro's EV Parking Strategy for each segment.

Plan Organization

The EV Parking Strategy is organized around the four segments of EV charging outlined in the objectives above:

- **Section 2** defines the plan and prioritization of Employee charging locations
- **Section 3** defines the plan and prioritization for Transit Rider charging, including both existing sites and yet-to-be-developed capital projects
- **Section 4** defines the areas of focus for Metro to explore developing Public Charging
- **Section 5** outlines the high-level cost estimates for the five-year program and incentives that are currently available to offset EV Parking Strategy deployment costs
- **Section 6** details the near-term activities staff will undertake to plan for a successful implementation of the EVPSP
- **Section 7** reviews long-term actions considered as part of the EVPSP
- **Section 8** summarizes the recommendations of the EV Parking Strategy and lists measures of success

2. Employee Charging

Metro's sustainability commitment extends beyond our facilities to address impacts from employees – including their daily travel to and from work. Metro can support zero-emission commuting among employees by providing access to EV charging at employee parking facilities, installing charging at each of the Agency's employee locations by 2028 and a longer-term target of electrifying 10% of total employee parking spaces.

Overview of Employee Charging

Metro employs 9,800 individuals across the region, approximately 75% of which drive to work.[17] According to the 2020 survey for Southern California Air Quality Management District's (SCAQMD) Rule 2202, Metro had 17 employees across nine locations who responded that they commuted via zero-emissions vehicle, though the actual number of EV drivers is likely higher. Increasing access to charging at workplaces would accelerate performance with Rule 2202 to reduce emissions from employee commuting[18] and be in alignment with the U.S. Department of Energy's national Workplace Charging Challenge, launched in 2013.[19]

Access to workplace charging can double the effective electric range of EV commuters who charge at home. Employee charging can also break down barriers to EV adoption for employees without access to charging at home, either because they rent, live in multi-family dwellings, or park on-street. Improved charging access can help employees ultimately decide to purchase an EV and feel comfortable commuting with the vehicle's limited range compared to a gas vehicle. The visibility of workplace charging can also help improve awareness of electric vehicles among employees.

"I have always wanted to buy an EV but cannot due to the fact that I would not be able to charge my car at work."

– Survey response from Metro Equipment Maintenance Employee

Employee Charging Infrastructure Requirements and Approach

Metro's approach to installing EV charging is guided by two principles:

> Provide charging at each facility by 2028, so that all employees who want to drive an electric vehicle and charge at work have the opportunity to do so; and

> Assess the long-term needs for employee charging, targeting 10% of employee parking spaces by 2030, enabling more employees to charge their vehicles at work as the population of EV drivers grows over the decade.

Metro plans to install Level 2 charging for employees. Because workplace dwell times are typically eight hours or longer, slower Level 1 charging could suffice for many employees. However, as EV battery ranges continue to improve, drivers can rely less on daily "top-up" charging, and instead use workplace charging every few days or weekly, allowing more drivers

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[17] *According to a 2017 Metro employee survey (conducted in accordance with Rule 2202 of the South Coast Air Quality Management).*

[18] *South Coast Air Quality Management District. Rule 2202 – On Road Motor Vehicle Mitigation Options Employee Commute Reduction Program Guidelines. February 5, 2016.* http://www.aqmd.gov/docs/default-source/rule-book/support-documents/rule-2202/rule-2202-employee-commute-reduction-program-guidelines-(ecrp).pdf?sfvrsn=10

[19] *U.S. Department of Energy Alternative Fuels Data Center (2021). Workplace Charging for Plug-In Electric Vehicles. Accessed 6/27/2021.* https://afdc.energy.gov/fuels/electricity_charging_workplace.html

to use fewer chargers over a typical week. Utilizing Level 2 chargers will reduce the total number of required workplace charging stations per site and increases cost-effectiveness compared to the costly trenching, conduit, and cabling distances associated with installing Level 1 chargers more ubiquitously across parking lots. Metro will be able to leverage charging management software to reduce power draws of level 2 chargers to limit demand and mitigate higher electric costs and potential strain on the electric grid. Metro may further evaluate the need for additional types of charging at employee and P&R locations throughout this Plan and may install additional Level 1 charging to complement planned Level 2 chargers in future phases. Charging equipment procured by Metro will continue to be OCPP compliant to allow for future flexibility around charging services and providers.

Proactively anticipating changing employee needs will enable Metro to adapt and evolve these charging requirements over time. The COVID-19 pandemic demonstrated how quickly commuting patterns can change, and its long-term impacts on office work are still unclear. Additionally, commuting distances may be impacted by the high cost of housing, as more employees live further away from work. Metro plans to conduct employee research (e.g., surveys or focus groups) to better understand current levels of interest and expected needs for workplace charging.

Site Prioritization Plan and Charger Needs

Metro's 2023-2028 prioritization plan for employee charging infrastructure is summarized in Table 2 below. Metro's site-based approach prioritizes locations for employee chargers based on the following criteria:

- **Locations within Disadvantaged Communities:** Census tracts designated by the State of California as DACs often lag in investments in clean energy technologies, and Metro can support earlier investment in these areas.
- **Availability of Utility Incentives:** Utility incentives and other grant opportunities help reduce the upfront capital costs of the site development, and Metro prioritizes sites with more valuable incentives. See Section 5 for more detail on utility incentive programs.
- **Parking Lot Size, Type, and Layout:** Larger parking lots provide more flexibility in locations for charging installation without disrupting users. The EV Parking Strategy also considers garages over surface lots, where possible, due to typically lower costs and ease of installation in parking structures.

Metro will evaluate each site's employee parking, driver usage, and future site plans to determine the appropriate level of charging, targeting at least four chargers at each site as feasible. Metro may revisit this prioritization based on other facilities' projects that align with charging installation.

Table 2. Employee charging facilities installations by year

Prioritization		Facility			
Priority	**Fiscal Year**	**Metro Property**	**DAC**	**Lot Type**	**Utility**
1	2023	Loc 99	No	Garage	LADWP
2		Div 18	DAC	Lot	SCE
3		Div 7	No	Garage	SCE
4		Div 4	No	Lot	SCE
5		Loc 60	DAC	Lot	SCE
6		Div 10	DAC	Lot	LADWP
7	2024	Div 15	DAC	Lot	LADWP
8		Loc 30	No	Garage	LADWP
9		Div 1	DAC	Lot	LADWP
10		Div 13	No	Garage	LADWP
11		Div 5	DAC	Garage	LADWP
12		Loc 84	No	Lot	LADWP
13	2025	Div 3	DAC	Garage	LADWP
14		Loc 64	DAC	Garage	LADWP
15		Div 21	DAC	Lot	LADWP
16		Div 2	DAC	Lot	LADWP
17		Div 8	No	Lot	LADWP
18		Div 9	DAC	Garage	SCE
19	2026	Div 20	DAC	Lot	LADWP
20		Div 16	DAC	Lot	LADWP
21		Div 24	DAC	Lot	SCE
22		Div 11	No	Lot	SCE
23		Loc 63	DAC	Lot	LADWP
24		Loc 62	DAC	Lot	LADWP
25	2027	Div 14	DAC	Lot	SCE
26		Div 22	No	Lot	SCE
27		Loc 34	No	Lot	Vernon
28		Loc 66	DAC	Lot	SCE
29		Loc 110	DAC	Lot	SCE
30		Loc 55	DAC	Lot	LADWP

Employee Charging Implementation Considerations

Alignment with NR Infrastructure Planning

For sites where employee and non-revenue parking are nearby, Metro will consider opportunities to deploy charging infrastructure for both uses in conjunction to take advantage of economies of scale. Several initial applications to Southern California Edison's EV charging infrastructure incentive program include both employee and non-revenue chargers to improve candidate sites' viability for program funding. Parking and charging may also be shifted between employee and non-revenue use depending on the demand for the charging over time. For example, if a location has a high demand for employee charging but has not been assigned significant NR EVs, chargers could be allocated to employee use until the NR EV population increases and additional chargers are installed. This will allow existing chargers to be used more efficiently and delay the need to budget for and install additional employee chargers. These arrangements will be considered on a case-by-case basis to ensure employee parking does not impact NR fleet operations.

Charging Management and Access

The employee charging network will require active management to ensure reliability for employees and oversee service contracts and maintenance. Metro will require at least one full-time employee to oversee the network systemwide, as well as local liaisons within facilities at each Division to respond to local issues or questions as they arise. Employees will request access to the charging network from the employee charging program manager, who will also provide onboarding materials to educate users on the charging equipment, costs, and best practices to share with colleagues. Metro will explore opportunities to intelligently control charging loads, reduce usage and demand during peak time-of-use electricity hours, and increase participation in demand response programs, reducing costs and strain on the grid. These components of employee charging load management should only be enacted if employees can be guaranteed sufficient range to complete their driving needs.

"There need to be enough chargers to make this practical, remembering that many employees will park for 8 hours and never move their vehicles, even after they are fully charged."
– Survey response from Metro RFS Employee

Local liaisons will need to work with the population of EV users at their locations to ensure fair and equitable access. If demand for employee charging outstrips the available number of ports, guidelines may need to be established or modified for each location based on the work patterns at each site or other local constraints. Metro will also consider the potential to implement reservation systems that can be accessed via mobile app or internet so that employees can book a charging window in advance and plan their charging needs more confidently.

Charger Pricing Structure

Metro will establish a pricing structure for employee use, consistent with California state regulation which requires EV charging to be based on $/kWh pricing, and clearly show any additional charges or fees. Requiring payment for charging avoids concerns of providing benefits (free charging) to EV owners that are not available to non-EV employees. Pricing for employee charging also encourages efficient charger usage: if employee charging is free or lower cost than home charging, employees will opt for the cheaper option and create unnecessary demand for

the potentially limited supply of charging at Metro locations.[20] Metro will aim to establish fair market pricing for use of its chargers and has no intention of overcharging employees or public users. Pricing may need to be adjusted regularly based on utility rate schedules or changes in usage patterns by employees. Moving forward, Metro will work in concert with the Board to approve new pricing rates as they are updated in the future.

The pricing structure will also consider more dynamic pricing options to improve the efficient use of chargers. Strategies may include using time-of-use prices to align with utility rate costs or idle fees, which add an additional charge (e.g., $/hour) for the time employees remain in a charging space after their vehicle has completed charging and a reasonable grace period has passed. This encourages employees to move their cars and allow another employee to charge, improving the utilization of chargers.

Education and Engagement

In addition to providing a service to employees driving EVs, workplace charging creates an opportunity to improve employees' understanding of and interest in electric vehicles. As employee charging stations open across Metro facilities, Metro will conduct employee engagement activities to promote the new access to convenient, reliable workplace charging and to raise awareness about EVs and their benefits among non-EV driving employees. For example, in conjunction with charger openings, Metro could host ride-and-drive events with local dealerships, vehicle OEMs, and non-profit organizations to allow employees to experience driving an EV and see the variety of model offerings available on the market.

Metro will also develop communication plans for employees at each site to broadcast information about new charger availability, tips for shared use among employees, the pricing structure, and how to gain access to the employee charging network.

Key Recommendations for Employee Charging

- Develop employee charging at prioritized locations, pursuing utility incentives to deploy sites cost effectively.
- Conduct additional employee research to understand and inform long-term charging needs.
- Develop employee engagement plans for new charging sites to increase awareness of EV charging and benefits.

[20] *For simplicity and the purposes of the EV Parking Strategic Plan Cost and Revenue Modeling, Metro has assumed a charging price consistent with an estimated average cost of electricity.*

3. Transit Riders Charging

Transit Riders Charging will increase access to charging for Metro riders through chargers installed at Metro's P&R locations. Like employee charging, improving charging availability for transit riders can increase the likelihood that P&R users will consider an electric vehicle. P&R charging can double the effective range of an EV if drivers charge at home. It can also serve as a primary point of charging for riders without access to home charging who use P&R lots regularly for their transportation needs.

Overview of Transit Riders Charging

Installation of public charging at new P&R facilities is required by Title 24 CALGreen codes; Metro has gone beyond this requirement and committed to adding charging at existing P&R facilities. Based on the CALGreen codes, Metro will target the installation of charging stations at 5% of total P&R spaces by 2028, on track to electrifying 10% of spaces by 2030.

Metro currently operates nearly 50 P&R locations, several with multiple lots, totaling over 19,000 spaces in the P&R inventory. This inventory is dynamic and changes over time as needs shift or as parking properties are developed for other uses. While Metro owns most P&R locations, some properties are owned by Caltrans and operated under joint-use agreements. Metro's Capital Planning includes the addition of 14 P&R locations at planned future stations over the next decade. These would add over 8,600 additional parking spaces and will be subject to the CALGreen EV charging requirements at the time of their development. The EV Parking Strategy divides P&R charging plans between existing sites ("retrofit") and future capital projects ("new construction").

Charging Infrastructure Requirements and Approach

Metro's P&R charging approach is driven largely by Title 24 CALGreen requirements for EV charging at public parking facilities. The CALGreen codes have been updated based on a triennial cycle since 2009, with the most recent 2019 codes enforced as of July 1, 2021. The state has proposed 2022-cycle codes that, if adopted, would be effective January 1, 2023. Current codes require only a certain percentage of total parking spaces to be "EV capable" – meaning spaces are identified for EV charging and make-ready infrastructure is in place so that a Level 2 charger could be more easily installed in the future. LA County's codes also require a percentage of those spaces to have an EV charger installed, an approach adopted by the proposed 2022 State codes.

Table 3. Comparison of 2 CALGreen EV charging requirements for EV capable parking spaces

Code Tier	CALGreen 2019 (Currently in effect)	CALGreen 2022 (Draft)
Mandatory	10% of total spaces	20%
Tier 1	15%	30%
Tier 2	20%	45%

Per the MBS Plan, Metro has elected to design and build 100% of its capital projects in compliance with the 2019 CALGreen Tier 2 requirements, which include developing sites with 20% of parking spaces identified and made ready for EV charger installation. Based on the 2020

City of Los Angeles' Green Building Code, Metro will also install Level 2 EV charging stations at 10% of parking spaces. While this requirement only applies to new construction, Metro will use the 10% figure as a goal across the P&R system through 2030, and as an informal target for each location where charging is added.

Metro will consider how proposed 2022 code-cycle updates impact current plans and align with expected needs. The proposed Tier 2 EV requirements would more than double the number of EV-capable spaces required under the current 2019 codes, and additionally require that 15% of spaces (one-third of EV-capable spaces) have charging stations installed. These requirements would add significant costs beyond initial EV Parking Strategy plans for capital projects and may ultimately provide more charging capacity than is needed based on P&R driving patterns.

While Metro considered slower, low-power Level 1 charging in the development of the Plan, adding greater numbers of Level 1 charging was determined to be less cost-effective than installing Level 2 chargers, which also can dynamically change power demand based on driver and/or grid needs. Charger installation costs are typically driven by factors including trenching, conduit, and cable distances. Installing more Level 1 chargers would increase these distances, adding to project construction costs. Metro may further evaluate the need for additional types of charging at employee and P&R locations throughout this plan and may install additional Level 1 charging to complement planned Level 2 chargers in future phases. For more information, see Appendix B. Charging equipment procured by Metro will continue to be OCPP compliant to allow for future flexibility around charging services and providers.

Additionally, Metro has developed a set of prioritization criteria to identify existing P&R sites for EV charging installation during the Plan period, described in Appendix B. These criteria were selected to maximize the impact and amount of charging that could be deployed, including prioritizing sites that will align with utility incentive program design. Metro also incorporated qualitative data in its prioritization based on feedback from internal partners, including Parking Operations, which identified locations that would be potential best fits for the addition of EV charging.

Table 4. Considerations for prioritizing P&R sites for the development of EV charging

Criteria	Priorities
Community Impact	> Identified locations most negatively impacted by pollution caused by transportation, including economic, environmental, and health concerns > Metro-prioritized locations in disadvantaged communities (DACs) > Sites located in DACs often receive increased incentives and help meet utility program targets
Structure Type	> Garages, due to lower installation costs than surface lots, less required trenching, ability to use wall-mounted equipment, and the likelihood of meeting utility program cost thresholds

Total Number of Parking Spaces	> Sites with more spaces to accommodate chargers, increasing site cost-effectiveness and increasing locational flexibility to identify lowest cost site options
Location	> End-of-line locations with more customers who frequently leave vehicles for 6+ hours, 4-5 days a week and connect with modes of transportation including bike and Metro Micro
Traffic Analysis Zones (TAZ)	> Use of Metro's residential and commercial Traffic Analysis Zones scores for each station based on likely residential EV ownership and routes used to commute to/from work
Available Real Estate	> Allows for the option to install solar parking canopies and battery storage in the future to help offset the additional energy required to power EV charging > Onsite generation and storage to provide backup power for charging
Utility Incentives	> Sites with the highest available incentives to offset capital costs, understanding that utility incentive value and availability may be variable over time

Site Prioritization and Charger Needs

Based on these above assumptions and criteria, as well as qualitative assessments, Metro has developed a prioritized list of P&R sites for the development of EV charging. To identify charging ports per site, Metro targeted 10% of parking spaces to align with plans for new construction sites, and the 2020 City of Los Angeles' Green Building Code. Metro's Parking Management organization reviewed the proposed charging space targets and provided suggested modifications based on on-site utilization constraints and another local site context. Metro will submit these sites for utility incentive programs as they become available based on the prioritization below in Table 5. The estimated charging station counts are preliminary and may be revised based on parking utilization or other local factors.

Table 5. Prioritized P&R sites and estimated charging needs

Prioritization		P&R Location			Parking and Chargers		
Priority	**Fiscal Year**	**Metro Property**	**DAC**	**Utility**	**Lot Type**	**Parking Spaces**	**Charging Stations**
1	2023	Willow St.	**DAC**	SCE	**Garage**	689	65
2		Norwalk	**DAC**	SCE	Lot	300	10
3		Irwindale	**DAC**	SCE	**Garage**	350	35
4		Lakewood Blvd	**DAC**	SCE	Lot	531	40
5		Chatsworth	**No**	LADWP	Lot	609	58
6		Universal City/ Studio City	DAC	LADWP	Lot	782	74
7	2024	Arcadia	No	SCE	**Garage**	270	25
8		Atlantic	**DAC**	SCE	**Garage**	268	20
9		Monrovia	**DAC**	SCE	**Garage**	350	35
10		Long Beach	**DAC**	SCE	Lot	635	65
11		Expo/ Sepulveda	No	LADWP	**Garage**	260	20
12		La Cienega/ Jefferson	**No**	LADWP	**Garage**	494	45
13		Expo/Crenshaw	**No**	LADWP	**Garage**	450	45
14		Expo/Bundy	**No**	LADWP	Lot	217	22
15		Sherman Way	**DAC**	LADWP	Lot	207	20

Some P&R locations are operated under a Joint Use Agreement with Caltrans and require special considerations for charging development. Metro has conducted initial conversations with Caltrans staff, enabling the agencies to work together to meet shared objectives for charger installation at these facilities. Caltrans staff have noted several policies that must be factored into site development, particularly when applying for utility incentive programs. At this time, these policies include stipulations that do not allow profit from EV charging services on Caltrans-owned sites, and the inability to grant utility easements for EV charging infrastructure. Caltrans is reviewing their policies and considering changes to allow for the integration of EV charging at Metro-leased locations. These sites will require additional review by Caltrans and approval through Caltrans' Airspace procedure during site planning. The Norwalk, Lakewood, and Long Beach lots prioritized above may serve as pilot opportunities to work through the joint planning and approval process.

Additionally, Metro's Capital Projects plan includes three new P&R facilities that would be developed within the EV Parking Strategy period – the Foothill Gold Line extension in 2025 will open new stations in Glendora, La Verne, and Pomona with parking structures. Table 6 below identifies the number of EV-ready spaces per CALGreen Tier 2 requirements and the target number of charging stations installed at each site. The EV-ready space construction costs are

expected to be covered by capital project budgets, while the charger installations and operations would be funded through the EV Parking Strategy.

Table 6. New P&R Stations with EV-Ready spaces and targeted EV charger installation

New P&R Station	Parking Spaces	20% EV-Ready	10% EV Chargers	Opening Year
Glendora	420	84	42	2025
La Verne	600	120	60	2025
Pomona	980	196	98	2025

As part of these new construction projects, Metro will develop standardized technology and construction specifications for capital project EV charging installations. These specifications will help clarify requirements for vendors or others designing and constructing sites with EV charging. Standard criteria will include specifications of Metro's selected charging equipment, elements for electrical components to meet the National Electric Code (e.g., transformer and panel sizing, conduit, and wire specifications), Americans with Disabilities Act (ADA) accessibility requirements for EV charging, guidance for siting of charging to minimize costs and improve driver experience, required signage, lighting, and other safety measures.

Implementation Considerations for Transit Rider Charging

As the network of charging at P&R locations is deployed, Metro and partners will need to monitor and maintain a network of hundreds of charging stations across dozens of locations, including the enforcement of parking rules and revenues from rider charging.

Internal Coordination

Given limited EV charging spaces and increasing demand as more EVs are sold each year in California, Metro will need to maintain parking enforcement for EV charging spaces. Metro's parking ordinance 8-05-340 establishes policies for EV charging station spaces, which prohibits non-electric vehicles from parking in marked EV spaces and requires EVs to be plugged in and or charging while parked in a marked space. Metro's fee schedule, Section 20, also establishes a $53 fine for violations of the EV parking code. Metro's Parking Management organization should continue to enforce these regulations to keep EV parking spaces available to drivers that rely on them. Per state regulations, Metro will mark and maintain signage for public (and employee) EV charging so that EV owners can easily locate the stations and so that non-EV owners do not park in spaces illegally.

Figure 4. Standard EV parking signage

Charging Maintenance and Access

Through our contracting for EV hardware and services, Metro will ensure reliability standards for charger uptime (the percentage of time that the charger is functioning and available for driver

use). This will include monitoring the network for issues, prompt response for hardware or software issues, and regular preventative maintenance. Metro's charging provider(s) will also manage customer service for users to aid with any access, payment, or other troubleshooting.

Metro will also work with charging network providers to enable TAP card integration to seamlessly pay for charging sessions, in addition to complying with any state regulation for payment access.

Charger Pricing Structure

At Metro's existing P&R charging stations, the agency has historically charged users $1 per hour of usage, capped at $3 per day, plus a $0.25 transaction fee per charge. Metro will establish a uniform pricing structure for transit rider use, consistent with new California state regulations which require EV charging to be based on $/kWh pricing and clearly show any additional charges or fees.[21] Requiring payment for charging encourages efficient charger usage: if charging is free or lower cost than home charging, users will opt for the cheaper option and create unnecessary demand for the potentially limited supply of charging at Metro locations.[22] Metro will aim to establish fair market pricing for use of its chargers and has no intention of overcharging public users. Pricing will be communicated to drivers both via Metro's website and via signage on-site. Pricing may need to be adjusted regularly based on utility rate schedules or changes in usage patterns by transit riders. Moving forward, Metro will work in concert with the Board to approve new pricing rates as they are updated in the future.

The pricing structure will also consider more dynamic pricing options to improve the efficient use of chargers. Strategies may include using time-of-use prices to align with utility rate costs or idle fees, which add an additional charge (e.g., $/hour) for the time vehicles remain in a charging space after their vehicle has completed charging and a reasonable grace period has passed. This encourages users to move their cars and allow another user to charge, improving the utilization of chargers. Given that P&R locations are long-dwell, and where drivers are not near their car to move it once finished charging, Metro will not plan to include idle fees for drivers who do not move their vehicle after the car is finished charging. However, Metro may consider fees for drivers parked longer than extended periods (e.g., 12-16 hours) to ensure spot turnover daily and increase access for more drivers.

Interoperability of Charging Networks

As EV charging infrastructure has developed across the US over the last decade, a key frustration of many early drivers was the lack of "roaming" or interoperability between various charging network providers. Drivers would need to maintain accounts and memberships with any charging network or service provider that they used to be able to access and pay for charging at various stations. In recent years, major charging networks have begun to establish bilateral or multi-party agreements to allow for more seamless roaming between their networks and improve the experience for drivers charging in public. In the development of the EVPSP network, Metro staff will work with our charging partner to ensure the Metro network is also engaged with these national and regional charging networks to join in roaming agreements and enable

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[21] Electric Vehicle Fueling Systems Specifications in the CCR Title 4, §§ 4001 and 4002.11 Final Regulation (https://www.cdfa.ca.gov/dms/pdfs/regulations/EVSE-OAL_EndorsedLetter-and-FinalText.pdf) and Statement of Reasons (https://www.cdfa.ca.gov/dms/pdfs/regulations/EVSE-FSOR.pdf)

[22] For simplicity and the purposes of the EV Parking Strategic Plan Cost and Revenue Modeling, Metro has assumed a charging price consistent with an estimated average cost of electric.

this type of interoperability to allow for a more seamless and simple charging experience for transit riders.

Costs

While EV-capable charging spaces are required for new construction per the CALGreen codes, Metro will experience significant savings by installing charging infrastructure in new construction as opposed to retrofitting sites after they are built. An analysis from the California Electric Transportation Coalition found that an office with 150 parking spaces installing charging infrastructure for 10% (15) EV ready spaces would pay less than a quarter of the cost per EV space of a standalone site retrofit. As shown in Table 7 below, significant cost savings are achieved through raceway installation, reduced trenching needs, and fixed costs like permitting, inspection, and construction management.[23]

Table 7. EV charging installation costs in retrofits vs. new construction

Cost Component	Stand Alone Retrofit	New Construction
Electrical Panel	$8,477	$6,486
Raceway	$7,269	$4,107
Electrical Components	$1,151	$959
Trenching	$1,657	$413
Demolition	$22,966	
Asphalt & Concrete	$9,223	
Permitting, Inspection, etc.	$8,792	$1,560
Construction Management	$2,781	$90
Total per Site	**$62,316**	**$13,615**
Number of EV Spaces	15	15
Cost per EV Charging Space	**$4,155**	**$907**

Education and Engagement

The addition of new public charging will significantly benefit EV drivers in the region and will help those interested, choose to go electric – but only if drivers are aware of the charging availability at their preferred P&R locations. Metro will plan to conduct outreach to P&R customers and riders to raise awareness of charging location openings and build education about their use, prices, and the general benefits of going electric. Metro will also develop communications plans for customers who are concerned about the loss of general parking spaces to those dedicated for EV drivers only. Metro will also work with charging network operators to ensure that P&R stations are accurately displayed on public charging locator maps, such as PlugShare.com and the Department of Energy's Alternative Fuels Data Center.

[23] *California Electric Transportation Coalition, Plug-in Electric Vehicle Infrastructure Cost Analysis Report for CALGreen Nonresidential Update. September 16, 2019. https://caletc.aodesignsolutions.com/assets/files/CALGreen-2019-Supplement-Cost-Analysis-Final-1.pdf*

Key Recommendations for Transit Rider Charging

- Pursue charging at prioritized P&R sites through utility incentive program applications.
- Complete solicitation for charging hardware, software, and maintenance services.
- Develop specifications for Capital Projects parking designs to ensure consistent, cost-effective EV deployment at future P&R lots; Monitor future CALGreen code changes for impacts on P&R site plans.

4. Charging for Public Use

As a multi-modal, regional transportation agency, Metro's support for the adoption of electric vehicles expands outside of our employees and transit riders. Through the implementation of the EV Parking Strategy, Metro will also seek opportunities to develop public charging more broadly, which will support our vision and goals – and the broader regional and state objectives to decarbonize the transportation system.

Specifically, in addition to the public charging for transit riders at P&R locations, Metro will seek opportunities to develop fast-charging services for public use where feasible. Before developing projects, staff will first explore market needs, analyze geographic gaps in public charging aligned with Metro's system and properties and evaluate operating models that may align with Metro's strengths and regional roles. Appendix C presents details regarding two preliminary opportunities related to joint development sites and Metro Micro vehicles.

Metro may also evaluate opportunities for partnerships with EV car sharing providers, such as the City of Los Angeles' BlueLA program, or other private shared mobility providers to identify options for how Metro's various charging options can support greater access to EV mobility for all Angelenos.

5. Program Cost Estimates and Potential Revenue Sources

Metro has identified several potential funding sources and mechanisms for capital budgets to develop charging locations and operations budgets to support their ongoing maintenance. EV charging also provides revenue sources from employees' and transit riders' charging, in addition to Low Carbon Fuel Standard (LCFS) credits generated by EV charging, which can be sold for additional program revenue. As previously noted, costs and revenues, and other savings may accrue to different organizations' budgets within Metro, and staff will work to identify these interdependencies and impacts of the EV Parking Strategy on future budgeting. Finally, there are current utility incentives and potential future grant opportunities that can help offset both capital and operational costs, which Metro will pursue to reduce budget needs associated with the EV Parking Strategy. Cost estimates are broken into three sections below: 1) The near-term needs to maintain and operate the existing charging network until a long-term contract for the EVPSP is executed, 2) The capital costs to install 246 chargers planned in FY23 through the Charge Ready program from Southern California Edison, and 3) the long-term capital and operating costs to deploy and manage the full network envisioned in the EVPSP.

Current and Near-Term Operations Costs

As described further in Section 6 below, Metro's current Operations and Maintenance contract for the existing 108 level 2 chargers is due to expire in August 2022. Metro plans to extend this agreement for up to 24 months until a long-term contract is executed for the deployment and operations of the network envisioned in the EVPSP. To meet this near-term need for O&M of the network, Metro will need to allocate $250,000 for the extension of the current contract.

Table 8. Near-Term Operations Budget Requirements

Near-Term Operations Budget	Cost/Month	24-Month Extension Cost
> Monthly Network Operations	$7,000	$168,000
> Field Maintenance & Repairs	$3,417	$82,000
Near-Term Operations Total		**$250,000**

Anticipated Charge-Ready Installation Costs

Metro has begun coordinating with Southern California Edison on the utility's Charge Ready program, which will offset significant costs of EV charging installations for public and workplace sites (see more information in the Utility Incentive Programs section below and in Section 6: Current Activities). Staff have submitted numerous applications to SCE for both employee and Park and Ride facilities, with seven sites in conceptual design phases with SCE and expected to be installed during FY23. These sites total 246 new charging ports for employee or transit rider use. While SCE funds the make-ready infrastructure for each site, Metro will be responsible for the procurement of charging station equipment and installation of that equipment at the make-ready site. Metro will use FY23 capital for the deployment of these 246 chargers. The anticipated costs for these chargers are outlined below:

Table 9. Charge Ready FY23 Installation Budget

FY23 Charge Ready Installation Budget	Unit Cost	Units[24]	Total Cost
> Charging Equipment (per port)	$2,771	246	$681,666
> Installation, Commissioning, and Project Management (per port)	$188	246	$46,248
Charge Ready Installation Total			**$727,914**

The operations costs for these chargers are included within the Table 8 near-term budget requirements.

EVPSP Costs

Charging infrastructure deployment costs are highly site-specific and difficult to estimate without developing initial site plans. The below EV Parking Strategy high-level capital cost estimates are based on industry research and average charging installation costs. Similarly, Metro estimated operational costs based on historical values or industry averages, including estimating energy costs and typical vehicle usage. Metro estimated electricity costs and potential revenue from charger-generated LCFS credits. A summary of the five-year cost estimation is shown in Table 10.

Table 10. Estimated Five-year EV Parking Strategy Capital and Operating Costs

Estimated Cost / Revenue Source Capital Estimate	$ (M)	Estimated Charging Units
> Employee	$4.0	125
> P&R	$44.1	1725
EVPSP Capital Total	**$48.1**	
Potential Utility Incentives	-$13.4	
Operations Estimate	**$ (M)**	**Estimated Charging Units**
> Employee	$2.1	125
> P&R	$14.8	1725
> Program Management	$1.5	
EVPSP Operations Total	**$18.4**	
Potential LCFS Revenues	-$4.8	
Potential Charging Revenues	-$6.9	

[24] *Note: Some chargers installed at Metro Divisions and Locations through the Charge Ready program will be designated for non-revenue fleet use to support electrification of those vehicles.*

These costs and revenues include assumptions based on deployment timing, vehicle procurement, electricity rates, incentives, and market prices, which may have high variability over the Plan period and should be used as initial estimates at this time. For additional information on revenues from charger usage, see Chapter 3 section on Implementation Considerations for Transit Rider Charging.

Notably, costs and revenues will be budgeted from multiple different organizations within Metro, and the Agency will need to track how the costs and benefits accrue to different groups and their budgets. For example, construction costs for Capital Planning on new P&R may increase from CALGreen charging installation requirements, but those sites may also generate LCFS credits from the use of charging that could offset future costs. Metro plans to map these interdependencies to identify expected budget impacts and accurate capital and operational needs.

Available Funding Sources for EV Charging

The EVPSP will be implemented during a period of unprecedented funding sources for EV deployment that will support and accelerate the growth of charging in Los Angeles and around the country. Between current utility incentive programs, state and federal grants, and revenues from Low Carbon Fuel Standard revenues (see the section below), there are billions of dollars available and set to be allocated in coming years that will support Metro and its partners in realizing the bold goals of the EVPSP.

Utility Incentive Programs

Metro recognizes the significant impacts of the COVID-19 pandemic on capital and operational budgets. As a result, third-party sources of funding will be critical to deploying infrastructure for the EV Parking Strategy in the near term, and Metro has therefore crafted the EV Parking Strategy to prioritize funding availability from utility programs and other potential future incentive sources. SCE's Charge Ready program and LADWP's Commercial EV Charging Station Rebate program will provide the primary utility funding for the near-term EV Parking Strategy. Key elements of these programs are defined below in Table 11.

Table 11. Utility funding for EV infrastructure installations

	SCE Charge Ready	LADWP EV Charging Station Rebate Program
Total Funding	$437 million	$12 million (per annual funding allocation)
Program Design	Utility-designed, -constructed, and -owned make-ready infrastructure, plus rebates for the purchase of customer-owned chargers	Rebate for the purchase and installation of charging station(s)
Incentive Amount	> Covers full make-ready cost (Approx. $12,000/port) > EVSE rebate: $725/port or $2,900 for DACs	> $4,000 for first charging station; $5,000 for DAC (+500 for dual port) > One additional rebate per every four parking spaces electrified

	SCE Charge Ready	LADWP EV Charging Station Rebate Program
Minimum and Maximum Ports	> Minimum: Four per site > No maximum	> Minimum: One per site (two spaces) > Maximum: 40 rebates/site (138 spaces)
Requirements	> Requires SCE crew and contractors to perform make-ready construction; C-10 licensed electrician must install the charger > Separate metering for EV installation > TOU rate and demand response program enrollment > Charging equipment operational for 10 years > Chargers and software must be from SCE approved product list	> Licensed electrical contractor performs installation > Level 2 charger listed by the nationally recognized testing lab (NRTL) > Charging equipment operational for two years > Requires final Los Angeles Department of Building and Safety permit inspection
Additional Detail	> Site plan subject to SCE costs > Easement required for utility-owned infrastructure > Sites with prohibitive cost per port may be put on hold > Option for Metro to build make-ready infrastructure and receive an incentive for 80% of estimated costs	> May apply for rebate reservation; can complete charging installation within 12 months of reservation approval > Program allows for retroactive applications, meaning charger reservations typically fill up with completed or pre-designed projects within hours or days of funding availability.
Timing	> Launched July 2021; expected 5-year program or until funding is reserved	> Next Funding cycle opens in late June 2022.[25]

There are advantages to each program's design and funding levels. SCE's program incentives are greater, with no maximum per site, and long-term funding certainty (an estimated 30,000-40,000 chargers to be deployed over the five-year program). SCE's program also covers the design, permitting, contracting, and construction process of the make-ready installation, requiring fewer resources from Metro. However, some sites may be rejected or held due to cost constraints, and SCE will propose site plans based on make-ready costs, leaving less flexibility for

[25] *Because LADWP's program allows for retroactive project funding between rounds of program allocations, Metro needs to have completed or "shovel-ready" projects that can be completed within the 1-year timeline for funding reservation. Metro will continue to seek program funding with future LADWP funding cycles as available.*

Metro. SCE also offers a rebate model that provides up to 80% of the make-ready project costs for customer-built infrastructure (instead of utility-built infrastructure). This option could be preferable for sites that are rejected by SCE's make-ready program, but this option would require Metro to oversee and execute all aspects of projects, instead of SCE. LADWP's rebate model provides more flexibility to Metro with regards to siting chargers at any location but offers significantly lower incentives: after the first two parking spaces, rebates are only paid for each four parking spaces, reducing the value per port significantly. LADWP's program funding is also not guaranteed long-term, and as funding allows for retroactive applications, it may be hard to predict funding availability.

A slight majority (54%) of charging stations planned in the EV Parking Strategy are at facilities served by LADWP. The EV Parking Strategy assumes these utility incentive programs are available to a majority (~2/3) of sites, while the other sites may be ineligible, rejected, or funding may not be available at the time of site development. Smaller public utilities also offer rebate programs, including Pasadena Water and Power and Burbank Water and Power. Both utilities operate similar incentive programs for medium- and heavy-duty vehicle charging infrastructure which is currently open for applications; each requires proof of purchase of vehicles to qualify for incentives.

State, Federal, and Local Grant/Capital Funding

As additional funding opportunities arise, the EV Parking Strategy roll-out will pursue any possible grants or other funds to reduce the capital or operational costs of completing the EV Parking Strategy. Examples of potential funding sources are summarized in the table below.

The Infrastructure Investment and Jobs Act (IIJA), signed into law on November 15, 2021, includes over $30 billion eligible for electric vehicle funds, including $2.5 billion for charging and fueling infrastructure grants and $5 billion in a National Electric Vehicle Formula Program for EV charging, among several other relevant EV appropriations.[26] As of February 2022, the Department of Transportation is working to establish the grant program requirements, which will be eligible to states, local jurisdictions, metropolitan planning organizations, and public authorities with a transportation function – like Metro. These grants are expected to be implemented later in 2022.

California also funds EV infrastructure grants that may be available to Metro, though the current CALeVIP program is fully subscribed. The California VW Mitigation Trust, which funds clean transportation investments resulting from the Volkswagen emissions settlement, provided $5M for light-duty zero-emission electric infrastructure in 2021, with an undetermined second installment in future years. This grant program would cover 100% of charger installation costs at publicly accessible government sites, and 60% of costs at workplace (employee) sites.[27] The Infrastructure Investment and Jobs Act also provides $384 million to California in formula funds for EV charging along designated alternative fueling corridors.

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[26] *Atlas Public Policy. EV Hub, Infrastructure Investment and Jobs Act (H.R. 3684), November 17, 2021. https://www.atlasevhub.com/materials/invest-in-america-act-h-r-3684/*

[27] *The VW Mitigation Trust funding is not applicable for site also funded by SB 350 (i.e., SCE Charge Ready Program) but could be combined with LADWP program funding.*

Table 12. Grants and Other Funding Sources

Program	Funding Agency	Size	Details
Alternative Fuel Corridor grant program (IIJA)	U.S. Dept. of Transportation	$2.5B (5 years)	> Details under development, grant implementation expected in late 2022 > For deployment along with designated Alt. Fuel Corridors, and possibly in other publicly accessible locations > Intended to facilitate long-distance travel, priority for rural or low- and moderate-income neighborhoods, and multifamily communities with low access to parking
National EV Formula program (IIJA)	State of CA	$384M (CA)	> $5B national program, with funding to be made available to states on a highway formula funding basis
Surface Transportation Block Grants	U.S. Dept. of Transportation	$72B	> Funded through IIJA, funds states and local governments to use the funding to best address local needs > Newly allows installation of EV Charging as eligible project types
CALeVIP and Light-Duty EV Charging Infrastructure	California Energy Commission	$270M (2021-2022)	> From 2018-2021, Southern California funding reserved for DC Fast Chargers > Up to $80,000 per DCFC, 80% of project costs > Existing funding exhausted in 2021

Low Carbon Fuel Standard Credit Revenues

California's Low Carbon Fuel Standard (LCFS) represents a potentially valuable revenue stream for the EV Parking Strategy, which will offset costs over the life of charger assets. Metro generates LCFS credits for electricity used to charge electric vehicles at Agency facilities. Metro can then sell those credits on California Air Resources Board's regulated market. While these credit prices are variable, in recent years they have ranged between $150 and $200 per credit. Current credit futures point to a price range declining from $150 to $120 between 2022 and 2027.[28]

The value of a kWh of energy used depends on the type of vehicle charging, but for light-duty vehicles, at futures values, Metro estimates a value of $0.11 - $0.13 per kWh – or slightly less

[28] *Based on Values provided to Metro by SRECTrade, Inc. in November 2021.*

than the cost of electricity to charge that vehicle. Over hundreds of thousands of miles, the revenue from these credit sales is expected to reach millions of dollars for Metro and should be funneled back into the EV Parking Strategy to ensure long-term investments in clean transportation. Metro should also ensure in any contracting with EV vendors that the agency retains control over the LCFS credits generated from Metro-owned charging stations.

Public-Private Partnerships

Metro will explore potential public-private partnerships that could reduce the upfront or long-term investments required for the EV Parking Strategy. These partnerships could include innovative financing, ownership, or revenue models that would help accelerate investments to increase access for charging at Metro's employee and public facilities. This will include several steps such as creating a scope of work and industry outreach, soliciting proposals and developing a pre-delivery agreement, onboarding a partner, and transitioning the existing charging network in conjunction with future charger deployments. While a P3 agreement may help accelerate the deployment of chargers as outlined in the EVPSP, it may also have risks. Private charging providers may not see a rapid enough return on investment for the types of locations Metro plans to deploy, limiting their interest in pursuing Metro's solicitation. Charging providers may also seek to only prioritize certain sites that due appear financially viable, leaving other sites under-developed. And finally, a P3 could turn over valuable long-term revenue streams that Metro would have otherwise retained ownership of, including LCFS credits or charging user revenues. Metro will evaluate these factors alongside the benefits of pursuing a P3 to determine the best delivery option for the EVPSP.

Key Recommendations for Program Costs and Revenues

- Identify potential budget sources for initial charging installations; utilize initial projects to further refine long-term program cost estimates and map budget interdependencies between internal groups.
- Pursue incentive and grant opportunities to offset costs as available.
- Develop employee and P&R charger usage pricing plan to match charging revenues with electricity and operational costs.
- For charging installations, claim LCFS credits: when credits are monetized, re-invest LCFS revenues back into EV Strategy for future deployments and operational costs.
- Pursue a P3 solicitation to accelerate the deployment of EVPSP and assess long-term benefits and drawbacks of such an agreement vs. other delivery methods.

6. Current Activities

To ensure a successful rollout of the EVPSP, Metro has begun preparing for the expansion of its existing network and identifying mechanisms for implementation to address upfront and long-term funding needs. These current and near-term activities are detailed below:

Extension of Current Installation, Operations, and Maintenance Contract

Metro currently contracts with Axxera to install, operate, and maintain the 108 chargers active across its network today. The existing contract with Axxera extends through August 2022, and without an extension of this agreement, Metro will face a gap in EV charging services for the 7,000 unique customers that utilize the charging network. Metro will require an additional $250,000 to continue operations of the charging network beyond August 2022 as a bridge toward the award of a potentially long-term contract that funds the build-out and operations of the network outlined in the EVPSP.

Plan Delivery Methods and Using a Public-Private Partnership (P3)

There are a variety of delivery methods that Metro could leverage to execute the EVPSP over the coming years, each of which provides varying levels of upfront costs, long-term resource commitment, and overall control of the Plan implementation and operations to Metro. Metro has experience with each of these delivery approaches particularly in major capital projects, renewable energy programs, and others. An overview of the potential delivery options is included below:

- **Option 1 – Separate Contracts / A La Carte (current network approach):** Under this delivery method, Metro retains most contract responsibilities, including design and engineering of sites, installation of charging infrastructure, operations, and maintenance of the network and equipment following any warranty period. Metro can elect to contract with one or multiple service providers on an as-needed basis and would retain overall oversight of the Plan implementation based on the terms of each contract. This is the approach Metro has taken for the initial deployment of 108 level 2 chargers comprising its existing network.
- **Option 2 – Charging-as-a-Service**: Metro would pay an all-inclusive per-kWh or per charger-month fee to a selected service provider that would incorporate the cost of financing and other infrastructure costs, as well as ongoing operations and maintenance. Metro transfers all operation of charging infrastructure responsibilities to the private sector, including any project financing. This is a relatively new approach offered by some EV charging service providers, though is a common approach in clean energy projects such as solar PV power purchase agreements (PPAs).
- **Option 3 – Pre-Development Agreement / P3:** A Pre-Development Agreement (PDA) is a progressive delivery approach that would allow Metro to contract with the private sector for the planning and development stages of the process. In doing so, Metro would be able to accelerate program design elements and negotiate risk transfer for certain scope elements (i.e., Build, Operations, Maintenance, and Finance) at a later stage of the process. PDAs are a form of collaborative contracting for the project (single division) or program delivery, where Metro would work collaboratively with private sector parties to mitigate project pre-development risks such as program and scope definition, key approvals, and competitive tension, and commercial or financial feasibility within available public resources. Complex projects derive the most benefit from such contracts (i.e., projects with potential issues like technical challenges, large size, those outside core agency competencies, lengthy or unclear

permitting). PDAs can be structured to initially require developers to deliver value at key project development milestones (e.g., technical studies or value engineering) followed by an open-book pricing and risk mitigation process that leads to a commercial arrangement and associated risk allocation that mirrors most traditional P3s. Metro is currently engaged in a PDA approach for the Sepulveda Pass Transit Corridor where Metro received proposals for different technology solutions for the project and is working with private partners to develop the final project delivery solution.

Given the scale of the upfront costs for deploying charging infrastructure, third-party funding sources will be critical to deploying infrastructure at the scale planned for the EVPSP. As shown in the tables above, available utility incentives and charging revenues are only expected to offset 27% of capital costs and 64% of operating costs for the five-year plan. Through outside funding sources, Metro can accelerate EV charging deployment beyond what would be otherwise available and help align our existing facilities charging with current CALGreen codes for new construction. These external funding sources will also help prepare Metro to meet expected requirements for the transition of non-revenue fleet vehicles to EVs.

Metro plans to pursue the P3 option that will reduce the upfront or long-term investments required for the EV Parking Strategy. This partnership could include innovative financing, ownership, or revenue models that would help accelerate investments to increase access for charging at Metro's employee and public facilities. The P3 will finance, fund, and implement the Strategic Plan, including the installation of up to 3,000 chargers, which could support charger installation beyond the initial 5-year Strategic Plan. The EVPSP identifies several incentives, grants, and revenue-generating sources that would fund the capital and operating costs of the P3. Staff will continue to seek additional financing opportunities to fully fund the installation and operation costs for all of the EV charger commitments in the strategy.

If feasible, and until a P3 contract is issued, and the existing network is transferred to the selected partner, Metro will continue to operate its public and fleet charging stations through the existing network solution provider to allow for a seamless experience for the 7,000 unique users that rely on Metro's current charging network.

As a next step, Staff will develop the scope of the P3 with an anticipated solicitation in January 2023. This would allow Metro to contract with and onboard a selected partner by July 2023. The anticipated milestones and timeline for the execution of a P3 contract are shown below:

Table 13. P3 Milestones and Timing

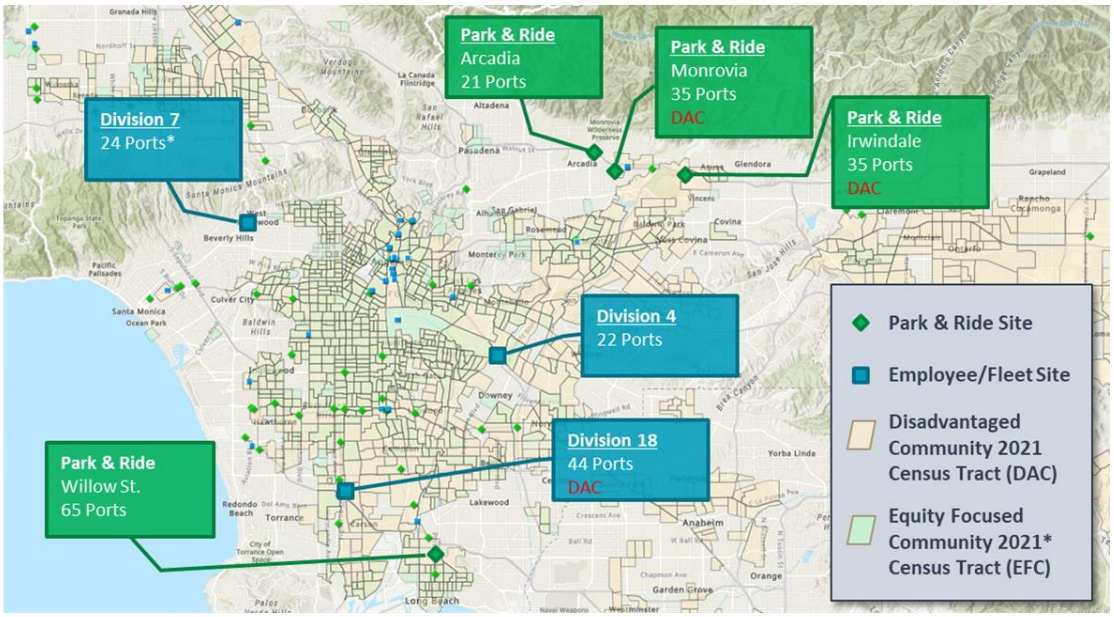
Milestone	Expected Timing
Development of P3 scope	July - December 2022
Industry outreach	September - December 2022
RFP solicitation and evaluation	January - April 2023
Contract negotiation	May - June 2023
P3 onboarding and charging network transfer	July - December 2023

Integration with SCE Charge Ready Program

Over the last year, Metro has been in regular coordination with SCE regarding the significant incentive funding available from the Charge Ready program and Metro's interest in participating. SCE has already provided preliminary review and feedback on several sites and identified potential candidates, as well as locations that do not meet cost-effectiveness thresholds.

Based on these conversations, Metro has identified an initial set of EVPSP locations that it plans to pursue installation in FY 2023 to ensure the Agency does not miss out on this opportunity to install charging infrastructure at significant cost savings from SCE's support. As such, Metro plans to install 246 chargers at employee and Park & Ride facilities identified in the EVPSP as soon as possible beginning in FY 2023, using existing budgeted funds. This includes four Park & Rides and three Divisions across the service area. Three locations are within disadvantaged communities. These preliminary sites are highlighted in the map below, along with markers for the full set of EVPSP locations.

Figure 5. Map of Preliminary SCE Charge Ready Locations



**EFC areas based on pre-updated (2021) values.*

The estimated ports per site shown in the Figure above may change based on SCE's review of site feasibility and costs.

Key Recommendations for Current Activities

- Develop and solicit potential P3 agreement to establish a long-term funding and financing mechanism for EVPSP deployment.
- Extend existing Metro EV network solution provider contract for up to 24 months while P3 is in development to allow for seamless experience for current users.
- Continue pursuing initial Charge Ready locations through current budget to achieve quick wins in expanding Metro's EV charging network.

7. Long-Term Planning and Actions

As Metro drives into the future, the following items should be considered in long-term planning for the EVPSP:

- **Workforce Development:** Metro will work together as an agency to develop training and education for its employees and partners to integrate and understand new technologies related to EVs and EV charging. The scale of the EVPSP and the charging network Metro plans to deploy will create opportunities to train the next generation of EV industry experts, including Metro's employees. These activities will help our current and potential workforce learn about these critical technologies and how they benefit our system, as we have historically done with previous projects and pilots, such as Solar PV installations and others.
- **Energy Reliability**: The growth of the EV market will have implications on the electricity grid. EV chargers will require additional grid capacity to generate and deliver additional energy, especially during peak demand times. Pairing EV charging stations with photovoltaics (PV) and energy storage offers a potential solution for deploying EV charging stations in areas where the grid is constrained to offset costly infrastructure upgrades and can add a measure of resiliency in the event of power disruptions. Additionally, these distributed energy solutions can be used to offset peak demand charges for the EV charging load. Co-deployment of PV and battery storage with EV charging infrastructure should be considered in site evaluations, especially as costs of storage systems decrease over time.
- **Vehicle Grid Integration:** The Joint Agencies of California, including the California Public Utilities Commission, California Energy Commission, CARB, and California Independent System Operator (CAISO), jointly created a working group to develop policies that support vehicle-grid integration (VGI). The VGI Working Group developed a set of 92 individual recommendations for policy actions that California state agencies, utilities, community choice aggregators, and CAISO could undertake to advance VGI in the short-term (2020-2022), medium-term (2023-2025), and long-term (2026-2030). Emerging VGI technologies allow for dynamic charging management and potential future bidirectional power flows from EVs back to the facility or distribution system, so EVs can become a grid asset. Vehicle batteries can use energy during downtime, charging when clean energy is abundant on the grid and returning energy to the grid in the afternoon and evening as solar production fades away. Metro will monitor market development for these technologies to identify when and how EV charging stations can best take advantage of these developments.
- **2028 Olympics:** The 2028 Summer Olympic Games will be hosted in Los Angeles and may create an opportunity for Metro to showcase their support of California's and Los Angeles' ambitious EV goals. P&R locations near Olympic venues and events should be prioritized and Metro should explore collaboration with local, regional, and national partners to deploy EV chargers at these sites.

8. Measuring Success and Recommendations

Metro has compiled a list of preliminary metrics that can be considered to measure the success and health of the EV Parking Strategy's progress. A brief description of these metrics is listed below. Following these measures, the report concludes with recommended next steps to begin implementation of the Plan.

Table 14. Deployment, Operations, Customer, and Impact Metrics for Measuring EV Parking Strategy Success

Measure Category	Name	Details
Deployment	The site and port deployment progress	> Number of employee and P&R sites and ports completed > % of employee sites with charging access > Geographic dispersion of P&R sites
	DAC deployment	> % of ports in DACs by EV Parking Strategy segment
	Average cost per port installed	> Average costs by EV Parking Strategy segment > Analysis of cost drivers
	Leveraged funding	> Utility incentives > Grant funding > Private funding
Operations	Charging station usage	> kWh consumed > Number of charging sessions > Number of individual users > Charger utilization rate > Charger idle time while occupied > Level of access for EV drivers
	eVMT	> Electric miles enabled by EV Parking Strategy segment
	Charging station reliability	> Uptime > Time to repair
	Charging costs and revenues	> Average rate costs by utility > Revenues from employees, P&R users
	Charging load shapes	> Hourly charging load and demand by EV Parking Strategy segment > Alignment with utility renewable generation and time-of-use rates
	Maintenance costs	> Average maintenance and repair costs per port

	Parking enforcement	> Incidence of EV parking enforcement citations
Customer Satisfaction	Customer feedback on accessibility, payment, and functionality	> User satisfaction survey > Focus group feedback > Non-user research
Impacts and Environmental Commodities	Carbon reduction	> GHG emissions avoided through electric miles enabled by EV Parking Strategy charging
	LCFS credit revenue	> LCFS credits generated and sales revenue
	Employee EV adoption	> Rate of EV adoption and commuting by employees

Summary of Recommendations and Next Steps

Table 15 below, categorizes the proposed next steps to begin executing the EV Parking Strategy. These are grouped between near-term activities and long-term research and planning actions.

Table 15. Categorized near- and long-term actions for the EV Parking Strategy

Charging Deployment	
Near-term	> Identify preferred charging hardware, and network solutions, and engage in contracting > Submit utility program applications for prioritized Employee and P&R sites > Initiate site review and design for LADWP-served sites
Long-term	> Pursue all grants, rebates, incentives, and other funding sources as soon and as aggressively as possible > Include long-term electric capacity needs in site development plans > Adopt standardized specifications for new capital project parking designs
Operations	
Near-term	> Establish program management and maintenance team/partner network to manage service at all charging station locations > Establish service level agreement targets for uptime and customer service > Draft policy and procedures for public/employee charging stations, including dwell penalty, charging/energy management, surveillance, and enforcement
Long-term	> Provide educational and promotional materials for all customers, specifically currently income challenged areas, to increase EV adoption and help all customers understand LA Metro EV policies and procedures
Planning	

Near-term	> Field employee survey to understand long-term needs for charging > Conduct community outreach to targeted segments identified by the EV Parking Strategy's priorities to understand long-term charging needs beyond 2028
Long-term	> Work with local, regional, and national partners to help further expand charging network capabilities (e.g., Olympics, LA County, TNCs) > Develop a fast-charging strategy based on market needs, analyzing geographic gaps in public charging aligned with Metro's system and properties and operating models that may align with Metro's strengths and regional roles > Further research on opportunities for public charging through TNCs like Metro Micro and at Joint Development sites
Funding	
Near-term	> Allocate LCFS credits generated through EV chargers to fund future program costs > Look at options to provide internal funding for projects and/or identify new procurement processes and partnerships to leverage more private funding
Long-term	> Map out the budget interdependencies of implementation and identify internal funding sources as needed

Launching this EV Parking Strategy represents an important step in preparing Metro for the future of mobility in Southern California. Increasing access to EV charging for employees, transit riders, and the public will allow Metro to meet the growing interest in EVs from drivers across the region and prepare the agency for a mass-market transition from gasoline and diesel vehicles over the coming decade. Together, these elements of the EV Parking Strategy will help us meet our organizational commitments to improved sustainability and environmental stewardship towards achieving our overall climate change goals, short and long-term.

Definitions

Battery Electric Vehicle (BEV): A type of electric vehicle that uses only electricity for propulsion, stored in an onboard battery.

Charge Ready Program: A utility-funded incentive program from Southern California Edison that helps supports the deployment of public and workplace electric vehicle charging stations by reducing upfront costs of installing charging stations through rebates and utility-owned make-ready infrastructure.

Disadvantaged Communities (DACs): The top quartile (worst scoring) census tracts, as ranked by the California Environmental Protection Agency's (CalEPA) "CalEnviroScreen," a mapping tool that helps identify California communities that are most affected by many sources of pollution and where people are often especially vulnerable to pollution's effects. The tool uses environmental, health, and socioeconomic information to produce scores for every census tract in the state. High-scoring communities are the most highly burdened by pollution and other socioeconomic factors. Utility incentive programs for EV charging provide greater monetary support for locations based in DACs.

Direct Current Fast Charger (DCFC): A high-power type of EV charger requiring three-phase power at 480 volts. DCFCs are typically capable of recharging an EV's battery to 80% state-of-charge in under one hour and are typically publicly accessible and used for long-distance travel or as a charging option for those that lack access to regular home or workplace charging.

Electric Vehicle: Also called plug-in electric vehicle (or PEV). An automotive-type vehicle for on-road use, such as passenger automobiles, buses, trucks, vans, neighborhood electric vehicles, electric motorcycles, and the like, is primarily powered by an electric motor that draws current from a rechargeable storage battery, which is recharged from an external power supply, such as the electric grid. Plug-in hybrid electric vehicles (PHEV) and Battery electric vehicles (BEVs) are the two classes of electric vehicles. For this document, Fuel Cell vehicles are not considered electric vehicles.

Equity-Focused Communities: A geographic designation and mapping tool developed by Metro to identify census tracts where at least 40% of households are low-income and either 80% of households are non-white or 10% of households do not have a personal car. These communities represent 30% of the County of Los Angeles' population. The EVPSP used the Equity Focused Community designations available as of 2021.

EV Ready: A designation used by California's CALGreen code to identify parking spaces in a new construction that must be designated for future installation of EV charging stations. This includes building adequate capacity in electrical panels and installing the raceway to allow building owners to more easily add EV charging circuits and install charging equipment at a later date.

EV Charger: Also referred to as EV Supply Equipment (EVSE), the EV charger is the off-board equipment installed at a parking space, used to recharge the battery of an electric vehicle. EV chargers often have one or two charging connectors or ports, which couple with the vehicle's charging port. EV chargers are typically designated as Level 1, Level 2, or DC fast chargers, indicating the power level and speed of charging, from slowest to fastest, respectively.

Internal Combustion Engine Vehicle (ICE): A vehicle powered solely by the internal combustion of gasoline or diesel. For this document, traditional hybrid vehicles, which do not recharge from an external power source, are considered ICE vehicles.

Make-Ready: The "make-ready" includes all of the equipment and construction required to install an EV charger up to, but not including the charger itself. This includes any upgrades to facility electrical equipment (transformers, panels), safety equipment, surface trenching, installation of conduits and cables, and concrete pads, up to the "stub-out" out where a charging station would be bolted on, connected, and installed. Utility EV programs, such as Southern California Edison's Charge Ready program, sometimes fund the construction of the "make-ready" infrastructure to reduce the upfront cost of charging installation for customers.

Level 1 (L1): A low-power level of EV charging, typically at 15-20 amps on the 120-volt circuit (also called slow charging or trickle charging), often via a standard electrical outlet. Drivers can use portable charging equipment provided with most electric vehicles to Level 1 charge. Level 1 charging generally provides three to five miles of range per hour of charging.

Level 2 (L2): A higher level of EV charging, typically at 30-40 (or up to 100) amps on a 240-volt circuit. L2 stations are typically fixed in place, and chargers provide 15-25 miles of range per hour of charging, for typical EVs.

Low Carbon Fuel Standard (LCFS): A regulatory carbon trading program, designed and operated by the California Air Resources Board. LCFS promotes the reduction of the carbon intensity of transportation fuels in California by requiring high-carbon fuel producers to purchase credits from low-carbon fuel producers to comply with the regulation. Electricity is a low-carbon fuel under the regulation, and commercial EV charging station owners can claim LCFS credits for electricity sold to fuel vehicles. As an EV charging station owner, Metro generates LCFS credits for the electricity used to fuel employees, fleet, and customer-owned electric vehicles. Metro can then sell these credits on the LCFS market as a revenue stream.

Plug-in hybrid Electric Vehicle (PHEV): A type of electric vehicle that combines both electric and internal combustion.

Transportation Electrification (TE): Transportation Electrification refers to the broad, ongoing shift in our transportation system from internal combustion engine vehicles to those powered by electricity.

Vehicle Grid Integration (VGI): A broad term that encompasses the many ways in which a vehicle can provide benefits or services to the grid, to society, the EV driver, or parking lot site host by optimizing electric vehicle interaction with the electrical grid. VGI includes both active management of electricity (e.g., bi-directional management, such as vehicle-to-grid [also known as V2G] or unidirectional management such as managed charging [also known as V1G]) and/or active management of charging levels by ramping up or down charging power rates, and passive management via electricity rates or general education.

Abbreviations

CAAP: Climate Action and Adaptation Plan

CARB: California Air Resources Board

DAC: Disadvantaged Community

EV: Electric Vehicle

eVMT: Electric Vehicle Miles Traveled

EVSE: Electric Vehicle Supply Equipment

kWh: Kilowatt-hour

LACI: Los Angeles Cleantech Incubator

LADWP: Los Angeles Department of Water and Power

LCFS: Low Carbon Fuel Standard

MBS: Moving Beyond Sustainability

MSA: Metropolitan Statistical Area

NR Fleet: Metro's Non-Revenue Fleet

P&R: Park and Ride Station

SCAQMD: South Coast Air Quality Management District.

SCE: Southern California Edison

TNC: Transportation Network Company

VGI: Vehicle Grid Integration

Appendix A. EV Parking Strategy Stakeholders and Interdependencies:

Table A16. EV Parking Strategy stakeholders and interdependencies

Metro	
EV Parking Strategy Stakeholder	**Project Role**
Office of Sustainability	> Leads EV Parking Strategy development and coordination between stakeholders
Real Estate, Facilities, and Maintenance	> Site planning for Metro facilities > Coordination with facilities on developing and implementing charger maintenance plans
Engineering	> Support for site design and development
Parking Management	> Prioritization, planning, and construction of EV charging at P&R sites > Management of EV charging spaces and enforcement of EV charger use policies
Office of Management & Budget	> Capital and operational budget planning for charging and vehicle investments
Non-Revenue Fleet Operations	> Coordination on potential fleet and employee site planning for non-revenue infrastructure
Office of Extraordinary Innovation	> Coordination on new mobility projects, public-private partnerships, and concepts for public charging use
Planning and Program Management	> Analysis of long-term future needs for employee and public charging > Ensure that capital projects are designed for compliance with CALGreen Tier 2 standards
Vehicle Technology and Acquisition (ZEB)	> Coordination of electrical capacity and utility planning
Procurement and Grants Departments	> Procurement of installation services, charging stations, and management > Application for state/federal grant funding opportunities

External	
EV Parking Strategy Stakeholder	**Project Role**
Utilities and CPUC: LADWP, SCE, City of Vernon, Pasadena Water and Power	> Planning for charging capacity > Incentive program participation > Approval and oversight of investor-owned utility charging programs
California Department of Transportation (Caltrans)	> Coordination on the Caltrans-owned property
Local Governments and State Agencies	> Regional planning for EV charging access and growth > Identifying grant and incentive program opportunities
EV and Charging Industries, and Non-profit EV organizations	> Consulting with EV industry and non-profit leaders on best practices and future trends in the vehicle and charging technology and use > Identifying potential public-private partnership opportunities > Research partnership opportunities (e.g., UCLA, Transportation Network Companies, LA28) > Outreach partnership opportunities

Appendix B. EV Parking Strategy Methodology, Modeling, and Assumptions

Metro used internal operations data and publicly available industry research to inform all aspects of the proposed EV Parking Strategy deployment and estimated costs. We will continue to refine the data and assumptions underlying the EV Parking Strategy over time to reflect the most recent and accurate information, and these updates will continue to direct our strategic plans over time. The sections below contain an overview of the methodologies, modeling, and data assumptions used in Employee and P&R charging planning.

Employee Planning

While relatively few employees commute via EV today, Metro estimates our facilities will require approximately 10 Level 2 chargers per 100 employee parking spaces over the long term. This estimate is based on an average regional commuting distance of 21 miles per employee and assumes that not all employees with EVs will need or want to charge at work (due to access to home charging or shorter commutes that do not require workplace charging. Based on this modeling, Metro will aim to build capacity for the longer-term target of 10% EV charging spaces while initially deploying fewer chargers at all locations.

In an informal survey of Division and Facilities Managers, nearly two-thirds of the 39 respondents indicated no concerns about parking access or electrical installation if EV chargers were to be installed at their location. One in five respondents identified potential concerns, with several citing current limited parking availability at their location and concerns that EV charging would further reduce available spots.

"There are more than a few employees here, currently on different shifts, that would benefit from EV charging stations on the property."

– Survey Response from Division 13 Employee

Transit Riders Planning

P&R facilities serve as an important link in Metro riders' first and last-mile connection to the region, especially those who cannot access a Metro station by walking, biking, transit, or any other modes. Analyzing how drivers use P&R facilities and how those patterns align with future needs for charging can inform estimates of eventual charging needs. Data for Metro's Supportive Transit Parking Program Master Plan in 2017 found that 31% of Metro P&R users live within two miles of their preferred station and 71% live less than five miles away. Only 11% live more than 10 miles from their preferred station.[29] Assuming that nearly 90% of P&R users have a daily round-trip of under 20 miles, a Level 2 charger would replenish this round-trip range in just over an hour if charged daily. The Master Plan survey also found that 69% of drivers park for 4-10 hours, indicating that if drivers charged daily via a Level 2 charger, 75-90% of their time at an EV charging space would be spent plugged in but not charging, inefficient use of charging resources.

[29] *Metro (2017). Supportive Transit Parking Program Master Plan – Appendices, December 2017.* *http://libraryarchives.metro.net/DPGTL/parking/Metro%20STPP%20Report%20Appendix%2020180110.pdf*

However, data from chargers previously installed at P&R facilities[30] indicate EV drivers are more efficient in their charger usage. While drivers do spend a significant amount of time plugged in but not charging, the average charging time was three and a half hours versus six hours of total time occupying spaces. Analysis of charging data revealed just under half of EV charging users moved their vehicle within 20 minutes of completing a charge, which is to be expected if P&R users take transit to a different location and are not nearby to move their car. This variation from the Master Plan survey data indicates that EV P&R users either charge less frequently than daily or drive significantly further than the typical P&R population.

Both the Master Plan survey and charging station data indicate that most EV drivers at P&R locations likely could suffice with lower-powered Level 1 charging. However, the CALGreen codes require Level 2 charging, and given the need to trench and install networked charging stations, it is unclear if installing Level 1 chargers would yield any significant cost advantage. By providing Level 2 charging, drivers can use stations every few days or once per week and obtain the commuting range they require during the four to ten hours that they are typically parked; this allows for more efficient use of fewer charging stations.

Like employee charging, Metro will require networked charging stations at P&R locations to enable payment from EV drivers, track energy consumption for LCFS credit, monitor usage trends and maintenance issues, and for potential future load management or vehicle-grid integration activities.

Cost Modeling

The below sections include brief descriptions of the cost elements that informed the EV Parking Strategy estimates. Metro assumes a 3% annual escalation in costs over the EV Parking Strategy term, and a 10% contingency on capital and operational costs to account for potential site variability and other unplanned costs.

Each of the below-cost elements may be highly variable. Metro will monitor both internal costs and public literature to update cost assumptions as new or more accurate data becomes available.

Capital Costs:

- **Make-ready infrastructure:** Estimated at $17,024 per port for non-new-construction sites, based on industry literature review. Includes the design, materials, and construction costs for infrastructure from the utility service connection to the parking space.
    - For new construction P&R sites, make-ready costs are assumed to be included within site construction costs (as make-ready construction is required per code). As noted above in Section 3, make-ready costs for new construction are significantly lower than for retrofit sites.
- **Chargers:** Estimated at $4,444 per port, including installation and activation of the charger unit based on industry literature review, and assuming a regular charger replacement rate.
- **Utility incentives**: Includes funding for make-ready infrastructure and rebates for chargers at sites in SCE service territory, and rebates for chargers in LADWP service

[30] *Data analyzed was from Oct-Nov 2019, prior to Covid-19 impacts that may have shifted use of P&R lots and EV chargers.*

territory (see Section 5 for more detail about incentives). Additional grant funding opportunities may become available over the Plan period.

Operational Costs:

- **Charger O&M:** Estimated at $1,053 per port annually based on Metro historical data, includes annual maintenance fees, networking connectivity, and other service costs.
- **Electricity:** We assume an average rate of $0.16 per kWh for electricity to charge EVs. Rates vary significantly between utilities, and average costs will vary over time as rates change and as utilization at charging sites grows over time.
    - For P&R and employee charging, modeling assumes an initial utilization (10% load factor), growing with annual escalation each year.
- **Program management:** Assumes up to three full-time employee equivalents each to oversee the employee or P&R charger networks
- **LCFS Revenues:** Based on current futures prices for credits provided by SRECTrade in November 2021. These prices range from $120 - $150 per credit, equivalent to approximately $0.11 - $0.13 per kWh for light-duty charging.
- **Charging Revenues:** Assumes charging prices are roughly equal to electricity costs ($0.16/kWh) and uses the same charger utilization assumptions as electricity cost estimates. In reality, these values will likely not be equal.

Appendix C. Public Charging Preliminary Evaluation and Opportunities

As Metro evaluates opportunities to develop multi-modal charging solutions for public use, we have identified two initial opportunities to further investigate:

Supporting First-Mile/Last-Mile Electrification

New and growing modes of connection to Metro's transit hubs will enable more riders to complete fully zero-emission trips. Metro has set First Last Mile Strategic Plan Goals to address these challenges, which include expanding the reach of transit through infrastructure improvements, maximizing multi-model benefits and efficiencies, and building on the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Countywide Sustainability Planning Policy and Implementation Plan. In identifying future deployment of EV chargers, Metro should consider how to centralize charging infrastructure within multimodal transportation hubs to facilitate transit uses, improve accessibility to stations, and promote transit services.

The EV Parking Strategy will explore opportunities to develop fast-charging stations at or adjacent to Metro properties that could be used by the Metro Micro service when electrified in the future. The Metro Micro service, which launched in December 2020, provides a ride-hailing service that serves targeted communities for essential trips and links customers to additional legs of their Metro journey. These stations could also be used for Transportation Network Companies (TNCs), whose fleets will be increasingly comprised of EVs over the next decade.

SB 1014, enacted in 2018, directs CARB and the Public Utilities Commission to reduce emissions per passenger mile driven by TNC vehicles and increase the adoption of electric vehicles among their drivers through a Clean Miles Standard. The proposed rule from CARB would require 30% of vehicle miles traveled to be electric by 2026 and 90% by 2030.[31] As of 2019, TNCs made up 2.5% of the vehicle population in California, which equates to hundreds of thousands of vehicles.[32] This rapid increase in electrification of rides provided by TNCs would drastically increase the demand for public fast charging. Both TNC and ride-hailing services have high daily mileage requirements and, even with longer-range electric vehicles available today, typically require fast charging to meet these daily driving needs. The chargers could also support market development for electrification of last-mile goods movement (i.e., delivery vehicles) within the region.

The higher upfront costs of fast charging installations, coupled with a long, uncertain payback based on utilization, have discouraged widespread private investment as the EV market expands. Metro may be positioned to leverage our long-term planning horizon, property, and connection to first/last-mile trips to efficiently develop fast-charging fueling hubs for internal and public use.

Joint Development Projects

Metro's Joint Development program helps build transit-oriented developments on Metro-owned properties. While these projects are focused on increased transit access and reduced dependency on auto use, they represent an opportunity for Metro to also increase access to EV charging for potential residents or businesses at future sites. Metro's recently adopted updated

[31] *California Air Resources Board, Proposed Clean Miles Standard Regulation – Appendix A. March 30, 2021.* https://ww2.arb.ca.gov/sites/default/files/classic/regact/2021/cleanmilesstandard/appa.pdf

[32] *California Air Resources Board, Proposed Clean Miles Standard Regulation – Base Year Emissions Inventory Report, December 2019.* https://ww2.arb.ca.gov/sites/default/files/classic/regact/2021/cleanmilesstandard/appb.pdf

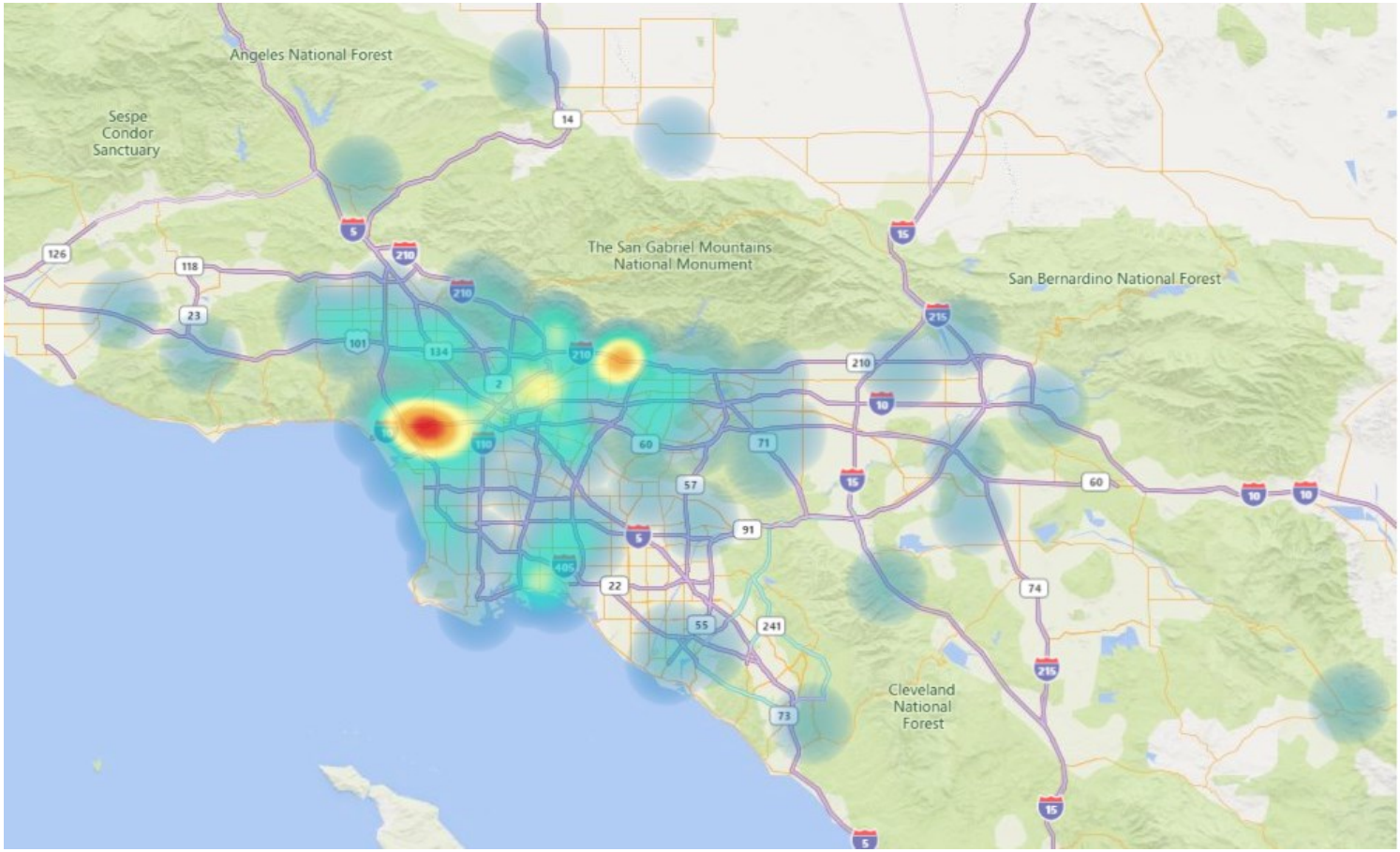
Joint Development Policy[33] also requires that sites target 100% income-restricted housing units and limits the number of allowed parking spaces per bedroom in residential developments. The EV Parking Strategy will coordinate with Joint Development to identify opportunities to exceed CALGreen code requirements and offer greater access to EV charging for these developments. Coordination will also allow Metro to ensure Joint Development is also working to provide electric transportation options to the communities in which Joint Development projects are realized. For example, the EV Parking Strategy and Joint Development Program can help connect developers with utility incentives or grant programs, which have taken a strong focus on multi-unit dwelling charging access in California since 2015.[34]

[33] Metro, Board Report – Joint Development Policy Update (File # 2021-0192), June 16, 2021. https://metro-pdf-merger.datamade.us/document/2021-0192

[34] Southern California Edison's Charge Ready Program offers additional incentives and programmatic options to encourage development of charging at multi-family buildings, including a rebate for new-construction projects that is only available to multifamily sites.

EV Users are concentrated around the Westside, Central LA, and San Gabriel Valley

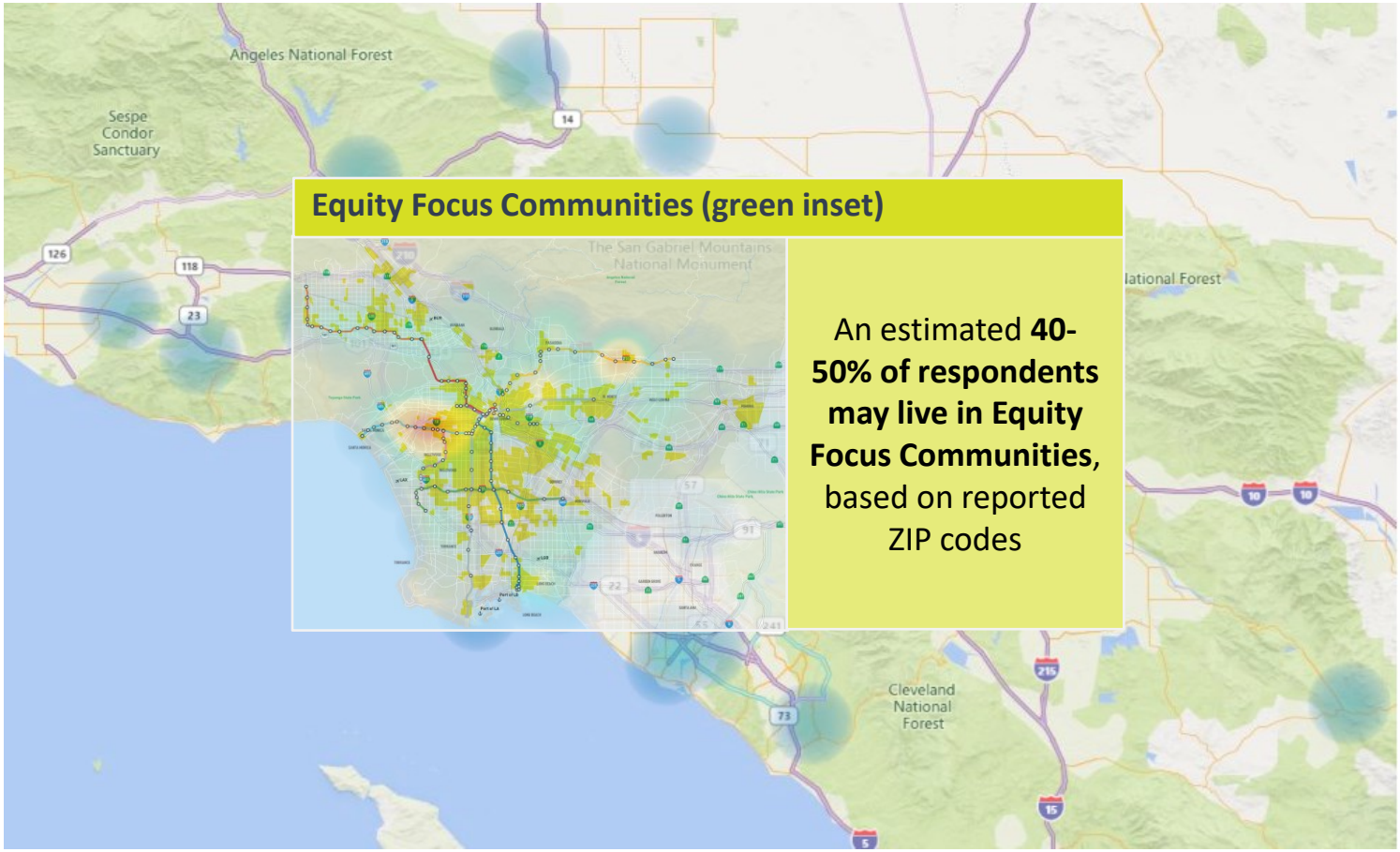
Survey respondent home ZIP code



Metro

EV Users are concentrated around the Westside, Central LA, and San Gabriel Valley

Survey respondent home ZIP code[1] (underlying heatmap) with Equity Focus Community overlay in green census tracts



1) ZIP codes and Equity Focus Communities use different boundaries without perfect alignment. The estimate above is based on a GIS analysis of overlap of the two geographical measures but may overestimate the true overlap.

Item 2024-1074: Electric Vehicle Charging Stations

Metro Charging Stations and Projects

Existing EVSE

SCE Charge Ready sites

DOT CFI Grant sites

DWP MOU sites*

LA28 Mobility Hub sites

Notes

1. Not all EV Parking Sites per *the 2022 Board Approved Electric Vehicle Parking Strategic Plan are shown here,* but all of these locations are part of this forthcoming procurement for Third Party Operations and Maintenance.
2. Four typologies of chargers will be operated across four use types: 1) employee charging, 2) non-revenue fleet charging, 3) park-and-ride charging, and 4) public charging.

Issue

- Current EV Charger Network is executed through third-party vendor
- Contract will expire on July 31, 2025
- Electric Vehicle Charging Stations solicitation is necessary to replace the existing contract
  - Scope of Work: Specialized electric vehicle (EV) charging network solution, monitoring, operation, warranty, maintenance, and equipment replacement and installation.
  - This scope determination *requires* a competitively negotiated process instead of a low-bid procurement under the Public Utilities Code (PUC) §130242
  - *Before initiating the formal procurement process*, PUC §130242 states that a body such as the Metro Board, upon finding by a two-thirds vote of all members, awarding the contract through competitive negotiation will achieve for the authority a more competitive solicitation process concerning quality, timeliness, price, and other private sector efficiencies, relevant to the integration of design, project work, and components.
  - This requirement and process are aligned with LACMTA's Acquisition Policy and Procedure Manual.

Other Considerations

- Scope of Work of forthcoming procurement
  - Does not conflict with existing union agreements nor overstep the work and performance expectations of existing operations, facilities and maintenance staff
- Scope has a direct and positive impact to safety, service quality, system reliability, performance, and overall customer satisfaction
- Utilization of State Disadvantaged Communities designations for prioritization factors. Conducted customer survey to ensure equitable benefit outcomes
- Forthcoming procurement will have robust contracting opportunities for SBE/DBE firms. Targeted outreach will be conducted for active participation.

- **RECOMMENDATION:** *AUTHORIZE THE Chief Executive Officer (CEO) to solicit competitive negotiations Request for Proposals (RFPs), pursuant to PUC §130242 and Metro's procurement policies and procedures for operations and maintenance of Electric Vehicle Charging Stations.*

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

File #: 2025-0005, **File Type:** Policy **Agenda Number:** 24.

EXECUTIVE MANAGEMENT COMMITTEE
FEBRUARY 20, 2025

SUBJECT: ELECTRIC VEHICLE CHARGING POLICY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Metro Electric Vehicle (EV) Charging Policy (Attachment A).

ISSUE

Metro's existing electric vehicle service equipment (EVSE) inventory includes 108 Level 2 EVSE units, 103 of which are currently installed and active across several Metro operating divisions and park-and-ride facilities. This network will grow to as many as 3,000 chargers over the next five years. Metro owns and operates these EVSE for charging across three use-types: 1) employee charging, 2) non-revenue fleet charging, and 3) public charging (including park-and-rides).

This EV Charging Policy clarifies and standardizes Metro's practice for operating and maintaining its growing EVSE network, as well as specific use and pricing requirements to which EVSE users must adhere.

BACKGROUND

Metro has been working to create a more environmentally sustainable, equitable, and resilient public transportation system. Metro's commitment to climate action and resilience is included in several planning documents, including but not limited to its 10-year Sustainability Strategic Plan, *Moving Beyond Sustainability* (MBS); its 2019 *Climate Action and Adaptation Plan* (CAAP); the *Customer Experience Plan*; and the *Long-Range Transportation Plan* (LRTP). Providing a low-carbon fuel mobility alternative through the use of EVs is a component of these plans.

Fleet electrification is a critical step for Metro to achieve a 79% reduction in GHG emissions by 2030 (from 2017 levels) and to eliminate its GHG emissions by 2050. It is also critical to achieving criteria air pollutant reduction goals set forth in the *MBS*. To these ends, Metro has taken steps to procure new electric vehicles to power its non-revenue fleet: in 2024, Metro added 21 new EVs, with plans to procure approximately 150 new EVs in 2025.

Metro is also committed to reducing GHG emissions across our service region, including the promotion of the use of electric vehicles. Installation and ongoing operation of EV Chargers is an essential component of EV adoption. The regional availability of EV chargers must be in place to achieve successful growth in EV usage. In June 2022, the Board approved the 2023-2028 *Electric Vehicle Parking Strategic Plan* (EVPSP) as a strategic blueprint for sustainable, cost-effective, and efficient investments in EV charging infrastructure for our region.

DISCUSSION

A growing number of our employees and patrons are buying or leasing EVs. It is important that affordable EV charging remains an increasingly critical resource for employees and riders. As the state moves toward a complete ban on sales of new internal-combustion-engine-powered vehicles in 2035, this number will continue to grow.

Outlined in the Board adopted Electric Vehicle Parking Strategic Plan (2022) is Metro's plan to grow its network to as much as 3,000 chargers over the next five years. As this network grows, there needs to be two goals achieved:

1) standardization on the use of chargers through an agency-wide policy
2) a modernized fee structure that better aligns revenues and costs, meets state regulations and does not exceed average regional prices for EV charging

Meeting these goals through a Board-adopted policy will ensure that there is fair, equitable, and sustainable use of Metro's EV charging network both within the agency and across LA County. Furthermore, collection of appropriate charging rates will ensure that EV chargers are always available, reliable, equitable and affordable.

The EV Charging Policy contains the following:

1. Standards pertaining to the use and availability of public, employee, and non-revenue fleet EVSE.
2. Rules with respect to the duration of EV charging for short-term and long-term use.
3. Metro's rights and responsibilities with respect to updating established rates, operational control, and safety protocols for all Metro EVSE.
4. Rules and limitations with respect to misuse, misappropriation, liability and damages for all Metro EVSE.
5. Pricing for the general public and Metro employees that proposes a time-of-use fee structure.

The following table shows the current and proposed pricing structures, with estimated annual revenues and costs per EV charging parking space:

Rate	Pricing Structure	Driver Fee Revenue	Electricity and O&M Costs	Net Revenue (Cost)
Current Pricing	**$1/hour** Capped at $3	$769	$2,999	$(2,230)
Proposed Time-of-Use	**$0.34/kWh Off-Peak** (all other hrs) **$0.49/kWh Peak** (10am – 8pm)	$3,032	$2,999	$33

The peak (10 a.m. - 8 p.m.) and off-peak (8 p.m. - 10 a.m.) periods applied to the proposed pricing structure are based on the Los Angeles Department of Water and Power's (LADWP) weekday Electric Time-of-Use Residential Rates. The periods are aligned with LADWP's as they most closely reflect when employees and users charge their vehicles at Metro EVSE (i.e., during the day), and because most Metro EVSE fall within LADWP's service area.

Additional details are also provided in Attachment B. Once established, staff intends to go back to the Board if any future changes to the rate are outside of a 20 percent marginal increase or decrease.

The EV Charging Policy itself is expected to have no impact on the accessibility and affordability of EVSE, though the pricing may do so. While the pricing change presents a nearly tripling of the cost to use a charging station, publicly available information suggests that the average cost to charge a vehicle in California is $0.50/kWh, and across the Los Angeles region the price varies from $0.25/kWh to $0.59/kWh. The proposed update to $0.34/kWh at off-peak hours and $0.49/kWh at peak hours falls under the state average and well within the regional range, keeping charging with Metro EVSE affordable and accessible relative to other available EV Charging options in the region.

To operate and maintain our growing network of EVSE, Metro must also make sure that there is ongoing communication and collaboration between leadership, EV charging program managers, non-revenue fleet operations, employees and public users. This will ensure that Metro EVSEs are available, accessible and affordable. Metro intends to maintain open lines of communication between these parties to ensure that access to EVSE remains fair and uninterrupted.

Furthermore, Metro anticipates that demand for EV charging will grow significantly over the next 10 years; and that federal and state regulations will continue to evolve around increasing access to and affordability of EV charging. Metro commits to adaptability around the installation, siting and charging rates of all its public and employee EVSE to ensure that Metro remains compliant with federal and state regulation, as well as ensure that Metro's EVSE network grows in a way that is cost-effective, equitable, and accessible to all who live, work, and play in LA County.

DETERMINATION OF SAFETY IMPACT

The approval of this recommendation will have a direct and positive impact to safety, service quality,

system reliability, performance, and overall customer satisfaction as the existing and new electric vehicle charging stations are installed, operated, and maintained.

FINANCIAL IMPACT

Adoption of the EV Charging Policy is expected to have a positive financial impact. The new pricing will significantly increase revenues per EVSE, allowing Metro to potentially break even on the costs to operate and maintain its EVSE network. This poses a significant improvement from the current pricing structure, which operates at a net loss. No additional funding is needed for this action.

As Metro's EVSE network grows, Metro will continue to report electricity generated by its EVSE to the California Air Resources Board (CARB) through the Low Carbon Fuel Standard (LCFS). This program issues monetary credits to those who dispense low-carbon fuels correlating to the amount of GHG emissions avoided by using that fuel relative to a conventional fossil fuel (e.g., gasoline, diesel). A growing network will correspond to increased revenues from the sale of LCFS credits generated by dispensing electricity as a fuel. Up to 80% of Metro's LCFS revenues are currently allocated to support the purchase of our zero-emissions bus fleet and related infrastructure.

The LCFS revenue will complement the Public & Employee Charging Pricing; and will allow Metro to potentially generate a positive net revenue from the operations and maintenance of its EVSE. Any positive revenue will be deposited into the General Fund and used to reinvest into future sustainability and resiliency projects through programs and funding administered through the Office of Sustainability.

EQUITY PLATFORM

This policy considers the importance of having competitive EV charging rates at Metro stations that are not disproportionately higher than alternatives available to LA County residents and Metro patrons. Metro is also evaluating the ability to link EV charging payment systems with Metro's TAP system and other payments, as well as the ability to provide discounted EV charging aligned with existing Low Income (LIFE) and Senior/Medicare/Customer with Disability programs.

Metro acknowledges that pricing determined by income status is a sensitive but necessary issue to address. Should future revisions to charging prices be needed, Metro will consider introducing a lower rate option to low-income users and coordinate with its operations and maintenance vendor to determine the best approach for offering more affordable charging rates to those who need them.

Metro will continue to site charging stations and grow its EVSE network with an equity-forward strategy. There are currently 108 EV chargers across the Metro system in 26 locations. The mix of locations include six Metro Bus and Rail Divisions where Non-Revenue Fleet are charged, and 20 public charging locations, specifically located at Metro Park and Rides. Metro's EV Parking Strategic Plan, approved by the board in 2022, also utilized state Disadvantaged Communities designations in its prioritization factors, prioritizing sites sited within Disadvantaged Communities to ensure customers in these communities benefit from access to EV charging infrastructure through the growth of Metro's EV charging network. Given that Metro Equity Focus Communities (EFCs) are defined by high rates of households without access to an automobile, this was not used as a prioritization metric

for the Plan, though an estimated 26% of charging ports would be deployed in EFCs.

Metro also conducted a demographic survey of current EV charging users in 2023 to better understand who uses and how customers experience the existing park and ride charging network. This survey results indicate that an estimated 40-50% of these users may live in, or within proximity to, an Equity Focus Community, based on their reported ZIP code. As noted, EFCs have high rates of households without access to an automobile. The survey also found that more than one in four users lack access to home charging, indicating park and ride charging provides a necessary source of charging access for those users. As EV adoption grows among residents living in multi-family buildings, which often lack charging access, locations like Metro's park and rides and workplaces can fill in as reliable charging locations, reducing barriers to EV adoption among these customers.

Additionally, the survey yielded several findings regarding demographics of EV charging users. Current Metro EV charging users:

- were more likely to identify as White/Caucasian and Asian/Pacific Islander than the general Metro ridership population, and less likely to identify as Hispanic/Latino or Black/African American than general ridership;
- were more likely to speak English at home, and less likely to speak Spanish at home compared to general Metro ridership;
- were more likely to be high-income (over $100,000 household income) and less likely to be low income (less than $50,000 household income) than general ridership; and
- were more likely to live in single-family detached homes and less likely to live in either small (2-4 unit) or large (5+ unit) multifamily buildings.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this policy does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations as it supports Metro's increasing share of electric non-revenue vehicles, encourages employees to use low-carbon alternatives like electric vehicles to travel to work, and enables Metro riders to use electric vehicles as a first-last mile solution by providing an increasing amount of EV charging options at Metro Park & Rides.

Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Metro Strategic Plan Goal No. 1.2.D) Improve connectivity to provide seamless journeys by improving Park & Ride experience for electric vehicle owners and providing charging access to those who lack access to home charging; 4) Transform LA County through regional collaboration and national leadership with partners to develop EV charging and help meet City and State initiatives to accelerate EV adoption through greater access to electricity as a transportation fuel; 5.7) Metro will build and nurture a diverse, inspired, and high-performing workforce by providing workplace charging to employees and supporting those who drive EVs or are interested in owning an EV but lack reliable locations to charge one.

These goals strive to position Metro to meet the MBS commitment of a 79% reduction in greenhouse gas emissions from internal operations by 2030. They also include measures to install EV charging stations at Metro facilities for employee commuter use.

ALTERNATIVES CONSIDERED

The Board of Directors may consider the following potential alternatives:

1. Reject adoption of this EV Charging Policy; or
2. Adopt this EV Charging Policy, but direct staff to revise its pricing recommendations.

Staff does not recommend rejection of either this policy or the proposed pricing. The policy provides standardization on the use of EV chargers agency-wide. Modernizing our fee structure better aligns revenues with costs, as well as ensures that Metro aligns with state regulations while offering competitive but equitable pricing with the regional market for EV charging.

NEXT STEPS

Upon Board adoption, the Office of Sustainability will work across internal departments and with external partners and stakeholders to help implement, communicate, and enforce the EV Charging Policy. The Office of Sustainability will periodically report on the progress towards meeting the goals of the policy.

ATTACHMENTS

Attachment A - Electric Vehicle (EV) Charging Policy
Attachment B - Metro EV Charger Pricing Proposal and Details

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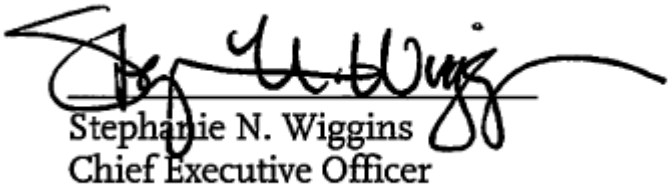


Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County
Metropolitan Transportation Authority

Metro

GENERAL MANAGEMENT
Electric Vehicle (EV) Charging Policy

(GEN xx)

POLICY STATEMENT

Personal automobiles make up a significant amount of Los Angeles County residents' daily commutes. The Los Angeles County Metropolitan Transportation Authority (LACMTA) realizes that battery electric vehicles (EVs), including plug-in hybrid electric vehicles (PHEVs) are becoming an increasingly larger part of drivers' commutes and travel across LA County. To encourage the use of public transportation and reduce vehicle emissions per LACMTA Board of Directors (Board) directives, LACMTA has determined the need for Electric Vehicle (EV) charging and set up applicable infrastructure at LACMTA-owned and operated facilities.

PURPOSE

This policy sets forth the reasons and guidelines for EV charging at LACMTA facilities.

APPLICATION

This policy applies to all employees, riders, and others using EV charging at LACMTA-owned or operated facilities.

_____	_____	_____
APPROVED: County Counsel or N/A	Department Head	ADOPTED: CEO

Effective Date: _____

Date of Last Review: _____

Los Angeles County
Metropolitan Transportation Authority

Metro

GENERAL MANAGEMENT
Electric Vehicle (EV) Charging Policy

(GEN xx)

1.0 GENERAL

LACMTA owns and operates a network of EV charging stations and infrastructure at LACMTA facilities, including at divisions and parking facilities. It provides EV charging as a fee-based service for the benefit of LACMTA employees and the public. EV charging stations may be installed, taken offline, or removed at the discretion of LACMTA.

2.0 PROCEDURES

2.1 EV Charging

2.1.1 Availability

Employee and public EV charging stations are subject to limited supply, and LACMTA does not guarantee the availability of Electric Vehicle Service Equipment (EVSE) for anyone who wishes to use them.

LACMTA owns and operates EV charging stations and infrastructure to support its Revenue and Non-Revenue fleet vehicles. Fleet EV charging infrastructure and parking stalls are reserved for the above fleet uses. They are unavailable to LACMTA employees operating non-LACMTA vehicles, unless otherwise specified by signage on-site. The public is prohibited from using non-public EV charging stations.

2.1.2 Use and Access

Public EV charging stations may require users to register an account with a third party via website or mobile application before use. In such cases, account registration will be free, and instructions will be available online and at charging stations.

2.1.3 Installation and Replacement

All capital project staff, and non-revenue operations and maintenance staff are to coordinate with the Environmental Services Department and its EV Charging Program staff regarding the installation and replacement of EV charging stations. With respect to capital projects, project managers are to coordinate with the program for specifications surrounding EV chargers that can be incorporated into LACMTA's EV charging network. For non-revenue operations, staff are to inform the EV Charging Program when there is a need for a new charging station or a replacement (whether for a part or a full station). Coordination and proactive notice of any need for EVSE with

Environmental Services is required so that the program can support with procuring and furnishing any required parts or stations.

2.1.4 Charging Duration

To provide as many people as possible with the opportunity to charge their EV, it is recommended that anyone at an EV charging station only keep their car there for as long as it takes to complete the charge. LACMTA reserves the right to develop short- and long-term charging stations to satisfy different use types.

2.1.4.1 Short-term charging

Short-term charging stations and associated parking stalls are intended to be occupied only while actively charging a vehicle. Anyone using short-term charging stations may receive charging status alerts and incur additional fees for idle dwell time after charging is complete. Short-term EV parking stalls will be clearly marked for short-term use and fees and/or time-limits will be displayed on signage and/or the charging station.

2.1.4.2 Long-term charging

Unless otherwise marked, charging stations and associated parking stalls are intended for long-term charging, allowing the stall to be occupied during vehicle charging and until the user leaves the location. No idle dwell time fee is associated with long-term charging stations. Any time limits associated with long-term charging spaces will be clearly marked via signage at the parking space.

2.1.5 Rates

LACMTA staff will recommend an initial charging rate for all users to be submitted to the Board for approval prior to implementation. Based on staff recommendation, the Chief Executive Officer (CEO) may authorize future changes to the rate within a 20 percent marginal increase or decrease and will notify the Board of any changes. Changes in the rate greater than 20 percent marginal increase or decrease will require Board approval. EV charging rates are not inclusive of any daily parking rates duly authorized by Title 8 of the Metro Parking Ordinance. Metro will review charging rates as needed, but not less than an annual basis.

2.1.6 Control

LACMTA reserves the option to monitor and modify charger power delivery in real time to optimize electrical circuit utilization, manage electricity and demand charge costs, and participate in demand response or other energy market programs, as available.

2.1.7 Safety

To ensure safe EV charging, users may only charge their vehicles in designated parking spots. Vehicles may not be charged using standard electrical outlets; and devices designed to charge a vehicle from a standard electrical outlet are prohibited from use.

2.1.8 Misuse of EV Charging Stations

Any vehicle found using unauthorized charging equipment or device may be cited under Title 8 of the METRO Parking Ordinance. Vehicles in violation of this policy may be denied further access to LACMTA EV charging stations, parking at LACMTA-owned or operated facilities; and, when towing signs are present, may subject the vehicle to impoundment at the expense of the vehicle owner. All unauthorized charging devices will be confiscated.

2.1.9 Misuse of LACMTA Fleet and Non-Revenue EV Charging Stations

Unauthorized use of fleet and non-revenue chargers is strictly prohibited. Employees may be subject to discipline, up to and including termination.

2.1.10 Misappropriation of Electricity at LACMTA Facilities

The connection and use of personal EV charging equipment to a LACMTA electric outlet or other source by its employees and the public is prohibited.

2.1.11 Liability and Damages

LACMTA reserves the right to pursue all rights and remedies existing in law or equity for any damages to its EV Charging Stations arising from improper use of equipment. Such remedies include, but are not limited to, reimbursement for all related repair or replacement costs, including seeking proceeds from the responsible party's insurance policy and legal action, as appropriate.

3.0 DEFINITION OF TERMS

Electric Vehicle (EV) – An automotive-type vehicle for on-road use, such as passenger automobiles, trucks, vans, neighborhood electric vehicles, electric motorcycles and the like, primarily powered by an electric motor that draws current from a rechargeable storage battery. Plug-in hybrid electric vehicles (PHEV) are considered electric vehicles.

4.0 RESPONSIBILITIES

The **Board of Directors** will set the initial EV charging rate structure and guidelines for all LACMTA-owned or operated facilities.

The **Chief Executive Officer (CEO)** will be responsible for future EV charging rate changes based on staff recommendation. The Board will be notified for approval whenever rate changes exceed a 20% marginal increase or decrease.

The **Deputy Chief Sustainability Officer (CSO) or designee** will review comparable EV charging rates and make recommendations for any rate adjustments.

The **Office of Sustainability** will collaborate with other applicable departments to determine the pricing implementation and site-specific needs and requirements for EV charging stations system-wide.

5.0 FLOWCHART

Not Applicable

6.0 REFERENCES

- Metro Parking Ordinance (Administrative Code, Title 8, Chapter 8-01)
- Employee Code of Conduct
- Customer Code of Conduct
- Non-Revenue Passenger Vehicles (GEN 16)
- Parking (GEN 17)

7.0 ATTACHMENTS

Not Applicable

8.0 PROCEDURE HISTORY

02/27/25 New Policy

Attachment B. 2025-005: Metro EV Charger Pricing Proposal and Details

Metro

Current and Proposed EV Charger Pricing Comparison

Rate	Pricing Structure	Driver Fee Revenue, annual per stall	Electricity and O&M Costs, annual per stall	Net Operating Revenue (Cost)	Net Revenue / Operating Cost per stall	Charger Replacement, annual per stall[1]	LCFS Credit Revenue, annual per stall[2]
Current Pricing	$1/hour Capped at $3	$769	$2,999	$(2,230)	-74%	$444	$290
Proposed Time-of-Use: 10a-8p Peak	$0.34/kWh Off-Peak (all other hrs) $0.49/kWh Peak (10am – 8pm)	$3,032	$2,999	$33	+1%	$444	$290

1) Estimated based on charger replacement and installation cost, amortized over 10-year equipment life.

2) In addition to driver fee revenues, Metro earns Low Carbon Fuel Standard credits for the electricity dispensed at its EV charging stations. Based on 2024 credit price trends and charger usage, these credits are worth approximately $300 per EV charging stall per year. Due to the variability of LCFS revenues, it is not included in the "Driver Fee Revenue" column or "Net Operating Revenue" values in the table above. In addition, per a previous Board Motion, up to 80% of LCFS revenues would be redirected towards the Zero Emissions Bus Program. Staff will regularly review this proposed EV Charger Policy and other operational metrics, including utilization, pricing, and other factors, to consistently optimize revenues program-wide.

Current and Proposed EV Charger Pricing Comparison

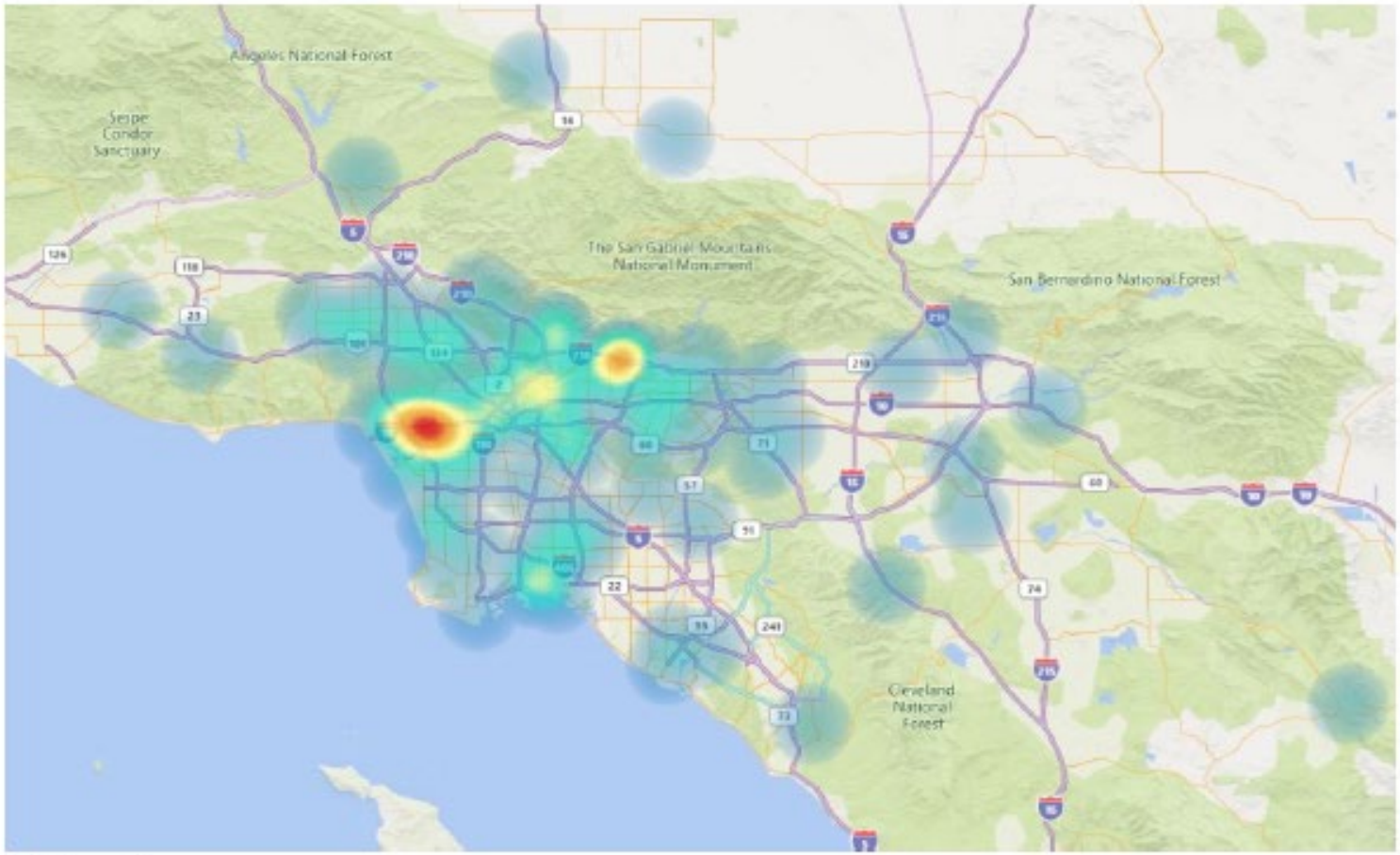
Rate	Pricing Structure	Equivalent Gas Price	Notes
Current Pricing	$1/hour Capped at $3	$1.24/gal	Current pricing structure results in under-collection of revenue compared to electricity and O&M costs. Current structure also creates significant variability in real price per energy used depending on actual length of charging session due to $3 cap.
Proposed Time-of-Use: 10a-8p Peak	$0.34/kWh Off-Peak (all other hrs) $0.49/kWh Peak (10am – 8pm)	$4.13/gal $5.95/gal	Proposed pricing model is similar to current LA County charger time-of-use prices.[1] Metro time-of-use periods set to align with LADWP electricity rate peak hours.[2]

1) *LA County charging rates are $0.30 during the off-peak and $0.45/kWh during peak hours. County peak hours are 4-9 p.m., which align with SCE electricity prices instead of LADWP.*
2) *The peak (10 a.m. - 8 p.m.) and off-peak (8 p.m. - 10 a.m.) periods applied to the proposed pricing structure are based on the Los Angeles Department of Water and Power's (LADWP) weekday Electric Time-of-Use Residential Rates. The periods are aligned with LADWP's as they most closely reflect when employees and users charge their vehicles at Metro EVSE (i.e., during the day), and because most Metro EVSE fall within LADWP's service area.*

EV User Concentrations Across LA County

> *EV Users are concentrated around the Westside, Central LA, and San Gabriel Valley*

Survey respondent home ZIP code



Item 2025-0005: Electric Vehicle Charging Policy

Issue

- **Metro has an expanding electric vehicle (EV) Charger network**
- **Demand for EV Chargers is increasing as patrons and employees are buying or leasing EVs**
- **Metro owns and operates different types of electric vehicle service equipment (EVSE): 1) employee charging, 2) non-revenue fleet charging, and 3) public charging (including park-and-rides)**
- **The Need for an EV Charger Policy**
  - Clarifies and standardizes Metro's practice for operating and maintaining its growing EVSE network
  - Align EVSE use revenues and costs, aligns EV Charger pricing with state regulations

- **RECOMMENDATION:** ***ADOPT Metro Electric Vehicle (EV) Policy***

Proposed EV Charger Policy and Pricing Elements

EV Charging Policy

- Standards pertaining to the use and availability of public, employee, and non-revenue fleet EVSE.
- Rules with respect to the duration of EV charging for short-term and long-term use.
- Metro's rights and responsibilities with respect to updating established rates, operational control, and safety protocols for all Metro EVSE.
- Rules and limitations with respect to misuse, misappropriation, liability, and damages for all Metro EVSE.

Proposed EV Charging Pricing Considers:

- The existing fee structure and anticipated annual gross and net revenues.
- The proposed time-of-use fee structure and anticipated annual gross and net revenues.

Current and Proposed EV Charger Pricing Comparison

Rate	Pricing Structure	Driver Fee Revenue, annual per stall	Electricity and O&M Costs, annual per stall	Net Operating Revenue (Cost)	Net Revenue / Operating Cost per stall	Charger Replacement, annual per stall[4]	LCFS Credit Revenue, annual per stall[5]
Current Pricing[1]	$1/hour Capped at $3	$769	$2,999	$(2,230)	-74%	$444	$290
Proposed Time-of-Use[2, 3]**:** 10a-8p Peak	$0.34/kWh Off-Peak (all other hrs) $0.49/kWh Peak (10am – 8pm)	$3,032	$2,999	$33	+1%	$444	$290

1) *Current pricing structure results in under-collection of revenue compared to electricity and O&M costs. Current structure also creates significant variability in real price per energy used depending on actual length of charging session due to $3 cap.*
2) *Proposed pricing model aligns with current LA County charger time-of-use prices. Metro time-of-use periods set to align with LADWP peak hours.*
3) *The peak (10 a.m. - 8 p.m.) and off-peak (8 p.m. - 10 a.m.) periods applied to the proposed pricing structure are based on the Los Angeles Department of Water and Power's (LADWP) weekday Electric Time-of-Use Residential Rates. The periods are aligned with LADWP's as they most closely reflect when employees and users charge their vehicles at Metro EVSE (i.e., during the day), and because most Metro EVSE fall within LADWP's service area.*
4) *Estimated based on charger replacement and installation cost, amortized over 10-year equipment life.*
5) *In addition to driver fee revenues, Metro earns Low Carbon Fuel Standard credits for the electricity dispensed at its EV charging stations. Due to the variability of LCFS revenues, this value is not included in the "Driver Fee Revenue" column or "Net Operating Revenue" values. In addition, per a previous Board Motion, up to 80% of LCFS revenues would be redirected towards the Zero Emissions Bus Program. Staff will regularly review this proposed EV Charger Policy and other operational metrics, including utilization, pricing, and other factors, to consistently optimize revenues program-wide.*