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

Agenda - Final

Thursday, September 25, 2025

10:00 AM

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Board of Directors - Regular Board Meeting

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Jacquelyn Dupont-Walker, 1st Vice Chair
Kathryn Barger, 2nd Vice Chair
Karen Bass
James Butts
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
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.

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323.466.3876
x2 *Español (Spanish)*
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x5 Tiếng Việt *(Vietnamese)*
x6 日本語 *(Japanese)*
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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 September 25, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 25 de Septiembre de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

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

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 5, 6, 7, 8, 9, 12, 13, 21, 22, 27, 28, 29, 32, 33, 34, 37, and 39.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 7.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2025-0834

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2025-0835

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

44. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT 2025-0596

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as follows:

1. 14646 Raymer Street, Van Nuys, CA 91405, APN: 2210-025-007; ESFV-E-012-1 (E-012) (IPR); and

2. 14704 - 14714 Raymer Street, Van Nuys, CA 91405 and 14701 - 14707 Keswick Street, Van Nuys, CA 91405, APN: 2210-025-010; ESFV-E-014-1(E-014) (IPR).

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

Attachments: Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - Parcel E-012
Attachment B-2 - Resolution of Necessity - Parcel E-014
Presentation

45. SUBJECT: CLOSED SESSION 2025-0836

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

1. Julio Eckstein v. LACMTA., Case No. 22STCV36250
2. Sargis Jaytayan, et al. v. LACMTA, LASC Case No. 21STCV23652
3. Daniel Joseph Morales v. LACMTA, LASC Case No. 21STCV32726
4. Joshua Payton v. LACMTA, LASC Case No. 20STCV24719

B. Conference with Real Estate Negotiator - Government Code 54956.8

Property: Fred Harvey Restaurant, Union Station West located at FH-101, Union Station, 800 N Alameda Street, Los Angeles
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Everywhere Beer Group, LLC, 1501 W. Orangewood Ave., Suite 101, Orange, CA 92868-2030
Under Negotiations: Price and Terms

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

1. Skanska-Traylor-Shea v. LACMTA, LASC Case No. 24STCV20222

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

Significant Exposure to Litigation (Two cases)

E. Conference with Legal Counsel - Anticipated Litigation - G.C. 54956.9(d)(4) (D)

Initiation of Litigation (One case)

F. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer, Board Clerk, General Counsel, Inspector General, Chief Ethics Officer

CONSENT CALENDAR - ITEMS 2, 5, 6, 7, 8, 9, 12, 13, 21, 22, 27, 28, 29, 32, 33, 34, 37, and 39.

2. SUBJECT: MINUTES 2025-0838

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 24, 2025 and the Special Board Meeting held September 17, 2025.

Attachments: Regular Board Meeting MINUTES - July 24, 2025
July 2025 RBM Public Comments
Special Board Meeting MINUTES - September 17, 2025
September 2025 SBM Public Comments

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

5. SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM 2025-0610

RECOMMENDATION

CONSIDER:

A. ALLOCATING $11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process (Attachment A), for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and

B. APPROVING the 2025 Solicitation for Proposals (Attachment B) for up to $10,752,739 in FTA Section 5310 competitive funds.

Attachments: Attachment A - 2025 Section 5310 Funding Allocation Process
Attachment B - 2025 Section 5310 Solicitation for Proposals & Application
Presentation

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

6. SUBJECT: COUNTYWIDE CALL FOR PROJECTS 2025-0603

RECOMMENDATION

CONSIDER:

A. DEOBLIGATING $3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);

C. REALLOCATING:

1. $2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

2. $437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

3. $1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and

4. $2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.

Attachments: Attachment A - FY 2024-25 Countywide Call Deobligation
Attachment B - FY 2024-25 Countywide Call Extensions
Attachment C - Result of TAC Appeals Process
Attachment D - Call and Equity Focus Communities Map
Attachment E - Additional Data
Presentation

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

7. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION 2025-0604

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;

2. Programming an additional $23,996,052 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $18,372,507 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $9,452,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; 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 - Transpo System Mobility Imp. Program (Exp. Line 50) Proj. List
Attachment B - South Bay Highway Op Imp. Program (Exp. Line 63) Proj. List
Attachment C - Transpo System Mobility Imp. Program (Exp. Line 66) Proj. List
Attachment D - Measure R Transit Investments Program Project List
Presentation

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

8. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM CYCLE 2 2025-0429

RECOMMENDATION

CONSIDER:

A. APPROVING project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects, as shown in Attachment A;

B. APPROVING an additional $5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from $80,500,000 to $85,500,000; and

C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

Attachments: Attachment A - MAT Program Cycle 2 App. Scores and Ranking
Attachment B - MAT Cycle 2 Programming
Attachment C - MAT Program Cycle 2 Solicitation
Attachment D - MAT Program Cycle 2 Recommended Projects Map
Presentation

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

9. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSION TRUCK PROGRAM IMPLEMENTATION 2025-0576

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for

Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;

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

1. Program $2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;

2. Program $1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;

3. Receive $3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and

4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

Attachments: Attachment A - Board Motion 16, October 2021
Attachment B - Board Motion 5.1, March 2018
Attachment C - Additional Data
Presentation

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

12. SUBJECT: PIPELINE UTILITY COOPERATIVE AGREEMENT 2025-0571

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or her designee to:

A. EXECUTE a Utility Cooperative Agreement with Tesoro SoCal Pipeline Company, LLC to accommodate Metro's ongoing Projects; and

B. NEGOTIATE and execute similar as-needed pipeline utility agreements with other pipeline company owners to accommodate necessary advance utility relocation design, construction and Metro's reimbursement terms to support Metro's ongoing Projects.

Attachments: Attachment A - UCA b/w Tesoro SoCal Pipeline Co., LLC & LACMTA
Presentation

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

13. SUBJECT: CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP) SERVICES 2025-0583

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ENTER into an Interagency Agreement with California Highway Patrol (CHP) for Construction Zone Enhancement Program (COZEEP) task order services, in an amount Not-to-Exceed $16,350,000; and

B. AUTHORIZE the CEO to negotiate and approve Contract Modifications, within and up to the authorized Life-of-Project budget for all projects under the COZEEP agreement.

Attachments: Attachment A - Funding & Expenditure Plan
Presentation

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

21. SUBJECT: PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES 2025-0411

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS75821000, with Carl Warren & Company, LLC (CWC), to exercise the first, two-year option in the amount of $6,666,674, increasing the total contract value from $12,148,152 to $18,814,826, and to extend the period of performance from November 1, 2025, to October 31, 2027.

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

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

22. SUBJECT: GROUP INSURANCE PLANS 2025-0677

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2026.

Attachments: Attachment A - Proposed Monthly Premium Rates
Attachment B - Proposed Monthly Employee Contributions
Presentation

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

27. SUBJECT: SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE 2025-0599

RECOMMENDATION

ADOPT Service Policies and Standards Compliance Review for Title VI Program Update (Attachment A).

Attachments: Attachment A - Service Policies and Standards Compliance Review FY23-25
Presentation

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

28. SUBJECT: 2025 TITLE VI PROGRAM UPDATE 2025-0622

RECOMMENDATION

ADOPT Metro's 2025 Title VI Program Update.

Attachments: Attachment A - FTA Circular 4702.1B
Attachment B - 2025 Title VI Program Update
Presentation

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

29. SUBJECT: AMERICA'S NEXT SURFACE TRANSPORTATION AUTHORIZATION LEGISLATION 2025-0412

RECOMMENDATION

ADOPT the USA BUILD Initiative (Attachment A) as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L 117-58) that will expire on September 30, 2026.

Attachments: Attachment A - USA Build Initiative
Presentation

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

32. SUBJECT: APPOINTMENTS TO METRO SAN FERNANDO VALLEY AND WESTSIDE CENTRAL CITIES SERVICE COUNCILS 2025-0446

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils (Attachment A).

Attachments: Attachment A - Nomination Letters
Attachment B - New Appointees' Bios and Qualifications
Attachment C - Additional Data
Presentation

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

33. SUBJECT: HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES 2025-0617

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a one-year firm fixed price contract, Contract No. OP126710000, to Merak North America for the purchase of 18 P3010 Light Rail Vehicle (LRV), Heating Ventilation Air Conditioning (HVAC) Assemblies in the amount of $1,408,500, effective date September 29, 2025, subject to the resolution of any properly submitted protest(s), if any.

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

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

34. SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL 2025-0616

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) $3,120,000, subject to the resolution of any properly submitted protest(s), if any.

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

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

37. SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES 2025-0437

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 19 to Contract No. OP30433488, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH) for the A650 Heavy Rail Vehicle (HRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) amount by $11,930,792 from $8,615,474 to $20,546,266, and extending the period of performance from October 5, 2025, to June 30, 2031; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Attachments: Attachment A - Procurement Summary
Attachment B - Contract Modification and Change Order Log
Attachment C - DEOD Summary
Presentation

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

39. SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT QUARTERLY UPDATE 2025-0445

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the quarterly update on the Transit Community Public Safety Department (TCPSD) Implementation Plan; and

B. AUTHORIZING the resolution affirming Metro's commitment to meet the minimum recruitment and training standards set by the California Commission on Peace Officer Standards and Training (POST), as required for membership in the POST Program.

Attachments: Attachment A - POST Resolution
Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2025-0837

RECEIVE General Public Comment

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

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

Adjournment

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

Metro

Board Report

File #: 2025-0835, **File Type:** Oral Report / Presentation **Agenda Number:** 4.

REGULAR BOARD MEETING
SEPTEMBER 25, 2025

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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Report by the CEO
Item #4

Metro

CHIEF EXECUTIVE OFFICER

September 2025

Grand Opening of A Line to Pomona

A Line Ridership Up 20% over the weekend!

Meeting with World Cup Task Force

Metro

CHIEF EXECUTIVE OFFICER

Everyone Deserves a Safe Metro

September 2025

Games Regional Transportation and Mobility Summit

Metro

CHIEF EXECUTIVE OFFICER

Together, We Do Hard Things

September 2025

Cleaner & Safer -- Upgrades for our Riders

Update on Taller Faregate Installation

INSTALLED MAR 2025 to PRESENT

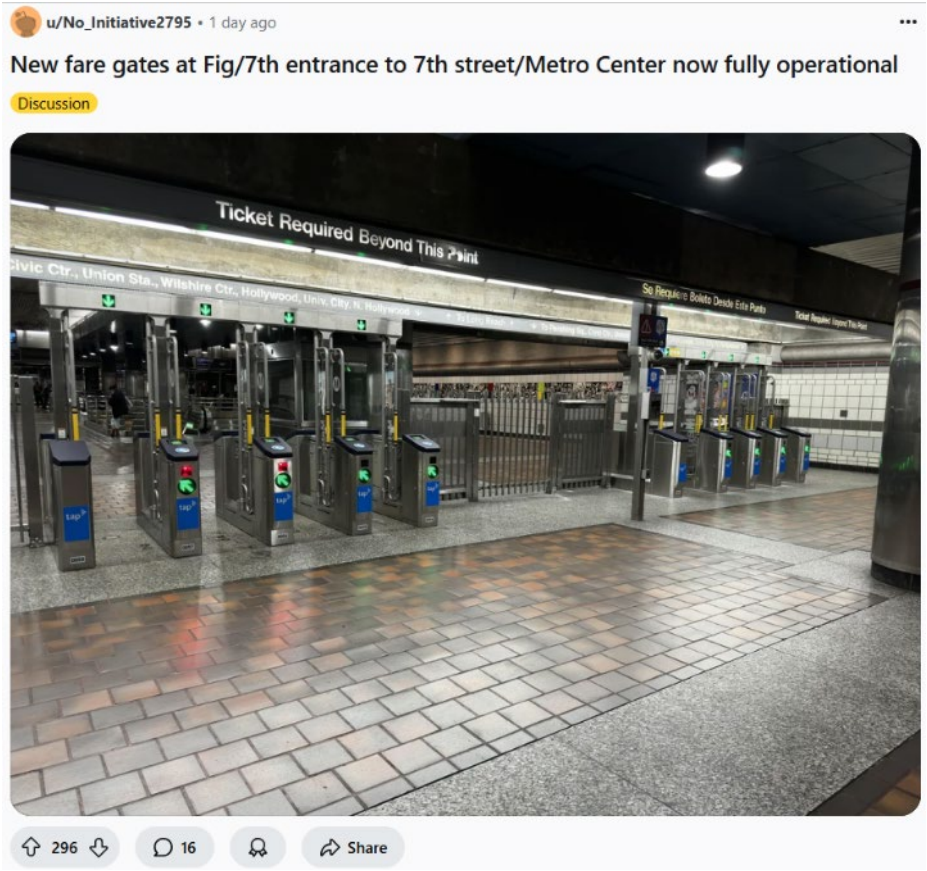
- ✓ Firestone
- ✓ Lake
- ✓ LAX/Metro Transit Center
- ✓ Willowbrook/Rosa Parks
- ✓ Westlake/MacArthur Park
- ✓ Glendora
- ✓ San Dimas
- ✓ La Verne/Fairplex
- ✓ Pomona North

IN PROGRESS

- ➢ 7th St/Metro Center
- ➢ Pershing Square

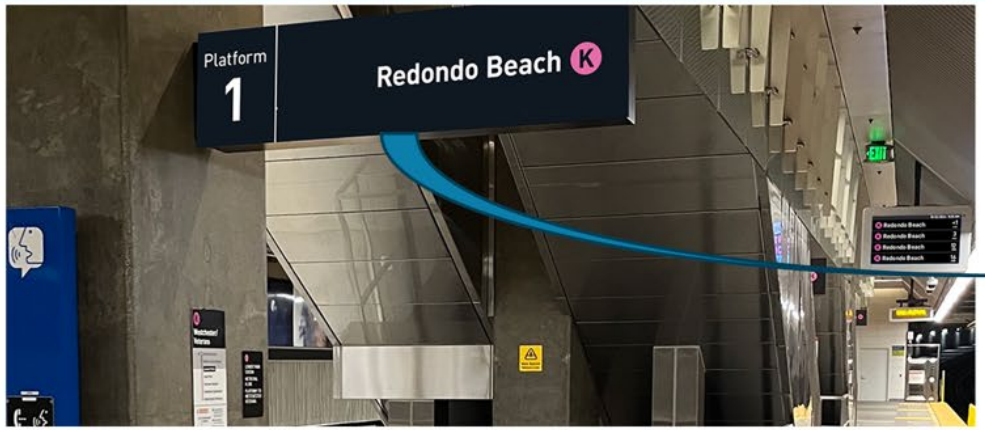
BEFORE END OF 2025

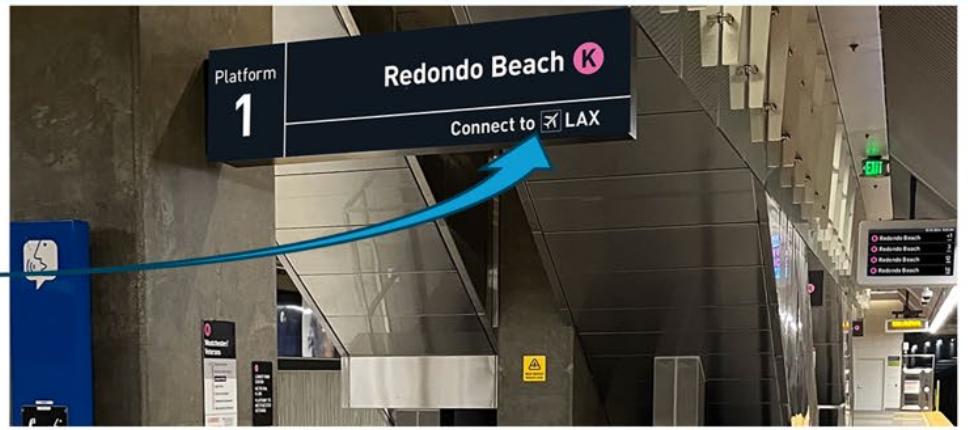
- ❑ Mariachi Plaza
- ❑ Slauson (A Line)
- ❑ Hollywood/Highland
- ❑ Harbor Freeway
- ❑ Downtown Santa Monica
- ❑ Norwalk
- ❑ Douglas
- ❑ Allen
- ❑ Civic Center
- ❑ Sierra Madre Villa
- ❑ Aviation/Imperial

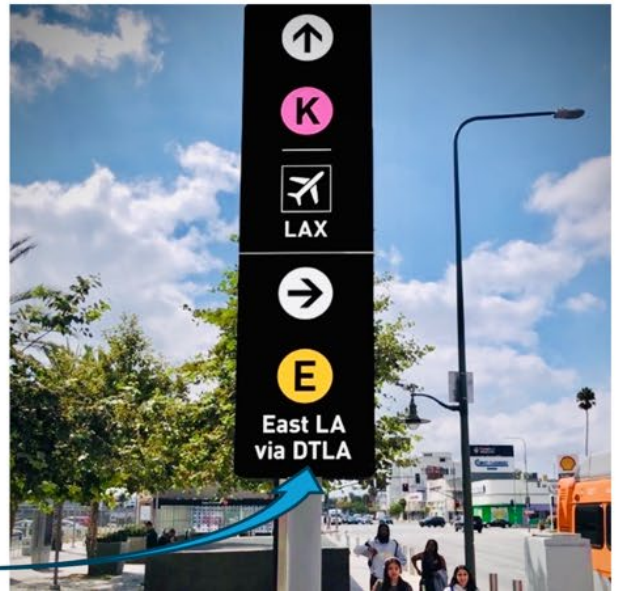


Wayfinding Upgrades for our Riders

Expo/Crenshaw Sta ↔ LAX Airport Signage Improvements







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File #: 2025-0596, **File Type:** Resolution **Agenda Number:**

REGULAR BOARD MEETING
SEPTEMBER 25, 2025

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as follows:

1. 14646 Raymer Street, Van Nuys, CA 91405, APN: 2210-025-007; ESFV-E-012-1 (E-012) (IPR); and

2. 14704 - 14714 Raymer Street, Van Nuys, CA 91405 and 14701 - 14707 Keswick Street, Van Nuys, CA 91405, APN: 2210-025-010; ESFV-E-014-1(E-014) (IPR).

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the East San Fernando Valley Light Rail Transit Project ("Project"), Maintenance and Storage Facility ("MSF"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1 and B-2) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions, and which sets forth the required findings (Attachment A).

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 LACMTA Board certified the Project's Final Environmental Impact Report on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021. Included in the Final Environmental Impact Statement/ Environmental Impact Report is the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street -running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a Maintenance and Storage Facility (MSF) for the LRT vehicles.

The Project will improve mobility in the area by:

- introducing an improved north-south transit connection between key transit hubs/routes;
- enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers;
- increasing transit service efficiency; and
- encouraging a modal shift from driving in order to achieve reductions in greenhouse gas emissions.

The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. The MSF will house the fleet of 33 light rail vehicles that will be procured to initiate service on the line. The MSF will also accommodate rail car washing, a paint shop, wheel truing, material storage, a cleaning platform, and a main shop.

Acquisition of the Property Interests is required for the MSF.

DISCUSSION

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record ("Owners") on February 20, 2024 for parcel E-012 and on February 6, 2025 for parcel E-014. Similarly, written offers of Just Compensation to purchase the IPR's on each parcel were presented to the respective Owners and, where applicable, tenants.

On January 23, 2025, the Board adopted a Resolution of Necessity for Parcel 12. After the Resolution was adopted, LACMTA and the Owner reached a voluntary settlement. No eminent domain action was filed. On April 14, 2025, Metro was granted access by the tenant's attorney to the interior at which point additional IPR was discovered. On May 27, 2025, LACMTA made a new offer for the totality of the IPR, as amended ("Total IPR"), to both Owner and Tenant. Owner and Tenant have failed to reach an agreement with regard to the ownership of the Total IPR, and therefore, LACMTA is unable to determine the owner and proper recipient of compensation for the Total IPR.

Occasionally, despite due and diligent efforts, some of the IPR on a given property is not disclosed or cannot be inventoried in the first review. In order to avoid future situations in which an amended Resolution should become necessary due to a post-Resolution change in the IPR inventory to be acquired, the proposed Resolution now includes a section delegating the Board's authority to the Chief Executive Officer, or their designee, to adjust, post-Resolution, the inventory of IPR identified as an Exhibit to the Resolution so as to match the IPR actually located at the Subject Property.

The Property Interests necessary from Parcel E-014 include IPR. Metro and the Owner reached an agreement on the Fee and closed escrow on September 17, 2025, however, the Owner and Tenant have failed to reach an agreement with regard to the ownership of the IPR, and therefore, LACMTA is unable to determine the owner and proper recipient of compensation for the IPR.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorizes the public acquisition of private property by eminent domain/n), LACMTA has prepared and mailed notice of this hearing to the owners and, where applicable, tenants, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain. In order to adopt the Resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Acquisition of these parcels will require relocation of seven businesses, however only three business tenants have interest in the IPR, the businesses include a recycling yard, food catering and equipment rentals and parts manufacturers.

A dedicated relocation agent is working with the tenants to explain their benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs. The businesses have been provided with appropriate General Information Notices, Notices of Eligibility, and 90-day Informational Notices. Prior to being required to relocate, the businesses will be provided 30-day notices.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A). Staff recommends the acquisition of the Property Interests through eminent domain in order to maintain the Project's schedule.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The funds required to support the acquisition, relocation activities, and the recommended right of way action for the Property Interests are included in the adopted Project's Preconstruction budget under Cost Center 8510, Project number 865521, East San Fernando Valley Light Rail Transit Corridor.

Impact to Budget

The sources of funds for the recommended action are Measure R, Measure M, State Grants and Federal Grants. These funds are not operations-eligible for bus and rail operations.

EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Boulevard and will improve connections and access to key destinations for Metro's customer base and residents living in several Equity Focus Communities (EFCs) in the East San Fernando Valley.

Offers of Just Compensation were made to the Owners for the Property Interest based on appraisals of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owners and tenants, but agreements for IPR's have not been reached. Approving this action will allow staff to continue negotiations for the remaining acquisitions while maintaining the project schedule.

Businesses displaced by the Project may receive relocation benefits in accordance with the Uniform Relocation Act (URA). These benefits include both monetary funding and advisory services to mitigate any potential hardships. Agents are assigned to displacees from the beginning of the relocation cycle to guide displaced businesses through their moving and reestablishment processes. Metro will also assist the businesses in finding replacement sites within the community. These relocation services demonstrate Metro's commitment to minimizing business disruption and facilitating business continuity.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. 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 of the Transportation Impacts Report published in 2020. VMT was forecasted with Metro's Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for the 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 miles 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 is consistent with the following Metro Vision 2028 Strategic Plan Goals:

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

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have a detrimental effect on the available Federal and State Grant funding dollars.

NEXT STEPS

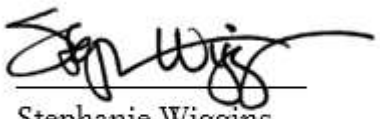
If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule. LACMTA will continue to work with tenants to find suitable replacement locations.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - Parcel E-012
Attachment B-2 - Resolution of Necessity - Parcel E-014

Prepared by: Darryl Root, Senior Director, Real Estate, (213) 922-5281
Holly Rockwell, Senior Executive Officer, Real Estate/TOC, (213) 547-4325
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920



Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTIES REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT")
PROJECT PARCELS ESFV-E-012 and ESFV-E-014

BACKGROUND

The property interests sought to be acquired are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The project parcel number, assessor parcel number, address, record property owner and tenant, and nature of the property interests sought to be acquired for the Project are summarized in the table below. The Property Interests are comprised of Improvements Pertaining to Realty ("IPR").

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-E-012-1 (E-012)	2210-025-007	14646 Raymer Street Van Nuys, CA 91405	Franz Neuwirth, Trustee Gretchen Johanna Neuwirth, Trustee	IPR
			SCV Recycling	IPR
ESFV-E-014-1 (E-014)	2210-025-010	14704-14714 Raymer and 14701-14707 Keswick Street, Van Nuys, CA 91405	Joyce S. Berens, Trustee of the Joyce Berens Trust Fund Dated December 5, 2005 - Gene Ray Vaccarello, Gerald Vaccarello, Barbara Vacarello, Dale Vacarello & Diane E. Vacarello - Dona C. Meyer	IPR
			David Barnes, LLC	IPR
			SIT Catering & Event Rentals, Inc.	IPR

Property Requirements:

Purpose of Acquisitions: construction and operation of the East San Fernando Valley Light Rail Transit Project.

Property Interests Sought:

LACMTA seeks to acquire the Improvements Pertaining to Realty (IPR) in the above referenced parcel ESFV-E-014. LACMTA seeks to

acquire only the IPR interest in the parcel ESFV-E-012.

These interests in parcels ESFV-E-012 and ESFV-E-014 are required to construct the Maintenance and Storage Facility (MSF) for the Project. The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, the guideway will curve west off of Van Nuys Boulevard along Keswick Street.

These acquisitions of IPR are collectively referred to herein as the Property Interests.

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record ("Owners") on May 27, 2025 for E-012 and July 11, 2025 for E-014. Similarly, and in compliance with California Government Code Section 7267.2, written offers of Just Compensation to purchase the IPR on the parcels were presented to Tenants[1], where applicable.

[1] As between Owner and Tenant, LACMTA does not know who claims ownership of the IPR, and for that reason, the offer to purchase the IPR was made to both the Owner and the Tenant.

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

The Project is a vital public transit infrastructure investment that will provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The Project will ultimately provide a 9.2-mile light rail transit system to connect from the Van Nuys LACMTA G Line (Orange Line) Station in the community of Van Nuys to the Sylmar/San Fernando Metrolink Station in the City of San Fernando, providing commuters with significantly more options when navigating Los Angeles County.

The Project will improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes including direct access to Metrolink/Amtrak and G-line stations, enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers, increasing transit service efficiency, and encouraging a modal shift from driving to achieve reductions in greenhouse gas emissions. It is projected that by the year 2035, there will be 37,759 daily transit trips on the completed Project. The Project will provide new transit service and improved transit connectivity in future years. The Project is consistent with one of LACMTA's overall goals of providing high quality mobility options that enable people to spend less time traveling.

Based on an evaluation of socioeconomic, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor limit mobility will increase the demand

for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the eastern San Fernando Valley to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population and high number of transit riders; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

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

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

In September and October of 2017, the Draft Environmental Impact Study/Draft Environmental Impact Report (DEIS/DEIR) was circulated for public review and comment for 60 days. The following six alternatives were evaluated in the DEIS/DEIR:

- No-Build Alternative;
- TSM Alternative;

<u>BRT Alternatives</u>:

- Alternative 1 – Curb-Running BRT Alternative;
- Alternative 2 – Median-Running BRT Alternative;

<u>Rail Alternatives</u>:

- Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative;
- Alternative 4 – LRT Alternative.

All build alternatives considered within the DEIS/DEIR (Alternatives 1 through 4) would operate at grade over 9.2 miles, either in a dedicated busway or dedicated guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which included a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

Metro applied the objectives below in evaluating potential alternatives for the Project:

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto-centric travel modes and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study area.

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system. Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At-Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment.

In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

- Improve north–south mobility;
- Provide more reliable operations and connections between key transit hubs/routes;
- Enhance transit accessibility/connectivity to local and regional destinations;
- Provide additional transit options in a largely transit-dependent area, and
- Encourage mode shift to transit.

Additional factors that were considered by Metro in identifying Alternative 4 Modified as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative.

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

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

C. The Property Interests are necessary for the Project.

The Property Interests are specifically needed for the southern segment of the Project ("Southern Segment"). The Southern Segment of the Project consists of a 6.7-mile at-grade alignment light rail transit system, which will include 11 new transit stations, 10 Traction Power Substations, and a new Maintenance and Storage Facility ("MSF"). The purpose of the Project is to improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley.

The Southern Segment of the Project will operate in the center of Van Nuys Boulevard from the LACMTA G Line (Orange) Van Nuys Station to Van Nuys Boulevard and San Fernando Road. Once constructed, the Project's light rail system will travel in a semi-exclusive right-of-way in the median of Van Nuys Boulevard, separated by a barrier except at signalized intersections. There will be 33 light rail vehicles. The light rail system will be powered by an electrified overhead contact system, a network of overhead wires that distributes electricity to the light rail vehicles.

The MSF will house general administration, operation, and support services. The facility will be used to store the light rail transit vehicles when they are not in operation and to perform inspections, body and heavy repairs, and cleaning and washing of LACMTA's growing light rail vehicle fleet. Meanwhile, the TPSS sites will provide the electricity to power the light rail vehicles.

The Property Interests are required for construction and operation of the Project. Specifically, Parcel E-012 and E-014 are two of the several parcels required to construct the MSF.

The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, spur tracks will extend from the guideway and will curve west off of Van Nuys Boulevard north of Keswick Street and continue in a westward direction crossing Raymer Street and into the MSF site.

A portion of the MSF will be located on Parcel E-012 and Parcel E-014. Therefore, the Property Interests are necessary for the construction and operation of the Project.

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

D. Offers were made in compliance with Government CodeSection7267.2.

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

California Government Code Section 7267.2 requires that an offer to purchase be made

to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the Owner with a written description of and summary of the basis for, the amount it established as just compensation.

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

1. Obtained independent appraisals for real property and for IPR to determine the fair market value of the Property Interests, including consideration of the existing use of the parcel, the highest and best use of the parcel, and, if applicable, impact to the remainder properties;

2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the acquisition of the Property Interests;

3. Determined the owner of the Property Interests by examining the County Assessor's record and preliminary title reports, and determined the tenants of the parcels;

4. Made written offers to the Owners and Tenants, as applicable, for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests (offers for fee acquisition were made to Owner; offers for IPR were made jointly to Owner and Tenant);

5. Provided the Owners and Tenants, as applicable, with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and

6. Provided an informational pamphlet concerning eminent domain in California to the Owner as required by the Eminent Domain Law.

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

E. LACMTA has fulfilled the necessary statutory prerequisites.

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

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

The environmental impacts of the Project were evaluated in the Final Environmental

Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by Page 8 of 36 by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

Exhibit A-1 – Legal Description (E-012)
Exhibit B-1 – Plat Map (E-012)
Exhibit C-1 – Improvements Pertaining to Realty (E-012)
Exhibit A-2 – Legal Description (E-014)
Exhibit B-2 – Plat Map (E-014)
Exhibit C-2 – Improvements Pertaining to Realty (E-014)

EXHIBIT A-1
PARCEL ESFV-E-012

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Parcel A:

The Easterly 95.00 feet measured at right angles from the East line of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except therefrom the South 501.00 feet thereof.

Parcel B:

The West 30.65 feet of the East 125.65 feet measured at right angles from the last line of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except therefrom the South 501.00 feet thereof.

Parcel C:

The Easterly 215.00 feet measured at right angles from the East line of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except therefrom the easterly 125.65 feet thereof measured at right angles from the East line of said Lot. Also except the South 501.00 feet thereof.

APN: 2210-025-007

(End of Legal Description)

EXHIBIT B-1
PARCEL ESFV-E-012

PLAT MAP

IMPROVEMENTS PERTAINING TO REALTY

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.		Qty.	Description
1		1	Truck scale, in-ground, with 10' x 70' platform, 100,000 lb. capacity, with: 1 Scale pit, concrete, 11' x 71' 1 Weight display, RMS 1 Remote weight display, Matko, Model no.: SBL-4 1 Weight display controller, Scale Systems, Model no.: GSE 650
2		1	Truck scale, above-ground, with 11' x 40' platform, 40,000 lb. capacity, with: 1 Scale platform, concrete, 40' x 16' 1 Weight display controller, Scale Systems, Model no.: GSE 562 1 Remote weight display, Matko, Model no.: SBL-4 2 Ramps, concrete, 11' x 20' 1 Barrier wall, 3/4" steel plate, 40' x 4' high 1 Pipe bollard, 4.5" diameter x 41" high 5 Pipe bollards, 4" x 4" x 30" high 16 Linear feet of guard rail, steel
3	*	32,909	Square feet of concrete and asphalt paving, in yard area, 12" thich gravel base, 18" thick concrete and sphalt, re-inforced
4		1	Lot of perimeter fencing, tubular metal with spear tops and metal beam backing supports, consisting of: 1 Rolling gate, 22' wide x 92" high 1 Rolling gate, 12' wide x 92" high 1 Swing gate, 16' wide x 92" high 1 Swing gate, 7' wide x 8' high 1 Rolling gate, 16' wide x 8' high 1 Rolling gate, 25' wide x 8' high 140 Linear feet of tubular metal fence, 10' high, spear 37 Linear feet of tubular metal fence, 8' high, spear top 34 Linear feet of tubular meat fencing, 8' high, spear 352 Linear feet of tubular metal fence, 8' - 12' high, 3-tiered metal beam backing 6690 protective gate covering on all perimeter fencing and rolling gates, 8' - 12' high

IMPROVEMENTS PERTAINING TO REALTY

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
5	1	Concrete block containment structure, 13' x 32' x 40" high, consisting of: 300 Square feet of concrete block wall, 8" thick, reinforced 416 Square feet of concrete base slab 126 Square feet of wood decking on frame, 12' x 10' 6" 1 Steel stairs, 42" x 58" x 48", with hand railing
6	1	Lot of storm water drain system, consisting of: 1 Subterranean water collection vault, 70' x 4' x 10', underneath truck scale, 4' high walls x 12" deep, reinforced conrete, 700 sqaure feet of reinforced concrete foundation base, 12" deep, including 3,500 cubic yards of bulk material excavation 1 Subterranean waste water storage tank, 5,000 gallon, concrete, cone shaped, with manhole, including submersible pump and electrical connection 55 Linear feet of subterranean piping from collection vault to waste water storage tank, 2" PVC
7	17	LED yardlightsg, with conduit and wiring, building and fence mounted, consisting of:
8	1	Built-in wall unit, 46" x 82" x 14", laminate, 6-tier
9	1	Built-in base cabinet, 6' x 30" x 14" to 24" deep, laminate, 5-door
10	1	Built-in file cabinet, 22" x 42" x 25", laminate, 3-drawer
11	110	Square feet of ceramic tile flooring, 12" x 12"
12	1	Alarm system, Bay Alarm, consisting of: 1 Control panel 1 Code pad 2 Motion sensors 1 Door contact
13	1	Overhead canopy, 12' x 3', tubular metal frame, canvas top
14	1	Service counter shelf, 79" x 16", stainless steel

IMPROVEMENTS PERTAINING TO REALTY

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
15	1	Security window, 8' x 4', tubular metal, mesh facias
16	80	Square feet of accordion security gate, 8' x 10', metal frame, gates and track
17	32	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 21 Exterior 11 Interior
18	59	Square feet of security window bars, tubular metal
19	1	Bollard, 3' high, 5" diameter, metal, concrete filled
20	1	Sign cabinet, 9' x 4', metal, plastic facia
21	4	Bullhorns, manufacturer and model no. not available
22	6	Spotlights, 10" x 5", LED, wall-mounted
23	1	Security door, 30" x 80", tubular metal, metal mesh backing, with number lock
24	27	Wall letters, 10" high, "Welcome/ Bienvenidos/ Recycling", painted
25	18	Wall letters, 6" high, "www.scvrecycling.com", painted
26	1	Lot of painted wall logos, 2- bulls, 1- SVC
27	110	Square feet of pallet rack wall facia
28	265	Square feet of ceramic tile flooring, 12" x 12" tiles
29	1	Wall partition, 77" x 76" x 4", wood construction, plywood facia, 3 rear shelves, 4" to 9" deep, with upper plans storage box, 77" x 21" x 25", wood, 36-cubby
30	227	Square feet of ceramic tile flooring, 12" x 12" tiles

EXHIBIT A-2
PARCEL ESFV-E-014

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Van Nuys and described as follows:

Parcel 1:

The East 2-1/2 acres of Lot 7 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 to 132 inclusive of Maps, in the Office of the County Recorder of said County, acreage computed to Southern boundary of the Southern Pacific Railway Company's right of way.

Excepting all minerals, coal, oils, petroleum and kindred substances, natural gas under and in said land.

Parcel 2:

That portion of Lot 22 of Tract No. 16545, as per Map recorded in Book 398, Pages 18 and 19 of Maps, records of said City and County of Los Angeles, bounded on the West and East by the Southerly prolongation of the West and East lines of the land described in Parcel 1 above.

APN: 2210-025-010

(End of Legal Description)

EXHIBIT B-2
PARCEL ESFV-E-014

PLAT MAP

14701-14707 KESWICK STREET - DAVID BARNES COMPANY

NON-MOVABLE ASSETS - TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	5	Exterior Lights
2	1	Exterior Painted Sign "David Barnes & Co."
3	2	Concrete boxes, 1-40' & 1-20'
4	5	Smog Hogs Interior
5	2	Smog Hogs (Mist Kopfs) Interior
6	1	Group of Power Wiring, Consisting of Transformers, Step Down, Control Panels, Wiring In Flex Rigid and Flexible Cable, Etc.

14704 RAYMER STREET - DAVID BARNES COMPANY

NON-MOVABLE ASSETS - TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Group of Power Wiring, consisting of: Transformer, Sub Station, Step Down, Wiring in Rigid & Flexible Conduits.

1) 14706 RAYMER STREET - SIT CATERING & EVENT RENTAL

NON-MOVABLE ASSETS - TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Stainless steel sink, 3 positions, 10 linear feet
2	1	Closet, wood, 20'x7'x4'
3	2	Green A/C

ATTACHMENT B-1

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-025-007; ESFV-E-012-1

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

Section 1.

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

Section 2.

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

Section 3.

This Board, on January 23, 2025, duly adopted a Resolution of Necessity to acquire, among other things, Improvements Pertaining to the Realty (the "January Resolution") located at the real property identified as APN 2210-025-007 with a street address of 14646 Raymer Street, Van Nuys, CA (the "Subject Property"). Subsequent to the adoption of the January Resolution, additional improvements pertaining to the realty were identified at the Subject Property. Thus, the property interests to be acquired by adoption of this Resolution consist of the amended improvements pertaining to realty that are more particularly described in Exhibit "A" attached hereto and located on the Subject Property ("Property Interests"). Exhibit "A" is incorporated herein by reference. This Resolution shall supersede the January Resolution.

Section 4.

(a) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

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

Section 5.

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

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

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

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

(d) The offer required by Section 7267.2 of the Government Code has been made to the owners of the Property Interests. Said offer was accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statement/summary complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

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

Section 7.

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

Section 8.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit A. If after the adoption of this Resolution Exhibit A is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit A to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit A shall be the Property Interests authorized to be acquired herein.

Section 9.

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

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

Section 10.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those

Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of September, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENT
Exhibit - A — Improvements Pertaining to Realty

IMPROVEMENTS PERTAINING TO REALTY

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.		Qty.	Description
1		1	Truck scale, in-ground, with 10' x 70' platform, 100,000 lb. capacity, with: 1 Scale pit, concrete, 11' x 71' 1 Weight display, RMS 1 Remote weight display, Matko, Model no.: SBL-4 1 Weight display controller, Scale Systems, Model no.: GSE 650
2		1	Truck scale, above-ground, with 11' x 40' platform, 40,000 lb. capacity, with: 1 Scale platform, concrete, 40' x 16' 1 Weight display controller, Scale Systems, Model no.: GSE 562 1 Remote weight display, Matko, Model no.: SBL-4 2 Ramps, concrete, 11' x 20' 1 Barrier wall, 3/4" steel plate, 40' x 4' high 1 Pipe bollard, 4.5" diameter x 41" high 5 Pipe bollards, 4" x 4" x 30" high 16 Linear feet of guard rail, steel
3	*	32,909	Square feet of concrete and asphalt paving, in yard area, 12" thich gravel base, 18" thick concrete and sphalt, re-inforced
4		1	Lot of perimeter fencing, tubular metal with spear tops and metal beam backing supports, consisting of: 1 Rolling gate, 22' wide x 92" high 1 Rolling gate, 12' wide x 92" high 1 Swing gate, 16' wide x 92" high 1 Swing gate, 7' wide x 8' high 1 Rolling gate, 16' wide x 8' high 1 Rolling gate, 25' wide x 8' high 140 Linear feet of tubular metal fence, 10' high, spear 37 Linear feet of tubular metal fence, 8' high, spear top 34 Linear feet of tubular meat fencing, 8' high, spear 352 Linear feet of tubular metal fence, 8' - 12' high, 3-tiered metal beam backing 6690 protective gate covering on all perimeter fencing and rolling gates, 8' - 12' high

IMPROVEMENTS PERTAINING TO REALTY

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
5	1	Concrete block containment structure, 13' x 32' x 40" high, consisting of: 300 Square feet of concrete block wall, 8" thick, reinforced 416 Square feet of concrete base slab 126 Square feet of wood decking on frame, 12' x 10' 6" 1 Steel stairs, 42" x 58" x 48", with hand railing
6	1	Lot of storm water drain system, consisting of: 1 Subterranean water collection vault, 70' x 4' x 10', underneath truck scale, 4' high walls x 12" deep, reinforced conrete, 700 sqaure feet of reinforced concrete foundation base, 12" deep, including 3,500 cubic yards of bulk material excavation 1 Subterranean waste water storage tank, 5,000 gallon, concrete, cone shaped, with manhole, including submersible pump and electrical connection 55 Linear feet of subterranean piping from collection vault to waste water storage tank, 2" PVC
7	17	LED yardlightsg, with conduit and wiring, building and fence mounted, consisting of:
8	1	Built-in wall unit, 46" x 82" x 14", laminate, 6-tier
9	1	Built-in base cabinet, 6' x 30" x 14" to 24" deep, laminate, 5-door
10	1	Built-in file cabinet, 22" x 42" x 25", laminate, 3-drawer
11	110	Square feet of ceramic tile flooring, 12" x 12"
12	1	Alarm system, Bay Alarm, consisting of: 1 Control panel 1 Code pad 2 Motion sensors 1 Door contact
13	1	Overhead canopy, 12' x 3', tubular metal frame, canvas top
14	1	Service counter shelf, 79" x 16", stainless steel

IMPROVEMENTS PERTAINING TO REALTY

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
15	1	Security window, 8' x 4', tubular metal, mesh facias
16	80	Square feet of accordion security gate, 8' x 10', metal frame, gates and track
17	32	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 21 Exterior 11 Interior
18	59	Square feet of security window bars, tubular metal
19	1	Bollard, 3' high, 5" diameter, metal, concrete filled
20	1	Sign cabinet, 9' x 4', metal, plastic facia
21	4	Bullhorns, manufacturer and model no. not available
22	6	Spotlights, 10" x 5", LED, wall-mounted
23	1	Security door, 30" x 80", tubular metal, metal mesh backing, with number lock
24	27	Wall letters, 10" high, "Welcome/ Bienvenidos/ Recycling", painted
25	18	Wall letters, 6" high, "www.scvrecycling.com", painted
26	1	Lot of painted wall logos, 2- bulls, 1- SVC
27	110	Square feet of pallet rack wall facia
28	265	Square feet of ceramic tile flooring, 12" x 12" tiles
29	1	Wall partition, 77" x 76" x 4", wood construction, plywood facia, 3 rear shelves, 4" to 9" deep, with upper plans storage box, 77" x 21" x 25", wood, 36-cubby
30	227	Square feet of ceramic tile flooring, 12" x 12" tiles

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-025-010; ESFV-E-014-1

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

Section 1.

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

Section 2.

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

Section 3.

The property interests to be acquired consist of: (i) the improvements pertaining to realty that are more particularly described in Exhibit “C” attached hereto, and located on the real property identified in Exhibits “A” and “B” (“Improvements”) (hereinafter Improvements are referred to as the “Property Interests”). Exhibits “A”, “B”, and “C” are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development,

construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

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

Section 5.

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

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

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

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

(d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

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

Section 7.

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

Section 8.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit C. If after the adoption of this Resolution Exhibit C is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit C to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit C shall be the Property Interests authorized to be acquired herein.

Section 9.

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

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

and prosecution of said proceedings.

Section 10.

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

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of September, 2025.

_____ Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

Exhibit - A – Legal Description Exhibit - B – Plat Map
Exhibit - C – Improvements Pertaining to Realty

EXHIBIT "A"
PARCEL ESFV-E-014-1

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Van Nuys and described as follows:

Parcel 1:

The East 2-1/2 acres of Lot 7 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 to 132 inclusive of Maps, in the Office of the County Recorder of said County, acreage computed to Southern boundary of the Southern Pacific Railway Company's right of way.

Excepting all minerals, coal, oils, petroleum and kindred substances, natural gas under and in said land.

Parcel 2:

That portion of Lot 22 of Tract No. 16545, as per Map recorded in Book 398, Pages 18 and 19 of Maps, records of said City and County of Los Angeles, bounded on the West and East by the Southerly prolongation of the West and East lines of the land described in Parcel 1 above.

APN: 2210-025-010

(End of Legal Description)

EXHIBIT "B"
PARCEL ESFV-E-014-1

PLAT MAP

EXHIBIT "C"
PARCEL ESFV-E-014-1

IMPROVEMENTS PERTAINING TO REALTY

14701 – 14707 KESWICK STREET – DAVID BARNES COMPANY

NON-MOVABLE ASSETS – TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	5	Exterior Lights
2	1	Exterior Painted Sign "David Barnes & Co."
3	2	Concrete boxes, 1-40' & 1-20'
4	5	Smog Hogs Interior
5	2	Smog Hogs (Mist Kopfs) Interior
6	1	Group of Power Wiring, Consisting of Transformers, Step Down, Control Panels, Wiring In Flex Rigid and Flexible Cable, Etc.

14704 RAYMER STREET – DAVID BARNES COMPANY

NON-MOVABLE ASSETS – TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Group of Power Wiring, consisting of: Transformer, Sub Station, Step Down, Wiring in Rigid & Flexible Conduits.

14706 RAYMER STREET – SIT CATERING & EVENT RENTAL

NON-MOVABLE ASSETS – TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Stainless steel sink, 3 positions, 10 linear feet
2	1	Closet, wood, 20'x7'x4'
3	2	Green A/C

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Agenda Item # 2025-0596

Metro

Regular Board Meeting
September 25, 2025

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Project: The East San Fernando Valley Light Rail Transit 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 initial operating segment (IOS) is defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street-running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

Property Locations: Van Nuys, CA 91405

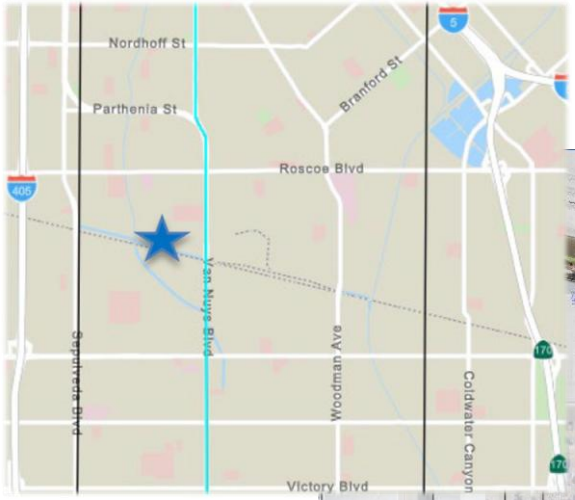
Property Impacts: Improvements Pertaining to Realty (IPR) interest for Parcel E-012 and IPR interests for Parcel E-014.

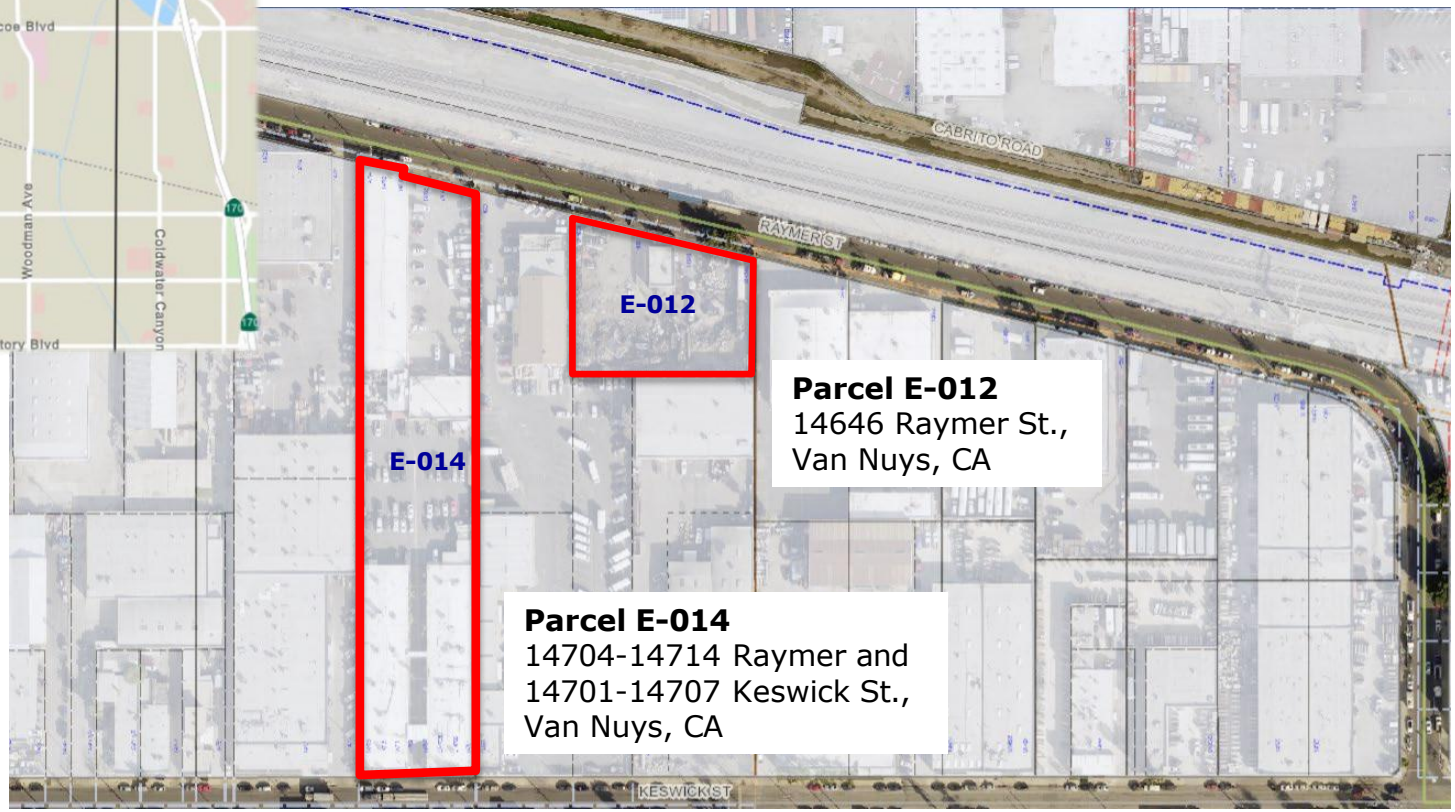
Relocation Impacts: Project impacts require the relocation of (7) business, however only (3) have IPR interests to acquire.

Metro

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW





Metro

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-E-012-1 (E-012)	2210-025-007	14646 Raymer Street Van Nuys, CA 91405	Franz Neuwirth, Trustee Gretchen Johanna Neuwirth, Trustee	IPR
			SCV Recycling	IPR
ESFV-E-014-1 (E-014)	2210-025-010	14704-14714 Raymer and 14701-14707 Keswick Street, Van Nuys, CA 91405	Joyce S. Berens, Trustee of the Joyce Berens Trust Fund Dated December 5, 2005 - Gene Ray Vaccarello, Gerald Vaccarello, Barbara Vacarello, Dale Vacarello & Diane E. Vacarello - Dona C. Meyer	IPR
			David Barnes, LLC	IPR
			SIT Catering & Event Rentals, Inc.	IPR

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Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Relocation Benefits Provided to Displaced Businesses:

- Movement of Personal Property and Disconnect and Reconnect Costs
- Re-Establishment Benefits
- Payment for Searching and Related Expenses for a Replacement Site
- Professional services performed before purchase or lease of a replacement site; (feasibility reports, soil testing, etc.)
- Loss of Tangible Personal Property and Substitute Personal Property
- Advisory services
- Move Planning Services

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Hearing to Adopt Resolutions of Necessity
East San Fernando Valley Light Rail Transit Project

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

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.

Metro

Metro

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

Metro

Board Report

File #: 2025-0838, **File Type:** Minutes **Agenda Number:** 2.

REGULAR BOARD MEETING
SEPTEMBER 25, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held July 24, 2025 and the Special Board Meeting held September 17, 2025.

powered by Legistar™

From: Marjorie Hunt
To: Board Clerk
Subject: Disqualify Lyft from Metro Bike Share!!
Date: Wednesday, July 23, 2025 3:57:01 PM

Metro Board Clerk,

Dear Members of the Metro Board,

As a frequent Metro train and bus rider and a biker, I am writing to urge you to protect job standards and fair working conditions for the union workers who have built the Metro Bike Share System. I ask you not just to extend the current Bike Share Contract, but also to disqualify Lyft from the bidding process now and in the future. Our union workers have stated over and over again that they do not wish to work for Lyft, a non-union company that does not prioritize public transit. They believe job quality will suffer, and for good reason.

Lyft has a long history of working counter to the interests of a functioning, robust, public transit system. Studies have indicated that the rise of ride-hailing services like Lyft has been linked to a decrease in bus and rail ridership in major American cities. In San Francisco, Lyft funded opposition and successfully killed Proposition L, which would have provided crucial funding for Muni by taxing ride-hailing companies. Lyft's opposition to such initiatives reveals a commitment to prioritizing its own profits over the well-being of our public transit infrastructure.

Additionally, according to TWU 320 members in various cities, since Lyft decided to insert themselves into the Micromobility industry they have compromised the integrity of the labor force representing the TWU Local 320 union members - removing and outsourcing jobs, reducing shifts and working hours, and requiring the use of apps that negatively impact workers.

In light of recent allegations against Lyft, we urge you to disqualify them from the current bidding process and to choose the operator that workers support. Bicycle Transit Systems has proven themselves to be a pro-worker, community-oriented company with ample experience in the bike share industry.

Since 2016, BTS has helped build Metro Bike Share into a nationally recognized program, with over 3 million rides and nearly 8 million pounds of CO2 reduced. BTS has been a collaborative partner, working hand-in-hand with community groups to ensure that bike share expands access and centers equity.

Awarding the Bike Share Contract to Lyft funnels more funds to an organization that has a track record of advocating against public transit and operating counter to the interests of unionized, transit workers. Los Angeles residents and Metro riders deserve more than investing in a company that is not invested in truly improving public transit, but instead benefits when riders opt-out of public transit all together.

Please disqualify Lyft from the bidding process to ensure that our public services will be run

with integrity.

Thank you.

Marjorie Hunt
[redacted]

From: Cassandra Firth
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:49:22 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Cassandra Firth
[redacted]

From: Kevin Jiang
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:44:52 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Kevin Jiang
[redacted]

From: Brian Dyer
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:41:23 PM

Metro Board Clerk,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Brian Dyer
[redacted]

From: Sean Mason
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:29:41 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

- Sean Mason

Sean Mason
[redacted]

From: Katherine Tattersfield
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:24:29 PM

Metro Board Clerk,

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I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Katherine Tattersfield
[redacted]

From: Matthew Plotkin
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:16:46 PM

Metro Board Clerk,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Matthew Plotkin
[redacted]

From: Geyker Santos
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:12:50 PM

Metro Board Clerk,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Geyker Santos
[redacted]

From: Isabel Balboa
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:02:01 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Isabel Balboa
[redacted]

From: Jillian Burgos
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 3:54:28 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Jillian Burgos
[redacted]

From: Rebecca Roycroft
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 3:31:44 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Rebecca Roycroft
[redacted]

From: Correna Tate
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 3:31:19 PM

Metro Board Clerk,

Members of the Board,

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Correna Tate
[redacted]
[redacted]
[redacted]

From: Emily Berry
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 11:38:06 AM

Metro Board Clerk,

Members of the Board,

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Since 2016, BTS has helped build Metro Bike Share into a nationally recognized program, with over 3 million rides and nearly 8 million pounds of CO2 reduced. BTS has been a collaborative partner, working hand-in-hand with community groups to ensure that bike share expands access and centers equity.

Awarding the Bike Share Contract to Lyft funnels more funds to an organization that has a track record of advocating against public transit and operating counter to the interests of unionized, transit workers. Los Angeles residents and Metro riders deserve more than investing in a company that is not invested in truly improving public transit, but instead benefits when riders opt-out of public transit all together.

Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Emily Berry
[redacted]

From: Patricia Morton
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 10:16:56 AM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Patricia Morton
[redacted]

From: Tessa McManus-Mendelowitz
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 10:07:27 AM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Tessa McManus-Mendelowitz
[redacted]

From: Cody Sloan
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 8:50:20 AM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Cody Sloan
[redacted]

From: Andrea Wheeler
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 7:27:37 AM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Andrea Wheeler
[redacted]

From: Violet Carne
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 9:26:05 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Violet Carne
[redacted]

From: Tyler Glaser
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 9:03:23 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Sincerely,
Tyler Glaser

[redacted]

From: Stephanie Tong
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 8:37:23 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Stephanie Tong
[redacted]

From: Carlos Navarrette
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 7:40:10 PM

Metro Board Clerk,

Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Carlos Navarrette
[redacted]

From: Lillian Nunno
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 6:50:02 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Lillian Nunno
[redacted]

From: Jessica Parral
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 6:49:22 PM

Metro Board Clerk,

Members of the Board,

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Jessica Parral
[redacted]

From: Johnny Huynh
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 6:01:51 PM

Metro Board Clerk,

Members of the Board,

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Johnny Huynh
[redacted]

From: Phillip Hanson
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 4:25:09 PM

Metro Board Clerk,

Members of the Board,

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Phillip Hanson
[redacted]

From: Charlie Markham
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 3:49:12 PM

Metro Board Clerk,

Dear Members of the Board,

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Best, Charles Kaller Markham

[redacted]

From: Meg Wachter
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 3:31:13 PM

Metro Board Clerk,

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In light of recent allegations against Lyft, we urge you to disqualify them from the current bidding process and to choose the operator that workers support. Bicycle Transit Systems has proven themselves to be a pro-worker, community-oriented company with ample experience in the bike share industry.

Since 2016, BTS has helped build Metro Bike Share into a nationally recognized program, with over 3 million rides and nearly 8 million pounds of CO2 reduced. BTS has been a collaborative partner, working hand-in-hand with community groups to ensure that bike share expands access and centers equity.

Awarding the Bike Share Contract to Lyft funnels more funds to an organization that has a track record of advocating against public transit and operating counter to the interests of unionized, transit workers. Los Angeles residents and Metro riders deserve more than investing in a company that is not invested in truly improving public transit, but instead benefits when riders opt-out of public transit all together.

Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Meg Wachter
[redacted]

From: Aldo Bernardino
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 3:30:32 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

Lyft has a long history of working counter to the interests of a functioning, robust, public transit system. Studies have indicated that the rise of ride-hailing services like Lyft has been linked to a decrease in bus and rail ridership in major American cities. In San Francisco, Lyft funded opposition and successfully killed Proposition L, which would have provided crucial funding for Muni by taxing ride-hailing companies. Lyft's opposition to such initiatives reveals a commitment to prioritizing its own profits over the well-being of our public transit infrastructure.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Aldo Bernardino
[redacted]

From: Roberta Stardust
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 3:28:29 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Roberta Stardust
[redacted]

From: shelby dewberry
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Tuesday, July 22, 2025 3:19:45 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

shelby dewberry
[redacted]

From: Alexander Fierro-Clarke
To: Board Clerk
Subject: Metro Bike Share -- Disqualify Lyft
Date: Wednesday, July 23, 2025 4:54:08 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Alexander Fierro-Clarke
[redacted]

From: Nolan Southerland
To: Board Clerk
Subject: Metro Bike Share -- No Lyft!
Date: Wednesday, July 23, 2025 3:46:24 PM

Metro Board Clerk,

Dear Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process. These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run with integrity.

Nolan Southerland
[redacted]

From: Rich Ruff
To: Board Clerk
Subject: Metro Bike Share Must Disqualify Lyft
Date: Wednesday, July 23, 2025 3:39:44 PM

Metro Board Clerk,

Members of the Board,

I am writing to urge you to protect good job standards and fair working conditions for our union workers who have built the Metro Bike Share System by not just extending the current Bike Share Contract, but also by disqualifying Lyft from the bidding process.

These workers have stated over and over again that they do not wish to work for Lyft and that they believe job quality will suffer, and for good reason.

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Please disqualify Lyft from the bidding process to ensure that our public services will be run

with integrity.

Thank you for your consideration in this matter.

Rich Ruff
[redacted]

From: advocate@mail.actionbutton.org on behalf of Felix Arevalo
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 9:54:05 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

The Festival Trail is a bold, community-rooted vision that reimagines public space, mobility, and cultural infrastructure across Los Angeles. It is designed not only to enhance the experience of the LA28 Games, but to leave a lasting, equitable legacy for our neighborhoods — linking parks, streets, transit corridors, and cultural institutions through inclusive design, local stewardship, and sustainable infrastructure for all members of the community that call Los Angeles home.

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Guided by an advisory committee composed of local, state, and national leaders in transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of

Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Felix Arevalo via ActionButton, on behalf of MoveLA. Please reply to Felix Arevalo at [redacted]

From: advocate@mail.actionbutton.org on behalf of Thadues Twardak
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, July 16, 2025 5:38:56 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Thadues Twardak via ActionButton, on behalf of MoveLA. Please reply to Thadues Twardak at [redacted]

From: advocate@mail.actionbutton.org on behalf of Dana C
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Sunday, July 20, 2025 7:40:16 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Dana C via ActionButton, on behalf of MoveLA. Please reply to Dana C at [redacted]

From: advocate@mail.actionbutton.org on behalf of Jessica Beh-john
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 9:44:00 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy!!

This message was sent by Jessica Beh-john via ActionButton, on behalf of MoveLA. Please reply to Jessica Beh-john at [redacted]

From: advocate@mail.actionbutton.org on behalf of Jennie Palluzzi
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, July 15, 2025 10:51:13 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Jennie Palluzzi via ActionButton, on behalf of MoveLA. Please reply to Jennie Palluzzi at [redacted]

From: advocate@mail.actionbutton.org on behalf of Stacy Mata
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, July 18, 2025 8:56:08 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Stacy Mata via ActionButton, on behalf of MoveLA. Please reply to Stacy Mata at [redacted]

From: advocate@mail.actionbutton.org on behalf of Stephnee Stephens
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 9:11:20 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Stephnee Stephens via ActionButton, on behalf of MoveLA. Please reply to Stephnee Stephens at [redacted]

From: advocate@mail.actionbutton.org on behalf of Thanna Vickerman
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, July 15, 2025 4:44:24 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

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This message was sent by Thanna Vickerman via ActionButton, on behalf of MoveLA. Please reply to Thanna Vickerman at [redacted]

From: advocate@mail.actionbutton.org on behalf of Mary Niehaus
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 9:01:19 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Mary Niehaus via ActionButton, on behalf of MoveLA. Please reply to Mary Niehaus at [redacted]

From: advocate@mail.actionbutton.org on behalf of Becky Lindquist
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, July 15, 2025 8:28:11 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Becky Lindquist via ActionButton, on behalf of MoveLA. Please reply to Becky Lindquist at [redacted]

From: advocate@mail.actionbutton.org on behalf of K W
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 8:43:36 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by K W via ActionButton, on behalf of MoveLA. Please reply to K W at [redacted]

From: advocate@mail.actionbutton.org on behalf of Laura Machado
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, July 15, 2025 6:00:35 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Laura Machado via ActionButton, on behalf of MoveLA. Please reply to Laura Machado at [redacted]

From: advocate@mail.actionbutton.org on behalf of Elise Piatkowski
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 7:42:29 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Elise Piatkowski via ActionButton, on behalf of MoveLA. Please reply to Elise Piatkowski at [redacted]

From: advocate@mail.actionbutton.org on behalf of Nguyen Nguyen
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 10:32:44 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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By connecting historically underserved communities to opportunity and celebration, the

Festival Trail honors the Olympic values of unity, access, and resilience. It transforms temporary celebration into long-term civic benefit.

We believe the Festival Trail should be:

- Recognized as a key component of the spatial legacy framework of LA28 both in preparation of the Games and as part of the legacy organization of the 2028 Games;
- Supported by coordinated investment and interagency cooperation from the City and County of Los Angeles;
- Embedded in planning, mobility, and cultural strategies leading up to and beyond the Games;
- Funded through a public-private-philanthropic partnership
- Be prototyped ahead of the 2026 World Cup and 2028 Games in close partnership with community voices and local organizations.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Nguyen Nguyen via ActionButton, on behalf of MoveLA. Please reply to Nguyen Nguyen at [redacted]

From: advocate@mail.actionbutton.org on behalf of Victoria Stover
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 6:32:40 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Victoria Stover via ActionButton, on behalf of MoveLA. Please reply to Victoria Stover at [redacted]

From: advocate@mail.actionbutton.org on behalf of Stephanie Ramos
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 6:14:45 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Stephanie Ramos via ActionButton, on behalf of MoveLA. Please reply to Stephanie Ramos at [redacted]

From: advocate@mail.actionbutton.org on behalf of Erin Liu
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 5:53:06 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Erin Liu via ActionButton, on behalf of MoveLA. Please reply to Erin Liu at [redacted]

From: advocate@mail.actionbutton.org on behalf of Liza Crisci
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 5:09:51 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Liza Crisci via ActionButton, on behalf of MoveLA. Please reply to Liza Crisci at [redacted]

From: advocate@mail.actionbutton.org on behalf of Frank Smith
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 4:37:32 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Frank Smith via ActionButton, on behalf of MoveLA. Please reply to Frank Smith at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kandace Montgomery
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 4:11:09 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Kandace Montgomery via ActionButton, on behalf of MoveLA.
Please reply to Kandace Montgomery at [redacted]

From: advocate@mail.actionbutton.org on behalf of Alejandra Sinay
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 3:50:00 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Alejandra Sinay via ActionButton, on behalf of MoveLA. Please reply to Alejandra Sinay at [redacted]

From: advocate@mail.actionbutton.org on behalf of Cynthia Gonzalez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 2:59:02 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Cynthia Gonzalez via ActionButton, on behalf of MoveLA. Please reply to Cynthia Gonzalez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lauren Gerstle
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 2:29:56 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Lauren Gerstle via ActionButton, on behalf of MoveLA. Please reply to Lauren Gerstle at [redacted]

From: advocate@mail.actionbutton.org on behalf of Erica Fedornak
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 12:53:09 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Erica Fedornak via ActionButton, on behalf of MoveLA. Please reply to Erica Fedornak at [redacted]

From: advocate@mail.actionbutton.org on behalf of Mary Martinez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 12:42:54 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Mary Martinez via ActionButton, on behalf of MoveLA. Please reply to Mary Martinez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Sebastian Romero
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 12:39:21 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Sebastian Romero via ActionButton, on behalf of MoveLA. Please reply to Sebastian Romero at [redacted]

From: advocate@mail.actionbutton.org on behalf of Alicia Gallarzo
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 12:32:25 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Alicia Gallarzo via ActionButton, on behalf of MoveLA. Please reply to Alicia Gallarzo at [redacted]

From: advocate@mail.actionbutton.org on behalf of Caelan Rafferty
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 12:30:50 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Caelan Rafferty via ActionButton, on behalf of MoveLA. Please reply to Caelan Rafferty at [redacted]

From: advocate@mail.actionbutton.org on behalf of Bryan Gilmore
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 12:08:31 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Bryan Gilmore via ActionButton, on behalf of MoveLA. Please reply to Bryan Gilmore at [redacted]

From: advocate@mail.actionbutton.org on behalf of Betty Roe
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:38:20 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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By connecting historically underserved communities to opportunity and celebration, the

Festival Trail honors the Olympic values of unity, access, and resilience. It transforms temporary celebration into long-term civic benefit.

We believe the Festival Trail should be:

- Recognized as a key component of the spatial legacy framework of LA28 both in preparation of the Games and as part of the legacy organization of the 2028 Games;
- Supported by coordinated investment and interagency cooperation from the City and County of Los Angeles;
- Embedded in planning, mobility, and cultural strategies leading up to and beyond the Games;
- Funded through a public-private-philanthropic partnership
- Be prototyped ahead of the 2026 World Cup and 2028 Games in close partnership with community voices and local organizations.

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This message was sent by Betty Roe via ActionButton, on behalf of MoveLA. Please reply to Betty Roe at [redacted]

From: advocate@mail.actionbutton.org on behalf of Eliberto Enriquez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:29:53 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Eliberto Enriquez via ActionButton, on behalf of MoveLA. Please reply to Eliberto Enriquez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kim G
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:25:43 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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By connecting historically underserved communities to opportunity and celebration, the

Festival Trail honors the Olympic values of unity, access, and resilience. It transforms temporary celebration into long-term civic benefit.

We believe the Festival Trail should be:

- Recognized as a key component of the spatial legacy framework of LA28 both in preparation of the Games and as part of the legacy organization of the 2028 Games;
- Supported by coordinated investment and interagency cooperation from the City and County of Los Angeles;
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The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Kim G via ActionButton, on behalf of MoveLA. Please reply to Kim G at [redacted]

From: advocate@mail.actionbutton.org on behalf of Jason Wise
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:24:57 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Jason Wise via ActionButton, on behalf of MoveLA. Please reply to Jason Wise at [redacted]

From: advocate@mail.actionbutton.org on behalf of Christine Jimenez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:23:50 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Christine Jimenez via ActionButton, on behalf of MoveLA. Please reply to Christine Jimenez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Autumn Ricksecker
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:11:10 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

As a mother and community member of Los Angeles, I endorse the following initiative for our city:

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

Considering the unprecedented actions of the Federal government and ICE raids against immigrant communities, it is imperative that we invest in local systems that uphold the safety and democratic rights of all Angelenos. In this period of political fissure and erosion of human rights, resilience is creating the spaces for resistance and strengthening community networks and care. The built environment is key in facilitating closer bonds between neighbors. Los Angeles has been made a target by the Federal administration, and as our city steps onto the international stage during the Olympics and Paralympics in 2028, we must claim our values as a city. A home built for and by immigrant communities, who will protect, protest and celebrate, and demonstrate to the world that our greatest strength is our diversity.

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We urge you to champion Festival Trail as a lasting civic legacy.

Sincerely,
Autumn Ricksecker

This message was sent by Autumn Ricksecker via ActionButton, on behalf of MoveLA.
Please reply to Autumn Ricksecker at [redacted]

From: advocate@mail.actionbutton.org on behalf of Scott Barger
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, July 22, 2025 10:36:14 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Scott Barger via ActionButton, on behalf of MoveLA. Please reply to Scott Barger at [redacted]

From: advocate@mail.actionbutton.org on behalf of Christian Kasperkovitz
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, July 16, 2025 6:45:32 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Christian Kasperkovitz via ActionButton, on behalf of MoveLA. Please reply to Christian Kasperkovitz at [redacted]

From: advocate@mail.actionbutton.org on behalf of Linda Loveng
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 10:59:40 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Linda Loveng via ActionButton, on behalf of MoveLA. Please reply to Linda Loveng at [redacted]

From: advocate@mail.actionbutton.org on behalf of Saloni Singh
To: Board Clerk
Subject: FESTIVAL TRAIL NEEDS TO BE IMPLEMENTED
Date: Monday, July 14, 2025 3:09:50 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

Best,
Saloni Singh
(Lover of LA)

This message was sent by Saloni Singh via ActionButton, on behalf of MoveLA. Please reply to Saloni Singh at [redacted]

From: Jaquel Pitts <[redacted]
Sent: Monday, July 7, 2025 12:24 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: NEXT BOARD MEETING COMMENT

NEXT BOARD MEETING COMMENT

COMPLAINT AGAINST LA METRO OFFICER 7/7/2025 10:05 to 10:11am

My name is Sergeant Dr. Jaquel J. Pitts, Ph.D. I am a security guard employed by a third party security company. This hereby serves as a complaint against a LA METRO officer who was a African American male who illegally searched my property and belongings at a security checkpoint without my consent at the Compton station at the entrance of the station. This incident occured at the entrance of Compton station between 10:05am and 10:11am on July 7 2025. Lately LA METRO has been instituting security checkpoints and mental detectors and they have been searching all the patrons who visit certain stations such as Norwalk Station and Compton Station . These searches consists of LA METRO officers going through all incoming patrons and people's bags purses and personal belongings and demanding that they empty their pockets. During the incident I was wearing a black beanie that said SECURITY on it. Black hoodie that said security and black sweatpants that said US army on it, and I was wearing black tennis shoes. I'm a African American male 6'0 200lbs

THIS IS A VIOLATION OF THE FOURTH AMENDMENT

PLUS I AM A SECURITY GUARD WHO IS AUTHORIZED TO CARRY WEAPONS

So what are you going to do if a third party security guard is on his way to work carrying a weapon, who does not have a car? Are you going to tell him he can't carry his weapon?

LA METRO IS NOT A FEDERAL AGENCY!

The institution of security checkpoints that involve searching bags, purses, and belongings without reasonable suspicion and probable cause that force universal search and seizure

to all patrons who enter the station is UNCONSTITUTIONAL and a violation of the FOURTH AMENDMENT.

Yes, it is generally illegal for law enforcement to search items and belongings without probable cause. The Fourth Amendment of the U.S. Constitution protects individuals from unreasonable searches and seizures, requiring law enforcement to have a warrant or probable cause (and potentially other exceptions) before conducting a search.

Here's a more detailed explanation:

Fourth Amendment Protection:

The Fourth Amendment protects individuals from unreasonable searches and seizures, meaning the government (including law enforcement) cannot search your property or take your belongings without a good reason.

Probable Cause Requirement:

Generally, law enforcement needs a warrant to conduct a search. To obtain a warrant, they must demonstrate probable cause, which is a reasonable belief that a crime has been committed and that evidence of that crime is likely to be found in the place to be searched.

Exceptions:

There are exceptions to the warrant requirement, such as when the person being searched gives consent, when there is a legitimate emergency, or when evidence is in plain view. However, even in these situations, the search must still be reasonable.

Consequences:

If a search is conducted without probable cause or a valid warrant (and without a recognized exception), the evidence obtained from that search may be inadmissible in court.

Respectfully,

Sergeant Dr Jaquel J Pitts, Ph.D.

From: alanna@langdonstreetcap.com <alanna@langdonstreetcap.com>
Sent: Monday, July 21, 2025 2:57 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: 'Andrew Daneshgar' <andrew@langdonstreetcap.com>; 'Richard Schave' <[redacted] 'Adam Daneshgar' <adaneshgar@langdonstreetcap.com>; 'Benito Chavez' <bchavez@grandcentralsquare.com>
Subject: Regular Board Meeting 7/24: Public Comment

Hello Metro Board,

Submitting public comment for the following. I will be present in person on Thursday to read our statement.

Meeting Name: **Regular Board Meeting**

Date: **Thursday, July 24th, 2025 at 10am**

Agenda Item: **General Public Comment #2025-0590**

My name is Alanna McBirney, and I am representing the owner and management group of the Million Dollar Theater in Downtown LA.

We desperately need the Metro Bike Share station on Broadway & 3rd Street to be relocated away from the front of the Million Dollar Theater. For more than three years, we have been reaching out to stakeholders, policy makers, and public officials to try to get this bike share station relocated, including LADOT's bike share program manager, Metro, the Downtown LA Neighborhood Council, and Council District 14. A formal letter was submitted by DLANC to CD14 back in 2022 with no response, and it has been only empty promises since then.

Most recently, in October, LADOT and Metro handed out a physical flyer notifying the public that the Metro Bike Share would be moved by one block. See copy attached. Staff told us it would be relocated by the "end of the year" – it is now halfway through the following year.

These bike stalls are a modern eyesore, incompatible with the theater's status as a Historic Cultural Monument, and totally unavoidable when photographing and filming the theater façade. No other theater in the Historic Broadway Theater District has this burden, and we are losing upwards of a quarter million dollars ($250,000) annually due to the presence of these bicycles. This is critical revenue that we could be using to make improvements and maintain the property.

We have proposed multiple alternative location options that all fit within Metro's guidelines for locating these bike racks in a safe and accessible location for users. It is extremely disappointing that we have a Historic property being diminished by these bike racks that could easily, effectively, and safely be relocated.

Overall, we are extremely involved in our community and want to see the revitalization of the Million Dollar Theater and the greater historic Broadway corridor. Please let us know how you can help and if we can assist with any further information to get this done once and for all.

Best,

Alanna

Alanna (Dedek) McBirney
Director of Development
Langdon Street Capital

9777 Wilshire Blvd, Suite 811

Beverly Hills, CA 90212

O: (310) 975-7067 x4
alanna@LangdonStreetCap.com

www.LangdonStreetCap.com

Metro Bike Share station update

Actualización de estaciones de Metro Bike Share

Metro Bike Share will be moving the station on Broadway/3rd to Broadway/4th or other nearby location.

Metro Bike Share trasladará la estación de Broadway/3rd a Broadway/4th u otra ubicación cercana.

Questions?

Contact Customer Service at *support@bikeshare.metro.net.*

¿Tiene preguntas?

Comuníquese con el servicio de atención al cliente en support@bikeshare.metro.net.

Metro

LADOT

From: advocate@mail.actionbutton.org on behalf of Sari Navarro
To: Board Clerk
Subject: Will be Awaiting your Response: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, July 14, 2025 11:21:51 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy. I will await your response!

This message was sent by Sari Navarro via ActionButton, on behalf of MoveLA. Please reply to Sari Navarro at [redacted]

From: Ann Rubin
To: Board Clerk
Subject: 2025-0590 General Public Comment
Date: Wednesday, July 23, 2025 4:26:50 PM

Dear Metro Board,

I am writing to express great disappointment and my dismay that Metro defaulted to planting London Plane trees at the new Purple subway stop on Wilshire/Fairfax, across from LACMA, and at Wilshire/La Brea, located in the Miracle Mile and in CD-5. I also note that the Wilshire/La Cienega stop, in Beverly Hills, has been planted with Fern Pines.

For years, our local group, comprised of engaged neighbors with professional expertise in plants and horticulture, landscape design, and climate change, along with members of the city's Community Forestry Advisory Committee, have been advocating for a coordinated street tree plan along Wilshire Blvd. and tributaries for First/Last Mile, including the two new subway stops. Metro started public outreach in our neighborhoods well before the pandemic, and we participated in meetings, surveys, listening sessions, inter-active phone apps, and more. For years, we communicated with Metro officials, Urban Forestry Division, and our council offices. None of this effort seems to have mattered or amounted to anything.

We are seeking a robust street-tree and landscaping plan that brings year-round shade for cooling, improved health, and delight and beauty for commuters and visitors to this prominent and historical thoroughfare. Better trees choices would be California natives and species that improve our ecology and are in sync with our wet and dry seasons and tell a distinct story connected to this location. Inspiration could have come from the many trees in the LA Brea Tar Pits location. Even Metro's own policies include the preference for native trees and working together with the community!

Instead, we got London Planes. London Plane is one of the most common street trees in the world and certainly still is in Los Angeles. We already have several near the Peterson Museum and Academy Museum -- and these trees look sickly and scrawny. They are deciduous, so we miss the shade for many months, but even when leafed out, they look unhealthy. Maybe they need more water. There are a few London Planes in the area from 50-60 years ago -- and they periodically fall over and regularly need dead-wooding to prevent branches from falling. Less than 10 years ago, we were all in a panic about the shot hole borer pest decimating London Planes and Sycamores. Why are we planting more of the same? We should be planting trees that will thrive for the next 100 years, while the city densifies and builds up around the new subway stops and increases the heat island here.

We have endured many years of living with Metro construction and its impacts, with blocks of emptied buildings, suffering businesses, re-routed traffic, and crumbling sidewalks and debris. Blocks of Wilshire have been a no-man's land. We've been holding out with hope, not expecting the status quo and what feels like disregard, frankly, for what happens to also be our neighborhood streets where we live. This could have been a model planting -- educational and inspirational and hospitable to all the users of the new subway and visitors to the major museums, plus enticing neighborhood residents from their cars. What a missed opportunity for Wilshire Blvd. and the City of Los Angeles at this prominent location on this iconic Los Angeles boulevard.

Our community group is absolutely still available and eager to meet with the parties that decide what tree species get planted and where. We still have the whole of the First/Last Mile pathway network in need of the right shade trees that will define this area -- a once in a lifetime opportunity and possibly for the next 100 years. We ask to meet and work together with Metro, Urban Forestry Division, and our council office to go in a new direction, even at this 11th hour.

Thank you,
Ann Rubin
in adjacent [redacted]

cc:
Greg Goldin, President of Miracle Mile Neighborhood Association (resident of Miracle Mile)
Rebecca Schwaner, landscape designer, instructor at UCLA's landscape architecture program, member of HPOZ board (resident of Carthay Circle)
Alex Hall, climate scientist at UCLA and board member at Theodore Payne (resident of South Carthay)
Carol Bornstein, author of "California Native Plants for the Garden," horticulturalist, board member at Theodore Payne (former resident of Carthay Square)
Micheal Bircumshaw, Community Forestry Advisory Committee alternative rep for mayor's office (resident of Wilshire Vista)
Charles Miller, Community Forestry Advisory Committee rep for CD-5

MINUTES

Thursday, July 24, 2025

10:00 AM

Board of Directors - Regular Board Meeting

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

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:05 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 8, 9, 10, 11, 12, 15, 20, 21, ~~23~~, 26, 27, 28, 30, 31, 32, 33, 34, 37, 38**, and 39.

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

Consent Calendar items were approved by one motion except item 23, which was held by a Director for discussion and/or separate action.

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

Voting Deviations:
Item 6 – the following Directors were conflicted: IP and KRB
Item 8 – the following Director was conflicted: IP
Item 15 – the following Directors were conflicted: IP and KRB
Item 30 – the following Director was conflicted: IP
Item 39 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES **2025-0589**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held June 26, 2025.

3. SUBJECT: REMARKS BY THE CHAIR **2025-0587**

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER **2025-0588**

RECEIVED report by the Chief Executive Officer.

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

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

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

5. SUBJECT: METRO SYSTEMWIDE PARKING OPERATOR SERVICES 2025-0322

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS66007000 with L & R Auto Parks, Inc. DBA Joe's Auto Parks (Joe's Auto Parks) to exercise the two, one-year options for $13,491,977, increasing the total contract value from $26,878,513 to $40,370,490; and to extend the period of performance from September 2, 2025, to September 1, 2027, covering park and ride facilities at up to 72 transit stations across Los Angeles County.

6. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT BENCH, REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH, AND REGIONAL RAIL STRATEGIC FINANCIAL ADVISORY ON-CALL SERVICES BENCH 2025-0370

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

A. EXECUTE Modification No. 1 to the Countywide Planning & Development Bench Contract Nos. PS95050000 through PS95050025 to increase the three-year base period funding amount by $15 million, increasing the total Not-To-Exceed (NTE) cumulative base contract amount from $30 million to $45 million;

B. EXECUTE Modification No. 4 to the Regional Rail Planning and Environmental On-Call Services Bench Contract Nos. AE56752000 through AE56752005 to exercise the second, one-year option term in the amount of $2 million, increasing the total NTE cumulative contract amount from $27 million to $29 million and extending the period of performance from August 14, 2025, to August 13, 2026; and

C. EXECUTE Modification No. 2 to the Regional Rail Strategic Financial Advisory On-Call Services Bench Contract Nos. PS66571-2000 through PS66571-2005 to exercise the first, one-year option term in the amount of $1 million, increasing the total NTE cumulative contract amount from $6.4 million to $7.4 million and extending the period of performance from December 7, 2025, to December 6, 2026.

7. SUBJECT: ENVIRONMENTAL REMEDIATION HOUSING ACCELERATION FUND **2025-0449**

APPROVED ON CONSENT CALENDAR:

A. ADOPTING a resolution of the Board of Directors ("Board") of the Los Angeles County Metropolitan Transportation Authority ("Metro") approving the execution of a Memorandum of Understanding ("MOU") to receive funding from the Southern California Association of Governments ("SCAG") for the Regional Early Action Planning Grant Program of 2021;

B. AUTHORIZING the Chief Executive Officer (CEO), or designee, to negotiate and execute an MOU between SCAG and Metro in an amount not to exceed $5,000,000 to create an Environmental Remediation Housing Acceleration Fund; and

C. AUTHORIZING the CEO, or designee, to commit $1,000,000 as a local match requirement for the Environmental Remediation Housing Acceleration Fund.

8. SUBJECT: ACCESS FOR ALL GRANT PROGRAM **2025-0457**

APPROVED ON CONSENT CALENDAR:

A. the Access for All Program funding awards totaling $5,855,760, made available to Metro through the State of California's Access for All Program; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute funding agreements with the entities receiving awards.

9. SUBJECT: COORDINATED PUBLIC TRANSIT - HUMAN SERVICES TRANSPORTATION PLAN **2025-0475**

ADOPTED ON CONSENT CALENDAR the locally developed 2025-2028 Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan" or "Plan") for Los Angeles County, as required under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

10. SUBJECT: APPROVAL OF THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM AND SURFACE TRANSPORTATION BLOCK GRANT PROJECT RANKING RECOMMENDATIONS **2025-0428**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) or their designee to submit to the Southern California Association of Governments (SCAG) the project ranking recommendations for Los Angeles County for Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Surface Transportation Block Grant Program (STBG) funding for federal fiscal year 2027 through 2028.

11. SUBJECT: JOINT DEVELOPMENT 10K COMMITMENT AND POLICY UPDATE **2025-0095**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING an update on the Board of Directors' goal of producing 10,000 housing units through Metro's Joint Development program and progress to date; and

B. ADOPTING the amended Joint Development Policy.

12. SUBJECT: METRO COST BENEFIT ANALYSIS METHODOLOGY **2025-0543**

ADOPTED ON CONSENT CALENDAR the recommended Metro Cost Benefit Analysis Methodology.

15. SUBJECT: CONSTRUCTION MANAGEMENT SUPPORT SERVICES - CAPITAL IMPROVEMENT PROJECTS **2025-0373**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a cost-plus fixed fee Indefinite Delivery / Indefinite Quantity Contract No. AE128436MC085, to Zephyr UAS, Inc., to provide Construction Management Support Services for Capital Improvement Projects, for a period of five years in an amount Not-To-Exceed (NTE) $50,000,000, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE individual Task Orders within the Board-approved contract amount.

20. SUBJECT: WORKERS' COMPENSATION TEMPORARY STAFFING SERVICES BENCH **2025-0192**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 1 to the Workers' Compensation Temporary Staffing Services Bench Contract No. PS48678001 with Lancesoft, Inc. and Contract No. PS48678002 with The Best Claims Solutions in an amount Not-To-Exceed (NTE) $1,000,000, increasing the cumulative contract value from $500,000 to $1,500,000.

21. SUBJECT: CYBERSECURITY LIABILITY INSURANCE PROGRAM **2025-0345**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase a cybersecurity liability insurance policy with up to $50 million in limits at a not-to-exceed premium of $3.104 million for the 12-month period effective September 1, 2025, to September 1, 2026.

23. SUBJECT: FISCAL YEAR 2026 AUDIT PLAN **2025-0427**

ADOPTED the Fiscal Year 2026 (FY26) Proposed Annual Audit Plan.

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

26. SUBJECT: TITLE VI EQUITY ANALYSIS POLICIES **2025-0463**

ADOPTED ON CONSENT CALENDAR Title VI Service and Fare Equity Analysis Policies which include:

- Major Service Change Policy;
- Disparate Impact Policy; and
- Disproportionate Burden Policy.

27. SUBJECT: ACQUISITION INCENTIVE PILOT PROGRAM **2025-0053**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING an update on the Acquisition Incentive Pilot Program ("Pilot Program") for the East San Fernando Valley Light Rail Project ("ESFV"); and

(continued on next page)

(Item 27 – continued from previous page)

B. amendments to the Pilot Program by adding incentive payments for Improvements Pertaining to Realty (IPR), adjusting relocation benefits to be in accordance with Federal regulations adopted since the approval of the Pilot Program, and adding the Southeast Gateway Line Project (SGL) to the Pilot Program, contingent upon Federal Transit Administration (FTA) approval.

28. SUBJECT: LANDMARK UNSOLICITED PROPOSAL FOR METRO WORKFORCE HOUSING **2025-0566**

APPROVED ON CONSENT CALENDAR:

A. RECEIVING AND FILING a Landmark Unsolicited Proposal to develop Metro Workforce Housing; and

B. AUTHORIZING the Chief Executive Officer (CEO) to proceed with Phase Two evaluation of the Landmark Unsolicited Proposal to develop Metro Workforce Housing adjacent to the Leimert Park K Line Station.

30. SUBJECT: ROLLING STOCK CONSULTANT BENCH - RAIL AND BUS SUPPORT SERVICES **2025-0269**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a six-year firm fixed unit rate Consultant Bench contract to six firms in an amount Not-To-Exceed (NTE) $6,886,296.00, inclusive of $5,347,296 for Discipline A (Rail) and $1,539,000 for Discipline B (Bus), subject to the resolution of properly submitted protest(s), if any; and

Discipline A: Rail
1. AtkinsRealis USA, Inc. - OP127274000
2. DB E.C.O. North America, Inc. - OP127274001
3. Hatch Associates Consultants, Inc. - OP127274002
4. Mott MacDonald Group, Inc. - OP127274003

Discipline B: Bus
1. Capitol Government Contract Specialists - OP127274004
2. Hatch Associates Consultants, Inc. - OP127274005
3. STV Incorporated - OP127274006

B. EXECUTE the Task Orders under these contracts within the NTE cumulative amount of $6,886,296.00.

31. SUBJECT: GRAFFITI ABATEMENT SERVICES **2025-0406**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD a firm fixed unit rate Contract No. OP91160(3)001R1 for Region 1 to Strive Well-Being, Inc. to provide graffiti abatement services in the Not-To-Exceed (NTE) amount of $2,683,930 for the three-year base period, and $1,991,400 for the one, two-year option term, for a combined NTE amount of $4,675,330, effective October 1, 2025, subject to the resolution of any properly submitted protest(s), if any;

B. AWARD a firm fixed unit rate Contract No. OP91160(3)002R2 for Region 2 to BriteWorks, Inc. to provide graffiti abatement services in the NTE amount of $3,436,171 for the three-year base period, and $2,458,952 for the one, two-year option term, for a combined NTE amount of $5,895,123, effective October 1, 2025, subject to the resolution of any properly submitted protest(s), if any; and

C. AWARD a firm fixed unit rate Contract No. OP91160(3)003R3 for Region 3 to Urban Graffiti Enterprises, Inc. to provide graffiti abatement services in the NTE amount of $5,002,335 for the three-year base period, and $3,334,890 for the one, two-year option term, for a combined NTE amount of $8,337,225, effective October 1, 2025, subject to the resolution of properly submitted protest(s), if any.

32. SUBJECT: D LINE SUBWAY EXTENSION PROJECT SECTIONS 1, 2, AND 3 SERVICE PLAN TITLE VI SERVICE AND FARE EQUITY ANALYSIS **2025-0460**

APPROVED ON CONSENT CALENDAR the D Line Subway Extension Project Sections 1, 2, and 3 Title VI Service and Fare Equity Analysis.

33. SUBJECT: P2000 LIGHT RAIL VEHICLE (LRV) OVERHAUL PROGRAM CONSULTANT SUPPORT SERVICES **2025-0506**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 31 to Contract No PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for the P2000 Light Rail Vehicle (LRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) contract price by $1,448,394.00 from $9,563,696.20 to $11,012,090.20, and extending the period of performance from December 31, 2025, to June 30, 2026; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

34. SUBJECT: METRO BIKE SHARE **2025-0482**

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

A. EXECUTE Modification No. 19 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) to exercise up to three, one-month options each separately as needed from September 1, 2025, to November 30, 2025, to continue Metro Bike Share (MBS) program services in an amount not to exceed $3,627,011, increasing the total contract value from $121,022,457 to $124,649,468; and

B. EXECUTE future Modifications to Contract No. PS272680011357 with BTS to extend the period of performance for up to six additional one-month options, each separately as needed, from December 1, 2025 to May 31, 2026, to continue MBS program services in an amount not to exceed $7,500,000 increasing the total contract value from $124,649,468 to $132,149,468.

36. SUBJECT: METRO NON-REVENUE VEHICLE PROCUREMENT POLICY **2024-1139**

ADOPTED the Metro Non-Revenue Vehicle Procurement Policy.

YAROSLAVSKY AMENDMENT: In the policy under Section VI.1, bullet 3, strike through "and the Chief Operating Officer (COO)" and report back annually on the implementation of the policy.

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

37. SUBJECT: METRO 2025 TRANSIT SERVICE POLICY **2025-0304**

ADOPTED ON CONSENT CALENDAR the 2025 Transit Service Policy.

38. SUBJECT: RAIL OPERATIONS CONTROL EXPANSION **2025-0327**

AUTHORIZED ON CONSENT CALENDAR BY TWO-THIRDS VOTE OF THE BOARD the Chief Executive Officer to:

A. ESTABLISH a Life-of-Project (LOP) Budget of $17,000,000 for the Rail Operations Control (ROC) Facility Expansion Project;

(continued on next page)

(Item 38 – continued from previous page)

B. AWARD a firm fixed price, sole source Contract No. C130977000 to Williams Scotsman, Inc. dba WillScot, in the amount of $13,200,048, for the design and construction of a multi-modular building, to relocate Los Angeles County Sherriff's Department (LASD) personnel to Metro Division 4 that are currently housed at the ROC and accommodate the ROC facility expansion, subject to the resolution of properly submitted protest(s), if any;

C. FIND that there is only a single source of procurement for the item set forth in Recommendation B above and that the sole purpose is to construct a multi-modular facility to serve as a Metro transit law enforcement facility supporting LASD and Transit Community Public Safety Department (TCPSD) operations; and

D. EXECUTE individual contract modifications within and up to the Board authorized Contract Modification Authority (CMA) limit.

39. SUBJECT: SHARED MOBILITY INTELLIGENT TRANSPORTATION SYSTEMS ON-CALL SERVICES **2025-0476**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD Contract Nos. AE52668000 with Kimley-Horn and Associates, Inc.; AE52668001 with Iteris, Inc.; AE52668002 with Parsons Transportation Group, Inc.; and AE52668003 with Advantec Consulting Engineers, Inc., respectively, for the Shared Mobility Intelligent Transportation Systems On-Call Services bench for a four-year period for a cumulative Not-To-Exceed (NTE) amount of $50,000,000, subject to the resolution of any properly submitted protest(s), if any; and

B. EXECUTE Task Orders within the approved NTE cumulative value.

46. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2025-0415**

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the proposed Resolutions of commencement of eminent domain actions to acquire the Fee Simple Interests ("Fee Interests") and the Improvements Pertaining to Realty ("IPR") for the properties described as follows:

1. 14556 Raymer Street, Los Angeles, CA 91405, APN: 2210-030-028; ESFV-E-006-1 (E-006); and

(continued on next page)

(Item 46 – continued from previous page)

2. 14718 Raymer Street, Los Angeles, CA 91405 and 14721 Keswick Street, Los Angeles, CA 91405, APN: 2210-025-044; ESFV-E-015-1 (E-015).

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

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

47. SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE LINE EXTENSION SECTION 2 PROJECT 2025-0452

ADOPTED BY TWO-THIRDS VOTE OF THE BOARD the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire an 18-month Temporary Construction Easement ("TCE") from the property known as 1950 Century Park East, Los Angeles, CA 90067 APN: 4319-001-008.

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

48. SUBJECT: EXTENDING THE WILDFIRE RECOVERY MODIFIED LIFE ENROLLMENT MOTION 2025-0598

APPROVED Motion by Barger, Horvath, Bass, Dutra, Solis, and Hahn that the Board direct the Chief Executive Officer to extend the program through January 2026, seek a Title VI waiver from the FTA to allow Metro to continue offering the modified LIFE enrollment benefit to wildfire survivors, and report back to the board in January 2026 with a 12-month summary of the program.

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

49. SUBJECT: CLOSED SESSION **2025-0591**

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

1. Maria Luisa Nunez v. LACMTA, Case No. 22STCV25415

   APPROVED settlement in the amount of $925,000.

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

2. Rosa Maria Vargas v. LACMTA, Case No. 23VEC03063

   APPROVED settlement in the amount of $500,000.

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

3. Jobs To Move America v. LACMTA, Case No. 24STCP02977

   APPROVED settlement in the amount of $250,000.

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

B. Conference with Labor Negotiator - Government Code 54957.6
Agency designated representatives: Cristian Leiva, Dawn Jackson-Perkins
Employee organizations: AFSCME

No report.

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

No report.

(continued on next page)

(Item 49 – continued from previous page)

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

1.Gina Osborn v. LACMTA, Case No. 24STCV19597

APPROVED settlement in the amount of $225,000.

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

ADJOURNED AT: 1:02 P.M.

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

Collette Langston, Board Clerk

September 2025 SBM Public Comments – Item 17

From: Faraz Aqil [redacted]
Sent: Sunday, September 14, 2025 4:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #17 - Item Needs More Consideration - Sept 17 2025 BOD Special Meeting

Hello LA Metro. My name is Faraz, and I'm a resident of Downey who plans to use public transit to attend different 2028 Olympic Games events. One important thing that's missing from the 2028 Olympic Mobility Plan is there's no transit plan for reaching the Surfing Event at Trestles Beach in San Clemente. I understand that Metrolink will be handling the public transit to the event since the nearest rail station is at the San Clemente Pier (limited service), which is about a 3.5 miles walking distance to Trestles Beach. But since LA Metro is working/collaborating with Metrolink, then I ask that you please make sure than there is a Transit First option to reach Trestles Beach.

One of the best ideas I think would work is making a temporary Metrolink station at Trestles Beach since the Metrolink rail line already runs directly into Trestles Beach. There's even an area where the tracks are at-grade at the Trestles Beach Trail (near the Trestles Bridge) that just needs the train to stop at and allow passengers/athletes to disembark at. From there, the Trestles Beach Surfing event would be within walking distance.

Another idea is providing a dedicated shuttle service from the San Clemente Pier station so that it can get attendees closer to Trestles Beach. Although I have to warn Metrolink that I've been hearing from those more familiar with the beach area that shuttles and cars are not able get close enough to drop off attendees at Trestles Beach (which means attendees will still have to walk far to get to Trestles Beach).

And I have to warn Metrolink/LA Olympic 2028 officials that should they fail to provide reliable public transit services to this event, you will force attendees/surfing enthusiasts to have to drive as close as possible to Trestles Beach. And after I've seen the satellite images of Trestles Beach, there's no way this area can hold the expected thousands of in-person attendees, so many drivers will have to park within San Clemente's residential neighborhoods and cause a huge parking crisis (which I fear will still not be enough to house all the attendees' parked cars).

Therefore, I do believe as part of this event's transportation plan, there should be a complete ban of cars entering/exiting San Clemente (unless you prove you're a resident) and the only way to attend the Surfing event is if you take a Metrolink train to Trestles Beach. Plus, if Metrolink/LA Olympics 2028 does this, it'll deter attendees from having to walk/cross over Metrolink tracks (after they park their cars) in order to reach Trestles Beach since the tracks are in the way.

Again, just something I wanted to bring to LA Metro's attention so they can work with Metrolink to prepare ahead of time. Thank you for your time in reading this.

Sincerely,
Faraz Aqil

September 16, 2025

Chair Dutra and Members of the Board
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza, 3rd Floor, Metro Board Room
Los Angeles, CA 90012
BoardClerk@metro.net

RE: Agenda Item #18 – 2028 Mobility Concept Plan Implementation Report

Dear Chair Dutra and Members of the Board:

We are submitting this general comment on Agenda Item #18 as the Los Angeles County Electric Truck and Bus Coalition (LACETBC). Our coalition is composed of environmental, 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. Our coalition is committed to achieving zero-emission bus (ZEB) and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

As Metro continues to work on building up the Games Enhanced Transit Service (GETS) Bus Fleet in preparation for the 2028 Olympic and Paralympic Games, we urge Metro to work with local utilities and other stakeholders to use the Games as a catalyst for electric bus deployments and infrastructure build out. Only 3% of the transit buses on the road today are ZEBs, and only 12% of the fleet is expected to be electric by 2028. Notably, in 2017 the Board set a goal to get to 100% ZEBs by 2030. We need to get back on track toward our transit bus electrification goals, and the 2028 Games provide a once-in-a-generation opportunity to achieve this while delivering legacy benefits for Angelenos.

Electric buses will clean up Los Angeles's dangerous air pollution, saving people's lives while safeguarding our climate. Emissions from combustion buses are not only bad for our planet, they're bad for our health. Tailpipe exhaust from buses rolling through our communities contributes to air pollution that causes asthma, bronchitis, cancer, and even early death. Public transit riders are especially at risk. Shifting to electric buses will cut pollution and clean up our neighborhoods. Beyond air quality benefits, ZEBs will bring substantial improvements to

communities: they're quiet, reducing noise impacts in our neighborhoods and delivering better experiences for riders and drivers.

More than ever, Angelenos need action to reduce pollution. As Los Angeles recovers from the devastating wildfires in January, we need to build a better and more resilient city.[1] And as the second-largest transit agency in the country, Metro can play a key role as a market mover while addressing Los Angeles's air quality crisis and creating good jobs for working families in the region. The GETS Bus Fleet will be the largest transit bus fleet in the nation, and the 2028 Games are expected to bring 700,000 additional bus passengers to the region during the time of year when our air quality is at its worst. With less than three years until the Games, there's no time to wait.

Our coalition has been meeting with Metro over the last year to discuss our bus electrification progress, 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 ZEB transition successful. What better way to broadcast excellence in technology than by adopting the same ambitions as peer cities who have hosted major worldwide sports events? Without more aggressive action, Los Angeles will fall behind host cities like Tokyo, Beijing, Paris, and Milan, all of whom electrified or are on track to electrify at least half their bus fleets before hosting the Games.[2] **We must be more ambitious and show leadership when we are on the world stage in 2028.**

Metro can and must meet this moment with a forward-looking and bold plan to electrify our transit buses. **That means deploying at least 1,175 electric transit buses and electrifying seven Metro divisions by the 2028 Games.** Metro must execute on a large enough procurement to create a manufacturing hub in Los Angeles. The infrastructure build out must also move in tandem. The GETS Bus Fleets, as well as the property leases and investments to support the Games, provide a unique opportunity to rapidly advance electrification without disruption. With contingency fleet buses already starting to arrive, the moment to take action is now. Our window is rapidly closing, and we cannot afford to miss this moment.

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[1] Over 450 Olympians and the IOC's new President have affirmed commitments to sustainability in host cities, noting that "This year's devastating wildfires in Los Angeles—host city of the 2028 Olympic Games—are a stark reminder of why bold action is needed." *See* Athletes of the World, *Dear IOC Presidency Candidates* (Mar. 14, 2025) https://athletesoftheworld.org/dear-ioc-candidates-1 (last visited Sept. 16, 2025); Claire Poole, *IOC President Hopefuls Embrace Olympians' Call For Climate Leadership*, Forbes, Mar. 15, 2025, https://www.forbes.com/sites/clairepoolesp/2025/03/15/ioc-president-hopefuls-embrace-olympians-call-for-climate-leadership/.

[2] *See* C40 Cities, *Milan's Network of Public Transport Going Full Electric by 2030* (Dec. 2019), https://www.c40.org/case-studies/milan-s-network-of-public-transport-going-full-electric-by-2030/; Sustainable Bus, *Iveco Bus Wins Tender for Milan Electric Buses* (Dec. 19, 2023), https://www.sustainable-bus.com/news/iveco-bus-wins-tender-milan-electric-buses/#:~:text=Iveco%20Bus%20will%20supply%20153,fleet%20will%20be%20zero%2Demission.

These are perilous times for federal leadership on sustainability, and we need to ramp up local efforts. The 2028 Olympic and Paralympic Games provide a momentous opportunity to show leadership and ambition. Let's seize this opportunity to catalyze increased electric bus deployments so we can get ZEBs on the road, build the infrastructure we need to support the transition, create good manufacturing jobs, and foster legacy benefits for the Los Angeles region.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

From: advocate@mail.actionbutton.org on behalf of Elisabeth Bartlett
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 2:32:19 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Guided by an advisory committee composed of local, state, and national leaders in transportation, public space, culture, and community development;

Led by a partnership of trusted Los Angeles-based organizations: MoveLA, Agency Artifact, FastLinkDTLA, Somos Group, LA Commons, and the Los Angeles Neighborhood Initiative (LANI).

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Elisabeth Bartlett via ActionButton, on behalf of MoveLA. Please reply to Elisabeth Bartlett at [redacted]

From: advocate@mail.actionbutton.org on behalf of Vongphachanh Mymala
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 2:36:32 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Vongphachanh Mymala via ActionButton, on behalf of MoveLA.
Please reply to Vongphachanh Mymala at [redacted]

From: advocate@mail.actionbutton.org on behalf of Debbie Mcafee
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 3:02:01 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Debbie Mcafee via ActionButton, on behalf of MoveLA. Please reply to Debbie Mcafee at [redacted]

From: advocate@mail.actionbutton.org on behalf of Eric Nordhauser
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 3:12:37 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Eric Nordhauser via ActionButton, on behalf of MoveLA. Please reply to Eric Nordhauser at [redacted]

From: advocate@mail.actionbutton.org on behalf of Michael Weiss
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 3:14:04 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Michael Weiss via ActionButton, on behalf of MoveLA. Please reply to Michael Weiss at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lanise Howard
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 3:19:13 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Lanise Howard via ActionButton, on behalf of MoveLA. Please reply to Lanise Howard at [redacted]

From: advocate@mail.actionbutton.org on behalf of Nicolas Botezatu
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 3:38:07 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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Los Angeles City Planning Commission,
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This message was sent by Nicolas Botezatu via ActionButton, on behalf of MoveLA. Please reply to Nicolas Botezatu at [redacted]

From: advocate@mail.actionbutton.org on behalf of Alex Molloy
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 4:00:34 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Alex Molloy via ActionButton, on behalf of MoveLA. Please reply to Alex Molloy at [redacted]

From: advocate@mail.actionbutton.org on behalf of Robbie Harol
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 4:13:20 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Robbie Harol via ActionButton, on behalf of MoveLA. Please reply to Robbie Harol at [redacted].

From: advocate@mail.actionbutton.org on behalf of Matthew Southall
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 5:49:00 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Matthew Southall via ActionButton, on behalf of MoveLA. Please reply to Matthew Southall at [redacted]

From: advocate@mail.actionbutton.org on behalf of Marie Helene Poire
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 5:59:24 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Marie Helene Poire via ActionButton, on behalf of MoveLA. Please reply to Marie Helene Poire at [redacted].

From: advocate@mail.actionbutton.org on behalf of Roseanne Costantino
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 6:02:18 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Roseanne Costantino via ActionButton, on behalf of MoveLA.
Please reply to Roseanne Costantino at [redacted]

From: advocate@mail.actionbutton.org on behalf of Meghan Hartmann
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 6:19:48 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Meghan Hartmann via ActionButton, on behalf of MoveLA. Please reply to Meghan Hartmann at [redacted].

From: advocate@mail.actionbutton.org on behalf of Andrea Kraybill
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 6:39:21 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Andrea Kraybill via ActionButton, on behalf of MoveLA. Please reply to Andrea Kraybill at [redacted].

From: advocate@mail.actionbutton.org on behalf of Andres Gutierrez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 6:56:20 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

Please create this for the greater good of our city/county.
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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Andres Gutierrez via ActionButton, on behalf of MoveLA. Please reply to Andres Gutierrez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Josiah Manzanares
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 6:59:06 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

Please support this to better our communities and build something good for Los Angeles for a change.

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(LANI).

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Josiah Manzanares via ActionButton, on behalf of MoveLA. Please reply to Josiah Manzanares at [redacted]

From: advocate@mail.actionbutton.org on behalf of Dominic Bendinelli
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 7:47:52 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Dominic Bendinelli via ActionButton, on behalf of MoveLA. Please reply to Dominic Bendinelli at [redacted]

From: advocate@mail.actionbutton.org on behalf of Michelle Reid
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 8:10:13 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Michelle Reid via ActionButton, on behalf of MoveLA. Please reply to Michelle Reid at [redacted].

From: advocate@mail.actionbutton.org on behalf of Pablo Melendez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 9:12:57 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Pablo Melendez via ActionButton, on behalf of MoveLA. Please reply to Pablo Melendez at [redacted]

From: advocate@mail.actionbutton.org on behalf of James Mahan
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 9:36:18 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by James Mahan via ActionButton, on behalf of MoveLA. Please reply to James Mahan at [redacted]

From: advocate@mail.actionbutton.org on behalf of Morgan Barney
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 9:57:20 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Morgan Barney via ActionButton, on behalf of MoveLA. Please reply to Morgan Barney at [redacted].

From: advocate@mail.actionbutton.org on behalf of Gavin Lapeyre
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:30:52 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Gavin Lapeyre via ActionButton, on behalf of MoveLA. Please reply to Gavin Lapeyre at [redacted].

From: advocate@mail.actionbutton.org on behalf of Hadley Vargas
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:39:24 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Hadley Vargas via ActionButton, on behalf of MoveLA. Please reply to Hadley Vargas at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kris Pentecost
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 12:23:53 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Kris Pentecost via ActionButton, on behalf of MoveLA. Please reply to Kris Pentecost at [redacted].

From: advocate@mail.actionbutton.org on behalf of Ruth Coolidge
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 7:14:33 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

We, the undersigned residents, civic leaders, cultural workers, businesses, and community organizations of Los Angeles County, write to express our strong support for the Festival Trail initiative and urge you to formally endorse it as key component of the spatial legacy of the 2028 Olympic and Paralympic Games.

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This message was sent by Ruth Coolidge via ActionButton, on behalf of MoveLA. Please reply to Ruth Coolidge at [redacted].

From: advocate@mail.actionbutton.org on behalf of Peter Jacobson
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 7:17:40 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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Los Angeles City Planning Commission,
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This message was sent by Peter Jacobson via ActionButton, on behalf of MoveLA. Please reply to Peter Jacobson at [redacted].

From: advocate@mail.actionbutton.org on behalf of Amy Shank
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 8:23:44 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Amy Shank via ActionButton, on behalf of MoveLA. Please reply to Amy Shank at [redacted].

From: advocate@mail.actionbutton.org on behalf of David Kosineski
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 2:31:32 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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We urge you to champion Festival Trail as a lasting civic legacy.

David Kosineski

This message was sent by David Kosineski via ActionButton, on behalf of MoveLA. Please reply to David Kosineski at [redacted].

From: advocate@mail.actionbutton.org on behalf of John Kovalsky
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:48:46 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by John Kovalsky via ActionButton, on behalf of MoveLA. Please reply to John Kovalsky at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lisa Zunich
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:35:04 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Lisa Zunich via ActionButton, on behalf of MoveLA. Please reply to Lisa Zunich at [redacted]

From: advocate@mail.actionbutton.org on behalf of Theodore Arechiga
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:31:53 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Theodore Arechiga via ActionButton, on behalf of MoveLA. Please reply to Theodore Arechiga at [redacted]

From: advocate@mail.actionbutton.org on behalf of Hannah Culik-baird
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:30:04 PM

To:

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This message was sent by Hannah Culik-baird via ActionButton, on behalf of MoveLA.
Please reply to Hannah Culik-baird a [redacted].

From: advocate@mail.actionbutton.org on behalf of Christine Sparks
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:20:02 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Christine Sparks via ActionButton, on behalf of MoveLA. Please reply to Christine Sparks at [redacted].

From: advocate@mail.actionbutton.org on behalf of Mike Hernandez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:17:07 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Mike Hernandez via ActionButton, on behalf of MoveLA. Please reply to Mike Hernandez a [redacted]

From: advocate@mail.actionbutton.org on behalf of Tatiana Rosen
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:15:03 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Tatiana Rosen via ActionButton, on behalf of MoveLA. Please reply to Tatiana Rosen [redacted]

From: advocate@mail.actionbutton.org on behalf of Willow Morshed
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 1:03:15 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Willow Morshed via ActionButton, on behalf of MoveLA. Please reply to Willow Morshed at [redacted]

From: advocate@mail.actionbutton.org on behalf of Elissa Gould
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:59:28 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Elissa Gould via ActionButton, on behalf of MoveLA. Please reply to Elissa Gould at [redacted]

From: advocate@mail.actionbutton.org on behalf of John Promani
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:58:10 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by John Promani via ActionButton, on behalf of MoveLA. Please reply to John Promani at [redacted].

From: advocate@mail.actionbutton.org on behalf of Lei Satele
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:55:24 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Lei Satele via ActionButton, on behalf of MoveLA. Please reply to Lei Satele at [redacted]

From: advocate@mail.actionbutton.org on behalf of Claire Armstrong
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:53:49 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Claire Armstrong via ActionButton, on behalf of MoveLA. Please reply to Claire Armstrong at [redacted]

From: advocate@mail.actionbutton.org on behalf of Ashley Abercrombie
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:43:00 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Ashley Abercrombie via ActionButton, on behalf of MoveLA.
Please reply to Ashley Abercrombie at [redacted]

From: advocate@mail.actionbutton.org on behalf of Vanessa Madrid
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:24:51 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Vanessa Madrid via ActionButton, on behalf of MoveLA. Please reply to Vanessa Madrid at [redacted]

From: advocate@mail.actionbutton.org on behalf of Anthea Carrillo
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:20:33 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Anthea Carrillo via ActionButton, on behalf of MoveLA. Please reply to Anthea Carrillo at [redacted]

From: advocate@mail.actionbutton.org on behalf of Sarah Green
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 12:05:17 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Sarah Green via ActionButton, on behalf of MoveLA. Please reply to Sarah Green at [redacted]

From: advocate@mail.actionbutton.org on behalf of Stephen Davalos
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:46:51 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Stephen Davalos via ActionButton, on behalf of MoveLA. Please reply to Stephen Davalos at [redacted]

From: advocate@mail.actionbutton.org on behalf of Rada Owen
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:46:26 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
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This message was sent by Rada Owen via ActionButton, on behalf of MoveLA. Please reply to Rada Owen at [redacted]

From: advocate@mail.actionbutton.org on behalf of Jessie Slipchinsky
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:36:31 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Jessie Slipchinsky via ActionButton, on behalf of MoveLA. Please reply to Jessie Slipchinsky at [redacted]

From: advocate@mail.actionbutton.org on behalf of Danielle Riley
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:27:11 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Danielle Riley via ActionButton, on behalf of MoveLA. Please reply to Danielle Riley at [redacted]

From: advocate@mail.actionbutton.org on behalf of Deborah Murphy
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:20:28 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Deborah Murphy via ActionButton, on behalf of MoveLA. Please reply to Deborah Murphy at [redacted]

From: advocate@mail.actionbutton.org on behalf of Alyssa Newswanger
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:17:36 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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Los Angeles County Regional Planning Commission,
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The 2028 Games offer a once-in-a-generation opportunity to invest in the connective tissue of Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Alyssa Newswanger via ActionButton, on behalf of MoveLA.
Please reply to Alyssa Newswanger at [redacted]

From: advocate@mail.actionbutton.org on behalf of Raul Aguayo
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:17:30 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Raul Aguayo via ActionButton, on behalf of MoveLA. Please reply to Raul Aguayo at [redacted]

From: advocate@mail.actionbutton.org on behalf of Anna-jane Tabler
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:06:02 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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Los Angeles City Planning Commission,
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This message was sent by Anna-jane Tabler via ActionButton, on behalf of MoveLA. Please reply to Anna-jane Tabler at [redacted]

From: advocate@mail.actionbutton.org on behalf of Julie Graham
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 11:03:50 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Julie Graham via ActionButton, on behalf of MoveLA. Please reply to Julie Graham at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lauren Gerstle
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:59:55 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Lauren Gerstle via ActionButton, on behalf of MoveLA. Please reply to Lauren Gerstle at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lola Wright
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:53:48 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Lola Wright via ActionButton, on behalf of MoveLA. Please reply to Lola Wright at [redacted]

From: advocate@mail.actionbutton.org on behalf of Samantha Karim
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:46:45 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Samantha Karim via ActionButton, on behalf of MoveLA. Please reply to Samantha Karim at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kevin Garcia
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:44:01 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
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This message was sent by Kevin Garcia via ActionButton, on behalf of MoveLA. Please reply to Kevin Garcia at [redacted]

From: advocate@mail.actionbutton.org on behalf of Josh Aichenbaum
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:17:38 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
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This message was sent by Josh Aichenbaum via ActionButton, on behalf of MoveLA. Please reply to Josh Aichenbaum at [redacted].

From: advocate@mail.actionbutton.org on behalf of Autumn Ricksecker
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:15:57 AM

To:

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Los Angeles City Council,
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Sincerely,
Autumn Ricksecker

This message was sent by Autumn Ricksecker via ActionButton, on behalf of MoveLA.
Please reply to Autumn Ricksecker a [redacted]

From: advocate@mail.actionbutton.org on behalf of Jessica Humphrey
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:08:48 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Jessica Humphrey via ActionButton, on behalf of MoveLA. Please reply to Jessica Humphrey at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kristen Smith
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 10:06:48 AM

To:

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Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Kristen Smith via ActionButton, on behalf of MoveLA. Please reply to Kristen Smith at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kim Kaspari
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 9:54:42 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Kim Kaspari via ActionButton, on behalf of MoveLA. Please reply to Kim Kaspari at [redacted]

From: advocate@mail.actionbutton.org on behalf of Leslie Moreno
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 9:31:38 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Leslie Moreno via ActionButton, on behalf of MoveLA. Please reply to Leslie Moreno a [redacted]

From: advocate@mail.actionbutton.org on behalf of Charlie Markham
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Monday, August 4, 2025 2:13:31 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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For Los Angeles!

This message was sent by Charlie Markham via ActionButton, on behalf of MoveLA. Please reply to Charlie Markham at [redacted]

From: advocate@mail.actionbutton.org on behalf of Ivy Kwok
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 5:38:04 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Ivy Kwok via ActionButton, on behalf of MoveLA. Please reply to Ivy Kwok at [redacted]

From: advocate@mail.actionbutton.org on behalf of Bella Emmerich
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 7:41:17 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Bella Emmerich via ActionButton, on behalf of MoveLA. Please reply to Bella Emmerich at [redacted].

From: advocate@mail.actionbutton.org on behalf of Stephen Kaplan
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 8:56:35 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Stephen Kaplan via ActionButton, on behalf of MoveLA. Please reply to Stephen Kaplan at [redacted]

From: advocate@mail.actionbutton.org on behalf of Daniel Feder
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:24:04 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Daniel Feder via ActionButton, on behalf of MoveLA. Please reply to Daniel Feder at [redacted]

From: advocate@mail.actionbutton.org on behalf of Neil Durbin
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 10:39:35 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Neil Durbin via ActionButton, on behalf of MoveLA. Please reply to Neil Durbin at [redacted]

From: advocate@mail.actionbutton.org on behalf of Katherine Rosinsky
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, August 6, 2025 7:08:14 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

I'm really blown away by this grand idea!! Please consider this, so future generations can be proud.

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This message was sent by Katherine Rosinsky via ActionButton, on behalf of MoveLA. Please reply to Katherine Rosinsky [redacted]

From: advocate@mail.actionbutton.org on behalf of Javier Moreno
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, August 6, 2025 7:40:14 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
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This message was sent by Javier Moreno via ActionButton, on behalf of MoveLA. Please reply to Javier Moreno at [redacted]

From: advocate@mail.actionbutton.org on behalf of Shaun Newton
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 4:08:06 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Shaun Newton via ActionButton, on behalf of MoveLA. Please reply to Shaun Newton at [redacted]

From: advocate@mail.actionbutton.org on behalf of Natasha Carrillo
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 4:55:41 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
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This message was sent by Natasha Carrillo via ActionButton, on behalf of MoveLA. Please reply to Natasha Carrillo at [redacted]

From: advocate@mail.actionbutton.org on behalf of Paula Dominique Zimmermann
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:14:48 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Paula Dominique Zimmermann via ActionButton, on behalf of MoveLA. Please reply to Paula Dominique Zimmermann at [redacted]

From: advocate@mail.actionbutton.org on behalf of Paula Dominique Zimmermann
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:14:48 AM

To:

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This message was sent by Paula Dominique Zimmermann via ActionButton, on behalf of MoveLA. Please reply to Paula Dominique Zimmermann at [redacted]

From: advocate@mail.actionbutton.org on behalf of Theo Rosenfeld
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:24:56 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Theo Rosenfeld via ActionButton, on behalf of MoveLA. Please reply to Theo Rosenfeld at [redacted]

From: advocate@mail.actionbutton.org on behalf of Theo Rosenfeld
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:24:56 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Theo Rosenfeld via ActionButton, on behalf of MoveLA. Please reply to Theo Rosenfeld at [redacted]

From: advocate@mail.actionbutton.org on behalf of Brendan Loudermilk
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:37:48 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Brendan Loudermilk via ActionButton, on behalf of MoveLA.
Please reply to Brendan Loudermilk at [redacted]

From: advocate@mail.actionbutton.org on behalf of Rahul Gokhale
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 10:03:26 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Rahul Gokhale via ActionButton, on behalf of MoveLA. Please reply to Rahul Gokhale at [redacted].

From: advocate@mail.actionbutton.org on behalf of Katy French
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 10:28:19 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Katy French via ActionButton, on behalf of MoveLA. Please reply to Katy French at [redacted]

From: advocate@mail.actionbutton.org on behalf of Ryan Armenta
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 1:12:21 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Ryan Armenta via ActionButton, on behalf of MoveLA. Please reply to Ryan Armenta a [redacted]

From: advocate@mail.actionbutton.org on behalf of Jo Kenney
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 3:08:38 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Jo Kenney via ActionButton, on behalf of MoveLA. Please reply to Jo Kenney at [redacted]

From: advocate@mail.actionbutton.org on behalf of Shaun Newton
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 4:08:06 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
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This message was sent by Shaun Newton via ActionButton, on behalf of MoveLA. Please reply to Shaun Newton at [redacted]

From: advocate@mail.actionbutton.org on behalf of Hector Gonzalez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Tuesday, August 5, 2025 9:04:24 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
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This message was sent by Hector Gonzalez via ActionButton, on behalf of MoveLA. Please reply to Hector Gonzalez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Loren Stiteler
To: Board Clerk
Subject: stitelermed@gmail.com
Date: Tuesday, August 5, 2025 9:45:05 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Loren Stiteler via ActionButton, on behalf of MoveLA. Please reply to Loren Stiteler at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lianna Colaso
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, August 6, 2025 4:33:40 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Lianna Colaso via ActionButton, on behalf of MoveLA. Please reply to Lianna Colaso at [redacted]

From: advocate@mail.actionbutton.org on behalf of Dean Ouellette
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, August 6, 2025 1:24:05 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Dean Ouellette via ActionButton, on behalf of MoveLA. Please reply to Dean Ouellette at [redacted]

From: advocate@mail.actionbutton.org on behalf of Justin Macias
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Wednesday, August 6, 2025 9:06:16 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
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This message was sent by Justin Macias via ActionButton, on behalf of MoveLA. Please reply to Justin Macias at [redacted]

From: advocate@mail.actionbutton.org on behalf of Lindsay Laricks
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, August 7, 2025 7:39:21 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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Los Angeles. Let us ensure that the Olympic legacy is not only a memory — but a movement toward a more just, joyful, and connected city for all.

We urge you to champion Festival Trail as a lasting civic legacy.

This message was sent by Lindsay Laricks via ActionButton, on behalf of MoveLA. Please reply to Lindsay Laricks at [redacted]

From: advocate@mail.actionbutton.org on behalf of Madeline Duffy
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, August 7, 2025 9:53:07 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
LA Metro Board of Directors

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This message was sent by Madeline Duffy via ActionButton, on behalf of MoveLA. Please reply to Madeline Duffy at [redacted]

From: advocate@mail.actionbutton.org on behalf of Regan Wynne
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Friday, August 8, 2025 6:01:34 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Regan Wynne via ActionButton, on behalf of MoveLA. Please reply to Regan Wynne at [redacted]

From: advocate@mail.actionbutton.org on behalf of Kamran M
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Saturday, August 9, 2025 5:48:09 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Kamran M via ActionButton, on behalf of MoveLA. Please reply to Kamran M at [redacted]

From: advocate@mail.actionbutton.org on behalf of Isis Martinez
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Saturday, August 9, 2025 12:12:16 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Isis Martinez via ActionButton, on behalf of MoveLA. Please reply to Isis Martinez at [redacted]

From: advocate@mail.actionbutton.org on behalf of Damian White
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, August 21, 2025 8:31:03 AM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
LA28 Organizing Committee,
Los Angeles City Planning Commission,
Los Angeles County Regional Planning Commission,
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This message was sent by Damian White via ActionButton, on behalf of MoveLA. Please reply to Damian White at [redacted]

From: advocate@mail.actionbutton.org on behalf of Timothy Shen
To: Board Clerk
Subject: Endorse Festival Trail as a Spatial Legacy for 2028 Games
Date: Thursday, August 21, 2025 2:11:51 PM

To:

Mayor Karen Bass,
Los Angeles City Council,
Los Angeles County Board of Supervisors,
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This message was sent by Timothy Shen via ActionButton, on behalf of MoveLA. Please reply to Timothy Shen at [redacted]

MINUTES

Wednesday, September 17, 2025

3:00 PM

Board of Directors - Special Board Meeting

DIRECTORS PRESENT:
Fernando Dutra, Chair
Karen Bass, Vice Chair
James Butts
Jacquelyn Dupont-Walker
Janice Hahn
Lindsey Horvath
Holly J. Mitchell
Imelda Padilla
Hilda Solis
Katy Yaroslavsky
Marlon Regisford, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 3:01 P.M.

ROLL CALL

15. SUBJECT: REMARKS BY THE CHAIR 2025-0759

RECEIVED remarks by the Chair.

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

16. SUBJECT: 2028 GAMES SUPPORT SERVICES 2025-0671

AUTHORIZED the Chief Executive Officer to:

A. AWARD task-order based Contract Nos. PS127282000 with Jacobs Engineering Group, Inc.; PS127282001 with Mott MacDonald Group Inc.; and PS127282002 with Legacy 2028 (A Joint Venture between STV Inc. and Egis Rail Inc. USA), respectively, to provide Games Support Services on a rotational basis to support Metro's planning for the 2028 Games for a four-year period in an amount Not To Exceed (NTE) $42,043,610, subject to resolution of any properly submitted protest(s), if any; and

B. EXECUTE Task Orders within the approved NTE value.

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

17. SUBJECT: 2028 MOBILITY CONCEPT PLAN 2025-0264

RECEIVED AND FILED recommendations on the prioritization of local funding for 2028 Games Mobility Concept Plan (MCP) projects.

BASS AMENDMENT: Provisionally adopt Metro's list and authorize the CEO to develop a strategy on how to best support implementation of Metro-led low-cost, high-value projects consistent with the mobility concept plan and in consultations with relevant jurisdictions.

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

****

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

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

18. SUBJECT: 2028 MOBILITY CONCEPT PLAN IMPLEMENTATION REPORT **2025-0658**

RECEIVED AND FILED the 2028 Mobility Concept Plan (MCP) Progress Report.

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

19. SUBJECT: METRO'S TRANSIT-FIRST FAN ZONE APPROACH **2025-0562**

RECEIVED AND FILED report on initial planning steps to Increasing Access to the Olympic and Paralympic Games Through Fan Zone Activations and Multi-Modal Transportation Options.

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

20. SUBJECT: CLOSED SESSION **2025-0776**

FORWARDED TO SEPTEMBER 2025 REGULAR BOARD MEETING:

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)
1. Julio Eckstein v. LACMTA., Case No. 22STCV36250

B. Conference with Real Estate Negotiator - Government Code 54956.8
Property: Fred Harvey Restaurant, Union Station West located at FH-101, Union Station, 800 N Alameda Street, Los Angeles
Agency Negotiator: Steve Jaffe, DEO Real Estate
Negotiating Party: Everywhere Beer Group, LLC, 1501 W. Orangewood Ave., Suite 101, Orange, CA 92868-2030
Under Negotiations: Price and Terms

C. Conference with Legal Counsel - Anticipated Litigation - G.C 54956.9(d)(2)
Significant Exposure to Litigation (Two cases)

ADJOURNED AT 5:15 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration

Collette Langston, Board Clerk

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

File #: 2025-0610, **File Type:** Program **Agenda Number:** 5.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. ALLOCATING $11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process (Attachment A), for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and

B. APPROVING the 2025 Solicitation for Proposals (Attachment B) for up to $10,752,739 in FTA Section 5310 competitive funds.

ISSUE

The FTA apportions Section 5310 formula funding to Urbanized Areas (UZAs) defined by the United States Census Bureau. As the designated recipient for the UZAs in Los Angeles County, Metro administers these funds. Staff are requesting Board approval to both allocate available Section 5310 program funds and issue a competitive funding opportunity for the recommended purposes above.

BACKGROUND

The goal of the Section 5310 program is to enhance mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. In California, the Governor designates a public entity to serve as the recipient of federal transportation formula funds. For Los Angeles County, Metro serves as the Designated Recipient of FTA Section 5310 funds apportioned to the UZAs of Los Angeles-Long Beach-Anaheim, Santa Clarita, and Lancaster-Palmdale. The Los Angeles-Long Beach-Anaheim UZA funds are split among Metro, the Orange County Transportation Authority, and Omnitrans, with each administering the share for its service area. This UZA includes portions of Los Angeles County, Orange County, and a small area of San Bernardino County, and funds are apportioned accordingly.

Every two to three years, Metro allocates Section 5310 funds made available to Los Angeles County

through a combination of a competitive funding opportunity for eligible applicants, a formula-based allocation to Access Services, and funding for Metro's program administrative expenses. As the Designated Recipient of these funds, Metro is responsible for the planning, programming, distribution, management, and oversight of the funds.

DISCUSSION

The FTA Section 5310 program provides capital and operating assistance to support public transportation projects that; a) are planned, designed and carried out to meet the special needs of seniors (age 65 and older) and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; b) exceed the requirements of the ADA; c) improve access to fixed route service and decrease reliance on ADA-complementary paratransit service, and/or d) provide alternatives to public transportation projects for seniors and individuals with disabilities.

Per federal requirements, all projects funded through this solicitation must align with the priorities identified in the 2025-2028 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan <https://www.dropbox.com/scl/fi/0a935avj8dhgvno3t676t/Metro-Coordinated-Public-Transit-Plan-2025-2028.pdf?rlkey=v79m8s44gcggu24klzz60ut9j&st=3ou62yw8&dl=0>), which was adopted by the Metro Board in July 2025.

Section 5310 funds are available for Traditional Capital, Other Capital, and Operating projects that support the delivery of transportation services designed to meet the specific needs of seniors and individuals with disabilities, as outlined in the solicitation. Eligible applicants include: (1) private non-profit organizations recognized under 26 U.S.C. 501(c) and exempt from taxation under 26 U.S.C. 501(a) or recognized as nonprofit under State law with proper documentation; (2) state or local governmental authorities; and (3) operators of public transportation.

Funds Availability

A total of $23,549,802 in Section 5310 funds is currently available for allocation, based on apportionments under the Infrastructure Investment and Jobs Act (Pub. L. 117-58). Of this amount, $22,213,657 is allocated to the Los Angeles-Long Beach-Anaheim UZA, $779,170 to the Lancaster-Palmdale UZA, and $556,975 to the Santa Clarita UZA. These funds include two years of FTA Section 5310 apportionments (FFY 2024 and 2025).

Allocation Process

As the Designated Recipient, Metro is responsible for allocating Section 5310 funds to subrecipients fairly and equitably to ensure resources are directed toward projects with the greatest mobility needs and potential for impact. This approach enhances the effectiveness of Section 5310 investments and ensures compliance with federal requirements. Consistent with prior practices, the recommended allocation strategy is outlined below.

The proposed allocation (Attachment A) dedicates $11,619,572 of the total available funding to Access Services. This includes $10,884,692 of the Los Angeles-Long Beach-Anaheim UZA, $428,544 of the Lancaster-Palmdale UZA, and $306,336 of the Santa Clarita UZA funds from the

Traditional Capital category. These funds will support the replacement of many ADA-accessible vehicles that have exceeded their minimum useful life.

Historically, Metro has allocated 49% of Section 5310 funds to Access Services across all UZAs. However, to comply with federal requirements (pointed out by the FFY 24 Triennial Review) at least 55% of each UZA's apportionment is to be used for Traditional Capital Section 5310 projects. Due to challenges in obligating these funds in the Lancaster-Palmdale and Santa Clarita UZAs, the allocation for Access Services has been increased to 55% in those two areas for FFY 2024 and 2025. The Los Angeles-Long Beach-Anaheim UZA will remain at 49%, as Metro consistently receives a sufficient number of eligible Traditional Capital project applications to meet the 55% requirement without adjusting the allocation.

These funds must support Traditional Capital Section 5310 projects, such as vehicle replacements or expansions, facility and equipment upgrades, and mobility management. The increased allocation is further justified by Access Services' regional scope and operational needs. As Access Services does not receive local return funds, Section 5310 funds remain critical for maintaining and replacing its aging ADA-accessible vehicle fleet.

Metro will be allocated $1,177,491 (5%) for program administrative expenses. These funds will continue to support grant administration, oversight, compliance activities, and technical assistance for awarded projects. This amount is consistent with previous allocations and is sufficient to meet program administration needs and represents half of the maximum allowable administrative cost under FTA guidelines, thereby allowing a greater share of funding to be directed toward projects.

The remaining $10,752,739, representing 45.66% of Section 5310 funds across all three UZAs, will be made available through the competitive solicitation process.

To promote transparency and encourage stakeholder engagement, the proposed allocation process was presented during Metro's monthly advisory subcommittee meetings in September. These included the Bus Operators Subcommittee, Local Transportation Services Subcommittee, Streets and Freeways Subcommittee, the Aging and Disability Transportation Network, and the Accessibility Advisory Committee. Metro staff shared the allocation strategy, accepted feedback and comments, and used the opportunity to promote the upcoming release of the competitive solicitation.

Competitive Solicitation and Application

The 2025 Solicitation for Proposals and Application (Attachment B) is largely based on the materials used for the 2023 Solicitation for Proposals, with updates to the evaluation scoring structure and the incorporation of the 2025-2028 Coordinated Plan priorities and Metro's Equity Focus Communities (EFCs) into the scoring criteria.

Applicants may submit one or more applications across eligible funding categories. However, the total funding requested by any single applicant may not exceed $800,000.

Metro will host an Applicant Webinar, to support potential applicants following the release of the solicitation. The webinar will be advertised alongside the solicitation and will provide an overview of

the application process, review eligibility requirements, summarize post-award compliance expectations, and offer an opportunity for questions and answers.

Evaluation Criteria

Eligible applications will be evaluated and scored based on their alignment with the Board approved 2025-2028 Coordinated Plan, program eligibility, and the evaluation criteria outlined in the solicitation. Scoring elements that involve technical program data will be reviewed and scored by Section 5310 program administrators. All other sections will be reviewed and scored by a review panel of internal and external members, with final scores reflecting the average of all panel member evaluations.

Applications receiving a minimum score of 70 points (out of 100) will be considered for funding. Projects will be ranked in order of final score, and awards will be made from highest to lowest until all available funds are allocated. Projects scoring 70 or higher may be partially funded or not recommended for funding based on the availability of funds. Metro may request modifications to the project's scope or budget prior to final awards.

Applicants with proposals scoring 70 or higher that are partially funded or not selected may submit an appeal. Appeals must be based solely on the content of the original application and will be heard by the Metro Technical Advisory Committee (TAC) members. Appeal instructions will be provided with the funding recommendation notices.

Final funding decisions are subject to approval by the Metro Board of Directors and the FTA.

Outreach

Upon Board approval of the 2025 solicitation, Metro will implement a comprehensive outreach and engagement strategy to ensure broad awareness of the competitive funding opportunity and to promote participation across Los Angeles County. The goal is to encourage the submission of project proposals that expand and enhance transportation mobility options for seniors and individuals with disabilities throughout the region.

To accomplish this, Metro will build upon outreach efforts conducted during the development of the 2025-2028 Coordinated Plan. Planned activities include e-blasts to more than 5,700 active stakeholders, notices posted on the Section 5310 page of Metro's website, promotion through Metro's social media channels, inclusion in Metro's Community Relations Regional Weekly Newsletters, and coverage in Metro's The Source and El Pasajero blogs.

In addition, solicitation notices will be shared with Metro's advisory subcommittees and the 11 Community Based Organizations engaged during the Coordinated Plan process. These include Move LA, Service Center for Independent Life, Advanced Healthcare Administrators, Strategic Actions for a Just Economy, Bike LA, Streets Are For Everyone, Public Matters, Designated Exceptional Services for Independence, the YMCA, Global Green, and Long Beach Forward. This outreach will help further publicize the opportunity through their members and networks.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendations will have no impact on the safety of Metro's customers and employees.

FINANCIAL IMPACT

There is no financial impact for FY 2026. As these are multi-year projects, the Cost Center Manager for 0441 (Subsidies to Others) and the Chief Planning Officer will be responsible for including the necessary budget in future years. The Section 5310 funds must be obligated by the end of FY 2026 to avoid lapsing.

Impact to Budget

All recommended actions will be fully funded by FTA Section 5310 program funds. No other Metro funds will be required. FTA Section 5310 funds are not eligible for Metro's bus and rail operating and capital expenditures.

EQUITY PLATFORM

The 2025 Section 5310 Solicitation aligns with and advances Metro's Equity Platform through the application of three of its core pillars, including Define and Measure, Listen and Learn, and Focus and Deliver. The planning and implementation of this funding opportunity reflects Metro's continued commitment to equitable access to mobility for seniors and individuals with disabilities.

In alignment with Define and Measure, the Section 5310 program incorporates equity-based analyses, such as ZIP Code level demographic mapping and prioritization of designated EFCs, to identify areas with the greatest unmet transportation needs. These areas often include low-income neighborhoods and communities of color with high concentrations of seniors and individuals with disabilities, where mobility challenges are most critical. The application evaluation criteria explicitly reward projects that propose services in EFCs, reinforcing Metro's commitment to targeting resources where they will have the most impact.

Consistent with Listen and Learn, the solicitation outreach strategy builds upon the community engagement conducted during the development of the 2025-2028 Coordinated Plan. Metro will issue targeted outreach through multiple channels, including email blasts to more than 5,700 active stakeholders, social media promotion, Metro's regional newsletters, and notices on Metro's Section 5310 webpage. The solicitation will also be shared with Metro's advisory subcommittees and 11 CBOs that helped engage the public during the Coordinated Plan process. These CBOs, serving a wide range of equity priority populations and areas, will help spread the word and encourage broader participation.

Through Focus and Deliver, Metro's Section 5310 solicitation uses a prioritized project framework that directs funding toward services with the greatest potential to close mobility gaps for seniors and individuals with disabilities. Evaluation criteria emphasize projects that increase geographic coverage, service quality, and access to opportunities, particularly in underserved areas. By focusing on projects that align with community identified priorities in the Coordinated Plan, Metro is advancing

the goal of reducing transportation disparities and improving quality of life for underserved communities.

By supporting these core pillars, the Section 5310 program and solicitation process not only fulfills federal compliance requirements but also supports Metro's commitment to a transparent and community driven approach to transportation planning and investments.

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 Los Angeles County, as it includes funding opportunities for projects that implement new, expanded, and enhanced on-demand, door-to-door, and other demand-responsive transportation services for seniors and individuals with disabilities. These specialized transportation services often involve individualized routing and vehicle trips that may increase VMT. However, they provide critical mobility for populations who are not effectively served by fixed-route transit and fill essential transportation gaps. These services are vital for enhancing mobility, safety, and independence among some of the County's most underserved residents.

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. The FTA Section 5310 program and solicitation process reflects Metro's responsibility to deliver projects and programs that balance the goal of reducing VMT with the necessity to provide transportation options that effectively serve all Los Angeles County residents.

**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 Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by developing goals and strategies to address gaps in existing transportation services.

Goal 3: Enhance communities and lives through mobility and access to opportunity by prioritizing projects and programs that will improve mobility for target populations.

ALTERNATIVES CONSIDERED

The Board could choose not to approve some or all of the recommended actions. However, this alternative is not recommended. Failure to allocate the available Section 5310 funds would jeopardize specialized transportation services for seniors and individuals with disabilities and prevent Access Services from accessing critical funding needed to maintain and replace its aging ADA-accessible vehicle fleet. It would also place Metro in non-compliance with federal transit law under the FTA Section 5310 Program and prevent the agency from fulfilling its responsibilities as the designated recipient of Section 5310 funds for the urbanized areas within Los Angeles County. As a result, Metro could become ineligible to receive future Section 5310 funding. Additionally, the agency risks forfeiting currently available funds due to lapsing if they are not obligated in a timely manner.

NEXT STEPS

Upon Board approval, staff will initiate the necessary actions to allocate funds to Access Services and release Metro's 2025 FTA Section 5310 Solicitation for Proposals. The solicitation is scheduled for release on September 26, 2025, with applications due by November 14, 2025. Staff will return to the Board in Spring 2026 to seek approval of final funding award recommendations.

ATTACHMENTS

Attachment A - 2025 Section 5310 Funding Allocation Process
Attachment B - 2025 Section 5310 Solicitation for Proposals and Application

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ATTACHMENT A

2025 SECTION 5310
FUNDING ALLOCATION PROCESS

A total of **$23,549,802** in FTA Section 5310 funds is currently available for allocation, based on apportionments from FFY 2024 and 2025 under the Infrastructure Investment and Jobs Act (Pub. L. 117-58). Of this amount, $22,213,657 is allocated to the Los Angeles–Long Beach–Anaheim UZA, $779,170 to the Lancaster–Palmdale UZA, and $556,975 to the Santa Clarita UZA.

Metro is proposing the following allocation approach:

- **Access Services – 49.34%**
  A total of **$11,619,572** will be directly allocated to Access Services as Traditional Capital funds for the replacement of ADA-accessible vehicles that have exceeded their minimum useful life**.** This amount reflects 49% of the Los Angeles-Long Beach-Anaheim UZA funds, and 55% of the Lancaster-Palmdale and Santa Clarita UZA funds.

- **Program Administration – 5%**
  Metro will retain **$1,177,491** to support program administration, technical assistance, oversight, and compliance activities for all awarded projects, consistent with FTA guidance.

- **Competitive Solicitation – 45.66%**
  A total of **$10,752,739** will be made available through the 2025 Section 5310 Solicitation for Proposals competitive process, for eligible Traditional Capital, Other Capital, and Operating projects. Up to 5% of this amount will be set aside for appeal considerations by the Metro Technical Advisory Committee. Any unused portion of the set-aside will be reallocated to underfunded projects within the same UZA, if applicable.

- **Maximum Award Per Applicant**
  The total funding request across all applications submitted by an individual applicant may not exceed **$800,000**.

A detailed table of the proposed allocations is provided below:

ATTACHMENT A

2025 Section 5310 Funding Allocation Table

SECTION 5310 APPORTIONMENTS - FFY 2024 and 2025

Urbanized Area	FFY24 Apportionment Actuals	FFY25 Apportionment Actuals	Total Apportionment
Los Angeles UZA [1]	11,053,894	11,159,763	$22,213,657
Lancaster-Palmdale UZA [2]	386,744	392,426	$779,170
Santa Clarita UZA [2]	276,465	280,510	$556,975
TOTAL	**$11,717,103**	**$11,832,699**	**$23,549,802**

[1] *Per amounts listed in the program apportionment split letters*
[2] *Full apportionment amounts*

SECTION 5310 ALLOCATIONS - FFY 2024 and 2025

Urbanized Area	Access Services [3]	Program Administration	Available for Eligible Applicants
Los Angeles UZA	10,884,692	1,110,683	10,218,282
Lancaster-Palmdale UZA	428,544	38,959	311,667
Santa Clarita UZA	306,336	27,849	222,790
TOTAL	**$11,619,572**	**$1,177,491**	**$10,752,739**
Percent Share	49.34%	5.00%	45.66%

[3] *49% of LA-LB-Anaheim UZA; 55% of Lancaster-Palmdale and Santa Clarita UZAs*

The Los Angeles County Metropolitan Transportation Authority

Funding Opportunity: Federal Transit Administration Section 5310 Program

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

2025 Solicitation for Proposals and Application Package

Application Deadline: 5:00 pm on Friday, November 14, 2025

Metro

Table of Contents

PROGRAM INTRODUCTION 3

SCHEDULE 5

I. FUNDS AVAILABILITY 6

II. ELIGIBLE APPLICANTS 6

III. ELIGIBLE PROJECTS 8

IV. FEDERAL SHARE & LOCAL MATCHING REQUIREMENTS 13

V. PERFORMANCE MEASURES 15

VI. APPLICATION INSTRUCTIONS 16

PART I - GENERAL INFORMATION 20

PART II - PROJECT NARRATIVE & EVALUATION CRITERIA 20

Section A: Scope of Work, Need, Objectives, Coordination, and Outreach 20

Section B: Coordinated Plan and Equity Focus Communities 23

Section C: Project Delivery Plan 24

Section D: Performance Measures 25

Section E: Budget and Project Readiness 26

PART III - PROJECT BUDGET 28

PART IV - CERTIFICATIONS 28

PROGRAM INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is soliciting proposals from eligible applicants to fund Federal Transit Administration (FTA) Section 5310 projects that best achieve program goals and requirements as described in Part I through Part III of this Solicitation for Proposals.

The 2025 solicitation is a competitive selection process through which proposals will be evaluated, scored, and ranked for funding consideration. Final award recommendations will be submitted to the Metro Board of Directors for approval. The FTA Section 5310 funds available under this solicitation were apportioned in Federal Fiscal Year 2024 and 2025, as enacted by the Infrastructure Investment and Jobs Act (Pub. L. 117-58).

In California, the Governor designates a public entity to serve as the Designated Recipient of federal transportation formula funds. Metro is the Designated Recipient of FTA Section 5310 funds apportioned to Los Angeles County for the urbanized areas of Los Angeles-Long Beach-Anaheim (UZA 60020), Santa Clarita (UZA 61770), and Lancaster-Palmdale (UZA 63570). As the Designated Recipient, Metro is responsible for:

1. Conducting the competitive solicitation process.
2. Evaluating and ranking project proposals and recommending a Program of Projects to the Metro Board of Directors for funding approval.
3. Preparing and submitting grant applications to the FTA on behalf of all subrecipients approved by the Metro Board of Directors to receive a funding award.
4. Executing Funding Agreements with agencies awarded as “pass-through grants.”

Section 5310 Program Goals and Objectives

The goal of the FTA Section 5310 Program is to enhance mobility for seniors (age 65 and older) and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The program provides operating and capital assistance for public transportation projects that:

a) are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

b) exceed the requirements of the Americans with Disabilities Act (ADA) of 1990;

c) improve access to fixed route service and decrease reliance on ADA-complementary paratransit service; and

d) provide alternatives to public transportation projects for seniors and individuals with disabilities.

Definitions in Federal Law

Senior: The term "senior" means an individual who is 65 years of age or older. *See* 49 U.S.C. 5302(19).

Individual with Disability: The term "disability" means, for an individual, a physical or mental impairment that substantially limits one or more of their major life activities, those who have a record of such an impairment, or are regarded as having such an impairment. *See* 49 U.S.C. 5302(6); 42 U.S.C. 12102(1).

The 2025-2028 Coordinated Plan for Los Angeles County

Metro's 2025-2028 Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan" or "Plan") serves as a framework to address the mobility needs of seniors and individuals with disabilities, including those who use wheelchairs (herein referred to as "target populations"), throughout Los Angeles County. As a locally developed plan, it draws upon community-driven insights to identify strategies, initiatives, and projects that enhance the safety and efficiency of transportation options for target populations. By improving and expanding transportation options, the Plan promotes greater independence, social connection, and economic participation in LA County communities.

Federal transit law (49 U.S.C. §5310) and the FTA's Circular 9070.1H require that a Coordinated Plan be developed and approved through a participatory process that involves seniors, individuals with disabilities, public, private, and nonprofit transportation and human services providers, and other relevant community members. The purpose of the Plan is to identify the transportation needs of target populations, to develop strategies to address those needs, and to prioritize transportation projects and programs for implementation and funding.

The 2025-2028 Coordinated Plan, adopted by the Metro Board of Directors in July 2025, is an update to the 2021-2024 Coordinated Plan. This update reflects current needs, priorities, and mobility conditions, and continues to guide the distribution of Section 5310 funds. The Plan does the following:

1. Assesses current and future transportation service gaps for target populations.
2. Identifies projects and programs to improve, expand, and address the gaps in services for target populations.
3. Prioritizes projects and programs based on input from target populations to promote greater independence, social connection, and economic participation.
4. Allows Metro to fulfill its responsibilities as the designated recipient for Section 5310 funds in LA County.

In accordance with federal requirements, all projects funded through this solicitation must be included in the board adopted 2025-2028 Coordinated Plan.

The Plan outlines a clear set of goals and objectives that ensure alignment with the identified needs and priorities of the target populations. A key outcome of the Plan is a prioritized list of

projects and programs designed to address existing service gaps and unmet needs, guide Metro's evaluation of Section 5310 applications, and identify projects and programs that are supported by target populations. This prioritization ensures that available resources are directed toward projects with the greatest potential impact.

The 2025-2028 Coordinated Plan is available at: www.metro.net/cp

SCHEDULE *(subject to change)*

Following a detailed evaluation and scoring process by a review panel, Metro staff, in consultation with the Metro Technical Advisory Committee (TAC), will recommend a Program of Projects for funding to the Metro Board. The anticipated schedule is as follows:

Notice of Funding Availability: Release Solicitation and Application	September 26, 2025
Potential Applicant Webinar	October 6, 2025
Section 5310 Application Due	November 14, 2025
Application Review & Evaluation Period	November 17, 2025, through January 6, 2025
Preliminary Notification of Funding Recommendations & Debriefing	January 9, 2026
TAC Appeals Hearing	February 4, 2026
Board Action: Approve the Final Funding Award Recommendations	March 26, 2026
Subrecipient Orientation Webinar for Successful Applicants	April 2026
FTA Grant Approval/Distribute Subrecipient Funding Agreements	May 2026

I. FUNDS AVAILABILITY

As the Designated Recipient and consistent with FTA guidelines, Metro will allocate FTA Section 5310 funds to eligible applicants as subrecipients for Traditional Capital, Other Capital, and Operating transportation projects through a competitive selection process.

Up to $10,752,739 of Section 5310 funds, allocated to Los Angeles County for the Los Angeles-Long Beach-Anaheim Urbanized Area (UZA), as well as the Lancaster-Palmdale and Santa Clarita UZA, is available across all funding categories, as outlined below:

Urbanized Area (UZA)	Available Funds
Los Angeles-Long Beach-Anaheim	$10,218,282
Lancaster-Palmdale	311,667
Santa Clarita	222,790
Total	***$10,752,739**

** Up to 5% of the total allocation from this solicitation will be set aside for appeals. Any unused portion of this set aside will be reallocated to underfunded projects, if applicable, within the same UZA.*

Maximum Award Amount:

The total amount awarded to any single applicant may not exceed **$800,000**.

II. ELIGIBLE APPLICANTS

TRADITIONAL CAPITAL PROJECTS

Eligible applicants for Section 5310 Traditional Capital projects include:

1. Private nonprofit 501(c) organizations; or
2. State or local governmental authorities that:
    a) Certify that there are no nonprofit organizations readily available in the area to provide the service; or
    b) Are approved by the state to coordinate services for seniors and individuals with disabilities.

Nonprofit Requirements:

Private nonprofit organizations must complete and sign the **Status Inquiry and Certification Form** and provide verification of their incorporation number and current legal name, and a letter from the Internal Revenue Service (IRS) confirming their 501(c) nonprofit status.

An eligible nonprofit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c), which is exempt from taxation under 26 U.S.C. 501(a), or one which has been determined under State law to be nonprofit and for which the designated State agency has received documentation certifying the status of the nonprofit organization. More information is provided in the "Part IV-Certifications" section of this solicitation.

Government Authority Requirements:

Most state or local governmental authorities applying for Traditional Capital funds must certify that there are no nonprofit organizations readily available in the area to provide the proposed service. These applicants must complete and sign the **Local Government Authority Certification Form** and **hold a public hearing** between the release date of this solicitation and the application deadline.

Eligible local governmental authorities include cities, counties, state authorities, or boards and commissions established under state law. An **authorizing resolution**, either new or existing, designating a person authorized to sign the application, must be included as an appendix to the application. More information is provided in the "Part IV-Certifications" section of this solicitation.

Coordinator of Services:

State or local governmental authorities that have been formally designated by the state to coordinate multiple federal or state-funded human service transportation programs (e.g., county aging agencies or public transit providers) are also eligible. These entities are exempt from the certification and public hearing requirements noted above. Instead, they must include written confirmation of their designation as a coordinator of services as an appendix to the application. More information is provided in the "Part IV-Certifications" section of this solicitation.

OTHER CAPITAL AND OPERATING PROJECTS

Eligible applicants for Section 5310 Other Capital and Operating projects include:

1. Private nonprofit 501(c) organizations;
2. State or local governmental authorities; or
3. Operators of public transportation, including private operators of public transportation that receive a Section 5310 award indirectly through a recipient. Private operators of public transportation, including private taxi companies and Transportation Network Companies (TNCs), are eligible applicants.

Private taxi companies and TNCs may qualify as subrecipients if they operate shared-ride, on-demand services to the general public on a regular basis. To be considered shared-ride, the general nature of the service must allow for two or more unrelated passengers to travel

together in the same vehicle. The service cannot be reserved solely for individual use, and shared rides must be supported by local regulation or company policy. Services that give drivers sole discretion to accept additional passengers, or that require the first passenger's consent to add riders, are considered exclusive-ride and are not eligible.

Applicants must submit documentation demonstrating that their service meets the shared-ride criteria. Acceptable documentation may include service descriptions, relevant local ordinances, or internal policies. Metro will review this documentation to confirm eligibility before the award. Operators that only provide exclusive-ride service are not eligible as subrecipients but may participate in the program as contractors (e.g., operating accessible vehicles purchased with Section 5310 funds under contract with an eligible recipient).

III. ELIGIBLE PROJECTS

Section 5310 funds are available for Traditional Capital, Other Capital, and Operating projects to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. To be eligible, a project must be specifically designed to meet the transportation needs of these populations. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project. FTA encourages projects that are open to the public as a means of avoiding unnecessary segregation of services. Applicants are encouraged to develop and propose innovative projects that advance program objectives. To confirm project eligibility, applicants may consult with Metro staff during the application process.

TRADITIONAL CAPITAL PROJECTS

Examples of eligible Traditional Capital projects include but are not limited to:

1. Rolling Stock and Related Activities for Section 5310 funded vehicles

    a) Acquisition of expansion or replacement accessible buses or vans, and related procurement, testing, inspection, and acceptance costs
    b) Vehicle rehabilitation or overhaul
    c) Preventive maintenance
    d) Radios and communication equipment
    e) Vehicle wheelchair lifts, ramps, and securement devices

2. Passenger Facilities Related to Section 5310 funded vehicles

    a) Purchase and installation of benches, shelters, and other passenger amenities

3. Support Facilities and Equipment for Section 5310 funded vehicles

    a) Extended warranties that do not exceed the industry standard
    b) Computer hardware and software
    c) Transit-related Intelligent Transportation Systems (ITS)
    d) Dispatch systems

e) Fare collection systems

4. Lease of Rolling Stock or Related Equipment. Leasing is permitted when it is more cost-effective than purchasing.

5. Acquisition of Transportation Services Under a Contract, Lease, or Other Arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies/vouchers for alternatives to public transportation are considered one form of an eligible arrangement. All services must meet all Federal civil rights requirements, including those requiring equivalent service to persons with disabilities, particularly wheelchair users, in the provision of demand-responsive service and any ADA title II program access responsibilities administered by the U.S. Department of Justice. Funds may be requested for contracted services covering more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.

6. Support for Mobility Management and Coordination Programs among Public Transportation Providers and Other Human Service Agencies Providing Transportation. Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a nonprofit agency could receive Section 5310 funding to support the personnel costs of sharing services it provides to its clientele with other seniors and/or individuals with disabilities and coordinate usage of vehicles with other nonprofits; however, operating costs of service are excluded.

   Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers, resulting in the expansion of the availability of service. Mobility management activities may include:

   a) The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, seniors, and low-income individuals;

   b) Support for short-term management activities to plan and implement coordinated services;

   c) The support of state and local coordination policy bodies and councils;

   d) The operation of transportation brokerages to coordinate providers, funding agencies, and passengers;

   e) The provision of coordination services, including employer-oriented transportation management organizations and human service organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;

f) The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and

g) Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems, inclusive of geographic information systems (GIS) mapping; global positioning system technology; coordinated vehicle scheduling; dispatching and monitoring technologies; technologies to track costs and billing in a coordinated system; and single smart customer payment systems. (Acquisition of technology is also eligible as a standalone capital expense).

7. Capital activities (e.g., acquisition of rolling stock and related activities, acquisition of services, etc.) to support ADA-complementary paratransit service.

8. **Program Administrative Expenses are <u>Not Eligible</u>.**

OTHER CAPITAL PROJECTS

Other Capital projects must fall under one or more of the following categories and may include, but are not limited to, the examples provided below:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the minimum requirements of the ADA;
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

1. <u>Projects that Exceed the Minimum ADA Requirements</u>:

a) Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for wheelchairs under ADA regulations (i.e., larger than 30″ × 48″ and/or weighing more than 600 pounds), such as the acquisition of lifts with a larger capacity; modifications to lifts with a 600-pound design load; and, the acquisition of heavier duty vehicles for demand-response and/or paratransit service to accommodate lifts with a heavier design load; and

b) Installation of additional securement locations in public transit buses beyond what is required by the ADA.

2. Projects that Improve Accessibility to the Fixed-Route System:

a) Making Accessibility Improvements to Transit and Intermodal Stations Not Designated as Key Stations. Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53 and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are specifically intended to remove barriers that would otherwise have remained. Section 5310 funds are eligible to be used for accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail, and rapid rail. This may include:

Building an accessible path to a bus stop that is currently inaccessible, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features;

Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA;

i) Improving signage or wayfinding technology; or

ii) Implementation of other technology improvements, including Intelligent Transportation Systems (ITS), that enhance accessibility for individuals with disabilities.

3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation

a) Purchasing Vehicles to Support Accessible Taxi, TNC, Ridesharing, and/or Vanpooling Programs. Section 5310 funds can be used to purchase and operate accessible vehicles for use in taxi, TNC, ride-sharing, and/or vanpool programs provided that the vehicle meets the same requirements for lifts, ramps, and securement systems specified in 49 CFR Part 38, subpart B, at a minimum, and permits a passenger whose wheelchair can be accommodated pursuant to Part 38 to remain in their personal mobility device inside the vehicle.

4. **Program Administrative Expenses are Not Eligible.**

OPERATING PROJECTS

Operating costs are eligible only for services specifically designed for seniors (65+) and individuals with disabilities. If the project also serves seniors under 65, only the portion of costs attributable to eligible seniors and individuals with disabilities may be reimbursed.

Operating projects must fall under one or more of the following categories and may include, but are not limited to, the examples provided below:

- Public transportation projects that exceed the minimum requirements of the ADA;
- Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on ADA complementary paratransit service; or
- Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

1. Projects that Exceed the Minimum ADA Requirements:

   a) Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA.

   b) Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route services.

   c) The incremental cost of providing same-day service.

   d) The incremental cost (if any) of making door-to-door or door-through-door service available to all eligible ADA paratransit riders but not on a case-by-case basis for individual riders in an otherwise curb-to-curb system.

   e) Enhancement of the level of service by providing escorts or assisting riders to or through the door of their destination.

   f) Accessible “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required by the ADA.

2. Projects that Improve Accessibility to the Fixed-Route System

   a. Travel training programs for individual users on awareness, knowledge, safety, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.

3. Alternatives that Assist Seniors and Individuals with Disabilities with Transportation

   a) Supporting the Administration and Expenses Related to Voucher Programs for Transportation Services Offered by Human Service Providers. This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers

receiving transportation services. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The Section 5310 program can provide vouchers to seniors and individuals with disabilities to purchase rides, including (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on predetermined rates or contractual arrangements. Transit passes or vouchers for use on existing fixed-route or ADA complementary paratransit service are **not eligible**.

b) Supporting Volunteer Driver and Aide Programs. Volunteer driver programs are eligible and include support for costs associated with administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of enhancements to increase capacity of volunteer driver programs are also eligible. FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

4. **Program Administrative Expenses are Not Eligible.**

IV. FEDERAL SHARE & LOCAL MATCHING REQUIREMENTS

The standard federal share is 80 percent of the net cost for eligible capital expenses and 50 percent of the net cost for eligible operating expenses. The net cost is defined as the portion of the project that cannot reasonably be covered by operating revenues (i.e., total operating costs minus farebox revenue). *Note: Program administrative costs are **not eligible** under this solicitation.*

To reduce the required local match, Metro will request Transportation Development Credits (TDCs) on behalf of eligible applicants. TDCs are not actual funds and do not increase the total project budget. Instead, they function like waivers that allow federal funds to cover a greater share of project costs.

Metro will request TDCs of up to 10 percent for capital projects and up to 25 percent for operating projects. Use of TDC's is subject to FTA approval. If approved, the local match requirement will be reduced accordingly. If not approved, applicants must meet the standard local match requirements.

Section 5310 Federal Share and Local Match Requirements with TDCs

Funding Category	Max Federal Share with TDCs	Minimum Local Match
Capital: Traditional & Other	90%	10%
Operating	75%	25%

The local share of eligible capital costs must be at least 10 percent of the net cost of the activity, and the local share for eligible operating costs must be at least 25 percent of the net operating costs. All sources of local match must be clearly identified and described in the grant application. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

The local match may be derived from a variety of sources, including:

- an undistributed cash surplus;
- a replacement or depreciation cash fund or reserve;
- a service agreement with a State or local service agency or private social service organization; and
- new capital.

Some examples of these sources of local match include:

- Cash
  - State or local appropriations
  - Private donations
  - Dedicated tax revenues
  - Revenue from service contracts
  - Net income generated from advertising and concessions.
  - Other non-USDOT federal funds

- In-Kind
  - Donations (e.g., facilities, space, equipment, supplies, vehicles, professional services) required to directly operate the program
  - Direct Labor Costs (including volunteer time) contributed to the project
  - Fuel, Utilities, or other direct expenses
  - In-Kind must:
    - be included in the approved grant budget as part of the total project costs
    - Must be documented with supporting records (e.g., time sheets, donation letters, lease agreements, pay stubs, expenditure reports)
    - represent costs which would otherwise be eligible under the program
    - not be included as a contribution for any other federally assisted project

- Income from contracts to provide human services transportation may be used to reduce the net project cost (revenue) or to provide local match for operating assistance. In either case, the cost of providing the contract service is included in the total project cost.

- Federal programs that are eligible to be expended for transportation other than programs funded by the United States Department of Transportation (USDOT).

Examples of programs that are potential sources of local match include employment, training, aging, medical, community services, and rehabilitation services. Specific resources for finding program information about other Federal funding that can be used to meet local share requirements can be found on FTA's website.

V. PERFORMANCE MEASURES

FTA requires the tracking and reporting of both quantitative and qualitative performance data for all Section 5310 funded projects. To capture relevant outputs, service levels, and outcomes, FTA has established minimum performance indicators for Traditional Capital projects and Other Capital and Operating projects. Metro has adopted these minimum performance measures, as applicable. Applicants must identify all required performance measures in Part II of the grant application and may include any additional performance measures deemed necessary to demonstrate the impact of their proposed project.

Traditional Capital Projects

a) Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and

b) Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the project.

Other Capital and Operating Projects

a) Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and

b) Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the project; and

c) Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of the project; and

d) Physical Improvements - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services for seniors and individuals with disabilities as a result of the project

VI. APPLICATION INSTRUCTIONS

Review these application instructions, guidelines, and evaluation criteria carefully to ensure your application is complete, responsive, and competitive. Attendance at the potential applicant webinar hosted by Metro is highly encouraged.

Applicants may submit one or more applications across eligible funding categories. Separate applications are required for each proposed project and project component. Components may not be combined within a single application, even if they relate to the same project. For example, if requesting capital funds to purchase a vehicle and operating funds to operate that vehicle, two separate applications must be submitted. Each application and corresponding project will be evaluated and scored independently. The total funding requested by any single applicant may not exceed **$800,000.**

Applications must be complete and signed by a duly authorized representative. Incomplete applications, including missing certifications, status inquiry forms, or other required attachments, may be deemed unresponsive and excluded from evaluation. Use the provided application checklist to ensure completeness.

Applications will be evaluated and scored. A minimum score of 70 out of 100 is required for funding consideration. Metro reserves the right to partially fund requests or require reductions in project scope and budget.

The complete signed application, with all required attachments, must be combined into a single PDF. This PDF, or a link to access and download it, must be emailed to Section5310@metro.net **by 5:00 pm on Friday, November 14, 2025.**

Applications must be submitted in final form. No modifications, amendments, or supplemental materials will be accepted after the deadline.

The application is available as a fillable PDF form and consists of four parts. All questions must be answered concisely in the space provided. **No additional pages are allowed**. Only required attachments may be submitted as appendices. Access the application at: https://www.metro.net/about/fta5310.

Selection of Proposals for Funding Award Recommendations:

Eligible applications will be evaluated and scored based on alignment with the 2025–2028 Coordinated Plan, program eligibility, and the evaluation criteria outlined in this solicitation. Scoring elements that involve technical program data will be reviewed and scored by Section 5310 program administrators. All other sections will be reviewed and scored by a review panel, with final scores reflecting the average of all panel member evaluations. Projects will be ranked according to their final score, and available funds will be allocated based on this ranking up to the maximum amount available through this solicitation. Only proposals that receive a minimum score of 70 points (out of 100) will be considered for award recommendations. The final award recommendations are subject to funding availability and approval by the Metro Board of Directors. Approved projects will be included in Metro's grant application to the FTA.

Public Record Disclaimer:

All application materials and attachments submitted in response to this solicitation become public records and may be subject to disclosure under the California Public Records Act. Applicants are advised not to include confidential information, such as client names, addresses, specific medical diagnoses, or other personal information.

System for Award Management:

As a condition of receiving federal funds, Metro must verify that all applicants are not suspended, debarred, ineligible, or otherwise excluded from participation in federally assisted programs. This verification is conducted through the federal System for Award Management (SAM) at https://sam.gov.

All applicants must be registered in SAM with an "Active" status at the time of application. Registration may take up to 15 business days to process, so applications are encouraged to register early. Applicants must ensure their SAM entity profile is set to "Public" to allow Metro to complete verification.

Helpful Resources:

New SAM Registration Quick Start Guide

How to renew or update an entity

NOTE: If you're organization is already registered in SAM, confirm that your status is current and listed as "Active." Make sure your entity profile remains "Public" to avoid verification delays.

A printout confirming your organization's "Active" registration status in SAM.gov must be downloaded and attached as an appendix to the application.

Responsibility of Grant Subrecipient:

If an agency other than the applicant identified in the application is proposed to operate vehicles or other equipment funded through Section 5310, the grant subrecipient must retain full control and responsibility for the asset throughout its useful life, including until final disposition in accordance with FTA guidelines.

In such cases, the subrecipient must remain the registered owner of the vehicle or equipment and is fully responsible for all aspects of program compliance. This includes, but not limited to, operation oversight, reporting, insurance, maintenance, and monitoring. Metro must be listed as both an additional insured and the lien holder on the title of all Section 5310 funded vehicles. Metro's lien remains in effect according to the Subrecipient Federal Asset Disposition Policy. Failure to comply with these requirements may result in the relinquishment of the federally funded asset to Metro.

Compliance Monitoring and Site Visit Requirements

Metro will conduct ongoing compliance reviews of all subrecipients to ensure that FTA Section 5310 funds are administered by applicable federal laws, regulations, guidance, and requirements. As part of these reviews, subrecipients will be required to submit supporting documentation and may be subject to on-site visits to observe grant-funded activities and services. Metro will also track and monitor any corrective actions issued, if applicable.

On-site compliance reviews will be required at the start of each project and must be completed before any grant reimbursements are issued for:

- New subrecipients,
- New services or project types, and/or
- Other circumstances deemed necessary by Metro, on a case-by-case basis, to ensure compliance with federal requirements.

APPLICATION GUIDELINES & EVALUATION CRITERIA

All applications submitted by the deadline will be reviewed by Metro staff to confirm eligibility and completeness. Applications that are incomplete, unsigned by a duly authorized representative, or missing required documents (e.g., certifications, forms, or other attachments) may be deemed non-responsive and excluded from evaluation. Use the application checklist provided to ensure your submission is complete. Applications must be submitted in final form. No amendments, supplemental materials, or late applications will be accepted.

Eligible applications will be evaluated and scored based on alignment with the 2025–2028 Coordinated Plan, program eligibility, and the evaluation criteria outlined in this solicitation. Scoring elements that involve technical program data will be reviewed and scored by Section 5310 program administrators. All other sections will be reviewed and scored by a review panel, with final scores reflecting the average of all panel member evaluations.

Applications receiving a minimum score of 70 points (out of 100) will be considered for funding. Projects will be ranked in order of final score, and awards will be made from highest to lowest until all available funds are allocated. Some projects scoring 70 or higher may be partially funded or not recommended for funding based on the availability of funds. Metro may request modifications to the project scope or budget before final award.

Applicants with proposals scoring 70 or higher that are partially funded or not selected may submit an appeal. Appeals must be based solely on the content of the original application and will be reviewed by Metro's Technical Advisory Committee (TAC). Appeal instructions will be provided with the funding recommendation notices.

Final funding decisions are subject to approval by the Metro Board and the FTA.

The following sections (Part I - Part IV) of the solicitation provide detailed application requirements and evaluation criteria.

PART I - GENERAL INFORMATION

Project Goal

In this section of the application, select one or more specific goals from the 2025-2028 Coordinated Plan for Los Angeles County that the proposed project addresses. The plan is available in the documents folder at: https://www.metro.net/cp

Description of Applicant Agency/Organization

Briefly describe your agency or organization using the space provided, including:

1. Transportation-related programs and services currently managed and provided, including target populations served, areas served, days/hours of service, and if applicable, total fleet size, including the number of vehicles that are federally funded.

2. The number of individuals currently receiving transportation assistance from your agency or organization, including a breakdown by age (65 years and older and under 65 years old) and by disability status (those who use a wheelchair or other mobility device and those who do not use a mobility device).

3. **Attach a map or brochure** as an appendix to your application that shows the existing service area of your agency or organization, as well as any proposed new or expanded service to be funded (if applicable). The map must clearly identify service area boundaries and include a list of applicable ZIP codes.

PART II - PROJECT NARRATIVE & EVALUATION CRITERIA

Part II consists of five sections (A-E). Metro will evaluate each application solely on the information provided in these sections. The weight of each section is indicated, with a cumulative total of **100 possible points**.

Section A: Scope of Work, Need, Objectives, Coordination, and Outreach (Up to 35 points)

To receive the maximum number of points, provide a clear and detailed description of the proposed project, including the specific transportation need it addresses, how the need was identified, and how the project will help meet that need. The response should also outline the project's objectives and describe any coordination and outreach effort involved. Address the following evaluation criteria, as applicable to the proposed project:

1. Describe the transportation services your agency/organization currently provides (if any), including the existing service fleet and the target populations served, such as seniors, individuals with disabilities, households with no access to a car, and/or low-income household. Indicate whether your agency operates the service directly or contracts for the services. If contracted, state whether the current contract is federally compliant, and whether the requested funding will support an existing or new contract.

Explain how the funding will support the implementation, continuation, enhancement, or expansion of services. Include the proposed project start and end dates.

Describe how the proposed project aligns with and advances the goals and objectives of the Section 5310 program, as outlined on page 3 of this solicitation. In addition, explain how the project enhances mobility, independence, social connection, and economic participation for seniors and individuals with disabilities. If applicable, explain how the proposed project will support upcoming major events in Los Angeles, such as the FIFA World Cup, Olympic, and Paralympic Games. Include any coordinated planning efforts with other agencies, and describe how the project will improve accessibility, connectivity, or readiness to meet increased transportation demand during these events. For projects involving new, enhanced, or expanded services, clearly describe the specific improvements, such as increased service capacity, expanded service hours or service areas, or new target populations served.

Further include specific and detailed responses to items (a) through (e) below, as applicable to the proposed project **(Up to 30 points)**.

a) **For all vehicle funding requests (Replacement and Expansion)**, complete and attach the **Vehicle Purchasing Schedule Form (Attachment A).**

   i) **For vehicle replacement projects**, explain why the replacement vehicle(s) are needed. Complete and attach the **Vehicle Replacement Request Form,** included as **Attachment B**. If requesting alternative fuel vehicles (e.g., CNG, electric), justify the need and indicate whether your agency has the necessary fuel or charging infrastructure in place, including its proximity to your agency. For electric vehicles, indicate whether your agency has an electrification plan. Indicate the plan for the disposition of the vehicles being replaced (e.g. retaining for backup use or selling). If proposing to lease instead of purchasing vehicles, provide a cost/benefit analysis to support the approach.

   ii) **For vehicle requests related to new and/or enhanced or expanded services**, complete the **New Service or Service Expansion Vehicle Request Form** included as **Attachment C**. Also include the information requested below in section 1(b).

b) **For new and/or enhanced or expanded services, including operating, vehicle and/or equipment expenses,** describe the proposed service and the growth in demand for transportation services among your target populations. Include details about the service routes and schedules and describe any trip coordination strategies already in place or planned for implementation. Indicate whether your agency or organization will operate the service directly or contract it out. Describe the expected increase in the number of clients to be served, including details on target populations, service areas, and the type of service to be provided. Explain how the proposed enhancements or expansions will increase the capacity of the current services. Specify any new or additional days and hours of service to be

provided annually. Provide annual projections for the number of one-way passenger trips, the total number of passengers to be served (each individual counted once) and the total vehicle miles to be traveled.

c) **For communication and computer equipment, hardware and/or software, or any other eligible miscellaneous equipment in support of eligible projects**, complete and attach the **Communication/Computer Equipment Request Form** included as **Attachment D**. List the specific items to be purchased and attach three (3) like-kind cost estimates with the application. Estimates may be based on manufacturer quotes, online listings, advertisements, or product catalogs. Use the average of the three estimates as the "estimated unit cost" in the application.

   i) **For replacement equipment**, provide a detailed description of the make, model, and year of the equipment to be replaced. Explain how it is currently being used to support your service and how its replacement is needed to improve service efficiency.

   ii) **For "new" equipment,** provide a detailed description of how it is going to be used to support your service and why it is needed to improve service efficiency.

d) **For equipment, supplies and services**, provide a detailed description of the specific equipment and supplies to be purchased. Explain how it will be used to support your service.

e) **For improved passenger facilities**, attach two photographs showing the current conditions and describe the proposed improvements. For transit stop improvements, provide the specific location and service area (including street names) and include the total annual boardings for each location.

2) Explain how the proposed project (new, ongoing, or enhanced/expanded) was developed or is being implemented in consultation with interested parties to ensure coordination with existing and proposed transportation services. Describe how your agency sought and considered input from affected private and public transportation providers. Identify the specific agencies, organizations, and stakeholders involved in developing and/or implementing the project and describe their roles. This may include health and human services agencies, private sector partners, non-profit organizations, transportation providers, and members of the public. Be sure to explain how these partnerships contribute to the successful implementation of the project, improve coordination of services, and help prevent duplication of efforts **(Up to 3 points)**.

3) Describe how the project is or will be marketed to promote public awareness and encourage coordination with other agencies or organizations. Include any planned outreach strategies, communication methods, or promotional materials that will be used to engage target populations and partner agencies about the project. Be specific on how these efforts will raise awareness and support participation **(Up to 2 points)**.

Section B: Coordinated Plan and Equity Focus Communities
(Up to 25 points)

In accordance with federal requirements, all projects selected for funding must be included in the 2025-2028 Coordinated Plan. To ensure consistency with this requirement, applicants must review the Coordinated Plan, available in the documents folder at: www.metro.net/cp.

A key outcome of the 2025-2028 Coordinated Plan is a prioritized list of projects and programs that address the identified mobility needs of target populations while maximizing the impact of available resources. Complete Section B of the application and address the following evaluation criteria:

1. **Project Priority Ranking:** Indicate the priority ranking of your proposed project based on the prioritization table on page 7 of the 2025-2028 Coordinated Plan. If the project addresses more than one priority level, select all that apply and specify the percentage of the project associated with each. Points will be awarded based on how closely the project corresponds with the applicable priority level. Partial points will be awarded proportionally based on the percentage attributed to each level.

   The maximum point ranges per priority are: Priority 1 **(16 - 20 points)**; Priority 2 **(11 - 15 points)**; Priority 3 **(6 - 10 points);** Priority 4 **(1 - 5 points)**.

   Final point assignments within each range will be determined based on how well the project meets the additional considerations outlined in items (a) and (b) below.

   a) **Designated Priority Areas**: Projects proposing new, enhanced, or expanded services within a designated priority area (identified by Zip Code on page 33 of the 2025-2028 Coordinated Plan) will be awarded points at the higher end of the applicable priority range.

   b) **Equity Focus Communities (EFC):** Metro is committed to prioritizing communities with the greatest mobility challenges, as outlined in its Board-adopted Equity Platform. Projects proposing new, enhanced, or expanded services within a designated EFC will also be awarded points at the higher end of the applicable priority range. To determine if your project is within an EFC, visit Metro's EFC Dashboard to view the most up to date interactive tools and maps.

2. **Gaps, Barriers, and Strategies:** Describe how the proposed project addresses the gaps and barriers (pages 26-33) and aligns with the goals and strategies (pages 38-39) of the 2025-2028 Coordinated Plan. If the project addresses more than one priority, include details on the percentage for each. Support your response with relevant studies, surveys, or data sources, using qualitative and/or quantitative analysis. If the project involves new, enhanced, or expanded service within a designated priority area or EFC,

include supporting details or documentation such as maps or service area descriptions **(Up to 5 points)**.

Section C: Project Delivery Plan
(Up to 20 points)

To receive the maximum number of points, provide a detailed project delivery plan demonstrating how the proposed project will be implemented in a timely, efficient, and federally compliant manner. The plan should address the approach to operating and managing the project, whether it is new, ongoing, or an expansion/enhancement of existing services.

Include a proposed project schedule that identifies key project milestones, potential risks, and strategies to mitigate those risks. The plan should also describe staffing, internal processes, and experience managing federal funds, including the frequency of invoicing and reimbursement submissions, and the internal controls in place to meet federal requirements. For planning purposes, assume eligible activities will begin approximately seven (7) months after the application deadline. Address each of the following, as applicable to the proposed project:

1. Describe the project's delivery plan, key milestones, and schedule, including a brief description of: 1) the applicant's history in providing transportation services and/or non-transportation services for seniors and individuals with disabilities, including those that use wheelchairs; 2) the applicant's experience delivering federally funded projects; 3) the role of key personnel and their relevant experience with implementing and managing similar transportation projects and federal grants; and 4) any third-party contracts to be procured by the applicant after grant award, and the proposed procurement method to be used **(Up to 10 points)**.

2. Describe the applicant's contingency plan to avoid service disruption due to staffing, mechanical, or technical problems. Further include a response to items (a-b) below if applicable to the proposed project **(Up to 5 points)**.

   c) **Driver Training:** For new, ongoing, expanded, and/or enhanced vehicular transportation service projects (including both operating and capital), describe the applicant's driver training program. Include details on safety protocols, customer service standards, and any specialized training related to serving seniors and individuals with disabilities.

   d) **Fleet Maintenance:** Describe the applicant's maintenance program, including daily pre-trip and post-trip inspection procedures and a summary of preventive and routine maintenance policies. This response should cover both directly operated and contracted services. Provide a summary of the current fleet, including vehicle types and quantities.

3. Describe the applicant's experience with managing grant funds, including federal, non-federal, transportation, and non-transportation grants. Also respond to items (a-b) below **(Up to 5 points)**.

    a) **Federal Grants and Internal Controls:** The applicant should include a description of effective internal controls, either in place for previous federal awards or planned if awarded Section 5310 funds, that provides reasonable assurance that the applicant's participation in the federal award complies with federal statutes, regulations, and the terms and conditions of the federal award. Detail any active federal grant activities involving Metro. If the applicant has received a pass-through award from Metro, describe the invoice history, including how frequently reimbursement was requested.

    b) **Non-Federal or Non-Metro Grants:** Describe the applicant's experience complying with the grant requirements of non-federal or non-Metro grants, including financial management practices (such as the process for preparing and submitting reimbursement requests), staffing, reporting procedures, and internal oversight. If the applicant has not previously received grant funds, outline the staffing plan and procedures for invoicing, managing reimbursements, and ensuring compliance.

Section D: Performance Measures
(Up to 10 points)

FTA requires the tracking and reporting of both quantitative and qualitative performance data for all Section 5310 funded projects. To capture relevant outputs, service levels, and outcomes, FTA has established minimum performance indicators for Traditional Capital projects and Other Capital and Operating projects. Metro has adopted these minimum performance measures, as applicable.

To receive the maximum number of points, applicants must address the following:

1. Identify all required quantitative and qualitative performance measures in Part II of the grant application, consistent with the project type. Include any additional performance measures deemed necessary to demonstrate the impact of the proposed project. Describe the methodology used to develop performance estimates **(Up to 6 points)**.

Note: All applicable performance measures for the proposed project type **must** be clearly listed in Part II of the application.

a. **Traditional Capital Projects**

    i. Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and

    ii. Ridership - The actual or estimated number of rides measured by one-way

passenger trips provided annually for seniors and individuals with disabilities as a result of the project.

b. **Other Capital and Operating Projects**

i) Gaps in Service Filled - The actual or estimated number of seniors and individuals with disabilities afforded mobility annually as a result of the project (how many people will the project provide service to); and

ii) Ridership - The actual or estimated number of rides measured by one-way passenger trips provided annually for seniors and individuals with disabilities as a result of the project; and

iii) Service Improvements - Increases or enhancements related to geographic coverage, service quality, and/or service times that impact availability of transportation services for seniors and individuals with disabilities as a result of the project; and

iv) Physical Improvements - Additions or changes to physical infrastructure (e.g., transportation facilities, sidewalks, etc.), technology, and vehicles that impact the availability of transportation services for seniors and individuals with disabilities as a result of the project.

2. Explain how each applicable performance measure (ref Section D.1) will be used by the applicant to evaluate the effectiveness of the project in meeting the transportation needs of the targeted population(s). Identify potential strategies to mitigate performance measures that are not achieving the stated objectives **(Up to 2 points)**.

3. Describe the management tools and procedures to be used for collecting, tracking, and reporting the project's performance, including the ongoing management and evaluation of performance indicators **(Up to 2 points)**.

Section E: Budget and Project Readiness
(Up to 10 points)

A detailed budget and realistic financial plan are essential to evaluate whether a project is ready for implementation and to demonstrate both project readiness and financial feasibility. Applicants must complete the Project Financial Plan table in Section E of the application and provide projected expenditure amounts by fiscal year and quarter. Address each of the following items, as applicable to the proposed project:

1. Describe the assumptions used to develop the project budget as provided in Part III of the application. All costs must be broken down, with a detailed description of how each cost was determined. The total net project cost should be the difference between total operating costs and farebox revenues (i.e., total operating cost - farebox revenue = net cost). Address the following (a-d) evaluation criteria **(up to 7 points)**:

a) Describe the assumptions used to prepare the budget, including quantity and level of service, basis for costs, inflation rates, and past experience. Include maintenance and repair costs, cost of fuel, casualty and liability insurance, and other administrative and direct costs. Note: Program administrative and indirect costs are **not eligible**.

b) Identify all sources and amounts of operating revenue, including farebox revenue (if applicable) and funding from local, state, or federal discretionary or formula grants that will support the proposed project.

c) Specify the total amount of Section 5310 federal funds requested and confirm the eligibility of all proposed expenditures under the program guidelines.

d) Identify the total amount and source(s) of non-USDOT local match funding committed to meet statutory match requirements. In addition:

   i) If providing cash match, attach a **Local Match Commitment Letter** to your application. The letter must:
      - include the local match amount committed to the project
      - include the specific source of funding (i.e., Prop A., Donations)
      - be placed on your agency letterhead
      - be signed by a duly authorized representative

   ii) If providing in-kind match, attach an **In-Kind Commitment Letter** to your application (in place of local match commitment letter). The letter must:
      - include a detailed description of each in-kind item or service
      - include the real or approximate value of each item or service
      - describe how each value was determined (e.g., actual cost, appraisal, fair market value, independent cost estimate)
      - provide formulas/methodologies or assumptions used for determining the costs
      - state if any of the contributions were obtained with or supported by federal funds
      - be placed on your agency letterhead
      - be signed by a duly authorized representative

2. Describe how the proposed schedule is realistic and allows for full project completion within the requested funding period. Applicants should only request funds they can reasonably spend within this timeline. If the project is supported by other grants (Metro or non-Metro), include those details. Metro will assess unspent funds to determine if additional funding is warranted. For continuing projects, the start date must reflect when new funds are expected to be used, as older funds will be drawn first **(up to 3 points)**.

PART III - PROJECT BUDGET

Applicants must complete the budget sheet corresponding to the proposed funding category (Traditional Capital, Other Capital, or Operating). The budget must reflect all sources of revenue, including user fees or fares, and should align with the project's scope and timeline. Be sure to review any embedded notes within the worksheet for guidance.

Important: Total project expenses must equal total project funding.

1. **Project Expenses:** Clearly identify all eligible and justifiable project expenses over the proposed period of performance.

2. **Project Funding:** Specify the amount of Section 5310 federal funding requested. If applicable, include projected revenues from fares or user fees.

3. **Full Funding Required:** Each project must be fully funded. While only the minimum local match is required, applicants may propose a higher local contribution.

4. **Additional Revenue:** Include all additional revenue sources, such as grants, donations, or local fundraising, that will support the proposed project.

5. **Local/In-Kind Match:** Identify the sources of the local or in-kind match. All match contributions must meet eligibility requirements and be clearly documented in the application.

PART IV - CERTIFICATIONS

Private Nonprofit 501(c) Organizations – Status Inquiry and Certification

Applicants claiming eligibility as a private nonprofit 501(c) organization must complete the Status Inquiry and Certification included in this section. In addition, applicants must attach documentation verifying both their legal and tax-exempt status.

1. **Verification of Legal Standing:** Nonprofit organizations must provide proof of current legal standing with the California Secretary of State. The can be done using either of the following methods:

a) **Online Verification:** Visit the California Business Search porta at https://bizfileonline.sos.ca.gov/search/business. Enter the applicants name or file number. If the status is listed as "Active" print the page and include it as an appendix to your application. If verification is not available at the time of submission, note the date the request was made and provide an estimated date of when the documentation will be forwarded to Metro.

b) **Mail-in Request:** If online verification is not possible, you may obtain a Status Inquiry document by submitting a Business Entities Records Request - Order Form.

Instructions and forms are available at: https://bpd.cdn.sos.ca.gov/pdf/be-records-requests.pdf

2. **IRS Tax-Exempt Status:** Nonprofit organizations must provide documentation confirming that they are recognized by the Secretary of the Treasury as a tax-exempt organization described under 26 U.S.C. 501(c) and exempt under 26 U.S.C. 501(a) or have been determined to be a nonprofit organization under applicable State law.

   Applicants must attach the following to their application:

   a) **Determination Letter:** A determination letter from the Internal Revenue Service (IRS) confirming the organization's tax-exempt status under Section 501(c) of the Internal Revenue Code. If the original letter is unavailable, an IRS affirmation letter is acceptable. Guidance on how to request an affirmation letter can be found at: https://www.irs.gov/charities-non-profits/exempt-organizations-affirmation-letters

   b) **IRS Tax Exempt Organization Search:** A current printout from the IRS Tax Exempt Organization Search (TEOS) database showing the organization is in good standing with active 501(c) status. The listing should include the organization's legal name, EIN, exemption type, deductibility status, and any revocation history. The TEOS database may also contain a downloadable copy of the determination letter. The database is available at https://apps.irs.gov/app/eos/.

Local Government Authority Certification

A local governmental authority includes any political subdivision of a state (e.g., a city or county), a state authority or an authority of a political subdivision, or a public corporation, board, or commission established under state law.

TRADITIONAL CAPITAL APPLICANTS: PUBLIC HEARING REQUIREMENT

Metro may award Section 5310 Traditional Capital funds to a local governmental authority only under one of the following two conditions:

1. The authority certifies that there are no non-profit organizations readily available in the area to provide the proposed service; or

2. The authority is officially designated by the State to coordinate services for seniors and individuals with disabilities.

IMPORTANT: Governmental authorities applying under Condition 1 are required to hold a **public hearing** during the application period to meet the certification requirement. The public hearing is a mandatory part of the application process and must be completed before the application due date.

To meet this requirement:

- The public hearing must be publicly notified at least 30 days in advance to allow for public comment.
- **The hearing must be held between the release of the solicitation and the application due date.**

Applicants should schedule their public hearing **as early as possible** to ensure timely completion.

As part of the application, the following must be attached as an appendix:

- A copy of the public hearing notice, and
- A summary letter signed by an authorized representative detailing the outcome of the hearing and any public comments received.

OTHER CAPITAL AND OPERATING APPLICANTS

Applicants seeking funding under the Other Capital or Operating categories are exempt from the certification and public hearing requirements above.

COORDINATOR OF SERVICES: DESIGNATION CONFIRMATION REQUIRED

Local governmental authorities designated by the State as coordinators of services for seniors and individuals with disabilities are also exempt from the certification and public hearing requirements. These applicants must instead provide written documentation confirming their designation as a coordinator of services and include it as an appendix to the application.

General Certifications and Assurances Summary

All applicants must complete and sign the General Certifications and Assurances Summary form, affirming their agreement to comply with all applicable federal statutes, regulations, executive orders, and administrative requirements related to applications and grants received from the FTA.

By singing the form, applicants acknowledge receipt and awareness of the governing authorities referenced in FTA Circular 5010.1F (Award Management Requirements) and FTA Circular 9070.1H (Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance), which are incorporated by reference in Metro's subrecipient funding agreements.

Civil Rights Certification

A **Civil Rights Certification Letter** must be included as an appendix to the application. This letter is to be printed on letterhead and signed by an authorized representative. This letter must address the following:

1. A summary of any lawsuits or complaints received or acted on in the past 12 months alleging discrimination based on race, color, creed, national origin, sex, age, or disability.

a) For each complaint or lawsuit, include:

i) Date received
ii) Summary of the allegation(s)
iii) Status or outcome
iv) Any corrective actions taken
v) Date of final resolution

b) If no lawsuits or complaints were received or acted upon, the letter must state:

i) "There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements."

2. Indicate whether the applicant has an active Title VI Plan that has been approved by the board of directors or appropriate governing entity. If not, explain why and provide the anticipation completion date.

3. Describe the applicants language access policies and procedures, including how written and oral information is made available in languages other than English.

Current Grant Subrecipient Compliance

Applicants must indicate whether they currently have an active capital or operating project funded through a Metro subrecipient grant program or are actively reporting to Metro on a past asset purchased with capital funds. If yes, the applicant must confirm whether they are in compliance with the applicable funding agreement, scope of work, and Metro's annual self-certification reporting requirements.

Debarment/Suspension Certification

As a condition of receiving federal funds, Metro must verify that all applicants are not suspended, debarred, ineligible, or otherwise excluded from participation in federally assisted programs. This verification is conducted through the federal System for Award Management (SAM) at https://sam.gov.

All applicants must sign the **Debarment/Suspension Certification** form, certifying that

their agency/organization and any affiliated subcontractors are not subject to any such federal exclusions.

A printout confirming your organization's "Active" registration status in SAM.gov must be downloaded and attached as an appendix to the application.

Instructions on how to register, renew, or update your SAM entity are provided on **page 17** of this solicitation.

Los Angeles County
Metropolitan Transportation Authority

FTA Section 5310 Program

Enhanced Mobility of Seniors and Individuals with Disabilities

2025 Competitive Grant Application

Application Deadline: 5:00 pm on Friday, November, 14, 2025

Please Note: This application is subject to change. For the most up-to-date version, visit https://www.metro.net/about/fta5310

Metro

September 2025

Competitive Grant Application

FTA Section 5310 Program

2025 Solicitation for Proposals

Application Deadline: 5:00 PM on Friday, November 14, 2025

Application Package Contents

Part I General Information

Part II Project Narrative

Part III Project Budget

Part IV Certifications

Attachments

Attachment A: Vehicle Purchasing Schedule
Attachment B: Vehicle Replacement Request Form
Attachment C: New Service/Service Expansion Vehicle Request Form
Attachment D: Equipment Request Form

Application Instructions

Each applicant is allowed to submit one or more applications under any funding category. Separate applications must be submitted for each proposed project and/or funding category. Categories cannot be combined in one application, even if the request is for one project. Total applicant funding request may not exceed **$800,000**.

The complete signed application with all required attachments must be combined into one single PDF. The PDF or a link to view/download the PDF must be emailed to **Section5310@metro.net** by the application deadline, 5:00 PM on Friday, November 14, 2025.

Application packages with incomplete and/or missing information (e.g., status inquiry, certifications, not signed by a duly authorized representative may render the proposal non-responsive and may not be evaluated. Use the application checklist to ensure completeness.

Applications will be evaluated and scored and must receive a minimum score of 70 out of 100 to be considered for funding. Funding requests may be partially funded, and we may request a reduction in the scope of work and associated budget.

Applications as submitted are to be complete and final. Modifications, amendments, or supplements to the application will not be accepted after the application deadline.

The application is provided in fillable PDF form. All questions must be concisely answered in the space provided. **No additional pages** can be included to answer the questions. Only required attachments can be included as appendices to the application.

Technical Assistance

If you have any questions, contact Ruben Cervantes at *cervantesr@metro.net*, or Dustin Sifford at *siffordd@metro.net*. For additional information and resources, refer to the program website https://www.metro.net/about/fta5310.

2025 Grant Application Checklist

FTA Section 5310 Program

Part I- General Information	
All solicitation questions are addressed	
Map with zip code detail on service proposal is attached	
Application is signed by a duly authorized representative	
If a public entity, authorizing resolution is attached	
Part II- Project Narrative	
Section A: Scope of Work, Project Need, Objectives, Coordination & Outreach	
All solicitation questions are addressed	
Vehicle Projects: Completed Attachment A is included	
Vehicle Replacement Projects: Completed Attachment B is included	
Vehicle Expansion Projects: Completed Attachment C is included	
Equipment Projects: Completed Attachment D is included	
Facility Improvement Projects: 2 photos showing existing conditions are included	
Section B: Coordinated Plan and Equity Focus Communities	
All solicitation questions are addressed	
Priority ranking table is completed with detailed description	
Section C: Project Delivery Plan	
All solicitation questions are addressed	
Proposed project schedule with key milestones included	
Section D: Performance Measures	
All solicitation questions are addressed	
All required performance measure data is included	
Section E: Budget and Project Readiness	
All solicitation questions are addressed	
All current grant information detailed in Project Delivery Plan	
A detailed cost breakdown with adequate justification is included	
Providing Cash Match: Local Match Commitment Letter is included	
Providing In-Kind Match: In-Kind Commitment Letter is included	
Part III- Project Budget	
All solicitation questions are addressed	
Budget sheet is completed & Total Project Expenses equals Total Project Funding	
Part IV- Certifications	
Nonprofits: Private Nonprofit Organizations – Status Inquiry & Certification	
Government Agencies: Local Government Authority Certification	
Government Agencies Applying for Traditional Capital: Public Hearing info included	
General Certifications & Assurances Summary	
Civil Rights certification letter is attached	
Debarment/Suspension Certification	
SAM.gov Registration is attached	

Part I
General Information

Name of Applicant:
Project Title:
Project Description:
Total Federal Funding Request: $

Applicant Information

SAM Unique Entity ID: _____

IRS Employer Identification Number: _____

Address: _____

City/State/Zip: _____

Contact Person (Name & Title): _____

E-mail of Contact Person: _____

Phone (Area code + Number): _____

Project Budget Summary

A. Total Federal Funding Request: _____ $_____ %_____

B. Total Local Match | **Source:** _____ $_____ %_____

C. Total Project Expenses: _____ $_____ %_____

If the federal funding request is not fully awarded, would your agency or organization be amenable to implementing a reduced Scope of Work?

Yes No

Authorization

I, _____, am the person duly authorized to sign this application and associated certifications on behalf of my agency/organization. I also acknowledge that the information in this application package is a public record. To the best of my knowledge and belief, all data in this application is true and correct. My agency/organization will comply with applicable Certifications and Assurances, Metro Funding Agreement, and Metro and FTA requirements if federal financial assistance is awarded. If the agency/organization is a public entity, I acknowledge that there is an **authorizing resolution** attached to the application designating myself as the duly authorized person to sign on its behalf.

_____ _____

Signature of Authorized Representative Date

_____ _____

Title of Authorized Representative Name of Agency/Organization

Part I
General Information (continued)

Name of Applicant:
Project Title:
Project Description:
Total Federal Funding Request: $

Funding Category (Select only one)

- Traditional Capital
- Other Capital
- Operating

Applicant Eligibility (Select only one)

- Private Nonprofit 501(c) Organization
- State or Local Government Authority
- Operator of Public Transportation

Project Service Area (Select all applicable)

- Los Angeles/Long Beach/Anaheim Urbanized Area
- Lancaster/Palmdale Urbanized Area
- Santa Clarita Urbanized Area
- Other Cities or Unincorporated Areas within LA County Not Listed Above
- Areas Outside of LA County

Project Goal (Select all applicable)

Refer to 2025–2028 Coordinated Public Transit – Human Services Transportation Plan for LA County (https://www.metro.net/cp)

- Fund Mobility Options
- Address Mobility Gaps
- Provide Support Services
- Promote and Improve Information Portals
- Enhance Performance Monitoring Systems

Part I
General Information (continued)

Description of Applicant Agency/Organization
Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part I
General Information (continued)

Description of Applicant Agency/Organization

Part II - Project Narrative

Section A

Part II consists of five sections (A-E) totaling 100 possible points. To receive the maximum number of points for each section, ensure that the narrative responses are clear, concise, complete, and accurate. Follow the application instructions in the Solicitation for Proposals carefully for expanded section descriptions, project applicability and evaluation criteria as guidance to complete each section. All questions must be concisely answered in the space provided. No additional pages may be provided.

A. Scope of Work, Need, Objectives, Coordination & Outreach (Up To 35 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part II - Project Narrative
Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination & Outreach

Part II - Project Narrative
Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination & Outreach

Part II - Project Narrative
Section A (continued)

A. Scope of Work, Project Need, Objectives, Coordination & Outreach

Part II - Project Narrative
Section B

B. Coordinated Plan and Equity Focus Communities (Up To 15 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Project Priority Ranking (Select all applicable)

2025–2028 Coordinated Public Transit – Human Services Transportation Plan for LA County

Refer to the Overall Prioritization Ranking table on page 7 of the Coordinated Plan (direct link to Plan). If the proposed project addresses more than one priority, select all that apply and indicate the percentage of the project in each priority level: https://www.metro.net/cp.

Priority 1 %_____

Priority 2 %_____

Priority 3 %_____

Priority 4 %_____

None %_____

%_____

Part II - Project Narrative
Section B (continued)

B. Coordinated Plan and Equity Focus Communities

Part II - Project Narrative
Section B (continued)

B. Coordinated Plan and Equity Focus Communities

Part II - Project Narrative
Section C

C. Project Delivery Plan (Up To 20 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part II - Project Narrative
Section C (continued)

C. Project Delivery Plan

Part II - Project Narrative

Section C (continued)

C. Project Delivery Plan

Part II - Project Narrative

Section D

D. Performance Measures (Up To 10 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Part II - Project Narrative

Section D (continued)

D. Performance Measures

Part II - Project Narrative

Section D (continued)

D. Performance Measures

Part II - Project Narrative
Section E

E. Budget and Project Readiness (Up To 10 Points)

Address all guidelines and evaluation criteria, and include all attachments, detailed in the 2025 Section 5310 Solicitation for Proposals.

Year	Q1 (Jul - Sep)	Q2 (Oct - Dec)	Q3 (Jan - Mar)	Q4 (Apr - Jun)	Totals

Description:

Part II - Project Narrative
Section E (continued)

E. Budget and Project Readiness

Part III
Project Budget

1. Traditional Capital

Project Expenses		
Contracted Services with Human Services Agencies or Provider	+	
Vehicle – Provide details on Purchase/Lease in Part II, Section E	+	
Equipment – Provide details on Purchase/Lease in Part II, Section E	+	
Other – Describe in Part II, Section E	+	
Less – Subtract any projected program income (e.g. farebox)	-	
A. Total Project Expenses		

Project Funding		
B. Total Federal Funding Request		
Local Match		
State Fund | **Source:**	+	
Local Fund | **Source:**	+	
Revenues from Contracts with Human Services Agencies	+	
Donations | **Source:**	+	
Applicant In-kind (e.g., property, land, office space, etc.)	+	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	+	
Non USDOT Federal Funding | **Source:**	+	
Other – Explain in Part II, Section E	+	
C. Total Local Match		
Total Project Funding ***(must equal A. Total Project Expenses)***	**$**	

Part III
Project Budget (continued)

2. Other Capital

Project Expenses		
Contracted Services with Human Services Agencies or contractor	+	
Vehicle – Provide details on Purchase/Lease in Part II, Section E	+	
Equipment – Provide details on Purchase/Lease in Part II, Section E	+	
Other – Describe in Part II, Section E	+	
Less – Subtract any projected program income (e.g. farebox)	-	
A. Total Project Expenses	**$**	

Project Funding		
B. Total Federal Funding Request		
Local Match		
State Fund | **Source:**	+	
Local Fund | **Source:**	+	
Revenues from Contracts with Human Services Agencies	+	
Donations | **Source:**	+	
Applicant In-kind (e.g., property, land, office space, etc.)	+	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	+	
Non USDOT Federal Funding | **Source:**	+	
Other – Explain in Part II, Section E	+	
C. Total Local Match		
Total Project Funding ***(must equal A. Total Project Expenses)***	**$**	

Part III
Project Budget (continued)

3. Operating

Project Expenses		
Driver Labor	+	
Travel Trainer/Travel Aides Labor	+	
Contracted Services	+	
Vehicle Maintenance & Repair	+	
Fuel	+	
Insurance	+	
Project Marketing	+	
Other – Explain in Part II, Section E	+	
Less – Subtract any projected program income (e.g. farebox	-	
A. Total Project Expenses	**$**	

Project Funding		
B. Total Federal Funding Request		
Local Match		
State Fund | **Source:**	+	
Local Fund | **Source:**	+	
Revenues from Contracts with Human Services Agencies	+	
Donations | **Source:**	+	
Applicant In-kind (e.g., property, land, office space, etc.)	+	
Non-applicant In-kind (e.g., volunteer drivers, escorts, travel aides)	+	
Non USDOT Federal Funding | **Source:**	+	
Other – Explain in Part II, Section E	+	
C. Total Local Match		
Total Project Funding ***(must equal A. Total Project Expenses)***	**$**	

Part IV
Certifications

Private Nonprofit 501(c) Organizations – Status Inquiry & Certification

Applicants claiming eligibility based on its status as a private nonprofit 501(c) organization must complete the status inquiry and certification. In addition, they must attach an online California "Business Search" record verifying their business status as well as Internal Revenue Service (IRS) documentation verifying tax-exempt status.

1. Nonprofit organizations must obtain verification of its current legal standing from the Secretary of State's California Business Search database and attach it as an appendix to the application. To assist your organization in obtaining this information, use one of these two methods:

    a) To obtain the records online, go to https://bizfileonline.sos.ca.gov/search/business. Enter the name of your organization or file number. If the status is "Active," print the page and submit it as an appendix to the application. If the verification is not available at the time of submission, note the date the request was made and provide an estimated date when the documentation will be forwarded to Metro.

    b) If online verification is not possible, you may obtain a Status Inquiry document by completing a Business Entities Records Request - Order Form. Instructions can be found here: https://bpd.cdn.sos.ca.gov/pdf/be-records-requests.pdf.

2. Nonprofit organizations must be recognized under section 501(c) of the Internal Revenue Code. **IRS documentation must be attached.** To assist applicants, use one of these two methods:

    a) An IRS determination letter confirms tax-exempt status, but if the determination letter is unavailable, an IRS exempt organization affirmation letter is acceptable. Guidance can be found here: https://www.irs.gov/charities-non-profits/exempt-organizations-affirmation-letters.

    b) A current printout from the IRS Tax Exempt Organization Search database also shows the organization has active 501(c) status. The listing should include the organization's legal name, Employer Identification Number, exemption type, deductibility status, and any revocation history. The TEOS database may also contain a downloadable copy of the determination letter. The database is available at https://apps.irs.gov/app/eos/.

Private Nonprofit 501(c) Organizations

Legal Name of Non-profit Applicant: _____

State of California Articles of Incorporation Number: _____

Date of Incorporation: _____

IRS Employer Identification Number: _____

Part IV
Certifications (continued)

Local Governmental Authority Certification

A local governmental authority includes: a political subdivision of a state, such as a city or county; a state authority or an authority of a political subdivision of a state; and a public corporation, board, or commission established under the laws of a state.

Metro may award **Section 5310 Traditional Capital** funds to a local governmental authority under only one of two conditions.

1. The local governmental authority certifies that there are no non-profit organizations readily available in the area to provide the service; or
2. The local governmental authority is approved by the State to coordinate services for seniors and individuals with disabilities.

Local governmental authorities must certify that no non-profit agencies are readily available to provide the proposed service, by completing and signing the Certification below.

For governmental authorities certifying that there are no non-profit organizations readily available in the area to provide the service, a **public hearing is required** and must be completed before the application due date. A copy of the public hearing notice and a letter summarizing the outcome of the hearing signed by an authorized representative must be attached as part of the application. The public hearing should be scheduled accordingly taking into consideration the minimum required 30-day public comment period prior to the public hearing.

Please check the option below that most directly applies to your local governmental authority and potential Section 5310 Traditional Capital funds.

Certifying that as a local governmental authority there are no nonprofit organizations readily available in the service area to provide the proposed service. By selecting this option, my local governmental authority has a public hearing date of _____.

Certifying that my local governmental authority is approved by the state to coordinate services for seniors and individuals with disabilities.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Part IV
Certifications (continued)

General Certifications & Assurances Summary

The "Certifying Representative" must complete the form. Use the legal name of your agency or organization. If the agency or organization is a public entity, attach an authorizing resolution as an appendix to the application, designating the person to sign on its behalf.

Legal Name of Applicant: _____

Address: _____

Contact Person: _____ Phone: _____ Email: _____

Pursuant to Title VI of the Civil Rights Act of 1964 and 49 Code of Federal Regulations (C.F.R.) Part 21, the applicant assures that no person, on the grounds of race, color, creed, national origin, sex, age, or disability shall be excluded from participating in, or denied the benefits of, or be subject to discrimination under any project, program, or activity (particularly in the level and quality of transportation services and transportation-related benefits) for which the applicant receives federal assistance funded by the Federal Transit Administration (FTA). The applicant assures that it shall not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability and that it shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, age, or disability.

The applicant certifies that it will conduct any program or operate any facility that receives or benefits from federal financial assistance administered by FTA in compliance with all applicable requirements imposed by or pursuant to the Americans with Disabilities Act of 1990, as amended, and 49 C.F.R. Parts 27, 28, 37, & 38, or any other applicable federal laws, regulations, or guidance.

The applicant assures that it will comply with the federal statutes, regulations, executive orders, and administrative requirements, which relate to applications made to and grants received from FTA. The applicant acknowledges receipt and awareness of the list of such statutes, regulations, executive orders, and administrative requirements that are provided as references in FTA Circular 9070.1G ("Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance").

The applicant certifies that the contracting and procurement procedures that are in effect and will be used by the applicant for equipment are in accordance and comply with the significant aspects of FTA Circular 4220.1G ("Third-Party Contracting Guidance").

The applicant certifies that any proposed project is in conformance with FTA rolling stock guidelines.

The applicant certifies that any proposed project for the acquisition of or investment in rolling stock, facilities and equipment will remain in safe, operating order, and the applicant will have written policies and/or procedures in place to maintain them. The applicant will maintain in operative condition those features of rolling stock and facilities that are required to make the rolling stock and facilities readily accessible. The applicant will repair the ADA accessibility features promptly if they are damaged or out of order. The applicant will establish a system of regular and frequent maintenance checks of lifts sufficient to determine if they are operative.

The applicant certifies that any proposed project for the acquisition of or investment in rolling stock, facilities, and equipment will not be disposed of, the use modified, or the ownership terms changed, without permission and instructions from Metro, and in accordance with the disposition procedures referenced in 49 United States Code (U.S.C.) 5334, 2 C.F.R. Part 200, FTA Circulars 5010.1F ("Award Management Requirements") and 9070.1H, and the policies established in Metro's Subrecipient Federal Asset Disposition Policy.

The applicant certifies that it will comply with 49 U.S.C 5323 as well as 49 C.F.R. Parts 604 and 605 prohibiting engagement in charter and school bus operations using federally funded equipment or facilities in competition with private operators of charter and school buses, except as permitted.

The applicant certifies that it will comply with 49 C.F.R. Part 32 in matters relating to providing a drug-free workplace.

To the best of my knowledge and belief, the data in this application are true and correct, and I am authorized to sign these certifications and assurances and to file this application on behalf of the applicant.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Part IV
Certifications (continued)

Civil Rights Certification

A **Civil Rights Certification Letter must be attached** as an appendix to the application describing any lawsuits or complaints against your agency or organization within the last 12 months alleging discrimination on the basis of race, color, creed, national origin, sex, age or disability. The summary should include the date received, description of the issue/summary of the allegations, status or outcome, any corrective action taken, and date of final resolution.

If **NO** lawsuits or complaints were received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements, please include the following statement in the letter:

"There were no lawsuits or complaints received or acted on in the last 12 months relating to Title VI or other relevant Civil Rights requirements."

In this letter, please discuss if your agency or organization has a Title VI Plan approved by the board of directors or appropriate governing entity. If not, please explain why and provide the anticipated completion date.

The letter should also discuss policies and procedures to make written and oral information available to clients and potential clients in languages other than English.

This letter is to be printed on letterhead, signed by a duly authorized representative, and attached as an appendix to the application.

Part IV
Certifications (continued)

Current Grant Subrecipient Compliance

If you are a current grant subrecipient with Metro and are not compliant with all subrecipient grant program requirements, you may not be eligible to apply for grant funds.

	Yes	No
Does your agency/organization currently have an active capital and/or operating project funded through a Metro grant subrecipient program, or is currently reporting to Metro on a past capital project?		
If yes, is your agency/organization currently in compliance with its grant program funding agreement, scope of work, and/or Metro annual self-certification reporting?		

Debarment/Suspension Certification

Federal law requires that all agencies receiving federal funds must certify that neither they nor their subcontractors have been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency from doing business with the federal government.

A **SAM.gov printout confirming your organization's "Active" registration status must be printed and attached** as an appendix to the application. This can be obtained by logging in and searching with your agency/organization name or Unique Entity ID (UEI) at https://sam.gov. Details on registering in the System for Award Management (SAM) or renewing or updating your existing SAM entity can be found on page 17 of the 2025 Solicitation for Proposals.

SAM UEI: _____

By signing this Debarment/Suspension Certification form, you're certifying that neither your agency/organization nor any subcontractor affiliated with your agency/organization has been debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any federal department or agency.

Certifying Representative

Name (print): _____

Title (print): _____

Signature: _____ Date: _____

Attachment A
Vehicle Purchasing Schedule

Applicants are encouraged to purchase vehicles through the CalACT/MBTA Cooperative. Agencies choosing their own procurement must follow all federal requirements, and only similar vehicle types will be approved. Estimated Unit Costs reflect the maximum award (includes estimated taxes and fees). Any cost above the estimate must be covered by the applicant.

Vehicle	Quantity	Unit Cost	Total Cost
Class A Small Bus- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class B Medium Bus- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class B Medium Bus- CNG; Up to 8 Passengers and 2 Wheelchairs			
Class C Large Bus (Cutaway)- Gas; Up to 16 Passengers and 2 Wheelchairs			
Class C Large Bus (Cutaway)- CNG; Up to 16 Passengers and 2 Wheelchairs			
Class D Low Floor Minivan- Gas; Up to 5 Passengers and 2 Wheelchairs			
Class E Large Cutaway- Gas; Up to 24 Passengers and 2 Wheelchairs			
Class E Large Cutaway- CNG; Up to 24 Passengers and 2 Wheelchairs			
Class E Large Cutaway- Propane; Up to 24 Passengers and 2 Wheelchairs			
Class G Low Floor Cutaway- Gas; Up to 18 Passengers and 2 Wheelchairs			
Class G Low Floor Cutaway- CNG; Up to 18 Passengers and 2 Wheelchairs			
Class V Raised Top Van- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class P Promaster Van- Gas; Up to 8 Passengers and 2 Wheelchairs			
Class Z-1 Electrified Class V Van; Up to 8 Passengers and 2 Wheelchairs			
Class Z-2 Electrified Class C Cutaway; Up to 16 Passengers and 2 Wheelchairs			
Totals			

View CalACT Vehicle Types HERE

CalACT Bus Vendor Websites: Model1, A-Z Bus Sales, Davey Coach, RO Bus Sales

Attachment B

Vehicle Replacement Request Form

This form is to be completed by agencies requesting replacement vehicles. Complete the following items and the chart below:

> Miles traveled per day for all active vehicles in revenue service _____ *(Do not include miles from backup vehicles)*

> Agency's normal days and hours of operation (e.g. Monday thru Sunday 7:00 am to 7:00 pm)

_____

> Average service hours per day. _____

> Current wheelchair/lift users _____ % *(Divide total number of wheelchair/lift clients by total number of riders)*

> Total fleet count after replacement _____

> Total peak service fleet count _____ (number of vehicles in service during peak service hours)

	Vehicle Description (Year, Make, & Type)	Last 5 Digits of VIN	Current Backup Vehicle?	Mileage	Fold Down Seats	Passenger Capacity Ambulatory / Wheelchair	Date Purchased or Leased (indicate if leased)	Vehicle Disposition (Backup or Sell)	Registered Owner (not lienholder)	Procured with Federal Funds?	If YES, Federal Fund Source	Daily Service Hours	Daily One-Way Passenger Trips
Ex	*2017 Ford Starcraft*	*09354*	*No*	*195,000*	*4*	*18A/4W*	*Jun-17*	*Sell*	*City of Los Angeles*	*Yes*	*FY17 Section 5310*	*8*	*30*
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													

Attachment C

New Service/Service Expansion Vehicle Request Form

This form is to be completed by agencies requesting vehicles to:

> Start a new transportation service, or

> Add new or additional service to their current program

To complete the chart below:

> Indicate if vehicle request is for a New (N) transportation service or Service Expansion (SE) for an existing transportation service.

> Indicate type of requested vehicle, such as Van, Small Bus, Medium Bus, etc.

> Indicate the number of days of vehicle service (e.g., Monday – Friday = 5, Monday – Sunday = 7).

> Indicate the average number of vehicle service hours per day, exclude idle time (the time the vehicle is not in direct passenger service). Use whole hours; do not use ranges of hours or portions of hours.

> Calculate vehicle service hours by multiplying number of days of vehicle service with total service hours per day (exclude idle time)(e.g., 5 days per week x 8 hours per day = 40 hours per week).

> Indicate the number or estimated number of one-way passenger trips per day (each time a passenger boards the vehicle, a round trip would be counted as two passenger trips), and of this total how many are wheelchair/lift users.

> Indicate the projected average number of miles that the vehicle will travel per day.

> Total fleet count with new vehicles _____

> Total peak service fleet count _____ (number of vehicles in service during peak service hours)

	Type of Request N – New Service or SE – Service Expansion	Vehicle Type	No. of Days of Vehicle Service	Average Service Hours Per Day	Total Vehicle Service Hours Per Week	Total One-Way Passenger Trips Per Year	From the One-Way Passenger Trips Per Year, How Many are Wheelchair Trips	Projected Miles Per Day
Ex	*N or SE*	*Small Bus*	*5*	*8*	*40*	*5,000*	*1,200*	*400*
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								

Attachment D
Equipment Request Form

This form is to be completed by agencies requesting:

> Computer equipment (software or hardware)

> Communications equipment (radios, base station, etc.) or

> Other equipment such as wheelchair restraints or improved passenger facilities (benches, shelters, etc.)

Applicant must attach **three estimates** of like-kind equipment with this application. The average of the three estimates will become the requested grant amount. After grant approval, the subrecipient must receive prior approval from Metro before purchasing. The subrecipient will be responsible for purchasing the equipment and submitting invoice to Metro to be reimbursed for the federal share.

Implementation of any ITS project shall be consistent with the Regional ITS Architecture. ITS projects must comply with Metro's Countywide ITS Policy and Procedures adopted by the Metro Board of Directors, including the submittal of a completed, signed self-certification form.

Equipment	Quantity Request	Estimated Unit Cost	Total Cost
Computer Hardware			+
Computer Software			+
Maintenance Equipment			+
Other Eligible Equipment (describe below)			+

Complete for Requesting Communication Equipment			
Base Station			+
Mobile Radio			+
Total Equipment Request			

FEDERAL TRANSIT ADMINISTRATION SECTION 5310 PROGRAM

Planning and Programming Committee

September 17, 2025

Metro

File # 2025-0610

Approve Recommendations

Federal Transit Administration Section 5310 Program

Recommendations:

A. ALLOCATING $11,619,572 in Federal Transit Administration (FTA) Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities Program funds to Access Services, as identified by the Federal Fiscal Year (FFY) 2024 and 2025 Funding Allocation Process (Attachment A), for the purchase of replacement vehicles that meet Americans with Disabilities Act (ADA) requirements; and

B. APPROVING the 2025 Solicitation for Proposals and Application (Attachment B) for up to $10,752,739 in FTA Section 5310 competitive funds.

FTA Section 5310 Background

- Metro is Los Angeles County's designated recipient of the Federal Transit Administration's Section 5310 funds
- $23.5M in FFY 24 and 25 funds are available for planning, programming, and distribution
- These funds support capital and operating subrecipient projects serving Target Populations
- Projects must support priorities identified in the Board Adopted 2025-2028 Coordinated Plan
- Approval allows Metro to move forward with a two-year solicitation to obligate available funds

Funding Allocation Process

> $23,549,802 in Section 5310 funds available (FFY 2024–25, IIJA)

> Metro is proposing the following allocation approach:

- **Access Services – 49.34%**
  - ADA Complementary Paratransit Provider for LA County
  - Delivers over 3M Annual Trips to Seniors/Disabled
  - **$11,619,572** to replace ADA-accessible vehicles that met their minimum useful life
  - Includes 55% of L/P and S/C UZA funds
    - Increased due to Triennial Review
  - Includes 49% of LA UZA funds
    - Sufficient projects consistently meet 55%
- **Program Administration – 5%**
  - **$1,177,491** for technical assistance, oversight, and compliance
- **Competitive Solicitation– 45.66%**
  - **$10,752,739** for the competitive process

2025 Section 5310 Solicitation and Application

> Established Evaluation and Outreach Process
  - Coordinated Plan and EFC Considerations

> Eligible Applicants:
  - Private nonprofit 501(c) organizations
  - State or local governmental authorities
  - Operators of public transportation

> Eligible Projects:

Urbanized Area (UZA)	Available Funds
Los Angeles/Long Beach/Anaheim	$10,218,282
Lancaster/Palmdale	$311,667
Santa Clarita	$222,790
Total	$10,752,739

> Maximum Award Per Applicant: **$800,000**

Traditional Capital Projects	Other Capital & Operating
Replacement/Expansion ADA Vehicles	Accessibility Improvements to Bus/Rail Stops
Vehicle Wheelchair Lifts, Ramps, and Securements	Improve Signage or Way Finding Technology
Radios and Communication Equipment	Expansion of Paratransit Service Area/Hours
Benches, Shelters, and Other Passenger Amenities	On-Demand Paratransit Service
Schedule and Dispatch Systems	Door-to-Door and Door-Through-Door Service
Mobility Management	Volunteer Driver and Mileage Reimbursement programs

Next Steps

- Initiate the necessary actions to allocate funds to Access Services
- Release Metro's 2025 FTA Section 5310 Solicitation for Proposals
- Return to the Metro Board in Spring 2026 to seek approval of final funding award recommendations.

File #: 2025-0603, **File Type:** Program **Agenda Number:** 6.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: COUNTYWIDE CALL FOR PROJECTS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. DEOBLIGATING $3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and held in reserve;

B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);

C. REALLOCATING:

1. $2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

2. $437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);

3. $1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and

4. $2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.

ISSUE

Each year the Board must recertify funding for prior Call projects in order to release the funds to project sponsors. The Board must also approve the deobligation of lapsing project funds after providing project sponsors with the opportunity to appeal staff's preliminary deobligation recommendations to the Metro Technical Advisory Committee (TAC). The Board must also approve major changes to the project scope of work for previously approved Call projects. Staff have evaluated the proposed changes and found that they are consistent with the intent of the original scope of work. The Board must also receive and file the time extensions granted through previously delegated Board authority.

BACKGROUND

The Call, an existing competitive grant program dating back to the early 1990s, programmed $4.7 billion (close to 1,400 projects) in a variety of transportation funds, such as federal Congestion Mitigation Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and local Proposition C 25% funds, to local jurisdictions for regionally significant projects that are often beyond the financial capabilities of local sponsors. The last Call cycle, including all funding commitments and project scopes of work, was approved by the Metro Board in September 2015.

The Call process implements Metro's multi-modal programming priorities and the adopted Long Range Transportation Plan (LRTP). Since the adoption of the last Call funding commitments in 2015, the Metro Board has reinforced annual authorization and timely use of funds policies. Specifically, Board policy calls for the consideration of the deobligation of funding from project sponsors who have not met lapsing deadlines or have formally notified Metro that they no longer wish to proceed with the project (cancellation). All projects are subject to a close-out audit after completion. Once the project sponsor concurs with the audit findings, remaining funding, if any, is proposed for deobligation. All proposed deobligated funds included in Attachment A are due to project savings or cancellation requested by the project sponsors and would not be involuntarily deobligated by this proposed Board action, as further described in the attachment. The deobligated funds will be held in the reserve. Currently, there are $13.3 million in reserve, not including the proposed deobligating amount in this report.

DISCUSSION

This report summarizes the 2025 annual review and recommendations.

Staff have been actively working with the local jurisdictions to prioritize and expedite project implementation to meet the Call funding commitments. Quarterly Progress/Expenditures reporting are required on all active projects.

Annually since August 2020, Metro staff also reported completed assessments of the past and current recipient performance in project delivery (2007 to 2015 Call cycles). Staff updated the table as of June 30, 2025 (see Attachment E, table 1), which shows that 101 active Call projects totaling

$230.55 million are yet to be fully implemented. Since July 2024, project sponsors have completed 22 projects, which include bottleneck intersection improvements, signal, bikeway, and pedestrian improvements, and transit capital projects, with total expenditures/obligations of $63.75 million. Remaining projects across numerous jurisdictions throughout Los Angeles County focus on multimodal improvements and support for the region's mobility needs and support of safe, sustainable, environmentally friendly improvements. Most of the remaining 2007 and 2009 Call projects are under construction or in the process of obligating the construction funds. Four projects were significantly delayed due to right-of-way acquisition, but they are now near the construction phase. Overall, approximately 17 Call projects are expected to be completed within 12 months. Staff will continue working with the project sponsors to advance the delivery of all projects within two years.

Technical Advisory Committee (TAC) Appeals

Projects with significant delays are notified of the potential deobligation and the project sponsors' right to appeal. In May 2025, project sponsors who were required to appear at the Metro Call TAC appeals were notified. On June 4, 2025, the TAC heard sponsor appeals on the proposed deobligation of funding from eight projects (Attachment C). The TAC recognized the progress made to the projects and recommended extensions to 2026 for all eight projects. Staff concur with these recommendations, as these projects are preparing to start construction within the next 6 to 12 months and cities' commitment to deliver these projects within the revised schedule provided at the TAC appeals.

Project Scope of Work Changes

The City of Los Angeles - Traffic Signal Rail Crossing Improvement Project (Call #F9309) was programmed through the 2015 Call. As approved, the project includes traffic signal upgrades, installation of battery backup systems (BBS), traffic surveillance cameras, pedestrian countdown signals, and automated pedestrian signals (APS), replacement of obsolete controllers, and upgrades to railroad preemption interconnects and advanced preemption at various highway-rail grade crossings. Originally, the project proposed safety enhancements at 75 locations. City is requesting to revise the scope of work by reducing the number of locations to 46. Of the 29 removed locations, 24 are outside of Metro's jurisdiction and have since received similar enhancements. To support Metro's ongoing safety efforts and ensure continued signal functionality during power outages, the City proposes to use existing funds to replace end-of-life equipment and enhance safety measures along various LRT/BRT corridors. The revised scope includes the procurement of additional BBS units to ensure sufficient backup inventory, the procurement and installation of No Left Turn, No Right Turn, and "TRAIN" and "BUS" LED signs, and controller cabinet upgrades. These strategic investments aim to improve safety and reliability across Metro's transit corridors. Staff have evaluated the proposed change in scope and found that it is consistent with the intent of the original scope of work. While this does provide for improved safety, this project will likely increase Vehicle Miles Traveled (VMT). Metro will maintain its funding commitment of $4,179,000 and the City will maintain its local match commitment of $1,044,850 (20%). In addition, the City is committed to covering any future project cost overruns, if occur.

Reallocate Call Funds

1. The City requested to cancel the Call remaining grant amount of $2,914,000 in Proposition C 25% funds for Burbank Blvd. Widening - Lankershim Blvd. to Cleon Ave. (Call #8046), and reallocate the funds to the following Call projects:
   1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), in the amount of $1,724,000 (with City's local match commitment of $1,707,015) to fulfill the funding gap. This project is nearing its construction phase and experiencing a funding shortfall. Project is located in the North Hollywood area of the City of Los Angeles, between Cahuenga Boulevard and Vineland Avenue on Magnolia Boulevard. The project consists of pedestrian and safety-related improvements such as curb extensions where appropriate, enhanced left turn protection at select locations, new landscaping, additional safer crossings with the introduction of pedestrian hybrid beacons, enhanced sidewalks, and ADA-compliant access ramps. The project will likely decrease VMT.
   2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643), in the amount of $1,190,000 (with City's local match commitment of $1,178,276) to fulfill the funding gap. This project is under construction and is experiencing a funding shortfall due to escalating construction costs. The project is located in the community of Boyle Heights in the City of Los Angeles on East Cesar Chavez Av, between Brittania St and Evergreen Ave. It will fund 0.8 miles of pedestrian enhancements by installing sidewalk replacements, six curb extensions, nine pedestrian lights, and maintenance of existing street trees and tree wells. The project will likely decrease VMT.

2. The City requested to cancel the Call grant amount of $437,200 in Local Transportation Funds for LADOT Streets for People: Parklets and Plazas (Call #F7814), and reallocate the funds to Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643), with City's local match commitment of $109,300 to fulfill the funding gap.

3. The City requested to cancel the following two Call projects:
   1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), in the amount of $528,000 in CMAQ funds; and
   2) Main Street Pedestrian Enhancements (Call #F3630), in the amount of $662,000 in CMAQ funds.

   And reallocate the above funds to Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), in the amount of $1,190,000 (with City's local match commitment of $297,500) to fulfill the funding gap.

4. The City of Santa Clarita requested to cancel the Call grant amount of $2,265,143 in Proposition C 25% funds for Railroad Avenue Class I Bike Path (Call #F9513) and reallocate the funds to 13th Street/Dockweiler Drive Extension (Call #F7105), with City's local match commitment of $970,776 to fulfill the funding gap. This project will construct a Class I bike facility across the railroad tracks at 13th Street and Railroad Avenue, along Arch Street to the intersection of 12th Street and Dockweiler Drive. The project will connect the community to the Newhall Metrolink station, improving access and mobility. The project will likely decrease VMT.

<u>STBG/CMAQ Corrective Action Update</u>

A portion of the funding for the Call is from the federal Surface Transportation Block Grant (STBG) Program and CMAQ Improvement Program funds. Federal CMAQ and RSTP funds were previously programmed by Metro for the benefit of the Call recipients but in April 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued corrective action to Caltrans on the administration of the STBG and CMAQ Improvement Programs. The findings require Caltrans to ensure that sub-recipients of STBG and CMAQ funds throughout the state are administering these programs in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a corrective action to SCAG, requiring a review of Caltrans' CMAQ and STBG administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs. The program guidelines adopted by SCAG to comply with the federal Corrective Action require that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process administered by SCAG.

The Corrective Action took effect in the 2023 Federal Transportation Improvement Plan (FTIP) on July 1, 2023. Under this new federal action, any STBG/CMAQ funds that were programmed in the 2023 FTIP between FFY23 and FFY26 before July 1, 2023, are considered 'grandfathered.' In the 2025 FTIP, grandfathered funds are only permitted to be programmed in FFY25 and FFY26 and agencies must obligate the funds by December 31, 2026. This is the final time extension for those Call projects funded by CMAQ or RSTP. Failure to obligate by the deadline will result in the permanent loss of funds. Metro will take appropriate actions to allow reprogramming of any unobligated STBG/CMAQ funds to Metro projects, to avoid permanent loss of funds before the deadline.

Receive and File Time Extensions

During the 2001 Countywide Call Recertification, Deobligation, and Extension, the Board authorized the administrative extension of projects based on the following reasons:

1) Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God);
2) Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed upon; and
3) The project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Based on the above criteria, extensions for the 62 projects shown in Attachment B are being granted.

DETERMINATION OF SAFETY IMPACT

The 2025 Call Recertification and Deobligation will not have any adverse safety impacts on Metro's employees or patrons. The Call projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

The amount of $13.95 million is included in the FY 2025-26 Adopted Budget in Cost Centers 0441 (Subsidies to Others) and 0442 (Highway Subsidies) for the Countywide Call, in Project #s 410002, 410008, 410009, 410018, and 410033. Since these are multi-year projects, the cost center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The sources of funds for these activities are Proposition C 25%, State Repayment of Capital Project Loan Funds, CMAQ and RSTP. Proposition C 25% funds are not eligible for Metro bus and rail operations expenses.

CMAQ funds can be used for both transit operations and capital. Los Angeles County must strive to fully obligate its share of CMAQ funding by May 1 of each year, otherwise, it risks its redirection to other California Regional Transportation Planning Agencies by Caltrans. Staff recommends the use of long lead-time CMAQ funds as planned to ensure the utilization of Metro's federal funds.

RSTP funds in this action could be used for Metro's transit capital needs. Also, while these funds cannot be used directly for Metro's bus or rail operating needs, these funds could free up other such eligible funds by exchanging the funds used for Metro's paratransit provider, Access Services Incorporated. Since these RSTP funds originate in the Highway portion (Title 23) of MAP-21, they are among the most flexible funds available to Metro and are very useful in meeting Call projects' requirements.

EQUITY PLATFORM

Metro's Call program was a competitive process that distributed discretionary capital transportation funds to regionally significant projects that improve traffic flow, reduce congestion, provide access and mobility, connect bikeway networks, and promote walking, etc. The projects (and scopes) included in this action predate the Equity Platform (adopted in 2018). As such, Equity Platform criteria were not included in the evaluation of these projects. However, the third pillar of the Equity Platform, "Focus and Deliver" applies to these community-driven projects. Given that no equity analysis occurred during the initial grant process, staff are now working to evaluate the equity impacts from the existing grants. The Equity Focus Communities ("EFCs", adopted as part of the 2020 Long Range Transportation Plan, updated in 2022) are being applied to all current Call grants to support the first pillar of the Equity Platform, "Define and Measure". Specifically, the EFCs are a mapping tool that has been added to the Call administration database since July 2021. The analysis of the EFC layer to the Call grants (within a 1-mile radius) provides information about the makeup of the communities being served by these projects. See Attachment D for a map of the remaining 101 projects (83%) in EFCs.

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. 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 with the subregions and local jurisdictions in the implementation of the projects.

ALTERNATIVES CONSIDERED

The Board could cancel all or some of the FY 2025-26 funding commitments rather than authorizing their continued expenditure. This would be a change to the previous Board-approved Countywide Calls programming commitments and would disrupt ongoing projects, right-of-way acquisition particularly, that received multi-year funding.

With respect to deobligation, the Board could choose to deobligate funds from one or more project sponsors whose projects are beyond the lapse dates and are not moving forward consistently with the adopted Revised Lapsing Policy rather than extending the deadlines. A much stricter interpretation of the Revised Lapsing Policy might encourage project sponsors in general to deliver them in a timelier fashion. However, this would be disruptive to the process of delivering specific projects currently underway, as approximately 17 projects are now very close to being delivered. On balance, the appeals process between the project sponsors, and the Metro TAC is a significant reminder to project sponsors that these funded projects should not be further delayed thus ensuring policy objectives are achieved in expending the funds as intended by the Call program.

NEXT STEPS

Staff will notify project sponsors of next steps upon Board approval of the 2025 Countywide Call Deobligation and Extension process. Amendments to existing Funding Agreements will be completed for those sponsors receiving time extensions. Metro staff will identify recommended uses for the reserve, including countywide needs, and address subregional cost increases, which are consistent with the prior recommended uses of the Call reserve. Project sponsors whose funds are being deobligated and those receiving date-certain time extension deadlines for executing their agreements will be formally notified of the Board's action.

ATTACHMENTS

Attachment A - FY 2024-25 Countywide Call Deobligation
Attachment B - FY 2024-25 Countywide Call Extensions
Attachment C - Result of TAC Appeals Process
Attachment D - Call and Equity Focus Communities Map
Attachment E - Additional Data

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LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
FY 2024-25 CALL FOR PROJECTS DEOBLIGATION RECOMMENDATIONS
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 19	FY 20	FY 21	FY 22			
1	F7600	ALHAMBRA	ALHAMBRA PEDESTRIAN IMPROVEMENT/WALKING VIABILITY PROJ ON VALLEY BLVD.	PC25	BIKE	665					652	13	AUDIT SAVINGS
2	F9111	BELL GARDENS	FLORENCE AVE. IMPROVEMENTS AT IRA AVE. & JABONERIA RD. (MR306.35)	PC25	RSTI			351	641		66	926	CANCELLED
3	F3305	DOWNEY	IMPERIAL HIGHWAY FIBER-OPTIC TRAFFIC SIGNAL COMMUNICATIONS PROJECT	PC25	SIG	719					631	88	AUDIT SAVINGS
4	F9202	INGLEWOOD	MANCHESTER AND LA CIENEGA GEOMETRIC IMPROVEMENTS	PC25	RSTI	125	701	359			-	1,185	CANCELLED
5	F7121	PALMDALE	RANCHO VISTA BLVD WIDENING	PC25	RSTI	3,914	960				4,220	654	AUDIT SAVINGS
6	F5305	PASADENA	MOBILITY CORRIDORS - ROSE BOWL ACCESS SYSTEMS	PC25	SIG	1,298					1,234	64	AUDIT SAVINGS
7	F5516	SOUTH EL MONTE	CIVIC CENTER AND INTERJURISDICTIONAL BICYCLE LANES (MM4703.09)	CMAQ	BIKE	485					-	485	CITY REQUEST
					TOTAL	**$ 7,206**	**$ 1,661**	**$ 710**	**$ 641**	**$ -**	**$ 6,803**	**$ 3,415**	

TOTAL DEOBLIGATION RECOMMENDATION BY MODE	
REGIONAL SURFACE TRANSPORTATION IMPROVEMENTS (RSTI)	$ 2,765
SIGNAL SYNCHRONIZATION (SS)	152
BICYCLE IMPROVEMENTS (BIKE)	498
TOTAL	**$ 3,415**

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	MODE	DOLLARS PROGRAMMED AND FISCAL YEARS					$ EXPD/ OBLG	TOTAL DEOB	REASON
						Prior	FY 19	FY 20	FY 21	FY 22			
1	F7205	LA CITY	ALAMEDA ST. WIDENING FROM ANAHEIM ST. TO 300 FT SOUTH OF PCH	RSTP *	RSTI	5,874					-	5,874	CANCELLED
2	F3519	LA COUNTY	NORTH COUNTY BIKEWAYS	CMAQ *	BIKE					820	-	820	CANCELLED

* Permanent Lost of funding, not 'grandfathered' under the 2023 STBG/CMAQ Corrective Action. (Excluded from total deobligation amount)

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG $	TOTAL EXP/ OBLIG$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
1	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT (MR306.30)	PC25	2017 2018	$ 2,200	$ 596	$ 1,604	12	1	2/28/2026
2	F1502	BURBANK	SAN FERNANDO BIKEWAY	CMAQ	2019	6,595	954	5,641	12	1	12/31/2026
3	F7506	BURBANK	CHANDLER BIKEWAY EXTENSION	CMAQ	2017 2018	2,639	456	2,183	12	1	12/31/2026
4	F9530	COMPTON	CENTRAL AVENUE REGIONAL COMMUTER BIKEWAY PROJECT	LTF	2018 2019	1,077	-	1,077	12	3	2/28/2026
5	F9605	CUDAHY	CUDAHY CITY WIDE COMPLETE STREETS IMPROVEMENT PROJECT	PC25	2017 2020	2,135	212	1,923	12	3	2/28/2026
6	F3317	CULVER CITY	BUS SIGNAL PRIORITY IN CULVER CITY	PC25	2018	2,200	1,929	271	12	3	2/28/2026
7	F7311	DOWNEY	DOWNEY CITYWIDE TRANSIT PRIORITY SYSTEM PROGRAM	PC25	2019	1,292	834	458	12	3	2/28/2026
8	F9525	DOWNEY	DOWNEY BMP PHASE 1 DOWNTOWN/TRANSIT CLASS II IMPLEMENTATION	PC25	2019 2021	2,278	329	1,949	12	3	2/28/2026
9	F7709	GLENDALE	REGIONAL BIKE STATIONS (MR310.34)	LTF	2018	747	-	747	12	2	6/30/2026
10	F9534	GLENDALE	GLENDALE-LA RIVERWALK BRIDGE/ACTIVE TRANSPORTATION FACILITY	PC25	2021	3,070	2,801	269	12	3	2/28/2026
11	F9102	HAWTHORNE	HAWTHORNE BLVD MOBILITY PROJECT - PHASE 2	PC25	2020 2021	2,427	1,124	1,303	12	3	2/28/2026
12	8046	LA CITY	BURBANK BLVD. WIDENING - LANKERSHIM BLVD. TO CLEON AVENUE	PC25	2019 2021	6,078	3,164	2,914	12	1	2/28/2026
13	8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS (F1209)	PC25	2023	7,107	4,955	2,152	12	1	6/30/2026
14	F1129	LA CITY	WIDENING SAN FERNANDO RD AT BALBOA RD	PC25	2021	1,000	-	1,000	12	3	2/28/2026
15	F1205	LA CITY	OLYMPIC BL AND MATEO STREET GOODS MOVEMENT IMP-PHASE II	PC25	2021	4,624	3,786	838	12	3	2/28/2026
16	F3514	LA CITY	EXPOSITION-WEST BIKEWAY-NORTHVALE PROJECT	CMAQ	2014 2015	5,724	1,732	3,992	18	1	12/31/2026
17	F3516	LA CITY	LOS ANGELES RIVER BIKE PATH PHASE IV - CONSTRUCTION	CMAQ	2019	1,827	-	1,827	18	1	12/31/2026

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG $	TOTAL EXP/ OBLIG$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
18	F3646	LA CITY	ARTS DISTRICT/LITTLE TOKYO GOLD LINE STATION LINKAGES	MR	2016	869	738	131	12	3	2/28/2026
19	F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	CMAQ	2021	1,687	337	1,350	18	1	12/31/2026
20	F3656	LA CITY	CENTRAL AVENUE HISTORIC CORRIDOR STREETSCAPE	CMAQ	2021	1,697	424	1,273	18	1	12/31/2026
21	F5821	LA CITY	VALENCIA TRIANGLE LANDSCAPE BEAUTIFICATION PLAZA	RSTP	2020	553	111	442	18	1	12/31/2026
22	F7123	LA CITY	MAGNOLIA BL WIDENING (NORTH SIDE) -CAHUENGA BL TO VINELAND	RSTP	2017 2018	5,461	975	4,486	18	1	12/31/2026
23	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL (MR312.51)	RSTP	2017 2018	1,000	-	1,000	18	1	12/31/2026
24	F7622	LA CITY	LANI - WEST BOULEVARD COMMUNITY LINKAGES PROJECT	CMAQ	2021	1,379	531	848	18	1	12/31/2026
25	F7636	LA CITY	BROADWAY STREETSCAPE IMPLEMENTATION (8TH-9TH)	CMAQ	2019	2,384	426	1,958	18	1	12/31/2026
26	F7707 F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	1,518	-	1,518	12	1	2/28/2026
27	F7814	LA CITY	LADOT STREETS FOR PEOPLE: PARKLETS AND PLAZAS	LTF	2021	437	-	437	12	1	2/28/2026
28	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2019 2021	6,986	1,389	5,597	12	3	2/28/2026
29	F9308	LA CITY	ATSAC ATCS/TPS/LRT/HRI/CMS SYSTEM RELIABILITY AND EFF.	PC25	2020	2,160	2,087	73	12	3	2/28/2026
30	F9309	LA CITY	TRAFFIC SIGNAL RAIL CROSSING IMPROVEMENT PROJECT	PC25	2019 2020 2021	4,179	396	3,783	12	3	2/28/2026
31	F9439	LA CITY	WESTERN AVENUE BUS STOP IMPROVEMENTS - FWY 10 TO WILSHIRE BLVD	LTF	2021	547	485	62	12	3	2/28/2026
32	F9440	LA CITY	VERMONT AVENUE BUS STOP IMPROVEMENTS - MLK TO WILSHIRE BLVD	LTF	2021	547	413	134	12	3	2/28/2026
33	F1310	LA COUNTY	INFORMATION EXCHANGE NETWORK PHASE II	PC25	2020 2021	2,709	2,049	660	12	3	2/28/2026
34	F1312	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS, PHASE V	PC25	2021	13,399	12,552	847	12	3	2/28/2026

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG $	TOTAL EXP/ OBLIG$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
35	F1321	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	14,929	14,134	795	12	3	2/28/2026
36	F3308	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2021	19,849	9,916	9,933	12	3	2/28/2026
37	F3309	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRODORS PROJ, PHASE VI	PC25	2021	13,419	8,447	4,972	12	3	2/28/2026
38	F3310	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT (MM5507.07)	PC25	2020 2021	10,383	5,517	4,866	12	3	2/28/2026
39	F5111	LA COUNTY	COLIMA ROAD - CITY OF WHITTIER LIMITS TO FULLERTON ROAD	PC25	2020 2021	4,423	-	4,423	12	3	2/28/2026
40	F5310	LA COUNTY	RAMONA BOULEVARD/BADILLO STREET/COVINA BOULEVARD TSSP/BSP	PC25	2022 2023	2,758	553	2,205	20	1	2/28/2027
41	F5315	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2022 2023	1,241	611	630	20	1	2/28/2027
42	F5316	LA COUNTY	SOUTH BAY FORUM TRAFFIC SIGNAL CORRIDORS PROJECT	PC25	2023	1,880	1,097	783	20	1	2/28/2027
43	F7305	LA COUNTY	GATEWAY CITIES FORUM TRAFFIC SIGNAL CORRIDORS PROJECT, PHASE	PC25	2021	3,238	1,051	2,187	12	3	2/28/2026
44	F7306	LA COUNTY	FOOTHILL BOULEVARD TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	2,928	750	2,178	12	3	2/28/2026
45	F7307	LA COUNTY	SAN GABRIEL VALLEY FORUM TRAFFIC SIGNAL CORRIDOR PROJECT	PC25	2020 2021	3,624	817	2,807	12	3	2/28/2026
46	F7308	LA COUNTY	EAST LOS ANGELES TRAFFIC SIGNAL CORRIDOR PROJECT.	PC25	2020 2021	2,744	788	1,956	12	3	2/28/2026
47	F7310	LA COUNTY	ITS: IMPROVEMENTS ON SOUTH BAY ARTERIALS (MR312.52)	PC25	2020 2021	4,266	1,974	2,292	12	3	2/28/2026
48	F7806	LA COUNTY	VERMONT AVENUE STREETSCAPE IMPROVEMENT PROJECT	LTF	2017 2018 2019	765	-	765	12	3	2/28/2026
49	F9116	LA COUNTY	MICHILLINDA AVENUE INTERSECTION IMPROVEMENT PROJECT	PC25	2018 2021	907	-	907	12	3	2/28/2026
50	F9511	LA COUNTY	SOUTH WHITTIER COMMUNITY BIKEWAY ACCESS IMPROVEMENTS (MR315.64)	CMAQ	2020	3,191	617	2,574	18	1	12/31/2026
51	F9800	LA COUNTY	BIKE AIDE STATIONS	PC25	2023	2,959	-	2,959	20	1	2/28/2027

Reason for Extensions:
1. Project delay due to an unforeseen and extraordinary circumstance beyond the control of the project sponsor (federal or state delay, legal challenge, Act of God, etc.);
2. Project delay due to Metro action that results in a change in project scope, schedule, or sponsorship that is mutually agreed; and
3. Project is contractually obligated, however, a time extension is needed to complete construction that is already underway (capital projects only).

Metro

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
2024-25 CALL FOR PROJECTS EXTENSION LIST
AS OF JUNE 30, 2025
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YR(S)	TOTAL PROG $	TOTAL EXP/ OBLIG$	AMT SUBJECT TO LAPSE	RECOM EXT MONTHS	REASON FOR EXT 1, 2 OR 3	REVISED LAPSING DATE
52	F7316/ F9130	LONG BEACH	ARTESIA "GREAT" STREET PROJECT (MR312.70/MR315.70 + MM5509.09)	PC25	2020 2021	6,527	-	6,527	12	3	2/28/2026
53	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	2,606	275	2,331	12	3	2/28/2026
54	F9628	LONG BEACH	1ST STREET PEDESTRIAN GALLERY	PC25	2019 2020	2,717	-	2,717	12	3	2/28/2026
55	F1300	PALMDALE	NORTH COUNTY TRAFFIC FORUM ITS EXPANSION	PC25	2016 2018 2019 2020	12,424	8,613	3,811	12	3	2/28/2026
56	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	3,000	240	2,760	18	1	12/31/2026
57	F3302	PASADENA	INTELLIGENT TRANSPORTATION SYSTEM (ITS) PHASE III	PC25	2015	4,235	4,151	84	12	3	2/28/2026
58	F7317	PASADENA	PASADENA AREA RAPID TRANSIT SYSTEM - TRANSIT SIGNAL PRIORITY	PC25	2018 2019	1,158	303	855	12	3	2/28/2026
59	F7204/ F9203	PORT OF LONG BEACH	PIER B STREET FREIGHT CORRIDOR RECONSTRUCTION	CMAQ RSTP	2018 2019 2020	16,309	-	16,309	18	1	12/31/2026
60	F9313	SAN FERNANDO	SAN FERNANDO CITYWIDE SIGNAL SYNCH AND BUS SPEED IMPRV.	PC25	2018 2019 2020	775	-	775	12	3	2/28/2026
61	F1804	SAN GABRIEL	LAS TUNAS DRIVE STREETSCAPE ENHANCEMENT PROJECT	CMAQ	2019	641	-	641	18	1	12/31/2026
62	F9400	TORRANCE TRANSIT SYSTEM	TORRANCE TRANSIT SYSTEM - FLEET MODERNIZATION FINAL PHASE	CMAQ	2021	1,432	-	1,432	18	1	12/31/2026

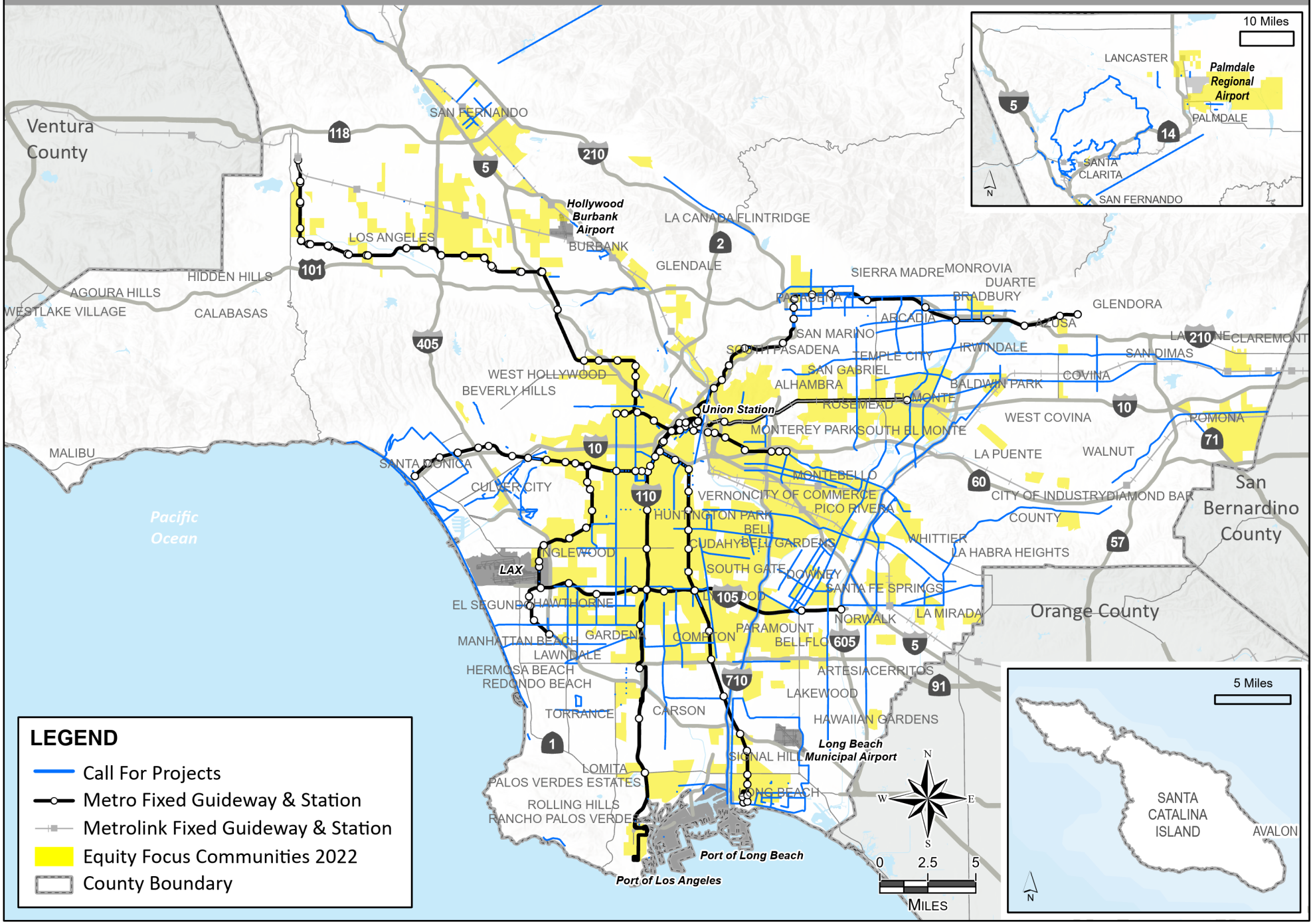
Note: All projects funded by STBG (RSTP)/CMAQ are subject to SCAG's STBG/CMAQ Corrective Action. Agencies that wish to obligate grandfathered STBG/CMAQ funds must include their projects in the Caltrans FFY 26 Obligation Plan by early January 2026, with a definite commitment to obligate these funds by December 31, 2026.

June 2025 Metro Technical Advisory Committee (TAC) Appeals
Sorted by Agency
($000')

	PROJ #	AGENCY	PROJECT TITLE	FUNDING SOURCE	LAPSING FUND YEAR(S)	TOTAL METRO PROG $	PROG $ SUBJECT TO LAPSE	REASON FOR APPEAL	TAC RECOMMENDATIONS	METRO RESPONSE
1	F7120	BELL GARDENS	EASTERN AVENUE AND FLORENCE AVENUE RSTI PROJECT (MR306.30 FOR FUND MATCH)	PC25	2017 2018	$ 2,200	$ 1,604	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
2	8075	LA CITY	CESAR CHAVEZ AVE./LORENA ST/INDIANA ST INTERSECTION IMPROVEMENTS	PC25	2023	$ 7,107	$ 2,152	Did not meet Lapsing Policy	One-year extension to June 30, 2026.	Concur with TAC recommendation.
3	F3647	LA CITY	MENLO AVE/MLK VERMONT EXPO STATION PEDESTRIAN IMPROVEMENTS	CMAQ	2021	$ 1,687	$ 1,350	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.
4	F7207	LA CITY	IMPROVE ANAHEIM ST. FROM FARRAGUT AVE. TO DOMINGUEZ CHANNEL	RSTP	2017 2018	$ 1,000	$ 1,000	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.
5	F7707/ F9803	LA CITY	BUILDING CONNECTIVITY WITH BICYCLE FRIENDLY BUSINESS DISTRICTS	LTF	2017 2018 2019	$ 1,518	$ 1,518	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
6	F9206	LA CITY	INTERSECTION IMPROVEMENTS ON HYPERION AVENUE AND GLENDALE BOULEVARD	PC25	2019 2021	$ 6,986	$ 5,597	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
7	F9314	LONG BEACH	MID-CITY SIGNAL COORDINATION IN LONG BEACH	PC25	2020	$ 2,606	$ 2,331	Did not meet Lapsing Policy	One-year extension to February 28, 2026.	Concur with TAC recommendation.
8	F7304	PALMDALE	NORTH COUNTY ITS - PALMDALE EXTENSION	CMAQ	2017 2018 2019	$ 3,000	$ 2,760	Did not meet Lapsing Policy	Extension to December 31, 2026, to align with STBG/CMAQ Corrective Action deadline.	Concur with TAC recommendation.

ATTACHMENT D

CALL FOR PROJECTS AND EQUITY FOCUS COMMUNITIES



Map Produced By Countywide Planning and Development, LACMTA, July 2025
Thomas Bros. Data Used With Permission.

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Additional Data

Table 1: 2007 to 2015 Call cycle

Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount ($000')	# of Active Projects (June 2024)	# of Active Projects (June 2025)	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	19	17	$ 37,416
2009 Call	133	FY12 - FY15	337,551	19	18	48,273
2011 Call	72	FY15 - FY17	123,516	13	8	12,978
2013 Call	96	FY15 - FY19	199,390	28	25	76,103
2015 Call	88	FY17 - FY21	201,923	44	33	55,781
	558		$ 1,316,900	**123**	**101**	**$230,551**

Countywide Call for Projects

Planning and Programming Committee
September 17, 2025

Metro

File# 2025-0603

September 2025 Recommendation

CONSIDER:

A. DEOBLIGATING $3.42 million of previously approved Call for Projects (Call) funding, as shown in Attachment A, and hold in reserve;

B. APPROVING changes to the scope of work for the City of Los Angeles Traffic Signal Rail Crossing Improvement Project (Call #F9309);

C. REALLOCATING:

1. $2,914,000 Call funds remaining in the City of Los Angeles Burbank Blvd. Widening – Lankershim Blvd. to Cleon Ave. (Call #8046), to the City of Los Angeles: 1) Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123), and 2) Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
2. 437,200 Call funds in the City of Los Angeles LADOT Streets for People: Parklets and Plazas (Call #F7814), to the City of Los Angeles Boyle Heights Chavez Ave. Streetscape Pedestrian Improvements (Call #F3643);
3. $1,190,000 Call funds in the City of Los Angeles: 1) Main Street Bus Stop and Pedestrian Improvements (Call #F1609), and 2) Main Street Pedestrian Enhancements (Call #F3630), to the City of Los Angeles Magnolia Blvd. Widening (North Side) - Cahuenga Blvd. to Vineland Ave. (Call #F7123); and
4. $2,265,143 Call funds in the City of Santa Clarita Railroad Avenue Class I Bike Path (Call #F9513), to the City of Santa Clarita 13th Street/Dockweiler Drive Extension (Call #F7105);

D. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements/or amendments for previously awarded projects; and

E. RECEIVING AND FILING time extensions for 62 projects shown in Attachment B.

Active Call for Projects as of June 30, 2025

Fiscal Year 2025 (July 1, 2024 – June 30, 2025)

- 22 projects completed by project sponsors
- $63.75 million expended/obligated

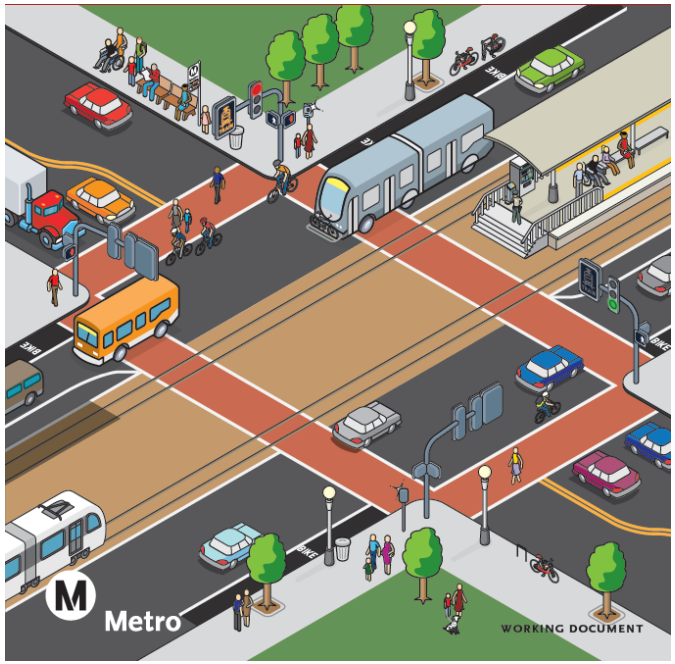
Cycle	# of Awarded Projects	Original Programming Years	Total Prog Amount ($000')	# of Active Projects (June 2024)	# of Active Projects (June 2025)	Remaining Balance ($000')
2007 Call	169	FY08 - FY13	$ 454,520	19	17	$ 37,416
2009 Call	133	FY12 - FY15	337,551	19	18	48,273
2011 Call	72	FY15 - FY17	123,516	13	8	12,978
2013 Call	96	FY15 - FY19	199,390	28	25	76,103
2015 Call	88	FY17 - FY21	201,923	44	33	55,781
	558		$ 1,316,900	**123**	**101**	**$230,551**

Fiscal Year 2026 (July 1, 2025 – June 30, 2026)

- 17 projects are expected to be completed

Next Steps

- Execute Funding Amendments with the project sponsors receiving time extensions.
- Continue working with the project sponsors to expedite project deliveries.
- Return to the Board annually for updates.



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

File #: 2025-0604, **File Type:** Program **Agenda Number:** 7.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM AND MEASURE R TRANSIT INVESTMENTS PROGRAM UPDATE - SOUTH BAY SUBREGION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING:

1. Programming an additional $36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;

2. Programming an additional $23,996,052 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $18,372,507 of Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

4. Programming an additional $9,452,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; 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 and Measure R South Bay Transit Investments Programs, whose funds are limited to capital uses, are included in the Measure M and/or Measure R Expenditure Plans. The annual update allows the South Bay subregion and implementing agencies to approve new eligible projects for funding and revise scopes of work, schedules, and project budgets for previously funded projects.

Funds are programmed through Fiscal Year (FY) 2028-29. The Board's approval is required to program additional funds and acknowledge the updated project lists (Attachments A, B, C, and D), which will serve as the basis for Metro to enter into funding agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total of $549.01 million in Measure M MSP was forecasted to be available for programming for the South Bay Subregion from FY 2017-18 to FY 2028-29. In prior actions, the Board approved programming of $318.39 million in support of 81 projects. Therefore, $230.62 million of Measure M MSP funds is available to the Subregion for programming as part of this update. To date, $58.78 million has been expended (18%). Two projects are closed, and three others have been completed and are initiating or in the close-out audit process.

In July 2021, the Metro Board of Directors approved the Measure R Ordinance Amendment that authorized the transfer of up to $400 million from the Measure R Highway Capital Subfund to eligible Transit Capital projects. In prior actions, the Board approved programming of $367.39 million in support of ten projects. Therefore, $32.61 million of Measure R South Bay Transit Investment Program funds is available to the Subregion for programming as part of this update. To date, $95.11 has been expended (26%). All projects are in the implementation phase.

In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highway Investments agencies requesting funds must 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 and Councils of Governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction.

DISCUSSION

Metro staff works closely with the South Bay Cities Council of Governments (SBCCOG) and the implementing agencies on project eligibility reviews, preparing for the annual update, including changes to the project scope of work/schedule and/or funding requests, as applicable. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion.

During staff review, Metro required a detailed project scope of work to confirm project eligibility and establish the program nexus, including but not limited to project location and limits, length, elements, phase(s), total estimated expenses, funding requested, and schedules. 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 and/or the Measure R Transit Investments Program Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. All Measure M MSP and Measure R funds must be expended within three years from the fiscal year in which the funds are programmed, according to the Guidelines Timely Use of Funds Lapsing Policy. Staff will continue working with the implementing agencies and encouraging the timely completion of

the projects, in time for the 2028 Games. Additionally, all projects are subject to a close-out audit after completion, according to the Guidelines.

This report includes inter-program borrowing of funds from the Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 50). This type of inter-program borrowing is acceptable under the Board-adopted Guidelines, as long as the projects meet the Measure M MSP funding eligibility, have consent from the affected subregion, and obtain Metro Board approval. In April 2025, the SBCCOG Board approved the inter-program borrowing.

Transportation System and Mobility Improvements Program (Expenditure Line 50)

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

Carson

- Program an additional $5,363,570 and reprogram previously awarded funds for MM4601.09 - Bike Lane Installation: Carson St., Figueroa St., Main St., Victoria St. The funds are programmed as follows: $5,628,743 in FY 26, and $4,991,527 in FY27 for a revised grant total of $10,620,270. This existing project includes installing Class II bike lanes, signage, striping, and the modification of medians to increase road width for dedicated bike lanes along approximately 14.5-miles of city streets. This project will likely decrease Vehicle Miles Traveled (VMT). The funds will be used for the project's construction phase.

- Program an additional $1,450,292 and reprogram previously awarded funds for MM4601.10 - Bike Lane Installation: 223rd St., Avalon Blvd., Central Ave., Del Amo Blvd., University Dr. The funds are programmed as follows: $3,280,652 in FY 26, and $3,554,040 in FY27 for a revised grant total of $6,834,692. This existing project includes installing Class II bike lanes, signage, striping, and the modification of medians to increase road width for dedicated bike lanes along approximately 15.5-mile of city streets. This project will likely decrease VMT. The funds will be used for the project's construction phase.

El Segundo

- Program $1,000,000 as follows: $300,000 in FY 26, $400,000 in FY 27, and $300,000 in FY 28 for MM4601.19 - Downtown Mobility Improvement Project. The new project would improve the downtown El Segundo area, upgrading sidewalk and pedestrian streetscape, and bicycle facilities, including the addition of Class II bike lanes on the segment of Main Street between Mariposa Avenue and El Segundo Boulevard. This project will likely decrease VMT. The funds will be used for the project’s Plans Specification and Estimates (PS&E) phase.

- Program $400,000 in FY 27 for MM4601.20 - Safe Routes to School. The new project will improve pedestrian circulation, access, and safety in the vicinity of El Segundo High School (including Eagle’s Nest Preschool), Richmond Street Elementary School, Center Street Elementary School, and El Segundo Middle School in the City of El Segundo. This project will

likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Hermosa Beach

- Program $440,000 as follows: $108,000 in FY 26 and $332,000 in FY 27 for MM5502.12 - Hermosa Avenue Safety Improvements. The new project consists of the design of improvements along Hermosa Avenue from Herondo Street to 25th Street, including curb extensions, daylighting of parking at uncontrolled intersections, and ADA access improvements. This project will likely decrease VMT. The funds will be used for the project's Project Approval and Environmental Document (PAED) and PS&E phases.

LA City

- Reprogram previously approved $3,000,600 as follows: $1,500,300 in FY 27, and $1,500,300 in FY 28 for MM4601.02 - Wilmington Neighborhood Street Improvements. The existing project includes signage, striping, and concrete improvements to calm traffic, reducing conflicts between pedestrians/people on bikes, and motor vehicles. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

- Reprogram previously approved $10,207,400 as follows: $7,671,400 in FY 28, and $2,536,000 in FY 29 for MM4601.03 - Avalon Promenade and Gateway. The existing project will construct a dedicated pedestrian/cycling bridge over the active freight railroad tracks and approximately 12-acres of public open space adjacent to the pedestrian bridge. This project will likely decrease VMT. The funds will be used for the project's construction phase.

LA County

- Program an additional $7,525,097 and reprogram previously awarded funds for MM4601.04 - Westmont/West Athens Pedestrian Improvements. The funds are programmed as follows: $1,248,400 in prior years, $351,600 in FY 24, $1,000,000 in FY 25, $2,000,000 in FY 26, $2,000,000 in FY 27, $3,000,000 in FY 28, and $4,607,097 in FY 29 for a revised grant total of $14,207,097. This existing project will provide pedestrian mobility improvements at multiple intersections along Century Boulevard, Imperial Highway, Normandie Avenue, and Western Avenue in the unincorporated community of Westmont/West Athens, including curb extensions, upgrades to high visibility crosswalk, curb ramps, pedestrian heads and accessible pedestrian signals. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E and construction phases.

Lawndale

- Program $1,648,000 as follows: $40,000 in FY 26, $240,000 in FY 27, $1,200,000 in FY 28, and $168,000 in FY 29 for MM4601.21 - South Bay Local Travel Network in Lawndale. The new project will be a phased implementation of the city's Local Travel Network (LTN). Phase 1

will be the deployment of 7.8 LTN route miles as a Class III shared lane network and branded wayfinding system on low-speed neighborhood streets to connect individuals with key destinations. Phase 2 (approximately 1-mile) will include the design of additional street calming facilities at the intersections of Mansel, Manhattan Beach Blvd., and Firmona Avenue. These enhancements will serve to fully connect the LTN to the west side of the city. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

Redondo Beach

- Program $4,000,000 as follows: $1,000,000 in FY 26 and $3,000,000 in FY 27 for MM4601.22 - Redondo Beach Blvd Corridor, an existing Measure M Active Transport, Transit and First/Last Mile (MAT) project #C1104. The new MSP project includes combinations of Class II bicycle lanes and Class IV cycle tracks, with the opportunity to provide improved bicycle facility treatments that connect numerous jurisdictions (Redondo Beach, Lawndale, Torrance, and El Camino Village) and destinations in the South Bay region. This project will likely decrease VMT. The funds will be used for the project's construction phase.

- Program $4,000,000 as follows: $500,000 in FY 26, $500,000 in FY 27, and $3,000,000 in FY 28 for MM5502.13 - Redondo Beach Avenue Bike Improvements & Pedestrian Safety. The new project includes signals, roadway, sidewalk, and bicycle lane improvements to reduce excessive speeds, improve intersection alignments, modernize traffic signals, and improve sidewalks and bicycle lanes. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

- Program $600,000 as follows: $200,000 in FY 27 and $400,000 in FY 28 for MM4601.23 - School Safety and Accessibility. The new project includes curb extensions to improve crosswalk safety, signal improvements to facilitate leading pedestrian intervals, and crosswalk enhancements, and revamped school pick-up/drop-off areas. This project will likely decrease VMT. The funds will be used for the project's PS&E phase.

Rolling Hills Estates

- Program an additional $1,600,000 and reprogram previously awarded funds for MM5502.08 - Palos Verdes Drive North at Dappleygray School. The funds are programmed as follows: $114,300 in prior years, $179,327 in FY 23, $5,000 in FY 25, $993,073 in FY 26, $1,984,146 in FY 27, and $1,204,406 in FY 28 for a revised grant total of $4,480,252. The existing project will widen the intersection to add an additional through lane for eastbound and westbound Palos Verdes Drive North. This improvement will enhance the traffic flow on Palos Verdes Drive North, which is a primary roadway providing access to the cities on the peninsula including Rolling Hills, Rancho Palos Verdes, Palos Verdes Estates and Rolling Hills Estates. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, Right-of-Way (ROW), and construction phases.

Torrance

- Program an additional $6,600,000 and reprogram previously awarded funds for MM4601.05 - Torrance Schools Safety and Accessibility Program. The funds are programmed as follows: $197,994 in prior years, $33,998 in FY 23, $3,694,471 in FY 25, $2,357,170 in FY 26, and $7,501,367 in FY 27 for a revised grant total of $13,785,000. The existing project includes installing new sidewalks, removing existing pedestrian barriers, new pedestrian hybrid signals and flashing yellow beacons at critical crossing points. This project will likely decrease VMT. The funds will be used for the project's PS&E and construction phases.

- Program an additional $1,500,000 and reprogram previously awarded funds for MM5502.11 - Torrance Fiber Network and Traffic Signal Optimization. The funds are programmed as follows: $100,000 in FY 25, $950,000 in FY 26, $800,000 in FY 27, and $700,000 in FY 28 for a revised grant total of $2,550,000. The existing project is to enhance traffic signal communications within the city through fiber optics. Phase I will establish the direct fiber optic connections between the traffic signal control room at the City Yard and three of the City's four switch hubs. Phase II covers the remaining fiber optic interconnect corridors along major arterials. Project will likely increase VMT. The funds will be used for the project's PS&E phase.

South Bay Highway Operational Improvements Program (Expenditure Line 63)

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

Carson

- Program an additional $297,012 and reprogram previously awarded funds for MM5507.02 - Carson Street ITS Project. The funds are programmed as follows: $101,000 in FY 21, and $896,012 in FY 26 for a revised grant total of $997,012. This existing project includes the design and installation of fiber and conduit, cameras, hardware and communication devices along Carson Street in the City of Carson. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

- Program an additional $12,472,040 and reprogram previously awarded funds for MM5507.03 - Sepulveda Blvd. Widening from Alameda St. to the East City Limit. The funds are programmed as follows: $1,041,531 in FY 23, $69,257 in FY25, $6,724,718 in FY 26, $11,611,790 in FY 27, and $4,922,744 in FY 28 for a revised grant total of $24,370,039. This existing project will widen Sepulveda Boulevard in both directions. The widening will add one-lane in each direction along the bridge over the Dominguez Channel and along the roadway from Alameda Street to the bridge. A new sidewalk will be constructed to connect to existing sidewalks on both ends of the project. A raised median is another new feature that is included in this project to reduce the risk of vehicle collision and serves as a device to reduce the speed of motorists. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

- Program an additional $650,000 and reprogram previously awarded funds for MM5507.10 - Traffic Signal Upgrade: Avalon Blvd. and Gardena Blvd. All funds are programmed in FY 26 for a revised grant total of $1,000,000. This existing project includes the design and installation of traffic signal and roadway upgrades including signal hardware and communications devices, cameras, pedestrian enhancements, and other ITS elements. This project will likely increase VMT. The funds will be used for the project's construction phase.

- Program $8,000,000 in FY 26 for MM5507.23 - Lenardo Drive Street Construction. The new project includes the construction of roadways, sidewalks, wheelchair ramps, traffic signal installations, and streetlights to enhance safety and accessibility for all road users, particularly pedestrians, cyclists, and individuals with mobility challenges. This new street infrastructure will facilitate a direct connection between the I-405 freeway off-ramp at Avalon Boulevard and Main Street, supporting the efficient movement of vehicles and pedestrians within the commercial development. This project will likely increase VMT. The funds will be used for the project's construction phase.

- Program $750,000 as follows: $250,000 in FY 26 and $500,000 in FY 27 for MM5507.24 - Carson “Olympics Ready!” Smart Transportation Network. The new project includes the design and implementation of fiber and conduit, traffic signal and communications system upgrades, ADA improvements, and other ITS elements at various locations along the Games Route Network (GRN), Games Enhances Transit Network (GETS) and surrounding Games Venues in the City of Carson. This project will likely increase VMT. The funds will be used for the project's PAED and PS&E phases.

Gardena

- Program $1,827,000 as follows: $400,000 in FY 26, $600,000 in FY 27, and $827,000 in FY 28 for MM5507.25 - Traffic Signal Network Upgrade. The new project includes traffic signal and communications system upgrades, ADA improvements and pavement improvements, to improve the overall flow of traffic in 67 traffic signals. This project will likely increase VMT. The funds will be used for the project's PAED and PS&E phases.

LA County

- Reprogram previously approved $2,130,000 originally programmed in FYs 24 and 25 as follows: $1,278,000 in FY 26, and $852,000 in FY 27 for MM5507.20 - Advanced Traffic Control Upgrades. The existing project supports the design and construction of advanced traffic signal controller upgrades in the South Bay subregion. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E and construction phases.

Transportation System and Mobility Improvements Program (Expenditure Line 66)

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

Hermosa Beach

- Program an additional $3,000,000 in FY 27 for MM5508.09 - Pacific Coast Hwy Mobility and Accessibility Improvements Project. The existing project would advance improvements between Anita St/Herondo St and Artesia Blvd/Gould Ave, with proposed alternatives upgrading the existing sidewalks and curb ramps along PCH to the current ADA standards and adding additional Complete Streets elements such as bicycle, pedestrian, and transit elements, addressing deficiencies along the corridor that affect safety, accessibility, and traffic operations. This project will likely decrease VMT. The funds will be used for the project's Project Initiation Document (PID) and PAED phases.

LA City

- Program an additional $2,353,307 and reprogram previously awarded funds for MM4602.04 - Crossing Upgrades and Pedestrian Improvements. The funds are programmed as follows: $500,210 in prior years, $275,000 in FY 22, $784,436 in FY 25, $784,436 in FY 26, $868,692 in FY 27, $1,172,549 in FY 28, and $1,228,609 in FY 29 for a revised grant total of $5,613,932. This existing project includes civil work to upgrade concrete infrastructure to meet ADA requirements, traffic signal work to create safe crossings, and streetlight work to provide improved lighting conditions at 11 unsignalized intersections. This project will likely decrease VMT. The funds will be used to complete the project’s PAED, PS&E and construction phases.

- Reprogram previously approved $2,500,000 as follows: $230,000 in FY 20, $55,079 in FY 21, and $2,214,921 in FY 25 for MM5508.01 - Signal Operational Improvements. The existing project includes the installation of a new traffic signal, curb extensions, and ADA-compliant curb ramps to improve pedestrian safety. It will also add left-turn signals at two locations for northbound and southbound traffic. This project will likely increase VMT. The funds will be used for the project’s PAED, PS&E and construction phases.

LA County

- Reprogram previously approved $3,600,000 as follows: $24,000 in FY 23, $190,000 in FY 25, $211,000 in FY 26, $121,000 in FY 27, $150,000 in FY 28, and $2,904,000 in FY 29 for MM4602.05 - Dominguez Channel Greenway. The existing project includes improvements to existing Bike Path in Dominguez Channel and within the Alondra Community Regional Park, new Bike Path from Redondo Beach Blvd. to Cherry Ave and new midblock crossing with Rectangular Rapid Flashing Beacon (RRFB), and wayfinding signage within the existing bike path. This project will likely decrease VMT. The funds will be used for the project’s PAED, PS&E and construction phases.

Rancho Palos Verdes

- Program an additional $3,650,000 and reprogram previously awarded funds for MM5508.12 - Western Ave. Congestion Improvements. The funds are programmed as follows: $330,000 in

prior years, $180,000 in FY 24, $490,000 in FY 25, $1,930,000 in FY 26, and $2,050,000 in FY 27 for a revised total grant of $4,980,000. The existing project includes installation of fiber optics, detection hardware and software improvements, installation of flashing yellow arrow, and enhanced turning movements along the corridor to improve traffic flow. The project will likely increase VMT. The funds will be used for the project's Project Study Report (PSR), PAED and construction phases.

Redondo Beach

- Program an additional $600,000 and reprogram previously awarded funds for MM4602.08 - North Redondo Beach Bikeway (NRBB) Extension - Felton Ln. to Inglewood Ave. The funds are programmed as follows: $500,000 in prior year, and $1,700,000 in FY 26 for a revised total grant of $2,200,000. The existing project extends the existing North Redondo Beach Bikeway from Felton Lane to Inglewood Avenue. The project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

- Program an additional $4,000,000 and reprogram previously awarded funds for MM4602.09 - North Redondo Beach Bikeway (NRBB) Extension - Inglewood Ave. The funds are programmed as follows: $200,000 in prior years, $1,294,091 in FY 23, $61,000 in FY 25, $429,909 in FY 26, and $3,750,000 in FY 27 for a revised total grant of $5,735,000. This existing project includes a bi-directional protected bike corridor, design and construction of a mobility hub at the southeast corner of Inglewood/Grant Ave. This project will likely decrease VMT. The funds will be used for the project's PAED, PS&E, ROW and construction phases.

- Program an additional $300,000 for MM5508.13 - Traffic Signal Communications and Network Systems. The funds are programmed as follows: $2,000,000 in prior years, $246,672 in FY 24, $654,703 in FY 25, and $2,398,625 in FY 26 for a revised total grant of $5,300,000. The existing project includes the design and installation of traffic signals and communications upgrades at three roadway segments of Manhattan Beach Blvd., Torrance Blvd., and Grant Ave. This project will likely increase VMT. The funds will be used for the project's PAED, PS&E, and construction phases.

Rolling Hills Estates

- Program an additional $4,469,200 for MM4602.10 - Rolling Hills Road Bike Lanes. The funds are programmed as follows: $229,450 in prior years, $1,276,914 in FY 26, and $3,192,286 in FY 27. This existing project includes proposed bike lanes and multimodal shared use trails that would connect the existing bike lanes and multimodal shared use trails on Palos Verdes Drive North to the future bike route on Rolling Hills Road. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E and construction phases.

Measure R Transit Investments Program

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

Carson

- Program an additional $7,952,000 and reprogram previously awarded funds for MR524.02 - Carson Circuit: Fashion Outlet Regional Transit Center. The funds are programmed as follows: $56,339 in FY 23, $46,744 in FY 25, $718,917 in FY 26, $4,266,500 in FY 27, and $6,388,500 in FY 28 for a revised total grant of $11,477,000. The existing project includes improvements such as a central covered island waiting area, eight bus bays, bus pad, real-time passenger information display, sidewalk, curb and gutter, and access ramp. This project will likely decrease VMT. The funds will be used to complete the project's PAED, PS&E, ROW and construction phases.

Gardena

- Reprogram previously approved $12,375,000 as follows: $700,000 in FY 27, $6,500,000 in FY 28, and $5,175,000 in FY 29 for MR524.03 - GTrans: Purchase of Up to 15 Expansion Buses. The project enables the agency to purchase up to 15 expansion buses for use in the deployment of additional services within the GTrans service area, over 10 years. This project will likely decrease VMT. The funds will be used to complete the project's construction capital phase.

- Program additional $1,500,000 and reprogram previously awarded funds for MR524.04 - GTrans: Solar Energy Generation/Bus Fueling Infrastructure Project. The funds are programmed as follows: $811 in FY 23, $2,999,189 in FY 26, $3,000,000 in FY 27, and $1,500,000 in FY 28 for a revised total grant of $7,500,000. The existing project includes installation of a new, stand-alone charging infrastructure/equipment in the GTrans bus yard. The chargers will accommodate the existing fleet of electric buses, with conduit and underground facilities being laid in advance of future electric bus purchases of up to 14 electric buses. Additionally, the funds will support construction, expansion and integration of GTrans' existing solar generation system. This project will likely decrease VMT. The funds will be used to complete the project's PS&E and construction phases.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP and Measure R Transit Investments funds to the South Bay Subregion projects will not have any adverse safety impacts on Metro's employees or patrons. The recommended projects support the development of a transportation system that will balance multimodal mobility options and improvements that enable people to spend less time traveling.

FINANCIAL IMPACT

In FY 26, $62 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for South Bay Transit Investment Program (Project #465524), $1 million is budgeted in Cost Center 0442 (Highway Subsidies) for the Transportation System Mobility Improvement Program (Project #475502), $5.3 million is budgeted in Cost Center 0442 (Highway Subsidies) for the South Bay Highway Operational Improvements Program (Project #475507), and $11 million is budgeted in Cost Center 0442

(Highway Subsidies) for the Transportation System Mobility Improvement Program (Project #475508). 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 sources of funds for these projects are Measure M Highway Construction 17% and Measure R Transit Capital. These fund sources are not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The South Bay subregion comprises 15 cities and the adjacent unincorporated area of Los Angeles County. Thirty-two percent of census tracts in the subregion are defined as Equity Focus Communities (EFCs). Cities within the subregion where most census tracts are EFCs include Gardena, Hawthorne, Inglewood, City of Los Angeles, and the unincorporated County of Los Angeles. As part of this report, additional funds are allocated to many of the communities with EFCs, including Gardena, City of Los Angeles, and unincorporated Couty of Los Angeles.

Metro staff provide technical assistance to jurisdictions, assisting agencies in determining funding eligibility and developing funding agreements, including project scope of work, cost and schedule. 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 and the subregion.

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. 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 take the lead in development and implementation of their projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the additional programming of funds for the Measure M MSP and Measure R Transit Investments Program projects for the South Bay Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures, as well as the Measure R Transit Investments Program Guidelines.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2025-26. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Transportation System and Mobility Improvements Program (expenditure line 50) Project List
Attachment B - South Bay Highway Operational Improvements Program (expenditure line 63) Project List
Attachment C - Transportation System and Mobility Improvements Program (expenditure line 66) Project List
Attachment D - Measure R Transit Investments Program Project List

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 50)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MM4601.09	BIKE LANE INSTALLATION - CARSON ST., FIGUEROA ST., MAIN ST., VICTORIA ST.	CONSTRUCTION	Chg	$ 5,256,700	$ 5,363,570	$ 10,620,270	$ -	$ -	$ 5,628,743	$ 4,991,527	$ -	$ -
2	CARSON	MM4601.10	BIKE LANE INSTALLATION - 223RD ST., AVALON BLVD., CENTRAL AVE., DEL AMO BLVD., UNIVERSITY DR.	CONSTRUCTION	Chg	5,384,400	1,450,292	6,834,692			3,280,652	3,554,040		
3	CARSON	MM4601.17	SOUTH BAY LOCAL TRAVEL NETWORK IN CARSON	PS&E, CONSTRUCTION		4,512,915		4,512,915	-	450,000	4,062,915			
4	EL SEGUNDO	MM4601.11	SOUTH BAY LOCAL TRAVEL NETWORK IN EL SEGUNDO	PS&E, CONSTRUCTION		925,000		925,000	925,000					
5	EL SEGUNDO	MM4601.19	DOWNTOWN MOBILITY IMPROVEMENT PROJECT	PS&E	New		1,000,000	1,000,000			300,000	400,000	300,000	
6	EL SEGUNDO	MM4601.20	SAFE ROUTES TO SCHOOLS	PS&E, CONSTRUCTION	New		400,000	400,000				400,000		
7	HERMOSA BEACH	MM5502.12	HERMOSA AVENUE SAFETY IMPROVEMENTS	PAED, PS&E	New		440,000	440,000			108,000	332,000		
8	INGLEWOOD	MM5502.02	ITS (GAP) CLOSURE IMPROVEMENTS	CONSTRUCTION	Audit Compl	13,500,000		13,500,000	13,500,000					
9	INGLEWOOD	MM5502.03	INGLEWOOD INTERMODAL TRANSIT/PARK AND RIDE FACILITY	PAED, PS&E, CONSTRUCTION	Clsd	4,933,310		4,933,310	4,933,310					
10	INGLEWOOD	MM5502.09	PRAIRIE AVE. DYNAMIC LANE CONTROL SYSTEM	PS&E, CONSTRUCTION		13,120,000		13,120,000				13,120,000		
11	LA CITY	MM4601.01	SAN PEDRO PEDESTRAIN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		7,245,710		7,245,710	4,580,064	2,665,646				
12	LA CITY	MM4601.02	WILMINGTON NEIGHBORHOOD STREET IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	3,000,600		3,000,600				1,500,300	1,500,300	
13	LA CITY	MM4601.03	AVALON PROMENADE AND GATEWAY	CONSTRUCTION	Chg	10,207,400		10,207,400					7,671,400	2,536,000
14	LA COUNTY	MM4601.04	WESTMONT/WEST ATHENS PEDESTRIAN IMRROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	6,682,000	7,525,097	14,207,097	1,600,000	1,000,000	2,000,000	2,000,000	3,000,000	4,607,097
15	LA COUNTY	MM4601.06	EL CAMINO VILLAGE TRAFFIC AND PEDESTRIAN SAFETY ENHANCEMENTS	PAED, PS&E		1,038,000		1,038,000	378,000	264,000	396,000			
16	LA COUNTY	MM4601.12	LENNOX VISION ZERO TRAFFIC ENHANCEMENTS	PAED, PS&E		1,206,000		1,206,000	179,000	300,000	300,000	427,000		
17	LA COUNTY	MM5502.04	182ND ST/ ALBERTONI ST. TRAFFIC SIGNAL SYNCH PROGRAM	PAED, PS&E, CONSTRUCTION		4,228,500		4,228,500	570,000	380,000	3,278,500			

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
18	LA COUNTY	MM5502.06	VAN NESS TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,702,000		1,702,000	215,000	320,000	1,167,000			
19	LA COUNTY	MM5502.07	DEL AMO BLVD. (EAST) TRAFFIC SIGNAL SYCH PROGRAM	PAED, PS&E, CONSTRUCTION		1,324,500		1,324,500	180,000	280,000	864,500			
20	LAWNDALE	MM4601.21	SOUTH BAY LOCAL TRAVEL NETWORK IN LAWNDALE	PS&E, CONSTRUCTION	New		1,648,000	1,648,000			40,000	240,000	1,200,000	168,000
21	LOMITA	MM4601.18	SOUTH BAY LOCAL TRAVEL NETWORK & RELATED SAFETY ENHANCEMENTS IN LOMITA	PS&E, CONSTRUCTION		6,651,895		6,651,895		709,390	5,942,505			
22	MANHATTAN BEACH	MM4601.13	HIGHLAND AVE CORRIDOR IMPROVEMENTS	PAED, PS&E		500,000		500,000	50,000	450,000				
23	REDONDO BEACH	MM4601.14	PEDESTRIAN ENHANCEMENTS ON AVIATION BLVD.	PS&E, CONSTRUCTION		1,500,000		1,500,000		125,000	687,500	687,500		
24	REDONDO BEACH	MM4601.15	RIVIERA VILLAGE PEDESTRIAN AND MULTI-MODAL ENHANCEMENTS	PAED, PS&E		4,000,000		4,000,000		1,500,000	2,000,000	500,000		
25	REDONDO BEACH	MM4601.16	SOUTH BAY LOCAL TRAVEL NETWORK IN REDONDO BEACH	PS&E, CONSTRUCTION		1,272,700		1,272,700		1,272,700				
26	REDONDO BEACH	MM4601.22	REDONDO BEACH BLVD CORRIDOR (MAT #C1104)	CONSTRUCTION	New		4,000,000	4,000,000			1,000,000	3,000,000		
27	REDONDO BEACH	MM5502.13	REDONDO BEACH AVE BIKE IMPROVEMENTS & PEDESTRIAN SAFETY	PAED, PS&E, CONSTRUCTION	New		4,000,000	4,000,000			500,000	500,000	3,000,000	
28	REDONDO BEACH	MM4601.23	SCHOOL SAFETY AND ACCESSIBILITY	PS&E	New		600,000	600,000				200,000	400,000	
29	ROLLING HILLS ESTATES	MM5502.08	PALOS VERDES DRIVE NORTH AT DAPPLEYGRAY SCHOOL	PAED, PS&E, ROW, CONSTRUCTION	Chg	2,880,252	1,600,000	4,480,252	293,627	5,000	993,073	1,984,146	1,204,406	
30	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT		92,095		92,095	92,095					
31	SBCCOG	MM5502.05	SOUTH BAY FIBER NETWORK	CONSTRUCTION		6,889,365		6,889,365	6,889,365					
32	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		171,991		171,991	171,991					
33	TORRANCE	MM4601.05	TORRANCE SCHOOLS SAFETY AND ACCESSIBILITY PROGRAM	PS&E CONSTRUCTION	Chg	7,185,000	6,600,000	13,785,000	231,992	3,694,471	2,357,170	7,501,367		
34	TORRANCE	MM4601.07	TRANSPORTATION OPEN SPACE CORRIDOR MULTI-USE TRAIL	PAED, PS&E		650,000		650,000	650,000					
35	TORRANCE	MM4601.08	TORRANCE SCHOOL SAFETY AND ACCESSIBILITY PROGRAM - PHASE II	PS&E, CONSTRUCTION		10,372,609		10,372,609	10,372,609					

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
36	TORRANCE	MM5502.11	TORRANCE FIBER NETWORK AND TRAFFIC SIGNAL OPTIMIZATION	PS&E	Chg	1,050,000	1,500,000	2,550,000		100,000	950,000	800,000	700,000	
			TOTAL PROGRAMMING AMOUNT			**$ 127,482,942**	**$ 36,126,959**	**$ 163,609,901**	**$ 45,812,053**	**$13,516,207**	**$35,856,558**	**$42,137,880**	**$18,976,106**	**$ 7,311,097**

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure M Multi-Year Subregional Plan - South Bay Highway Operational Improvements (Expenditure Line 63)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocatiion	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MM5507.02	CARSON STREET ITS PROJECT	PAED, PS&E, CONSTRUCTION	Chg	$ 700,000	$ 297,012	$ 997,012	$ 101,000	$ -	$ 896,012	$ -	$ -	$ -
2	CARSON	MM5507.03	SEPULVEDA BLVD. WIDENING FROM ALAMEDA ST. TO THE EAST CITY LIMIT	PAED, PS&E, CONSTRUCTION	Chg	11,897,999	12,472,040	24,370,039	1,041,531	69,257	6,724,718	11,611,790	4,922,744	
3	CARSON	MM5507.10	TRAFFIC SIGNAL UPGRADE -- AVALON BLVD. AND GARDENA BLVD.	CONSTRUCTION	Chg	350,000	650,000	1,000,000			1,000,000			
4	CARSON	MM5507.23	LENARDO DRIVE STREET CONSTRUCTION	CONSTRUCTION	New		8,000,000	8,000,000			8,000,000			
5	CARSON	MM5507.24	CARSON "OLYMPICS READY!" SMART TRANSPORTATION NETWORK	PAED, PS&E	New		750,000	750,000			250,000	500,000		
6	GARDENA	MM5507.04	REDONDO BEACH BLVD. ARTERIAL IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		11,242,000		11,242,000	8,742,000	2,500,000				
7	GARDENA	MM5507.25	TRAFFIC SIGNAL NETWORK UPGRADE	PAED, PS&E	New		1,827,000	1,827,000			400,000	600,000	827,000	
8	HAWTHORNE	MM5507.01	NORTH EAST HAWTHORNE MOBILITY IMPROVEMENT PROJECT	PS&E, ROW, CONSTRUCTION		2,986,591		2,986,591	2,000,000	986,591				
9	HAWTHORNE	MM5507.16	JACK NORTHROP IMPROVEMENTS	PAED, PS&E		200,000		200,000	40,000	40,000	40,000	80,000		
10	HAWTHORNE	MM5507.17	VAN NESS IMPROVEMENTS	PAED, PS&E		200,000		200,000	40,000	40,000	40,000	80,000		
11	HAWTHORNE	MM5507.18	135TH STREET IMPROVEMENTS	PAED, PS&E		160,000		160,000	40,000	40,000	40,000	40,000		
12	HAWTHORNE	MM5507.19	INGLEWOOD AVENUE IMPROVEMENTS	PAED, PS&E		130,000		130,000	40,000	40,000	40,000	10,000		
13	INGLEWOOD	MM5507.05	MANCHESTER BLVD./PRAIRIE AVE. ITS & TRAFFIC SIGNAL IMPROVEMENTS	PAED, PS&E		1,500,000		1,500,000		1,500,000				
14	INGLEWOOD	MM5507.06	DOWNTOWN ITS	PAED, PS&E, CONSTRUCTION		13,000,000		13,000,000	11,100,000	1,900,000				
15	INGLEWOOD	MM5507.11	CRENSHAW BLVD. ITS	CONSTRUCTION		14,000,000		14,000,000	2,000,000	12,000,000				
16	LA COUNTY	MM5507.07	AVALON BLVD. TSSP IN THE CITY OF CARSON	PAED, PS&E, CONSTRUCTION		5,601,223		5,601,223	1,744,245	685,583	3,171,395			

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocatiion	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
17	LA COUNTY	MM5507.20	ADVANCED TRAFFIC CONTROL UPGRADES	PAED, PS&E, CONSTRUCTION	Chg	2,130,000		2,130,000	-		1,278,000	852,000		
18	MANHATTAN BEACH	MM5507.12	MANHATTAN BEACH BLVD. AT PACIFIC AVE. IMPROVEMENTS	PS&E, CONSTRUCTION		1,200,000		1,200,000	880,000	320,000				
19	MANHATTAN BEACH	MM5507.13	MANHATTAN BEACH BLVD. AT PECK AVE. TRAFFIC SIGNAL IMPROVEMENTS (MR312.87)	CONSTRUCTION		740,000		740,000	740,000					
20	MANHATTAN BEACH	MM5507.14	MAHATTAN BEACH BLVD. TRANSPORTATION CORRIDOR IMPROVEMENTS	PS&E		400,000		400,000	400,000					
21	METRO	MM5507.08	I-110 SOUTHBOUND OFF-RAMP TO PCH	PAED, PS&E		5,781,000		5,781,000	5,781,000					
22	METRO	MM5507.09	405/110 SEPERATION	PAED, PS&E		17,500,000		17,500,000	17,500,000					
23	REDONDO BEACH	MM5507.21	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E		160,000		160,000		80,000	80,000			
24	REDONDO BEACH	MM5507.22	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM PHASE 2	PAED, PS&E		2,630,000		2,630,000	1,278,000	1,352,000				
25	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT		131,564		131,564	131,564					
26	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		245,703		245,703	245,703					
27	TORRANCE	MM5507.15	RIGHT TURN LANE AT LOMITA BLVD./182ND ST.	PAED, PS&E, CONSTRUCTION		1,000,000		1,000,000	275,000	480,000	245,000			
			TOTAL PROGRAMMING AMOUNT			**$ 93,886,080**	**$ 23,996,052**	**$ 117,882,132**	**$ 54,120,043**	**$ 22,033,431**	**$ 22,205,125**	**$ 13,773,790**	**$ 5,749,744**	**$ -**

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure M Multi-Year Subregional Plan - Transportation System & Mobility Improvements Program (Expenditure Line 66)

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CITIES HEALTH DISTRICT	MM4602.01	DIAMOND STREET BIKE PATH PROJECT	PS&E CONSTRUCTION	Clsd	$ 1,734,974		$ 1,734,974	$ 1,734,974	$ -	$ -	$ -	$ -	$ -
2	EL SEGUNDO	MM4602.02	EL SEGUNDO BLVD	PAED, PS&E, CONSTRUCTION	Cmpl	4,050,000		4,050,000	4,050,000					
3	HAWTHORNE	MM4602.03	HAWTHORNE MONETA GARDEN MOBILITY IMPROVEMENTS	PS&E, ROW, CONSTRUCTION		3,320,000		3,320,000	549,400	2,770,600				
4	HAWTHORNE	MM5508.07	ROSECRANS AVE MOBILITY IMPROVEMENT PROJECT, PHASE II FROM PRAIRIE AVE TO CRENSHAW BLVD	PAED, PS&E		260,000		260,000	260,000					
5	HAWTHORNE	MM5508.08	CRENSHAW BLVD SIGNAL IMPROVEMENT AND INTERSECTION	PAED, PS&E		260,000		260,000	260,000					
6	HERMOSA BEACH	MM5508.09	MOBILITY AND ACCESSIBILTY IMPROVEMENTS PROJECT	PID, PAED	Chg	1,800,000	3,000,000	4,800,000	1,800,000			3,000,000		
7	INGLEWOOD	MM4602.06	FIRST/LAST MILE IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		6,500,000		6,500,000	6,500,000					
8	INGLEWOOD	MM5508.10	CHANGEABLE MESSAGE SIGNS	PAED, PS&E		1,000,000		1,000,000	-	100,000	900,000			
9	LA CITY	MM4602.04	CROSSING UPGRADES AND PEDESTRIAN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION	Chg	3,260,625	2,353,307	5,613,932	775,210	784,436	784,436	868,692	1,172,549	1,228,609
10	LA CITY	MM5508.01	SIGNAL OPERATIONAL IMPROVEMENTS	PAED,PS&E, CONSTRUCTION	Chg	2,500,000		2,500,000	285,079	2,214,921				
11	LA CITY	MM5508.02	ATSAC COMMUNICATION SYSTEM IMPROVEMENT IN SAN PEDRO	PS&E, CONSTRUCTION		2,250,000		2,250,000	2,250,000					
12	LA CITY	MM5508.03	ASTAC COMMUNICATIONS NETWORK INTEGRATION WITH LA COUNTY	PAED, PS&E, CONSTRUCTION		1,750,000		1,750,000	1,750,000					
13	LA CITY	MM5508.14	ALAMEDA ST (SOUTH) WIDENING FROM ANAHEIM ST TO HARRY BRIDGES BLVD (MR312.48)	CONSTRUCTION		17,518,670		17,518,670	13,000,000	4,518,670				
14	LA COUNTY	MM4602.05	DOMINGUEZ CHANNEL GREENWAY	PAED, PS&E, CONSTRUCTION	Chg	3,600,000		3,600,000	24,000	190,000	211,000	121,000	150,000	2,904,000
15	LA COUNTY	MM4602.07	WESTMONT/WEST ATHENS PEDESTRIAN IMPROVEMENTS, PHASE II	PAED, PS&E, CONSTRUCTION		1,165,000		1,165,000	160,000	625,000	380,000			
16	LACMTA	MM5508.18	RIITS NETWORK ENHANCEMENTS	CONSTRUCTION		500,000		500,000	500,000					
17	MANHATTAN BEACH	MM5508.04	ADVANCED TRAFFIC SIGNAL SYSTEM	PS&E, CONSTRUCTION		17,713,000		17,713,000	13,750,000	3,963,000				

	Agency	Project ID	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
18	MANHATTAN BEACH	MM5508.15	AVIATION BLVD. EAST BOUND LEFT-TURN IMPROVEMENTS	PAED, PS&E, CONSTRUCTION		1,200,000		1,200,000	1,200,000					
19	PALOS VERDES ESTATES	MM5508.11	PALOS VERDES DRIVE WEST CORRIDOR EXPANSION PROJECT	PAED, PS&E		5,517,000		5,517,000	5,517,000					
20	RANCHO PALOS VERDES	MM5508.12	WESTERN AVE CONGESTION IMPROVEMENTS (25TH TO PV DR) **	PSR, PAED CONSTRUCTION	Chg	1,330,000	3,650,000	4,980,000	510,000	490,000	1,930,000	2,050,000		
21	REDONDO BEACH	MM4602.08	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- FELTON LN TO INGLEWOOD AVE	PAED, PS&E, CONSTRUCTION	Chg	1,600,000	600,000	2,200,000	500,000		1,700,000			
22	REDONDO BEACH	MM4602.09	NORTH REDONDO BEACH BIKEWAY (NRBB) EXTENSION -- INGLWOOD AVE.	PAED, PS&E, ROW, CONSTRUCTION	Chg	1,735,000	4,000,000	5,735,000	1,494,091	61,000	429,909	3,750,000		
23	REDONDO BEACH	MM5508.05	REDONDO BEACH TRANSIT CENTER AND PARK AND RIDE	ROW, CONSTRUCTION		7,750,000		7,750,000	7,750,000					
24	REDONDO BEACH	MM5508.13	TRAFFIC SIGNAL COMMUNICATIONS AND NETWORK SYSTEM	PAED, PS&E, CONSTRUCTION	Chg	5,000,000	300,000	5,300,000	2,246,672	654,703	2,398,625			
25	ROLLING HILLS ESTATES	MM4602.10	ROLLING HILLS ROAD BIKE LANES	PAED, PS&E CONSTRUCTION	Chg	229,450	4,469,200	4,698,650	229,450		1,276,914	3,192,286		
26	SBCCOG	MM5502.01	PLANNING ACTIVITIES FOR MEASURE M MULTI-YEAR SUBREGIONAL PROGRAMS ^	PLANNING DEVELOPMENT		514,854		514,854	514,854					
27	SBCCOG	MM5502.10	PLANNING ACTIVITIES FOR THE SOUTH BAY LOCAL TRAVEL NETWORK ^	PLANNING DEVELOPMENT		333,626		333,626	333,626					
28	TORRANCE	MM5508.06	TRANSPORTATION MANAGEMENT SYSTEM IMPROVEMENTS	PS&E, CONSTRUCTION	Audit	390,000		390,000	390,000					
29	TORRANCE	MM5508.16	TORRANCE TRANSIT PARK AND RIDE REGIONAL TERMINAL (MR312.23)	CONSTRUCTION		1,631,000		1,631,000	1,631,000					
30	TORRANCE	MM5508.17	IMPROVMENTS FROM DEL AMO TO DOMINGUEZ ST (MR312.60)	CONSTRUCTION		609,000		609,000	609,000					
			TOTAL PROGRAMMING AMOUNT			**$ 97,022,199**	**$ 18,372,507**	**$ 115,394,706**	**$ 70,574,356**	**$ 16,372,330**	**$ 10,010,884**	**$ 12,981,978**	**$ 1,322,549**	**$ 4,132,609**

** Metro may procure services for the project development phases.

^ Subregion Planning Activities (0.5%) for MM MSPs.

South Bay Subregion
Measure R South Bay Transit Investments Program

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Allocation	Allocation Change	Current Allocation	Prior Years Programming	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29
1	CARSON	MR524.02	CARSON CIRCUIT: FASHION OUTLET REGIONAL TRANSIT CENTER	PAED, PS&E ROW, CON	Chg	$ 3,525,000	$ 7,952,000	$ 11,477,000	$ 56,339	$ 46,744	$ 718,917	$ 4,266,500	$ 6,388,500	
2	GARDENA	MR524.03	GTRANS: PURCHASE OF UP TO 15 EXPANSION BUSES	CONSTRUCTION CAPITAL	Chg	12,375,000		12,375,000				700,000	6,500,000	5,175,000
3	GARDENA	MR524.04	GTRANS: SOLAR ENERGY GENERATION/BUS FUELING INFRASTRUCTURE PROJECT	PS&E CONSTRUCTION	Chg	6,000,000	1,500,000	7,500,000	811		2,999,189	3,000,000	1,500,000	
4	INGLEWOOD	MRINGITC	INGLEWOOD TRANSIT CONNECTOR PROJECT	PAED, PS&E ROW, CON		250,000,000		250,000,000	233,700,000	16,300,000				
5	REDONDO BEACH	MR524.05	BEACH CITIES TRANSIT: TRANSIT OPERATIONS & MAINTENANCE FACILITY	Env, PS&E CONSTRUCTION		32,090,555		32,090,555			5,150,000	8,838,734	17,677,469	424,352
6	SBCCOG	MR524.01	MEASURE R SOUTH BAY TRANSIT INVESTMENTS PROGRAMS ADMIN SUPPORT ^	PLANNING DEVELOPMENT		159,024		159,024	83,608	24,400	25,132	25,884		
7	TORRANCE	MR524.06	TORRANCE TRANSIT: RETURN OF THE RED CAR URBAN CIRCULATOR TROLLEY	CONSTRUCTION CAPITAL		4,500,000		4,500,000	4,500,000					
8	TORRANCE	MR524.07	TORRANCE TRANSIT: EXPANSION BUSES	CONSTRUCTION CAPITAL		20,000,000		20,000,000	20,000,000					
9	TORRANCE	MR524.08	TORRANCE TRANSIT: REGIONAL TRANSIT CENTER PARKING STRUCTURE	CONSTRUCTION CAPITAL		35,000,000		35,000,000	35,000,000					
10	TORRANCE	MR524.09	MICROTRANSIT EXPANSION OF THE TORRANCE COMMUNITY TRANSIT PROGRAM	CONSTRUCTION CAPITAL		240,000		240,000	240,000					
11	TORRANCE	MR524.10	CONSTRUCTION OF HEAVY-DUTY ELECTRIC VEHICLE CHARGING STATION	CONSTRUCTION CAPITAL		3,500,000		3,500,000	3,500,000					
			TOTAL PROGRAMMING AMOUNT			**$367,389,579**	**$ 9,452,000**	**$376,841,579**	**$297,080,758**	**$16,371,144**	**$ 8,893,238**	**$16,831,118**	**$32,065,969**	**$5,599,352**

^ Subregion Planning Activities (0.5%) for Measure R Transit Investments Program.

Measure M Multi-year Subregional Program
Measure R Transit Investments Program
South Bay Subregion

Planning and Programming Committee
September 17, 2025

Metro

File# 2025-0604

South Bay Subregion

- Three Multi-Year Subregional Programs (MSPs)
  - Transportation System & Mobility Improvements (expenditure line 50)
  - Highway Operational Improvements (expenditure line 63)
  - Transportation System & Mobility Improvements (expenditure line 66)
- Measure R Transit Investments
- 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*	2015 - 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**	

September 2025 Recommendation

CONSIDER:

A. APPROVING:

1. Programming an additional $36,126,959 within the capacity of Measure M Multi-Year Subregional Program (MSP) – Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment A;

2. Programming an additional $23,996,052 within the capacity of Measure M MSP – South Bay Highway Operational Improvements Program (Expenditure Line 63), as shown in Attachment B;

3. Programming an additional $18,372,507 of Measure M MSP – Transportation System and Mobility Improvements Program (Expenditure Line 66), including inter-program borrowing from the Measure M MSP – Transportation System and Mobility Improvements Program (Expenditure Line 50), as shown in Attachment C;

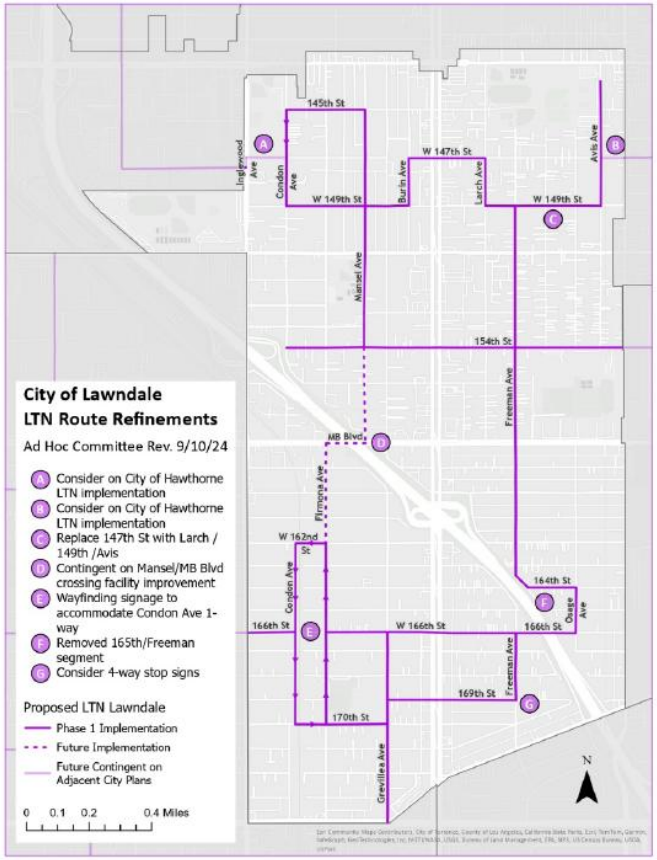
4. Programming an additional $9,452,000 within the capacity of Measure R South Bay Transit Investments Program, shown in Attachment D; and

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

Recommended Projects

This update includes funding adjustments to 17 Active Transportation, six Multi-modal Highway, nine ITS (one supports the 2028 Games), and three Transit projects.

Approximately 30 projects are expected to be completed by the 2028 Games.



* Images are for illustrative purposes only.

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 #: 2025-0429, **File Type:** Program **Agenda Number:** 8.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE (MAT) PROGRAM CYCLE 2

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. APPROVING project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects, as shown in Attachment A;

B. APPROVING an additional $5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from $80,500,000 to $85,500,000; and

C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

On November 30, 2023, the Metro Board authorized <https://boardagendas.metro.net/board-report/2023-0516/> a project selection process for Cycle 2 of the MAT Program, which invests Measure M MAT Program funds per the Measure M Guidelines, in grants to local jurisdictions, with an emphasis on projects that will be ready for the 2028 Olympic and Paralympic Games. Staff recommend awarding a total of 16 grants (Attachment A) for Cycle 2 with funding programmed over Fiscal Years (FY) 2026-2030 (Attachment B).

BACKGROUND

Per the Measure M Guidelines, the MAT Program must be informed by the Active Transportation Strategic Plan (ATSP). On November 30, 2023, the Board adopted the update to the ATSP <https://boardagendas.metro.net/board-report/2023-0516/> and associated eligible project list for each project category, and authorized staff to develop and release the solicitation for Cycle 2 of the MAT Program. On April 24, 2025, the Board authorized a Programming Update <https://boardagendas.metro.net/board-report/2024-1101/> authorizing a total amount of $80.5

million.

Only projects in locations identified in the ATSP are eligible for Cycle 2 funding. The ATSP describes the active transportation network, defines project types, and identifies high-priority projects for MAT Program funding, reflected by their weighted scores and tier category, with Tier 1 projects being the highest priority. The weighted scores of these projects were based on equity, safety needs, connectivity, and accessibility; the tiering of the project list considered geographic balance.

In summer 2024, Metro staff held a pre-solicitation information session describing program criteria and eligible projects and also held a post-release workshop on February 20, 2025, on the application process and evaluation criteria. The presentation deck for this workshop and recording were made available on the MAT Program webpage <https://www.metro.net/about/metro-active-transport-transit-and-first-last-mile-program/>. Additionally, Metro staff held individual office hours upon request from any applicant during February and March and provided continuous updates of a Frequently Asked Questions page.

On February 6, 2025, Metro released the Cycle 2 MAT solicitation for Letters of Interest (LOI) for eligible projects in each of the categories described above. 30 LOIs were received by the due date of April 7, 2025, and were evaluated based on the following criteria:

- demonstration of need
- project benefits
- project delivery assurance
- funding plan and schedule
- demonstration of stakeholder support
- project partnerships
- alignment with existing plans and projects

The MAT solicitation establishes the program requirements, eligibility, and scoring criteria (Attachment C). As detailed in the ATSP, Cycle 2 of the MAT Program will fund three major categories of activity:

- Development of a First/Last Mile (FLM) priority network around major transit stations (First/Last Mile Projects);
- Development of regionally significant pedestrian districts to support walkability and safety (Pedestrian District Projects); and
- Development of a regional active transportation corridor priority network supporting travel by active rolling modes countywide (Active Transportation Corridor Projects).

Bonus points were given to proposals that are based on the 2028 Games Mobility Concept Plan (MCP) MCP and that ensure delivery by FY 2028.

Cycle 1 of the MAT Program awarded $63,100,000 in funding to 11 First/Last Mile projects and 5 Active Transportation Corridor projects. Based on project implementation in Cycle 1, Cycle 2 focused on targeted safety improvements and timely use of project funds. Staff held project scoping

discussions with recommended project sponsors to emphasize high safety standards for active transportation infrastructure projects. Additionally, Cycle 2 funds will be programmed by project phase, in addition to fiscal year, in order to better align with construction costs and project timelines.

DISCUSSION

Project Selection

Metro assembled an evaluation team composed of 19 agency staff to evaluate the 30 LOIs received. Each LOI was evaluated by three independent evaluators assigned at random. The evaluators' scores were averaged to arrive at a qualitative criteria score worth 70 percent of the total project score. The remaining 30 percent of the score was derived from the predetermined need-based quantitative analysis established in the adopted ATSP. Funding recommendations are based on the order of total score and limited by the amount of available funds. The 30 applications received included 12 FLM applications, 14 active transportation corridor applications, two pedestrian district applications, and two quick build applications. The total funding request across all applications was $159.4 million.

The project recommendations were posted to the MAT website on August 14, 2025. Upon investigation, it was discovered that one project application from the City of Inglewood was not included in the initial project evaluation due to an Information Technology (IT) email sorting error. Staff coordinated with Metro's Information and Technology Services (ITS) and evaluated the application. The project was included in the revised project list in Attachment A as recommended for funding, increasing the total Cycle 2 recommended funding amount by $5,000,000. Therefore, staff is recommending increasing the total MAT Cycle 2 programming amount from the previously Board authorized $80,500,000, to $85,500,000. This action may impact funding availability for future cycles. Staff will inform the public of the submitted applications after the deadline for submissions to avoid such an issue in the future.

Staff recommends 16 proposals for award that will receive the full $85.5 million available. Of the 16 projects recommended for funding, 13 have indicated they will be completed by 2028, thereby significantly improving mobility and contributing to the regional active transportation network for the Games. These timelines are subject to change as projects develop further.

Staff recommends fully funding the requests of all but one recommended project, City of Alhambra, which includes the full design of a proposed bicycle plan on several connecting streets with contingent funding to construct a selection of those streets. Unfunded segments from this design will be prioritized for additional funding for construction in Cycle 3 or should funding from either Cycle 1 or 2 be deobligated.

14 proposals were not recommended for award due to their ranked score from the evaluation process. These projects had lower scores due to various considerations, including safety, project delivery assurances, connectivity, and community engagement. In addition to these considerations, the three Games supportive projects are not recommended for funding because the project either duplicates an existing project scope, lacks sufficient evidence of key partnerships necessary for project implementation, or does not meet the application requirements.

Nine of the 16 recommended projects are either on the MCP or are Games-supportive and are

expected to be completed by 2028. Of these, two projects on Attachment A received additional points for being on the MCP and are required to be completed by Summer 2028 to avoid deobligation of the Cycle 2 project funds. Implementing the MAT Cycle 2 projects will improve public health outcomes, safety, and the environment through the delivery of countywide active transportation improvements comprising 28.3 miles of new bike lanes/paths as well as improved access to 11 transit stops and stations. Collectively, Cycle 1 and Cycle 2 of the MAT Program will deliver 54.2 miles of these improvements to corridors and improve access to 22 transit stops and stations. Pedestrian improvements funded through this action will enhance crosswalks and signals and include new curb extensions, curb ramps, traffic calming infrastructure and intersection improvements.

Programming and Timely Use of Funds

Staff will program funds by phase and fiscal year. MAT Cycle 2 submittals did not require a completed planning phase in order to apply for all phases of the project through construction, as is typical in other competitive funding programs. As such, four of these projects will require an initial scoping and/or design phase to arrive at a more refined scope and reliable funding amounts for the full project. The programming for subsequent project development phases reflects the best not-to-exceed estimates and is subject to further refinement.

Metro will program funding for the first phase of project development requested by the project sponsor in FY2026, as well as provide conditional approval to fund subsequent phases, which will be programmed at the conclusion of each phase as defined in the funding agreement. Projects that do not change will not require additional Board approval to program the construction phase of the project. Minor scope changes may also be allowed without Board approval if the grantee will still deliver a project that meets the intent of the originally awarded project scope of work, including the defined project limits, with the awarded funding. Staff will seek Board approval of any recommended program funding amendments, such as fund deobligation, addition of project elements, or adjustments to the programming years as projects develop. Deobligation may occur if a project does not meet its original intent, thereby no longer scoring competitively within the evaluation process.

The solicitation describes timely use of funds requirements that will be enforced. Projects have three years from the program year to request allocation of funds. Therefore, projects that have not completed the plans, specifications and estimates (PS&E) phase programmed in FY2026 by FY 2029 will be deobligated and not receive a construction grant award, leading to those funds being eligible to fund other projects. Additionally, projects that received points for being on the MCP must complete construction by FY 2028 or the funds will be deobligated. Administrative extensions for MCP projects will not be authorized.

Project Roles

If requested by a grantee, Metro may lead the early planning and scoping phase of projects, as was done for several projects in the Cycle 1. For projects where Metro leads early project development, funding will be programmed with Metro as the recipient for this phase, as indicated in the programming table, and staff will prepare and execute Cooperative Agreements with project sponsors. Projects led locally will otherwise require Funding Agreements with Metro. If a grantee wishes for Metro to lead the early phase of project development and Metro agrees to this based on an assessment of available resources, Metro will administratively update the programming table to

reflect Metro as lead entity for that phase and enter into a Cooperative Agreement. Attachment B includes a note indicating the projects eligible for this arrangement. The Construction phase for all projects recommended for MAT Cycle 2 funding will be implemented by the local jurisdictions through a funding agreement with Metro.

DETERMINATION OF SAFETY IMPACT

The programming of $85.5 million in Measure M funds for these projects will result in improved safety for pedestrians and bicyclists and people accessing transit. All projects were first evaluated for safety needs during the development of the ATSP and then further prioritized based on safety benefits during the evaluation of applications. Proposed safety countermeasures from these projects, such as Class I and IV bikeways, curb extensions, pedestrian signals, and traffic calming features reduce vehicle speeds and conflict points between motor vehicles and pedestrians and bicyclists. Metro will work with project sponsors to collect data to determine the effectiveness of projects at improving safety and reducing crashes involving the most vulnerable road users.

FINANCIAL IMPACT

This action would program projects for funding between FY 2026 and FY 2030 (Attachment B). Each project has three years from the programming year to spend the funds for that phase of project development. Project sponsors may request reimbursements beginning this fiscal year and staff expect $8,500,000 in disbursements in FY26.

The full life cycle of programming for all MAT Cycle 2 projects is shown in Attachment B. For all projects that did not receive additional points for being on the MCP, project sponsors have three years from the programming year to spend funds before they lapse. The three projects (Pasadena, LABOE and Pomona) that have this requirement are programmed in FY2028 and must request reimbursement by that year. All MAT projects will be budgeted in the Metro Active Transport project (#473001) for reimbursement payments to MAT projects being implemented by local jurisdictions or to Metro for any project where Metro is the lead through a Cooperative Agreement. Since these are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

Recommendation A is inclusive of a multi-year budget and will add $8,500,000 to the FY 2026 budget for the Metro Active Transport project (#473001) through Cost Centers #0441, #4360, and #4340. The source of funds for these projects is Measure M Active Transportation 2%, which includes other active transportation projects, such as the LA River Path Project. This fund source is not eligible for Metro bus and rail operating and capital expenditures. As with all discretionary grant programs, there is a risk of timely expenditure of funds. Staff will continuously monitor projects and budgets to ensure progress and adherence to timelines.

EQUITY PLATFORM

The recommended projects from the MAT Program will improve the safety and mobility for active

transportation users throughout LA County. The improvements prioritize safe and dignified routes and accommodations for vulnerable road users accessing Metro Stations by walking, biking, or rolling.

The ATSP, which guides the MAT Program, including the selection and initial prioritization of eligible projects, elevated equity considerations at all stages of development. The ATSP update in 2023 identified the goals of Equity, Safety and Comfort, Accessibility, Connectivity and Sustainability, with each goal being supported by two to three objectives. The purpose of the Equity goal is for low-income populations, communities of color, and other vulnerable and underserved people to have equitable access to safe and convenient active transportation options. A key objective is to prioritize active transportation interventions in Equity Focus Communities (EFCs). As such, equity is a key criterion for the prioritization of the regional network and effectively targets future active transportation investments towards those with the greatest needs in communities that have historically lacked investment.

Of the 16 projects receiving funding through this action,14 are in or immediately adjacent to EFCs in the cities of Alhambra, Burbank, Pasadena, Long Beach, Pomona, and Duarte, and Los Angeles neighborhoods of San Fernando Valley, Downtown LA, Chinatown, Koreatown, Pico-Union, South Park, and Inglewood (Attachment D). This funding will improve the quality of safety infrastructure for vulnerable road users including pedestrians and bicyclists, many of whom are regular transit users. Many households in EFCs do not have access to a car and would benefit from safer options for travel within neighborhoods and accessing transit to meet daily needs. For those projects that Metro leads the planning and design phases through Cooperative Agreements, CBOs will be employed to participate in project development.

Projects not directly in or adjacent to EFCs scored well in the qualitative evaluation. Both the City of Santa Monica (Bergamot Connector) and the City of Culver City (Overland) projects prioritize active transportation safety and serve a daytime population for work and/or school that may be different than the residential demographics.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. Each of the projects within this item support Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership 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 program advances several Strategic Plan Goals including:

- *Goal #1*: High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board could elect not to approve selected projects and the programming of funds; however, this is not recommended as the MAT Program is a funding commitment in the Measure M Expenditure Plan. Without approval and programming of funds for elected projects under the MAT Program, advancement of key corridors and connections to transit that have been prioritized as part of the ATSP would be impeded. This is not recommended as the proposed projects were selected according to Board-adopted criteria. Additionally, many of these projects have been identified as important priorities for implementation before Los Angeles hosts the 2028 Olympic & Paralympic Games. Delaying programming of these funds may increase the risk that these projects cannot be delivered on time.

NEXT STEPS

Upon Board approval, respective implementing agencies will be notified, and Funding and/or Cooperative Agreements will be executed. Staff will continue to work with the selected grantees as described in this report. Annual updates will be provided to the Board via Board Box.

ATTACHMENTS

Attachment A - MAT Program Cycle 2 Application Scores and Ranking
Attachment B - MAT Program Cycle 2 Program of Projects
Attachment C - MAT Program Cycle 2 Solicitation
Attachment D - MAT Program Cycle 2 Recommended Projects Map

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ATTACHMENT A

Application Scores
MAT Program Cycle 2

Rank	Program Category	Agency	Project Name	Funding Request	LOI Score	ATSP-Based Score	Total Score	MCP/ Games-Supportive
1	FLM	LADOT	Alvarado/Pico First-Last Mile Improvements	$6,542,640	57.8	28.9	86.7	Yes
2	FLM	City of Pasadena	Pasadena Rose Bowl Multimodal Olympic Route	$7,171,250	59.3	22.9	82.2	Yes
3	PD	City of Long Beach	Downtown Walkable Corners	$9,995,525	54.3	27.3	81.6	Yes
4	FLM	LADOT	Grand Ave/Cesar Chavez Ave First/Last Mile Project	$10,000,000	59.7	18.6	78.3	
5	ATC	LA BOE	West San Fernando Valley LA River Gap Closure Segments 1 and 2	$10,000,000	68.5	7.5	76.0	Yes
6	FLM	LADOT	Union/Pico First-Last Mile Improvements	$1,944,215	57.0	18.6	75.6	Yes
7	ATC	LADOT	Koreatown to Pico-Union Neighborhood Active Transportation Corridor Project	$5,407,580	52.7	18.1	70.8	
8	FLM	LADOT	Vermont/Pico First-Last Mile Improvements	$4,347,696	57.0	13.4	70.4	Yes
9	FLM	LADOT	Pico Metro Station First-Last Mile Improvements	$2,632,922	57.3	12.9	70.2	Yes
10	ATC	City of Culver City	Better Overland Phase 2	$5,557,600	63.2	5.5	68.7	
11	FLM	City of Burbank	Downtown Burbank Sidewalk Enhancement Project	$6,220,348	56.3	11.9	68.2	
12	ATC	City of Pomona	Metro GoldLine First/Last Mile Improvement Project	$1,868,452	64.0	3.8	67.8	Yes
13	PD/FLM	City of Santa Monica	The Bergamot Connector	$1,451,003	53.8	9.3	63.1	
14	ATC	City of Alhambra	Alhambra Backbone Bicycle Network	$10,000,000	55.5	7.5	63.0	
15	FLM	City of Inglewood	Market Street Streetscape (MSS) Project	$5,000,000	48.7	13.9	62.6	
16	FLM	City of Duarte	Duarte Town Center Greening and Traffic Calming Project	$3,115,200	52.5	10.0	62.5	
17	ATC	City of Industry	City of Industry Valley Boulevard Mobility Enhancement Project	$5,720,100	56.3	4.1	60.4	
18	QB	City of Norwalk	Norwalk Metro Station FLM Improvements	$1,000,000	53.1	7.1	60.2	Yes
19	FLM	City of Beverly Hills	Wilshire/Rodeo D Line Station Improvements	$1,407,000	51.8	6.8	58.6	
20	ATC	City of Carson	Los Angeles 2028 Olympics & Paralympics Games Readiness Walk and Roll Network	$10,000,000	53.2	3.8	57.0	Yes
21	ATC	City of Glendora	Glendora People Movement Project	$4,560,056	54.2	2.7	56.9	
22	PD	City of Claremont	Arrow Highway and Cambridge Avenue Improvements Project	$935,951	48	4.7	52.7	
23	ATC	City of Covina	East San Gabriel Valley Safe and Active Streets Connectivity Project	$3,132,994	45.8	6.1	51.9	
24	ATC	City of El Segundo	El Segundo Greenway Development - Rails to Trails	$9,974,575	46.7	5.1	51.8	
25	ATC	City of Pico Rivera	Rosemead Blvd Pedestrian Improvements & Transit Connectivity Project	$4,302,855	45.7	5.6	51.3	
26	ATC	City of Azusa	San Gabriel Avenue/ Azusa Avenue Complete Streets Project	$3,993,276	43.2	7.2	50.4	
27	ATC	County of LA-PW	Activo! Safe and Connected Vermont Corridor	$9,500,000	36.2	10.9	47.1	
28	QB	City of San Fernando	San Fernando Mall Enhancement	$105,700	38.9	7.5	46.4	
29	FLM	City of Carson	Los Angeles 2028 Olympics & Paralympics Games Readiness Bark and Roll Network	$8,817,989	29.7	3.6	33.3	Yes
30	ATC	City of Calabasas	Calabasas Road Active Transportation Project	$4,557,286	27.2	5.5	32.7	
			Total	**$159,262,213**				

Program of Projects
MAT Program Cycle 2

Rank	Program Category	Sponsor	Co-Sponsor	Project ID No.	Project Location	Funding Phases	Note	Prior FY25	FY26	FY27	FY28	FY29	FY30	Total	Subregion
1	FLM	Los Angeles DOT**		C1213	Pico Blvd/ Alvarado St	Construction	NEW		$1,740,000	$2,500,000	$2,300,000			$6,540,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
2	FLM	City of Pasadena*		C1217	Holly/ Pasadena/ Walnut/ Orange Grove	Planning/ Environmental, PS&E, Construction	NEW		$960,000	$1,640,000	$4,570,000			$7,170,000	Arroyo Verdugo
A combination of Class II and Class IV bike facilities, curb ramps, crosswalks, and enhanced crossing treatments.															
3	PD	City of Long Beach		C1218	7th St/ Alamitos Ave/ 1st St/ Magnolia Ave	Construction	NEW				$2,000,000	$7,990,000		$9,990,000	Gateway Cities
Pedestrian refuge islands, bulb outs and Class IV bike lanes.															
4	FLM	Los Angeles DOT		C1219	Cesar Chavez Ave/ Alameda Street	Construction	NEW		$2,000,000	$5,000,000	$3,000,000			$10,000,000	Central LA
Improve safety and enhance access to transit stops through enhanced pedestrian crossings, ADA upgrades, sidewalk repairs, lighting enhancements, bus boarding platforms, dedicated bus lanes, and protected bike lanes.															
5	ATC	Los Angeles BOE***		9200000000MMLARVB	LA River Path from Vanalden Ave to Balboa Blvd	Construction	Adds funds to MM Project			$3,000,000	$7,000,000			$10,000,000	Central LA
Class I bike path, ADA-compliant curb ramps, six undercrossings, pedestrian-scale lighting, wayfinding signage, and traffic calming.															
6	FLM	Los Angeles DOT**		C1214	Pico Blvd/ Union Ave	Construction	NEW		$520,000	$900,000	$520,000			$1,940,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
7	ATC	Los Angeles DOT		C1106	New Hampshire/ Berendo	Construction	NEW				$2,000,000	$2,000,000	$1,400,000	$5,400,000	Central LA
This project will establish a safe, low-stress, walk and bike route through traffic calming, protected crossings, and a Class IV two-way bike lane.															
8	FLM	Los Angeles DOT**		C1215	Pico Blvd/ Vermont Ave	Construction	NEW		$1,040,000	$1,800,000	$1,500,000			$4,340,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
9	FLM	Los Angeles DOT**		C1216	Pico Blvd/ Albany St/ Figueroa St	Construction	NEW		$580,000	$1,200,000	$850,000			$2,630,000	Central LA
Class IV bike lanes, curb ramp upgrades, pedestrian crosswalks, sidewalk repair, pedestrian refuge island, pedestrian plaza and speed tables between Figueroa Street and Crenshaw Boulevard															
10	ATC	City of Culver City		C1107	Overland Ave/ Playa St	Construction	NEW					$5,400,000		$5,400,000	Westside Cities
Class IV bike lane, curb extensions, protected intersections, upgraded crosswalks, ADA ramps, pedestrian signals and push buttons, wayfinding, pedestrian-level lighting.															
11	FLM	City of Burbank*		C1220	San Fernando Blvd, First St/ Olive Ave & First St/ Magnolia Ave	Planning/ Environmental, PS&E, Construction	NEW		$530,000	$2,690,000	$3,000,000			$6,220,000	Arroyo Verdugo
Sidewalk improvements, curb extensions, directional ramps, accessible pedestrian signals, high-visibility crosswalks, and wayfinding signage.															
12	ATC	City of Pomona***		MM4701.10	Arrow Hwy/ Bonita Ave/ Garey Ave	Construction	Adds funds to MSP Project				$1,860,000			$1,860,000	San Gabriel Valley
Class II and Class IV bike lanes, widened sidewalks, ADA ramps, upgraded crossings, and lighting enhancements.															
13	FLM	City of Santa Monica		C1221	Michigan Ave/ 21st St	PS&E, Construction			$330,000			$1,120,000		$1,450,000	Westside Cities
Class II and Class IV bike lanes, curb extension, ADA-compliant curb ramps, high-visibility crosswalks, traffic signal modifications, pedestrian-activated control devices, and wayfinding signage.															
14	ATC	City of Alhambra*		C1108	E Main St/ Valley Blvd/ Mission Rd/ Fremont Ave/ Poplar Blvd/ Hellman Ave/ Westmont Dr	Planning/ Environmental, Design PS&E, Construction	NEW		$300,000		$310,000	$1,000,000	$2,840,000	$4,450,000	San Gabriel Valley
A mix of Class I, II, III, and IV bike lanes, and traffic calming elements.															
15	FLM	City of Inglewood		C1224	Market Street from Florence to Hillcrest	Planning/ Environmental, Design PS&E, Construction	NEW		$500,000	$4,500,000				$5,000,000	South Bay Cities
16	FLM	City of Duarte		C1222	Huntington Dr/ Highland Ave	Construction	NEW					$3,110,000		$3,110,000	San Gabriel Valley
Pedestrian-level lighting, curb bulb-outs, curb parklets, crosswalk improvements, and landscaping.															
					TOTAL			**$0**	**$8,500,000**	**$23,230,000**	**$28,910,000**	**$20,620,000**	**$4,240,000**	**$85,500,000**	

*FY26 programming for Planning/Environmental may be Cooperative Agreement (Metro-led) or Funding Agreement pending adoption of the program of projects.

** Projects C1213, C1214, C1215, C1216 may be combined in one funding agreement and programming amounts would be aggregated.

***Construction funds subject to deobligation if not completed by July 2028

ATTACHMENT C

METRO ACTIVE TRANSPORT (MAT) PROGRAM
CYCLE 2 SOLICITATION

GENERAL PROVISIONS

Introduction
The Metro Active Transport, Transit and First/Last Mile (MAT) program is a multi-year discretionary program within Measure M. This Cycle 2 Program establishes goals, process, and criteria for the five-year cycle of the MAT Program for Fiscal Years 2026-2030.

Program Purpose and Goals
The overarching purpose of the MAT Program is to encourage increased use of active modes of transportation, such as biking and walking, and enhance pedestrian and bicycle safety. Specific Cycle 2 goals include:

- Advancing key Metro policies, with a focus on the Active Transportation Strategic Plan (ATSP), First/Last Mile (FLM) policy, and the Equity Platform Framework;
- Initiating implementation of projects in ATSP-identified first/last mile areas, active transportation corridors, and pedestrian districts;
- Jump-starting action on building active transportation networks and building momentum to deliver visible, tangible results;
- Encouraging, testing, and refining project partnerships and innovative delivery approaches; and
- Targeting investments in high-need areas.

A one-time special theme for this cycle is to provide funding support for critical active transportation investments that can be delivered in time for the 2028 Olympic and Paralympic Games through preferential consideration to projects in the Board-adopted 2028 Games Mobility Concept Plan (MCP).

Program Schedule
Table 1 lists the major milestones for the development and adoption of the Cycle 2 program.

Table 1: MAT Cycle 2 Schedule

#	Milestone	Date
1	MAT Program Project Solicitation	February 6, 2025
2	MAT Program Letters of Intent Due	April 7, 2025
3	**Metro Board Meeting** *Metro staff seek approval of programming recommendations and authorization to execute agreements with grantees.*	July 24, 2025
4	MAT Program Agreements/Project Initiation *Metro staff work with grantees to execute agreements and initiate projects.*	August, 2025

Programming Cycle
The MAT Program is a multi-year discretionary program, with a projected total of $857 million (2015 dollars) available through 2057. The second cycle of the MAT Program will commit and program funds for Fiscal Years 2026-2030 (Cycle 2), according to the process described in the

MAT Program Administrative Procedures and further delineated in this Cycle 2 program. The Measure M Ordinance, Guidelines and Administrative Procedures, as well as the specific MAT Program Administrative Procedures apply to this program, establishing definitions, eligible activities, and process. The programming capacity for the MAT Program for this time period is approximately $15 million per year, or $75 million over the full five-year period. Metro may commit funding for all or part of the programming capacity for each year of the programming period. Metro may update the project list, funding amounts for project phases, and timelines on an annual or semi-annual basis. Most projects are expected to expend programmed project phase funds within three years from the date funding agreements are fully executed for that phase. Exceptions will be made for Quick-Build projects that must be completed within 18 months of an executed Funding Agreement and for projects that elect to receive bonus points for being part of the MCP, which must be expended by FY 2028. Failure to expend funds as programmed will result in lapsing and Metro may rescind the award. Any project programmed that does not request allocation of funds in the year of programming may, at the discretion of Metro, have its funding deobligated and reprogrammed to other projects.

Programmatic Categories

As detailed in the ATSP, and established in the MAT Program Administrative Procedures, the MAT Program will fund three major categories of activity:

- Development of a First/Last Mile priority network around major transit stations;
- Development of regionally significant pedestrian districts to support walkability and safety; and
- Development of a regional active transportation corridor priority network supporting travel by active modes countywide.

Funding Limits

The maximum award for any one project in the Active Transportation Corridor, First/Last Mile or Pedestrian District category is $10 million. The maximum award for any one project in the Quick-Build category is $1 million. For non-Quick-Build projects, applicants must indicate whether their project is scalable and, if so, what elements of the project the applicant would propose to remove from the scope and its impact on project efficacy. Because of limited funds, Metro may choose to award an amount less than what is requested if agreed to by the project sponsor. Metro may also choose to award funding for one or two phases of a project without committing funding to all phases.

Matching and Leveraging Funds

Because the award amount for Quick-Build projects is lower than that of non-Quick-Build projects, Metro will prioritize projects that include a funding match for construction and final design costs. A funding match is not considered part of the evaluation criteria for all other projects. However, project administrative support will be required from all jurisdictions for any project in the form of staff time and such costs will not be covered with MAT funds. While a specific funding match is not required at the time of application, project sponsors are responsible for completing the project by identifying additional funding should the cost of constructing it exceed the funding available. Metro may assist project sponsors to obtain additional funding through grant-seeking assistance on a case-by-case basis. If a project receives funding for construction from the MAT program, the project sponsor will need to cover any costs exceeding that funding. Metro will not make additional allocations of funding from Measure M funding to cover cost overruns.

Funding Restrictions
MAT funds shall not supplant other committed funds and are not available to fund cost increases on previously awarded projects. Projects that are already fully funded or projects that are a capital improvement required as a condition for private development approval or permits are not eligible for MAT Program funding.

Ownership, Maintenance and Liability
Project proposer/local jurisdiction agrees to own, maintain, and retain liability over all improvements delivered through the program, unless improvements are located on Metro property and Metro maintenance role is specifically agreed to.

Measure M Recognition Requirement
Projects and services funded by Measure M will publicly acknowledge the use of Measure M funds through websites, flyers, or other promotional and marketing materials. The form of recognition will be left to the discretion of Metro in consultation with the project sponsor.

Complete Streets Requirement
Project sponsors awarded funding through Cycle 2 must have an adopted Complete Streets Policy, an adopted City/County Resolution supporting Complete Streets, or an adopted General Plan consistent with the California Complete Streets Act of 2008 at the time they are awarded MAT funding. For more information and resources, please visit Metro's website: https://www.metro.net/about/complete-streets-trainings-amp-policy/.

ELIGIBILITY

Eligible Recipients
Cities, County of Los Angeles, and Caltrans are eligible to apply for funding through this program. Other transportation-related public joint powers authorities (JPAs) must be sponsored by one of the aforementioned public agencies. Joint applications are welcome but the lead applicant must be a public agency with jurisdiction over the development and maintenance of the infrastructure that is the subject of the grant.

Funding of Metro Activities
As described further below, Cycle 2 of the MAT Program may include significant Metro staff and contractor efforts, in partnership with project sponsors and other entities. Metro-led activities may vary by project as well as by phase within individual projects. Metro's efforts associated with MAT-funded projects will be funded through MAT Program funds, unless otherwise determined at Metro's sole discretion. The program of projects developed for Board approval will specify funding that is allocated to Metro staff time associated with the project as well as Metro consultant/contractor time associated with the project. Similarly, project funds to be granted to recipients, for both staff and consultant/contractor costs, will be specified in the program of projects.

Project Eligibility
Projects must be consistent with Metro's First/Last Mile Strategic Plan (2014) or Active Transportation Strategic Plan (2023).

First/Last Mile and Pedestrian District locations eligible for Cycle 2 funding are listed in Attachment A. These locations were identified and prioritized as part of the development of the Active Transportation Strategic Plan update using screening and prioritization criteria that took into account equity, safety, and mobility/connectivity factors. The First/Last Mile Priority Network defined in this program is consistent with Metro Board Motion 14.1 (May 2016). This motion directed first/last mile planning activities for the existing transit network, including Metro Rail, Busway, and Metrolink stations, as well as the top 100 ridership bus stops in the county. These categories collectively yield 609 station areas, which form the universe of eligible project locations for Cycle 2. Consistent with ATSP methodology, a station area is defined by a 300-foot buffer around the closest major intersection to the actual station or stop and is inclusive of adjacent (e.g. bus-to-rail transfer) stops. 81 Pedestrian Districts were also defined and prioritized in the ATSP. Projects in Pedestrian Districts will be evaluated using the same criteria as for First/Last Mile projects with a strong emphasis on improving safety.

Active transportation corridor projects eligible for Cycle 2 funding are also listed in Attachment A. These projects were also identified using screening and prioritization criteria that took into account equity, safety, and mobility/connectivity factors. The ATSP identified 743 corridor segments eligible for MAT funding. These projects were then prioritized using a variety of factors corresponding to equity, safety, and mobility/connectivity.

Generally, projects that were awarded MAT funding in a previous cycle are not eligible to receive additional funding from MAT Cycle 2. However, applicants may propose a new project within the same eligible project area if it includes new scope and project elements not part of the original award.

Eligible Project Expenditures and Limitations

MAT funds are eligible for planning, design and construction of capital projects on any public road or publicly owned bicycle or pedestrian pathway or trail. Projects shall not require the acquisition of significant rights-of-way (not more than 10% of the MAT-funded construction cost). Similarly, projects shall not use more than 10% of the MAT-funded project construction cost on utility relocation or landscaping elements. Examples of eligible project elements are listed in Table 2. The list is not intended to be exhaustive. Project sponsors should use the recommended design treatments detailed in the National Association of City Transportation Officials (NACTO) Bicycle Design Guide and/or Urban Street Design Guide and projects should be designed for use by individuals of all ages and abilities.

FLM projects must be constructed within a half-mile radius of the transit/rail station. Pedestrian District projects can be any project that addresses critical safety needs within ATSP-defined Pedestrian District areas.

Project elements or costs considered ineligible for MAT funding include but are not limited to non-infrastructure elements such as education, operational costs, and maintenance. Other non-eligible costs include road resurfacing or reconstruction, utility relocation work, traffic signal installation or modification for general purpose lanes for the benefit of motor vehicle travel. The aforementioned list is not intended to be exhaustive.

As Measure M active transportation funds are for design and construction of the capital project elements listed in Table 2 only, MAT-funded projects must lead to the construction of bike and/or pedestrian improvements. In its initial Cycle 2 programming action, Metro may choose to

initially fund earlier project phases of planning and design on some projects that seek funding for those phases without committing to additional funding for construction. Metro may add construction funds to those projects in a later year in its annual or semi-annual programming update. Applicants are required to identify the current status of the project and for which phases funding is being requested and must estimate the cost of construction of the project even if it is in the early planning phase.

Table 2: Examples of Eligible Project Elements

Bicycle Elements	Pedestrian Elements
Bicycle detection loops	Sidewalks
Rumble strips with consideration for bicyclists	Crosswalks
Bicycle-friendly drainage grates	High Visibility Crosswalks
Bicycle rails on bridges	ADA Compliant Curb Ramps
Bicycle-friendly track crossings	Pedestrian-activated control devices (PCS, APS)
Bike boxes	Crossing islands
Bike parking	Curb bulb-outs/extensions
Class I, II, III, IV bike paths	Leading pedestrian interval
Green colored pavement for bikeways	Accommodating pedestrians at interchanges
Bike signals/bicycle signal priority	Pedestrian wayfinding/signage
Roundabouts	Bridge access for pedestrians
Accommodating bicyclists at interchanges	Overpass/underpass for pedestrians
Bicycle signage	Street furniture/seating
Bridge access for bicyclists	Pedestrian scale lighting
Overpass/underpass for bicyclists	Landscaped areas (including trees)
Transit Related Elements*	**Traffic Calming Elements**
Bus pull out or bulb	Speed humps
Transit stop improvements	Speed cushions
Transit shelters	Speed tables
Boarding islands	Raised crosswalks
Transit signage	Median islands
Transit traveler information	Traffic circles

*Transit Related Elements eligible only in FLM program category

PROGRAMMATIC CATEGORIES

ACTIVE TRANSPORTATION CORRIDORS

Program Objectives

Objectives specific to active transportation corridors include:

- Supporting the expansion of the active transportation network through the creation of multi-jurisdictional corridors;
- Encouraging new or strengthened partnerships across jurisdictional boundaries; and

- Advancing projects that can effectively compete for additional funding for future phases of work.

Project Proposers

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro described later), agrees that any necessary reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, and that key project milestones will be met including completion of each project phase including planning and engagement, design, and construction completion/installation of improvements and initiation of operation in accordance with the terms established in Cycle 2 and the project scope. Timely use of funds provisions are described further below. Given the emphasis of Cycle 2 on rapid deployment of improvements, these provisions will be strictly enforced. If projects are not ready to begin in 2025, project sponsors are encouraged to apply to future cycles.

For multi-jurisdictional projects, a single jurisdiction must be identified as the lead entity at the time an LOI is submitted. The lead entity has primary responsibility for project delivery and compliance with the terms of the program. Support for the project as proposed is required from all jurisdictions. All project partners shall have direct authority to implement the improvements contemplated by the project in their particular jurisdiction (e.g., ownership of the public right-of-way). Metro encourages multi-jurisdictional corridor projects and project sponsors will need to submit evidence of partnership between multiple jurisdictions with the LOI through letters of commitment that defines roles and responsibilities between all partners. Prior to entering into a Funding Agreement for any multi-jurisdictional projects, the jurisdictions must demonstrate an agreement between partnering jurisdictions describing roles, responsibility and coordination for the project.

The Project Proposer will identify and commit a specific project liaison/coordinator or project manager who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the project manager, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with elected and other decision makers as needed. MAT funds will not cover the cost of staff time for the project liaison/coordinator or project manager or their staff. For multi-jurisdictional projects, project support will be required from all jurisdictions along a corridor in the form of an in-kind match of staff time, which will not be covered with MAT funds. Each additional jurisdiction shall identify and commit its own specific project liaison/coordinator or project manager/project manager who is responsible for working with Metro and other jurisdictions to implement the project. This requirement applies to all entities with ROW control for the project, including special districts, utilities, and other non-municipal entities as applicable. Any changes to the project liaisons/coordinators must be conveyed to Metro within 60 days.

Metro encourages project sponsors to partner with community-based organizations (CBO), and other stakeholder groups to assist with project implementation. CBO participation is particularly important during the planning phase of the project. The project budget should include the

activities of CBOs and identified CBOs should demonstrate their commitment to partner on delivering the project through a letter of commitment.

To the extent that program funds are granted to project sponsors, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy. For active transportation corridor projects, Funding Agreements will be executed or amended in advance of each phase of the project that is covered under the grant: a) planning, preliminary engineering and community engagement; b) final design; and c) construction phases. Where project sponsors are requesting technical assistance in planning, preliminary engineering and community engagement, Metro will enter into Cooperative Agreements or Memorandums of Understanding with project sponsors to specify roles and responsibilities for the project.

Metro's Role

Metro, in addition to overseeing the MAT Program and serving as grantor, may support individual project development and delivery in a number of ways. At the time of solicitation, Project Proposers may request Metro to be involved in the project according to the menu below. It should be clearly understood that while Project Proposers may suggest a Metro role at the time of submittal, Metro's commitment to any of the functions below is subject to project-specific discussion and determination in the project development phase. Note: Any Metro activities associated with a MAT funded project will be fully paid for as part of the MAT Program project award, unless otherwise determined at Metro's sole discretion. Projects must apply for project delivery assistance through project design as part of their Letter of Interest and indicate the need for assistance and requested delivery assistance model.

Metro roles may, in partnership with a Project Proposer, include:

- Project scoping – includes location-specific study, community engagement, feasibility review and other activities resulting in a defined scope, specific improvements to be delivered, and budget for the project.
- Environmental review – includes any required environmental study, documentation, and public review to comply with applicable law and regulation, as applicable.
- Design and engineering – includes preparation of project design drawings and construction documents suitable to develop a refined budget and secure permits.

Project Development and Delivery

Applications for eligible projects may be for the a) construction phase only, or b) the design engineering (PS&E) phase and construction phase, or c) for all phases of project development including project scoping, engagement and environmental review. To be considered for construction or PS&E phases, applicants must demonstrate in the LOI that the project will have completed the work of the prior phase before July 2025. Applicants seeking funding for projects for all phases of work may request technical assistance from Metro to lead the project scoping and environmental review, and/or design and engineering phases of the project in close cooperation with the project sponsors.

Metro will allocate funding to the lead project sponsor for each phase of the project according to the established scope and budget defined in a funding agreement or cooperative agreement executed before the end of calendar year 2025. Project sponsors must complete the project within the timeline described in Table 3. Projects only requesting funding for construction are expected

to complete the project within 3 years, and projects receiving credit for being on the MCP must complete construction by FY2028.

Table 3: Project Delivery Timeline Requirements*

Phase	Maximum Time to Complete Project Phase**	Cumulative Project Timeline*	Programming Years
Planning/Environmental	18 Months	18 Months	FY 2026
Design Engineering (PS&E)/ ROW Acquisition	18 Months	36 Months	FY 2026-FY 2028
Construction***	24 Months	60 Months	FY 2027-FY 2030

* Projects receiving credit for being on the MCP must complete construction by the end of FY2028
**Months denote total time within the program years.
***Projects funded through the Quick-Build Category must be completed within 18 months of an executed Funding Agreement.

Projects for which MAT funds will be allocated will be expected to result in a complete work product or deliverable. Table 4 identifies the products expected.

Table 4: Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable
Planning/Environmental	15% design package, detailed rough order of magnitude cost estimates, and project report
Design Engineering (PS&E)/ Right-of-Way (ROW) Acquisition	Final design package including contract documents; environmental documentation as applicable
Construction	Constructed improvement

Even if a project is at an early stage, applicants must develop as detailed a cost estimate for design and construction as is feasible considering likely project components based on the objectives of the project. Metro will review these estimates for all selected projects and make refinements as necessary in cooperation with project sponsors. In the first year of the Cycle 2 program, Metro will program funding for the first phase of project development as well as conditional approval to fund subsequent phases, which will be programmed at the conclusion of each phase as defined in the funding agreement. Changes to the scope and/or funds for the construction phase of each project will need to be approved by the Metro Board of Directors during the MAT Program Annual Update. Projects that do not change will not require additional Board approval to program the construction phase of the project. Minor scope changes may be allowed without Board approval if they would still result in a project that meets the intent of the originally awarded project scope of work, including the defined project limits. Projects that have not completed PS&E by the end of FY 2029 will be deobligated and not receive a construction grant award and

those funds may be used to fund other selected projects. Projects that are only for the construction phase must request allocation of funds for construction by the end of FY 2029 or their funds will be deobligated and may be used to fund other projects. Projects that elect to receive additional points for being on the MCP must complete construction by FY 2028 or their funds will be deobligated.

If the cost estimate of the 15% design package that is the result of the first phase of project development is higher than what was originally set aside for the construction phase, Metro will only program the Board approved PS&E phase. Metro will work with project sponsors to identify additional funding, including but not limited to providing grant assistance in seeking State Active Transportation Program (ATP) and other competitive grants should additional funding be necessary to complete the project. Additional funding from the MAT Program may only be made to selected projects should sufficient funding be available because of lapsed projects (see previous paragraph), subject to Board approval.

Letters of Interest

Project sponsors invited to submit an LOI will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Details and Description, including: project name; project location and extents; phase of project delivery, project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables, and requested project phase funding.
4. MCP (Bonus Points). The proposal clearly demonstrates that the proposed project is identified within the Mobility Concept Plan (MCP) and is strategically important to increasing accessibility, improving connectivity, and prioritizing safety for users walking, biking, or rolling for Games-related purposes.
5. Demonstration of Need and Benefits. The proposal provides a clear description of the project location, extent, and characteristics affecting safety and access for transit riders. The proposal also clearly describes the intent of proposed improvements, and provides an effective solution to the project objectives along with a generalized description of likely project elements pending the project development phase.
6. Project Delivery Assurances, Funding Plan and Schedule. The proposal describes any likely and/or necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. The proposal describes an overall schedule along with a realistic description of how the schedule can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances. The proposal describes whether it is part of an existing funded project or plan that a jurisdiction wants to extend or enhance.
7. Stakeholder Support and Project Partners. The proposal demonstrates community support. The proposal provides evidence of support from key decision makers and stakeholders. Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities; including Community-Based Organization (CBO) partnerships. If applicant has not completed planning work, it is expected to partner with a CBO. If an applicant is applying for construction, it is encouraged that applicant describes past or future collaborations with a CBO.
8. Alignment with Existing Plans and Projects The project complements other investments in the project area and is one part of a larger project or program. The proposed project's

inclusion in or consistency with an adopted plan shows evidence of support and commitment.

9. Other Factors. "Other factors" considers several factors related to the proposal's quality. Overall, this section seeks to ask if there are other considerations as to why the project/project location is particularly compelling or valuable per the program goals and objectives.

All proposals will also need to submit letters of commitment from the applicant and all project partners, a project budget, and project delivery schedule.

Screening and selection criteria are further described in Attachment B and K.

LOI submittals, including all required elements, are due to Metro before 5 p.m. PST on April 7 2025. LOIs shall be submitted electronically to MATProgram@metro.net.

Prior to entering into any agreement to initiate the project (Cooperative Agreement, Memorandum of Understanding, or Funding Agreement), project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program.

FIRST/LAST MILE AREAS AND PEDESTRIAN DISTRICTS

Program Objectives

Objectives specific to First/Last Mile projects include:

- Seeding projects at a readily deployable scale to demonstrate results quickly;
- Focusing efforts on the existing transit network, prioritizing safety and equity;
- Testing specific planning and design concepts including those embedded in Metro's Transfers Design Guide (others including National Association of City Transportation Officials (NACTO) complete streets, and NACTO micromobility), and leveraging a suite of public and private opportunities to improve access to transit and deliver outstanding trip experiences for all users of a multi-modal transportation system;
- Fostering new partnerships and collaboration opportunities with local jurisdictions, JPAs, non-profits, community-based organizations, and the business community in project visioning, permit expediting, construction and long-term maintenance; and
- Building momentum and prompting opportunities for projects to compete for additional funding for future phases of work.
- Prioritizing community needs through partnerships with CBOs and community outreach

Project Proposer

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro spelled out below), agrees that any necessary

reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, and that key project milestones will be met including completion of each project phase including planning and engagement, design, construction completion/installation of improvements and initiation of operation in accordance with the terms established in Cycle 2 and the project scope. Timely use of funds provisions are described further below. Given the emphasis of Cycle 2 on rapid deployment of improvements, these provisions will be strictly enforced. If projects are not ready to begin in July 2025, project sponsors are encouraged to apply to future cycles.

The Project Proposer will identify and commit a specific project liaison/coordinator or project manager who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the liaison/coordinator, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with elected and other decision makers as needed. Any changes to the project liaison/coordinator or project manager must be conveyed to Metro within 60 days.

To the extent that the eligible project location includes multiple jurisdictions, a single jurisdiction must be identified as the lead entity at the time an LOI is submitted. The lead entity has primary responsibility for project delivery and compliance with the terms of the program. Support for the project as proposed is required from all jurisdictions. Prior to entering into a Funding Agreement for the construction phase of any multi-jurisdictional projects, the jurisdictions must demonstrate an agreement between partnering jurisdictions describing roles, responsibility and coordination for the project.

Metro encourages project sponsors to partner with CBOs and other stakeholder groups to assist with project implementation. CBO partnerships are expected for the planning phase. The project budget should include the activities of CBOs and identified CBOs should demonstrate their commitment to partner on delivering the project through a letter of commitment.

To the extent that program funds are granted to the project proposer, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy. Where project sponsors are requesting technical assistance in planning, preliminary engineering and community engagement, Metro will enter into a Cooperative Agreement or Memorandum of Understanding with project sponsors to specify roles and responsibilities for the project.

Metro Role

Metro, in addition to overseeing the MAT Program and serving as grantor, may support individual project development and delivery in a number of ways. At the time of solicitation, Project Proposers may request Metro to be involved in the project according to the menu below. It should be clearly understood that while Project Proposers may suggest a Metro role at the time of submittal, Metro's commitment to any of the functions below is subject to project-specific discussion and determination in the project development phase. Note: Any Metro activities associated with a MAT-funded project will be fully paid for as part of the MAT Program project award, unless otherwise determined at Metro's sole discretion. Projects must apply for project delivery assistance through project design as part of their Letter of Interest and indicate the need for assistance and requested delivery assistance model.

Metro roles may, in partnership with a Project Proposer, include:

- Project scoping and community engagement– includes location-specific study, community engagement, feasibility review and other activities resulting in a defined scope, specific improvements to be delivered, and budget for the project.
- Environmental review – as applicable, includes any required environmental study, documentation, and public review to comply with applicable law and regulation.
- Design and engineering – includes preparation of project design drawings and construction documents suitable to develop a refined budget and secure permits.

As a complement to proposed project improvements, Metro intends to leverage other ongoing initiatives on Metro Property and right-of-way in the vicinity of the eligible project locations, to improve customer safety, comfort and overall transit journey, with particular emphasis on the transfer experience. All complementary components will be considered to the extent feasible as determined by Metro, but may include any number of multi-mobility, traveler convenience and information, and safety/security enhancements.

Project Development and Delivery

Applications for eligible projects may be for the a) construction phase only, or b) the design engineering (PS&E) phase and construction phase, or c) for all phases of project development including project scoping, engagement and environmental review. To be considered for construction or PS&E phases, applicants must demonstrate in the LOI that the project will have completed the work of the prior phase before project funds are programmed. Projects for construction grants that show substantial completion of the prior phases will be prioritized. Applicants seeking funding for projects for all phases of work may request technical assistance from Metro to lead the project scoping and environmental review, and/or design and engineering phases of the project in close cooperation with the project sponsors.

Metro will allocate funding to the lead project sponsor for each phase of the project according to the established scope and budget defined in a funding agreement or cooperative agreement. Project sponsors must complete the project within the timeline described in Table 3 with a cumulative timeline no longer than 5 years. Projects only requesting funding for construction are expected to complete the project within 3 years of an executed funding agreement, and projects receiving credit for being on the MCP must complete construction by FY2028.

Table 3: Project Delivery Timeline Minimum Requirements*

Phase	Maximum Time to Complete Project Phase**	Cumulative Project Timeline*	Programming Years
Planning/Environmental	18 Months	18 Months	FY 2026
Design Engineering (PS&E)/ ROW Acquisition	18 Months	36 Months	FY 2026-FY 2028
Construction***	24 Months	60 Months	FY 2027-FY 2030

* Projects receiving credit for being on the MCP must complete construction by the end of FY2028

**Months denote total time within the program years.

***Projects funded through the Quick-Build Category must be completed within 18 months of an executed Funding Agreement.

Projects for which MAT funds will be allocated will be expected to result in a complete work product or deliverable. Table 4 identifies the products expected.

Table 4: Expected Work Products/Deliverables by Phase

Phase	Expected Work Product/Deliverable
Project Scoping, Community Engagement and Environmental Review	15% design package, community engagement, detailed rough order of magnitude cost
Design Engineering (PS&E)/ROW Acquisition	Final design package including contract documents; environmental documentation as applicable
Construction	Constructed improvement

Even if a project is at an early stage, applicants must develop as detailed a cost estimate for design and construction as is feasible considering likely project components based on the objectives of the project. Metro will review these estimates for all selected projects and make refinements as necessary in cooperation with project sponsors. In the first year of the Cycle 2 program, Metro will program funding for the first phase of project development as well as conditional approval to fund subsequent phases, which will be programmed at the conclusion of each phase as defined in the funding agreement. Changes to the scope and/or funds for the construction phase of each project will need to be approved by the Metro Board of Directors during the MAT Program Annual Update. Projects that do not change will not require additional Board approval to program the construction phase of the project. Minor scope changes may be allowed without Board approval if they would still result in a project that meets the intent of the originally-awarded project scope of work, including the defined project limits. Projects that have not completed PS&E by FY 2029 will be deobligated and not receive a construction grant award and those funds may be used to fund other projects. Projects that are only for the construction phase must request allocation of funds for construction by the end of FY 2029 or the funds will be deobligated and may be used to fund other projects. Projects that elect to receive additional points for being on the MCP must complete construction by FY 2028 or the funds will be deobligated.

If the cost estimate of the 15% design package that is the result of the first phase of project development is higher than what was originally set aside for the construction phase, Metro will only program the Board approved PS&E phase. Metro will work with project sponsors to identify additional funding, including but not limited to providing grant assistance in seeking State Active Transportation Program (ATP) and other competitive grants should additional funding be necessary to complete the project. Additional funding from the MAT Program may only be made to selected projects should sufficient funding be available because of lapsed projects (see previous paragraph), subject to Board approval.

Letter of Interest

METRO ACTIVE TRANSPORT (MAT) PROGRAM
CYCLE 2 SOLICITATION

Project sponsors invited to submit an LOI (Attachment C-E) will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Details and Description, including: project name; project location and extents; phase of project delivery, project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables, and requested project phase funding.
4. MCP (Bonus Points). Proposal demonstrates whether the project is identified within the Mobility Concept Plan (MCP) and is strategically important to increasing accessibility, improving connectivity, and prioritizing safety for users of walking, biking, or rolling for Games-related purposes.
5. Demonstration of Need and Benefits. In this section the proposal provides a clear description of the project location, extent, and characteristics affecting safety and access for transit riders. The proposal also clearly describes the intent of proposed improvements and provides an effective solution to the project objectives along with a generalized description of likely project elements pending the project development phase.
6. Project Delivery Assurances, Funding Plan and Schedule. In this section the proposal describes any likely and/or necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. Proposal describes an overall schedule along with a realistic description of how the schedule can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances. Proposal describes whether it is part of an existing funded project or plan that a jurisdiction wants to extend or enhance.
7. Stakeholder Support and Community Engagement. The proposal demonstrates community support. Proposal provides evidence of support from key decision makers and stakeholders. Proposal includes committed and innovative partnerships with thoughtful description of intended partner roles and responsibilities.
8. Alignment with Existing Plans and Projects. The proposal complements other investments in the project area and is one part of a larger project or program. The proposed project's inclusion in or consistency with an adopted plan shows evidence of support and commitment.
9. Other Factors. "Other factors" considers several factors related to the proposal's quality. Overall, this section seeks to ask if there are other considerations as to why the project/project location is particularly compelling or valuable per the program goals and objectives.

All proposals will also need to submit letters of commitment from the applicant and all project partners, a project budget, and project delivery schedule.

Screening and selection criteria are further described in Attachment B and K.

LOI submittals, including all required elements, are due to Metro before 5 p.m. on April 7, 2025. LOIs shall be submitted electronically to MATProgram@metro.net.

Prior to entering into a Funding Agreement, project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project

agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program.

QUICK-BUILD CATEGORY

Program Objectives

- Quickly construct improvements addressing critical safety needs in FLM Areas, Pedestrian Districts or Active Transportation Corridors
- Implement Vision Zero or Street Safety Action Plans

Project Eligibility

Projects eligible for the Quick-Build category must be located in one of the three categories of project areas identified in the ATSP (FLM Areas, Pedestrian Districts, Active Transportation Corridors). Projects must have completed design and be ready to construct at the time of entering a funding agreement by July 2025. Projects must be delivered within 18 months of an executed funding agreement. It is anticipated that projects selected for Quick-Build awards will be constructed no later than June 2027.

All project elements eligible for the regular program categories are eligible as capital expenses for Quick-Build projects. Projects must consist of the construction and installation of durable materials. While the materials can change after implementation, projects funded with MAT Program funding must be permanent. Metro will not fund pilot projects. MAT funding is limited to the construction phase of the project only.

Unique to the Quick-Build category, projects will receive additional credit if project sponsors provide a non-MAT match equal to or greater than 50% of the total project cost. The maximum MAT funding award for any individual Quick-Build project is $1 million. For a project to receive the maximum award, the total project cost must be equal to or greater than $2 million.

Project Proposer

The Project Proposer should be the eligible recipient with most direct authority to implement the improvements contemplated by the project (typically a local jurisdiction with ownership/authority of the public right-of-way to be improved). At time of application, the project proposer agrees and certifies their ability and willingness to carry out the project improvements (noting optional roles for Metro spelled out below), agrees that any necessary reviews, permit processes, or other discretionary functions will be streamlined to the greatest extent possible, Timely use of funds provisions are described further below. Given the emphasis of Cycle 2 on rapid deployment of improvements, these provisions will be strictly enforced. If projects cannot be completed by June 2027, project sponsors are encouraged to apply to future cycles or through the other programmatic categories.

The Project Proposer will identify and commit a specific project liaison/coordinator or project manager who is responsible for coordinating among functional departments or groups within the jurisdiction and serves as a single point of contact for Metro. The proposal shall describe the decision-making authority of the liaison/coordinator, with the expectation that they are able to make decisions regarding the delivery of the project and that they are able to confer directly with

elected and other decision makers as needed. Any changes to the project liaison/coordinator or project manager must be conveyed to Metro within 60 days.

To the extent that program funds are granted to the project proposer, funding is made available through a project Funding Agreement, carrying specific requirements for adherence to law, regulation and policy.

Project Development and Delivery

Following selection, Metro will enter into a Funding Agreement with the project sponsor that will describe specific requirements. This agreement will include a requirement to complete construction of the project within 18 months of execution. Execution of a funding agreement must be completed no later than December 31, 2025. Project sponsors must submit evidence of project readiness including design documents and detailed cost estimates at the time of application and a schedule for carrying out the constructed project. If an applicant intends to contract the construction work, the project should be advertised for bidding no later than three months after the execution of the funding agreement. Applicants may also use their own staff resources to construct the project and should describe the process for scheduling that work in the application. If the project is not complete at 18 months after execution of the Funding Agreement, the funds will be deobligated and made available to other projects upon Board approval. Projects that elect to receive additional points for being on the MCP must complete construction by FY 2028 or their funds will be deobligated.

Letter of Interest

Project sponsors invited to submit an LOI (Attachment C-E) will be required to include the following information in their submission:

1. Lead Project Sponsor Contact Information.
2. Any Additional Project Sponsors - Contact Information.
3. Project Details and Description, including: project name; project location and extents; phase of project delivery, project scope, including improvements/components; and any anticipated project goals, objectives, outcomes, and deliverables, and requested project phase funding.
4. MCP (Bonus Points). Proposal demonstrates whether the project is identified within the Mobility Concept Plan (MCP) and is strategically important to increasing accessibility, improving connectivity, and prioritizing safety for users of walking, biking, or rolling for Games-related purposes.
5. Local Match. A local match is not required but projects with local match will be prioritized. Local contribution of 50% or more of the total project cost will receive all points in this criterion with reduced points for lower match amounts.
6. Safety. The proposal provides a clear description of the project location, extent, and characteristics affecting safety, and access for transit riders. The proposal also clearly describe the intent of the proposed improvements, and provides an effective solution to the project objectives.
7. Project Delivery. The proposal describes the materials to be used for construction and how they will be procured and any and/or necessary review, approvals, and permit processes, along with a description of steps and assurances to streamline processes. Proposal describes an overall schedule that can be met and what steps will be taken to mitigate schedule impacts of any unforeseen circumstances. The project has or will have secured all necessary ROW by the time of award.

8. Stakeholder Support and Community Engagement. The proposal demonstrates community support. Proposal provides evidence of support from key decision makers and stakeholders. Proposal describes community engagement that has informed the project any CBOs that were included as part of that process.

All proposals will also need to submit letters of commitment from the applicant and all project partners, a project budget, and project delivery schedule.

LOI submittals, including all required elements, are due to Metro before 5 p.m. on April 7, 2025. LOIs shall be submitted electronically to MATProgram@metro.net.

Selection criteria are further described in Attachment B and K.

Prior to entering into a Funding Agreement, project sponsors will be required to provide evidence of demonstrated support of governing bodies (e.g., resolutions, City Manager letters of support, funding commitments) with authority for public realm and right-of-way affected by the project agreeing to carry out the project as proposed, and further agreeing to terms as established in the program Administrative Procedures and this cycle program.

Selection Process:

Each LOI will be evaluated and scored by a panel of at least three (3) people. A proposed list of selected projects will be presented to the Board according to the program schedule above for approval.

PROJECT AND PROGRAM EVALUATION

Project Evaluation/Reporting Requirements

Ongoing Project Reporting

Project sponsors will submit Quarterly Progress Reports within 60 days after the close of each quarter on the last day of the months of November, February, May and August. Annually with the 4th quarter Progress Report, project sponsors also will submit photos of key components and milestones demonstrating project progress or completion.

Project Closeout Reporting

Metro will require all project sponsors to establish project goals and to identify basic performance indicators (refer to Performance Metrics at the Project Level in the ATSP) to be collected in order to measure the effectiveness of the projects. Project sponsors will be asked to collect and submit data and an overall report to Metro upon completion of the project. Evaluations will need to be completed before and after projects are constructed. The costs for project evaluation shall be included in the project budget. At minimum, projects will be evaluated for their effectiveness in improving pedestrian and bicyclist safety and enhancing connectivity and mobility. Additionally, projects will be evaluated against the specific goals and objectives established in this program, including those related to innovative partnership and project delivery. Examples of the methods of evaluation are detailed below.

- Safety: Projects will aim to reduce the occurrence and severity of vehicle-pedestrian and vehicle-bicyclist crashes. Progress towards this goal can be measured by evaluating collisions and the details surrounding them, including where they occurred, when they

occurred, who was involved, and what precipitating actions took place. Progress towards this goal also can be evaluated qualitatively through user interface surveys (e.g., assessing perceived safety of walking and bicycling). Resources: Transportation Injury Mapping System (TIMS) and Statewide Integrated Traffic Records System (SWITRS).

- Connectivity/Mobility: Projects will aim to increase the number and percent of people walking or bicycling, and/or accessing transit on foot or bike. Progress towards this goal can be measured by counting the number of pedestrians and bicyclists using the constructed facilities. Bicycle and pedestrian counts should be taken on a mid-week day and weekend, excluding winter months. The "after" counts should not be taken until six (6) months after the completion of the project. Bicycle and pedestrian count data should be uploaded to the SCAG/Metro Bike Count Data Clearinghouse. Progress towards this goal also can be measured by counting the number of households within a quarter-mile of a low-stress bicycle facility, the number of jobs within a quarter-mile of a low-stress bicycle facility, and the number of destinations (e.g., schools, medical centers, parks, etc.) within a quarter-mile of a low-stress bicycle facility. Progress towards this goal also can be evaluated qualitatively through user interface surveys.

- Project Partnerships and Delivery Approaches: Cycle 2 places a strong emphasis on innovative/experimental project partnerships and delivery. This priority can be evaluated through the assessment of project delivery timelines, as well as compiling and analyzing qualitative input from project sponsors and participants.

Program Evaluation Process and Metrics

Metro staff will deliver an annual Program Evaluation Report to the Measure M Independent Taxpayer Oversight Committee on progress in accomplishing program objectives. Metro staff will evaluate the program in terms of its ability to achieve the program's goals, as described above.

Metro staff also will evaluate the program's timely use of funds. The report will include a summary of program activities relative to the administration of MAT, including projects programmed, projects allocated, projects completed to-date by project type, projects completed to-date by geographic distribution, and projects completed to-date by benefit to disadvantaged communities.

PUBLIC PARTICIPATION

Requirements for Project Sponsors

Project-Specific Public Participation Plan (PPP)

As part of the project development phase, recipients will develop a project-specific PPP (Attachment H), which will demonstrate an inclusive and extensive outreach process and is representative of a wide variety of stakeholders. The PPP shall be comprehensive, with a description of the full range of participatory activities, including, but not limited to the following:

- Overall strategic vision;
- Schedule;
- Anticipated audiences;
- Roles and responsibilities of project partners;
- Potential local partners (e.g., community-based organizations);
- Event type (e.g., workshops, focus groups, surveys, telephone calls); and

- Format for soliciting input.

The Plan will ensure projects are vetted and supported by the community through a robust and credible process. The Plan will identify specific touch-points and opportunities for the public to provide input to help shape the project. The Plan will further delineate how public participation is to be documented.

For projects led by Metro, the Public Participation Plan will be developed in collaboration with the project team, inclusive of all project partners with roles and responsibilities clearly delineated in the Plan.

Application Documentation
It is not expected that project sponsors will have engaged in broad based outreach at the time of submission. To the extent that there may have been prior public, stakeholder involvement, and/or established partnerships, project sponsors must provide evidence within the LOI submittal pursuant to the project readiness requirements.

PROJECT READINESS

At the time of LOI submittal, all proposed projects will be evaluated for their demonstrated readiness to begin the work and ability to complete the project, noting that, with the exception of Quick-Build category projects, projects requesting funding only for construction, or projects receiving credit for being on the MCP, it is not required for Cycle 2 MAT projects to have completed prior planning work at the time of solicitation. Any known impediments to completing the project will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, issues with community support, anticipated issues with securing approvals for work relating to right-of-way acquisition and utility relocation, or any pending or threatened litigation.

Prior to the execution of a Cooperative Agreement, Memorandum of Understanding (MOU), or Funding Agreement (FA), project sponsors will be required to provide certification that any complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by Metro as available at the time the funds are needed.

Programming of MAT funds for project phase work will be contingent on evidence of prior phase completion (Table 5). Exceptions will be considered on a case-by-case basis. Note: No prerequisite work is required for programming for work on the project initiation phase, including location-specific studies, community engagement, feasibility reviews and other activities resulting in a refined scope, specific improvements to be delivered, and budget for the project. If an application is for only the construction phase or for the final design and construction phases, evidence of completion of scoping, planning, and conceptual engineering must be provided with the application.

Table 5: Milestones for Allocation

Phase	Prerequisite Milestone(s) for Allocation
Planning/Environmental Review	None
Design Engineering (PS&E)/ROW Aquisition	Inclusion in 5-Year Program of Projects (if applicable) Conceptual Engineering Report
Construction	Inclusion in 5-Year Program of Projects (if applicable) Approved environmental document ROW certification (if applicable) 100% PS&E All applicable permits

TIMELY USE OF FUNDS

MAT funds will be programmed on a phase-by-phase basis (vs. for the project in its entirety).

Project sponsors must demonstrate timely use of funds and effective implementation of each project phase by:

- Executing an Agreement or Funding Agreement (FA) within 60 days of receiving formal transmittal of the Agreement or FA from Metro.
- Meeting the project milestone and deliverable due dates as stated in the project schedule and budget, and scope of work.
- Timely submitting of the quarterly progress/expense reports.
- Procuring contract/consultant to complete project phase scope of work within six months of Agreement or FA execution with Metro.
- Expending at least a portion of MAT funds within 12 months of the date of Agreement or FA execution. Use of funds includes issuance of an award of a consultant contract, or encumbrance of staff labor charges by project sponsor.
- Expending all project phase funds granted within 36 months from the date the Agreement or FA was fully executed.

For projects or project phases led by Metro, project sponsors are required to ensure that they will facilitate timely implementation by adhering to the following milestones:

- Executing a Cooperative Agreement or MOU within 60 days of receiving formal transmittal of the Cooperative Agreement or MOU from Metro.
- Maintaining a staff liaison and adequate staff capacity as described in the project proposal and MOU.
- Adhering to any other terms in the MOU.

Failure to comply with these requirements may result in deobligation of project funding.

A sample project timeline is included in Table 6. This timeline represents Metro's expectation of project sponsors of capital projects using funds in a timely manner. Table 3 includes the maximum amount of time that Metro will allow to complete project phases and is 2 years longer than this timeline.

Table 6: Sample Project Timeline

Phase	Duration	
Planning/Conceptual Engineering/Environmental Studies (if applicable)	12	months
ROW Activities/Acquisition		
Design Engineering	6	months
Advertise Construction	1	months
Award Construction Contract	5	months
Construction	12	months
	36	months

If a project is inactive (no expenditures for 12 months for a project phase from the date of Agreement or FA execution), projects may have their funds deobligated and reprogrammed to another project in the appropriate programmatic category in the current cycle (i.e., First/Last Mile, Pedestrian Districts, and Active Transportation Corridors). Additionally, if a project has not met the minimum timeline requirements stated in Table 3, its funds may be deobligated. Projects experiencing deobligation may compete in future MAT funding cycles or they may pursue alternative funding sources. Deobligated funds may be reprogrammed to support the unfunded construction phase of a project that has received funding for pre-construction activities.

Metro may extend the deadlines for expenditures of funds if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months per project phase. No deadline may be extended more than once for each project phase.

It is imperative to the success of the MAT program that project sponsors work with Metro representatives in a cooperative process. It is the project sponsor's responsibility to keep Metro apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Metro policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

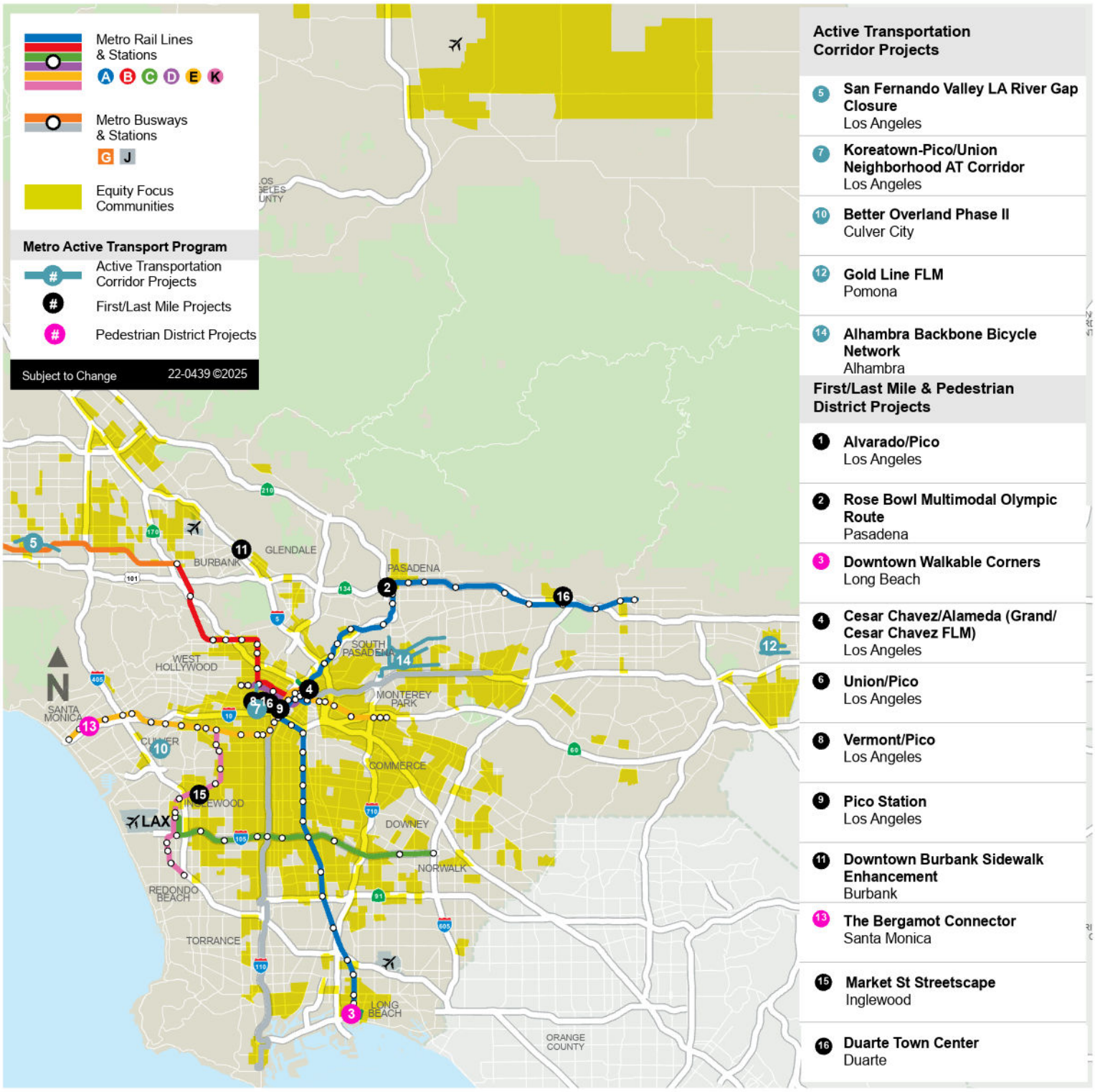
ATTACHMENTS

- Attachment A: Project List (Active Transportation Strategic Plan) including MCP Projects
- Attachment B: ATSP Screening and Prioritization Methodology and Selection Criteria
- Attachment C: Letter of Interest Form I – First/Last Mile and Pedestrian District
- Attachment D: Letter of Interest Form II – Active Transportation Corridor

- Attachment E: Letter of Interest Form III – Quick-Build
- Attachment F: Bicycle Facility Design Guide (NACTO)
- Attachment G: Sample Complete Streets Self-Certification Form (only required if awarded funding)
- Attachment H: Public Participation Plan Worksheet (only required if awarded funding)
- Attachment I: MAT Program Administrative Procedures
- Attachment J: Community-Based Organization (CBO) Partnering Strategy (Metro)
- Attachment K: Evaluation Criteria

ATTACHMENT D

Metro Active Transport Program
Cycle 2 Projects



Metro

Metro is making it easier to walk, bike, and roll

MEASURE M METRO ACTIVE TRANSPORT, TRANSIT & FIRST/LAST MILE (MAT) PROGRAM CYCLE 2

PLANNING & PROGRAMMING COMMITTEE

Metro

September 2025

File# 2025-0429

Staff Recommendations

CONSIDER:

A. APPROVING project selection for Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) funding to 16 projects, as shown in Attachment A; and

B. APPROVING an additional $5,000,000 to increase the originally authorized funding for Cycle 2 of the MAT Program from $80,500,000 to $85,500,000; and

C. AUTHORIZING the Chief Executive Officer (CEO) or her designee to negotiate and execute all necessary agreements for approved projects.

Background

> The Cycle 2 MAT solicitation was released February 6, 2025
  - Received 30 applications
    - 12 First/Last Mile applications
    - 14 Active Transportation Corridor (biking/rolling) applications
    - 2 Pedestrian District applications
    - 2 Quick-Build applications

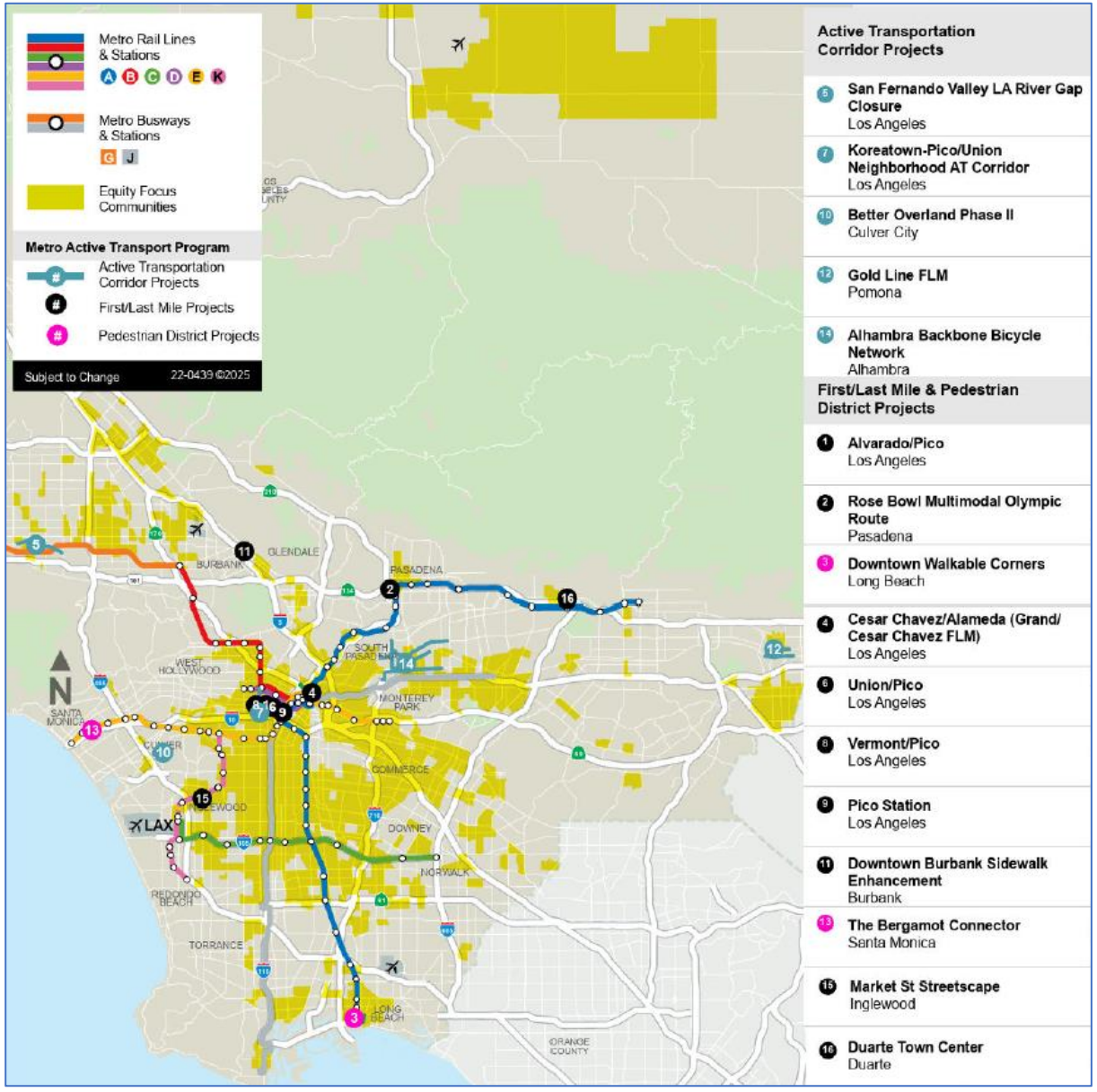
  - Projects evaluated on ATSP priority (tier and score) as well as application criteria of safety, project delivery, partnerships, alignment with plans and projects, and support for the Olympics Mobility Concept Plan (MCP)

> 16 applications are recommended for funding based on authorized funding availability

Discussion

- MAT Cycle 2 will deliver at least **30.5 miles** of active transportation improvements including **28.3 miles of bike lanes/paths**
  - Together with Cycle 1 active transportation corridor projects, the MAT Program will deliver **54.2 miles of these improvements to corridors**
- MAT Cycle 2 will improve **access to 11 transit stops/stations**
  - Together with Cycle 1 first/last mile projects, the MAT Program will **improve access to 22 transit stops/stations**
- Pedestrian improvements include:
  - Crosswalks
  - Signals
  - Curb Extensions and Curb Ramps
  - Traffic Calming/Diversion/Intersection Treatments

Equity



> The ATSP elevated equity considerations at all stages of development

> 14 of the 16 recommended projects are in or immediately adjacent to EFCs in the cities of Alhambra, Burbank, Pasadena, Long Beach, Pomona, and Duarte, and City of LA neighborhoods of San Fernando Valley, Downtown LA, Chinatown, Koreatown, Pico-Union, South Park, and Inglewood

Next Steps

- Upon approval, Funding Agreements or Cooperative Agreements will be executed
- Countywide Planning & Development staff will actively supervise agreements to deliver projects

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

File #: 2025-0576, **File Type:** Agreement **Agenda Number:** 9.

PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR ZERO-EMISSION TRUCK PROGRAM IMPLEMENTATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;

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

1. Program $2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 & 27;

2. Program $1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;

3. Receive $3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and

4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards.

ISSUE

On June 26, 2025, the California Transportation Commission (CTC) adopted the 2024 TCEP to award funds for 26 projects, including a full funding award in the amount of $13,653,000 for the Metro -submitted LB-ELA Zero-Emission Truck (ZET) Project.

The Board will now need to take actions to secure the TCEP funding allocation from the CTC: (1) program the $2,000,000 in Metro's funding commitment for Forum Mobility's FM Hermanas Project, (2) program the $1,000,000 in Metro's funding commitment for MN8's Rio Vista Project, (3) receive $3,000,000 from MSRC as their contribution towards these projects, and (4) negotiate and execute necessary agreements to make TCEP funds and MSRC's contribution available to the project implementing entities for implementation.

BACKGROUND

In November 2024, staff submitted the LB-ELA ZET Project for the 2024 TCEP grant program in partnership with two ZET charging depot developers (Forum Mobility and MN8) and MSRC. Seeking TCEP discretionary grant funding was a response to the Board approved Motion #16 by Directors Hahn and Dutra (October 2021) (Attachment A) to leverage $50 million in CMIP funds as seed funding to secure Federal and State funding for a 710 South Clean Truck (now LB-ELA Corridor ZET) Program to reach a program funding target of $200 million (Motion #5.1 by Directors Hahn, Solis, Garcia, and Dupont-Walker, March 2018) (Attachment B). Stakeholders convened by Metro to develop the LB-ELA Corridor ZET Program identified the lack of sufficient ZET charging infrastructure as a main impediment toward the overall adoption of zero-emission (ZE) technology for medium- and heavy-duty trucks (MHDTs) operating in the LB-ELA Corridor. This insight informed Metro's strategy on how best to leverage funding dedicated to the ZET Program.

Metro proposed to pursue the 2024 TCEP in partnership with Forum Mobility and MN8 to facilitate the construction of two publicly accessible charging depots for battery electric medium- and heavy-duty ZETs within the LB-ELA Corridor. Forum Mobility is the charging depot developer for the FM Hermanas in Rancho Dominguez, who will be responsible for maintaining and operating the site after completion. MN8 is the charging depot developer for the Rio Vista site in Boyle Heights. MN8 will be responsible for maintaining and operating the site after completion.

When complete, the sites will support daily charging needs for up to 331 ZE MHDTs, which more than doubles the current available charging capacity for MHDTs within the corridor.

The TCEP award requires matching funds to be expended concurrently and proportionally. Metro committed $3,000,000 from the adopted LB-ELA CMIP as matching funds, consistent with prior Board action.

Additionally, in May 2024, Metro entered into a cooperative agreement with the Mobile Source Air Pollution Reduction Review Committee (MSRC) to jointly accelerate the implementation of ZET infrastructure. Under this agreement, MSRC offered to match Metro's commitment with an additional $3,000,000 funding for the LB-ELA Corridor ZET Project. To make this MSRC contribution available to the project implementing entities, Metro will need to negotiate and execute a dedicated funding agreement with MSRC.

DISCUSSION

To receive the TCEP funds and make the funds available for the projects included in Metro's TCEP

application, as well as making Metro's and MSRC's contributions available for the projects, Metro will need to negotiate and execute necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC. Therefore, staff requests Board approval to program Metro's contribution from Measure R funds dedicated to the LB-ELA CMIP and enter into agreements with Caltrans, Forum Mobility, MN8 and MSRC.

Additionally, Metro is committed to engaging surrounding communities to share the information on the ZET charging projects and offering a space for the communities to become familiar with ZE technology and depot developers. As part of Metro's contribution to support these projects, Metro requested each developer to host community engagement events in partnership with Metro.

TCEP Award Amount

The total project cost for both projects is estimated at $38,123,000. The FM Hermanas project, a ZET charging depot led by Forum Mobility, is estimated at $28,414,000. The Rio Vista project, a ZET charging depot led by MN8, is estimated at $9,709,000. Metro's contribution of $3,000,000 toward these projects has successfully leveraged $35,123,000 in private, regional, and state funding to help meet the overall LB-ELA Corridor ZET program target of $200,000,000.

The TCEP application requested funding awards of $10,000,000 for FM Hermanas and $3,653,000 for Rio Vista for construction phase costs. Forum Mobility, MN8, MSRC, and Metro are contributing funds for the construction phases of their respective projects as seen in Attachment C, Table 1.

Necessary Agreements

For TCEP, CTC expects Caltrans to coordinate Baseline Agreements with grant recipient agencies within six months after a project has been adopted into the program. As a grant recipient agency, Metro will need to execute agreements to make the TCEP funds, Metro and MSRC contributions available to Forum Mobility and MN8.

Separately, Metro will need to enter into an agreement with MSRC to access MSRC's contribution through a reimbursement mechanism.

Community Engagement

Metro and Forum Mobility jointly hosted a ZET Community Event in-person at Compton College on August 25, 2025, and virtually on September 9, 2025, as part of Metro's continuous efforts in engaging communities along the LB-ELA Corridor for this program and the implementation of the LB-ELA CMIP. The event highlighted the LB-ELA CMIP ZET Project status updates, and details of the FM Hermanas project to facilitate local community understanding and support for the project. One of the drayage trucking companies that serves the Ports of Los Angeles and Long Beach joined the event to share the reasons for the owner making a business decision to switch from diesel trucks to battery electric trucks, and her drivers' favorable experiences of driving ZETs. Community feedback from this meeting will be verbally presented during the Board meeting.

Compton College and Rio Hondo College joined the event to share their workforce resources and investment programs with the event participants.

Community-Based Organizations (CBOs) active in Cities of Compton and Long Beach were selected

through Metro's CBO Partnership to inform residents in the area and encouraged them to participate in the event.

Metro will plan a community engagement event with MN8 for its Rio Vista site in late Fall 2025 / early Winter 2025-26. Details of the event will be shared at a future Board update on the LB-ELA CMIP.

DETERMINATION OF SAFETY IMPACT

The approval of the recommended actions will not impact the safety of Metro's customers and employees. The site developers have safety protocols to ensure safe operations of the sites.

FINANCIAL IMPACT

Funding for these projects will be budgeted under the LB-ELA CMIP project, which is funded by the Measure R Highway Capital, Line Item 37, Interstate 710 South and/or Early Action Projects in Cost Center 4611.

To date, $15,150,000 of the $432,000,000 CMIP funds from Measure R Highway Capital funds have been programmed for the following CMIP projects.

- $3,000,000 for the Port of Los Angeles Drayage Truck Charging Depot Project;
- $9,000,000 for the City of Long Beach Shoemaker Bridge/Shoreline Drive Project; and
- $3,150,000 for the Rail to River Active Transportation Corridor Segment B Project

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget
The source of funds for these projects is Measure R 20% Highway Funds dedicated to the I-710 South (now LB-ELA) Corridor in project 475316 (Long Beach-East LA Corridor Mobility Investment Plan). This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The LB-ELA Corridor contains a higher than the County average number of Equity Focus Communities (EFCs). Due to the heavy usage of I-710 South as a freight corridor, residents within the Corridor have suffered from poor air quality and severe health consequences of diesel Particulate Matter exposures.

The LB-ELA ZET Program is a project included in the LB-ELA CMIP to eliminate diesel emissions from MHDTs that operate in the area, particularly the drayage trucks that carry ocean containers to and from the Ports of Long Beach and Los Angeles. During the development of the LB-ELA ZET Program, Metro created a ZET Working Group whose membership was made up of partner agencies, subject matter experts, and community members. The ZET Working Group guided staff in developing the ZET Program vision, goals, and principles that reflected the communities' desired outcomes including improved air quality, improved health, and increasing employment prospects within the corridor area.

Both projects are in an area zoned for industrial use within the LB-ELA Corridor and are expected to open for operation in late 2026 and late 2027. The projects will primarily serve drayage trucks. Together, these projects are anticipated to support 331 battery-electric ZETs when reaching full operating capacity, eliminating diesel tailpipe emissions from replaced trucks that severely impact air quality, particularly in the LB-ELA Corridor.

Battery-electric trucks operate quietly with less vibration than diesel trucks and eliminate diesel fume exposure to the drivers, which causes health impediments. While the number of direct jobs created may be limited at the project sites, these projects will send signals on the future of clean vehicle technologies that support employment opportunities that did not exist before.

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 has already been analyzed for this item as Freight Throughput under the TCEP application's Performance Metrics. The result of this analysis was no change to the truck volumes due to the project completion, as the project targets the conversion of engine types of the existing MHDTs. The project's intent is to provide charging depots to support an accelerated transition from diesel MHDTs to battery-electric MHDTs to bring immediate air quality benefits to the LB-ELA Corridor. Therefore, no new vehicles or additional VMT were assumed in the analysis.

**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 recommendations support strategic plan goals:

Goal 2: Enhance communities and lives through mobility and access to opportunity.
Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board can choose not to approve the recommended action. Staff do not recommend this alternative because, without Board approval, Metro would not fulfill its commitment to providing the local match funds to TCEP, which would result in foregoing the opportunity to improve air quality and public health through the ZET Program. Metro would also lose the TCEP funds.

NEXT STEPS

Forum Mobility has expressed its desire to seek a TCEP fund allocation at the December 2025 CTC meeting to maintain the current project schedule.

To meet the urgency for the TCEP fund allocation, staff will negotiate and execute all necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC/AQMD for both projects immediately upon approval by the Board.

Staff will seek a funding allocation from the CTC at its December 2025 meeting for the Forum Mobility FM Hermanas ZET project.

For the MN8 Rio Vista ZET project, staff will coordinate with MN8 to determine the appropriate timing to seek the CTC allocation, plan, and execute community engagement activities.

ATTACHMENTS

Attachment A - Board Motion 16, October 2021
Attachment B - Board Motion 5.1, March 2018
Attachment C - Additional Data

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

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

File #: 2021-0708, **File Type:** Motion / Motion Response **Agenda Number:** 16.

REGULAR BOARD MEETING
OCTOBER 28, 2021

Motion by:

DIRECTORS HAHN AND DUTRA

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed $50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a “710 South Clean Truck Program,” contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM

RECOMMENDATION

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

A. Recommit $50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,

B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,

C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.

D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

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Metro

Board Report

File #: 2018-0053, **File Type:** Motion / Motion Response **Agenda Number:** 5.1

REGULAR BOARD MEETING
MARCH 1, 2018

REVISED Motion by:

HAHN, SOLIS, GARCIA, AND DUPONT-WALKER

Related to Item 5: I-710 South EIR/EIS Project

The 710 Freeway is a major transportation corridor not only for daily commuters, but also for freight movement from the Ports of Los Angeles and Long Beach to the nation. While "goods movement" is a major economic driver for our region, it comes at a high cost for the many communities and residents along the 19 mile freeway. For many years, children and adults alike have suffered from serious health issues as a result of the pollution emitted by the trucks delivering freight inland, and neighborhoods have been severely impacted by congestion and traffic. This freeway is known as the "diesel death zone."

For 15 years, Metro has partnered with Caltrans, the Gateway Cities Council of Governments, the Ports, the individual cities along the 710, community activists and others, to develop different 'alternatives' to re-imagine the 710 in a way that balances commerce and environmental responsibility.

There are now three alternatives for the Metro Board to choose from: "No Build", "5c" and "7." Both include a funding target of $100 million for the purchase of "Near Zero" (NZE) or "Zero" emission (ZE) trucks that would travel on the 710 corridor. Yet, according to AQMD, even taking into consideration either build alternative, "the region will need substantial additional emission reductions to attain the National Ambient Air Quality Standards." Additionally, Metro has reported that greenhouse gas tailpipe emissions would be reduced by nearly the same levels for either alternative.

Dedicating the funding exclusively to "zero emission" technology once is available and requiring only ZE vehicles be allowed - once they are constructed - could improve air quality standards significantly. The technology for long haul trucks that would emit NO poisonous fumes is emerging quickly, as exhibited by leading auto manufacturers such as Tesla and Daimler AG. Freeways in China, Israel and Norway are being constructed to have electric chargers embedded under the pavement, thus enabling electric vehicles - both cars and long haul trucks - to charge their batteries as they are moving. This significant investment by Metro can be a game-changing accelerator of "zero emission" technology, eliminating the need to subsidize "near zero" emission vehicles.

The future 710 freeway must not be a "diesel death zone" but a corridor where freight can be moved quickly without impairing the health of communities alongside the 710 Freeway. Both can be

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achieved.

SUBJECT: REVISED MOTION BY DIRECTORS HAHN, SOLIS, GARCIA, AND DUPONT-WALKER

WE THEREFORE MOVE to direct the Metro CEO and Staff to, as part of, staff recommended Locally Preferred Alternative 5c:

A. Change the Zero Emission/Near Zero Emission truck technology development program to the phased-in “Zero Emission Truck Technology Development Program.”

B. Increase program funding target from $100 million to $200 million, and include in the Program incentives and grants investment in the acceleration of zero emission technology both for long hauling trucks and for freeway infrastructure, including but not limited to, “under the pavement” vehicle charging capacity as options to consider.

C. Convene a working group comprised of the California Air Resources Board (CARB), California State Department of Transportation (Caltrans), Southern California Association of Governments (SCAG), South Coast Air Quality Management District (AQMD), California Transportation Commission (CTC), the Ports of Los Angeles and Long Beach, zero-emission industry experts and other key stakeholders to develop a policy recommendation for a full, zero-emission only, dedicated lane including, but not limited to “rechargeable roadways” on the entire 19 mile long stretch of the 710 freeway, ~~and include this as part of the final EIR/EIS document, presented in the September 2018 Metro board meeting.~~ as part of the reevaluation of the remaining elements of Alternative 5c, after the Early Action Projects have been completed.

Additional Data

Table 1: Breakdown of Construction Phase Cost by Sources of Funds

Project Name	**FM Hermanas Site**		**Rio Vista Site**	
Fund Sources (Construction phase only)	Forum Mobility	$12,850,000	MN8	$3,729,000
	Metro	$2,000,000	Metro	$1,000,000
	MSRC/AQMD	$2,000,000	MSRC/AQMD	$1,000,000
	CEC EnergIIZE	$1,000,000		
	TCEP	$10,000,000	TCEP	$3,653,000
	TOTAL	**$27,850,000**	**TOTAL**	**$9,382,000**

We're developing a new vision for the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Planning and Programming Committee
September 17, 2025
File # 2025-0576

Metro

Recommendations

A. RECEIVING AND FILING a status update on the California Transportation Commission's adoption of the 2024 Trade Corridor Enhancement Program (TCEP) discretionary grant awards, including a funding award for Metro's Long Beach-East Los Angeles (LB-ELA) Corridor Zero-Emission Truck (ZET) Project;

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

1. Program $2,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA Corridor Mobility Investment Plan (CMIP) as a local match to the TCEP funding award for the Forum Mobility's FM Hermanas ZET project in Fiscal Years (FYs) 26 and 27;
2. Program $1,000,000 in Measure R Highway Capital Funds, Line 37, Interstate 710 South and/or Early Action Projects, through the LB-ELA CMIP as a local match to the TCEP funding award for the MN8's Rio Vista ZET project in FY26 & 27;
3. Receive $3,000,000 contribution from the Mobile Source Air Pollution Reduction Review Committee (MSRC) towards both projects; and
4. Negotiate and execute all necessary agreements with grantors and third parties to fulfill obligations for the project scopes funded through the 2024 TCEP and MSRC funding awards

2024 Adopted Trade Corridor Enhancement Program

Total Number of Projects Programmed	26
Total Project Costs	$3,054,960,000
Total TCEP Funding	$995,474,000
Metro's LB-ELA ZET Project TCEP Award Amount	$13,653,000

TCEP funds projects designed to move freight more efficiently on corridors with high volumes of freight.

TCEP funding requirements

> Execute Baseline Agreement with Caltrans within six months of the program adoption.

> Local match funds need to be expended concurrently and proportionally to the TCEP funds.

Metro partnership:

> Project implementing entities: Forum Mobility & MN8

> Funding partner: Mobile Source Air Pollution Reduction Review Committee

Metro

LB-ELA ZET Projects

Benefits:

- Support charging of 331 medium- and heavy-duty zero-emission(ZE) trucks
- More than double the current available charging capacity within the corridor.
- Replacement of diesel drayage trucks and immediate air quality improvements within the corridor
- Signaling the employment opportunities related to the future of ZE trucks and alternative fuel technology

Project Implementing Entity/Location	Forum Mobility/Rancho Dominguez		MN8/Boyle Heights	
Fund Sources (Construction phase only)	Forum Mobility	$12,850,000	MN8	$3,729,000
	Metro	$ 2,000,000	Metro	$1,000,000
	MSRC/AQMD	$ 2,000,000	MSRC/AQMD	$1,000,000
	CEC EnergIIZE	$ 1,000,000		
	TCEP	$10,000,000	TCEP	$3,653,000
	TOTAL	**$27,850,000**	**TOTAL**	**$9,382,000**

Community Engagement

Location: Compton College

Date: August 25th, 2025

Location: Virtual

Date: September 9th, 2025

ZET Partner: Forum Mobility

Information sharing:

- Drayage business owner experience
  - King Fio Trucking
- Workforce Investment Partnership
  - Compton College
  - Rio Hondo College
- Forum Mobility's FM Hermanas site descriptions

Notification Strategy:

- Door-to-door canvassing conducted by Community-Based Organizations
- Flyers distributed by a canvassing vendor to adjacent residential neighborhoods
- Digital notification (project specific emails, CRM newsletters)
- Social media campaign
- Flyers distributed at public locations throughout the corridor

Metro

Next Steps

Upon Board approval, staff will:

1. Negotiate and execute all necessary agreements with Caltrans, Forum Mobility, MN8 and MSRC/AQMD.
2. Seek a funding allocation from the CTC at its December 2025 meeting for the Forum Mobility FM Hermanas ZET project.
3. Coordinate with MN8 to determine the appropriate timing to seek the CTC allocation, plan, and execute community engagement activities.

Metro

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Los Angeles, CA

Metro

Board Report

File #: 2025-0571, **File Type:** Agreement **Agenda Number:** 12.

CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: PIPELINE UTILITY COOPERATIVE AGREEMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or her designee to:

A. EXECUTE a Utility Cooperative Agreement with Tesoro SoCal Pipeline Company, LLC to accommodate Metro's ongoing Projects; and

B. NEGOTIATE and execute similar as-needed pipeline utility agreements with other pipeline company owners to accommodate necessary advance utility relocation design, construction and Metro's reimbursement terms to support Metro's ongoing Projects.

ISSUE

As Metro's transit projects move forward, the project teams have identified Tesoro SoCal Pipeline Company, LLC (Tesoro Pipeline) within several project footprints that require utility relocations and/or general utility support. This is Metro's first interaction with Tesoro Pipeline. To move forward with the relocations and general utility support coordination to accommodate several Metro transit projects, a Utility Cooperative Agreement (UCA) between Metro and Tesoro Pipeline is needed. Given the complexity of Metro's projects, it is also anticipated that numerous other pipeline (oil, chemical, petroleum, water, steam, fuel, natural gas) conflicts will arise with other pipeline company owners for which swift action will be required in order to maintain the schedule. Therefore, as other pipeline company owner conflicts are identified with Metro's projects, similar utility agreements will need to be negotiated and executed swiftly to memorialize those roles and responsibilities and proceed with mitigating any conflicts to maintain schedule and budget.

BACKGROUND

A well-planned utility relocation is critical to any transit project's cost and schedule. Earlier communication and closer coordination with utility companies allows smoother project completion. It is critical to set up a UCA with Tesoro Pipeline, as well as with other potential pipeline company owners, to properly and effectively document delivery commitments, cost-sharing processes, roles and responsibilities and processes to resolve disagreements for work to continue unimpeded.

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Executing this UCA and future utility agreements with other pipeline companies are key next steps to ensure successful delivery of the projects, to demonstrate the level of support required by key stakeholders, and to help mitigate project constraints and risks.

DISCUSSION

Utility Cooperative Agreements

There are many utilities that conflict with Metro project alignments and require mitigations, which can range from removal, replacement, protection, reconstruction to relocation of all or portions of impacted utilities. The success of Metro projects further requires the utility company's participation in meetings, coordination, and collaboration during the engineering and construction phases of the projects. Advancing utility agreements between the parties is a key next step for the successful delivery of Metro projects and demonstrates the level of support required by key stakeholders. The general intent of the UCA (Attachment A) is to cover the ongoing Projects, starting with the Southeast Gateway Line project (SGL), as well as future Metro Projects. As other utility conflicts arise with other pipeline company owners, the appropriate utility agreements will be negotiated and executed to accommodate those projects.

By executing the UCA, the utility owner acknowledges the project as a high-priority public works project and agrees to assist Metro by providing expedited self-performed designs, engineering, technical and analytical review of design and construction plans, administrative support services, construction and inspection services and other necessary services for the successful delivery and implementation of the project. The UCA defines procedures, identifies roles and responsibilities, and identifies costs between Metro and the utility owner.

The following are key components of the UCA with Tesoro Pipeline, which will be components of the future as-needed utility agreements with other pipeline companies as well:

- Reimbursement of costs to the utility owners for project related work through a work authorization/work order process
- The agreement will have a 15-year duration, renewed for consecutive one-year terms
- Metro and utility owner points of contact authorized to make decisions and bind the parties on related matters
- Basis and agreement on the applicable procedures, interface management, and costs for each party with respect to the planning, design and construction of rearrangements
- Process and agreement on self-perform designs and review periods
- Process and agreement on necessary construction and inspection needs, including provisions for installation of temporary facilities to ensure continuity of transmission for the utility
- Ability to accommodate other Metro projects

Metro and Tesoro Pipeline agree that each will cooperate with the other in all activities covered by the UCA. Work performed by Tesoro Pipeline under the UCA shall be per the work orders to be issued by Metro on an annual basis. It is to be noted that nothing in this agreement creates or confers any new

rights to the utility contractor. Nor does it create any new contractual relationship between the utility and Metro's contractors.

DETERMINATION OF SAFETY IMPACT

The recommended actions will not affect the safety of Metro customers and/or employees as these projects are in the engineering phase and no operational safety impacts result from this Board action.

FINANCIAL IMPACT

Work Orders will be issued to Tesoro Pipeline and other as-needed pipeline utility owners on an annual basis. Work orders for these commitments created within the UCA parameters will only be issued by funded projects and will be within each of the project's respective Fiscal Year or Life of Project (LOP) budgets. It will be the responsibility of the Cost Center Manager and Project Manager to budget costs incurred while executing this UCA and other pipeline utility agreements in the future fiscal years and within the cumulative budget limit for the affected fiscal year.

EQUITY PLATFORM

The execution of the UCA with Tesoro Pipeline, and other as-needed utility agreements with other pipeline company stakeholders, is essential to the successful and timely completion of SGL and other projects, including the subsequent benefits for project area communities. Metro's projects provide access to a reliable transit system and fill a current gap in high-quality transit services. When the eventual build-out of the projects occurs, communities along these corridors will have access to the Metro regional network providing residents with high quality transit service to access greater employment, health, and educational opportunities.

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 facilitates the progress of critical work with utilities to reduce conflict and improve outcomes in the planning and construction of the Southeast Gateway Line Project, and other projects, which will serve to reduce VMT. 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

Metro's transit projects support 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 allow the negotiation and execution of the UCA. However, not executing the UCA and other utility agreements with other pipeline company owners would not solidify each of the parties' roles and responsibilities and would require Metro to follow standard over-the-counter processes and therefore not benefit from streamlined processes and other administration benefits identified within the UCA. All of these are essential elements to ensure the projects eliminate risk, stay on schedule, stay on budget and ensure success.

NEXT STEPS

Upon Board approval, the CEO or designee will execute the UCA between Metro and Tesoro Pipeline. Staff will also continue to work with other responsible pipeline company stakeholders to develop other necessary utility agreements.

ATTACHMENT

Attachment A - Utility Cooperative Agreement between Tesoro SoCal Pipeline Company, LLC and LACMTA

Prepared by: Eduardo Cervantes, Executive Officer, Third Party Administration, (310) 466-1617
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Reviewed by:
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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

EXECUTION VERSION

UTILITY COOPERATIVE AGREEMENT

BETWEEN

TESORO SOCAL PIPELINE COMPANY LLC

AND

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

_____, 2025

EFFECTIVE DATE

CONTENTS

ARTICLE		PAGE
ARTICLE 1.	SCOPE AND DURATION	2
ARTICLE 2.	GENERAL OBLIGATIONS	3
ARTICLE 3.	DESIGN	8
ARTICLE 4.	CONSTRUCTION	11
ARTICLE 5.	BETTERMENTS	15
ARTICLE 6.	SALVAGE, REIMBURSEMENT AND CREDITS	16
ARTICLE 7.	BILLINGS	19
ARTICLE 8.	INDEMNITY AND INSURANCE	21
ARTICLE 9.	RESOLUTION OF DISPUTES	22
ARTICLE 10.	MISCELLANEOUS	23
ARTICLE 11.	DEFINITIONS AND INTERPRETATION	26

EXHIBIT 1. SUBMITTAL REVIEW PROCEDURE
EXHIBIT 2. INSPECTION AND ACCEPTANCE PROCEDURE
EXHIBIT 3. FORMS
EXHIBIT 4. FEDERAL AND OTHER REQUIREMENTS

This Agreement is entered into by and between Tesoro SoCal Pipeline Company LLC (**"Utility"**) and the Los Angeles County Metropolitan Transportation Authority (**"LACMTA"** or **"Metro"**), (each a **"Party"** and collectively the **"Parties"**).

RECITALS

(A) LACMTA is a public entity created by the California State Legislature pursuant to California Public Utilities Code 130050.2 et. seq. as the single successor agency to the Southern California Rapid Transit District and the Los Angeles County Transportation Commission, and as such succeeded to any or all of the powers, duties, rights, obligations, liabilities, indebtedness, bonded and otherwise, immunities, and exemptions of the district and its board of directors and the commission and its governing body. In accordance with its powers, authority and responsibilities, LACMTA is a self-permitting agency that designs, builds, operates and maintains Transportation Projects that serve various cities and communities. Pursuant to Applicable Law, LACMTA is not subject to zoning, building or construction permitting ordinances of a local jurisdiction when constructing a Transportation Project.

(B) LACMTA proposes to design, construct and operate facilities necessary and convenient for various transportation systems (including public rail and busway transit systems) within the County of Los Angeles. This Agreement applies to all of LACMTA's proposed Transportation Projects including the following (in each case, as may be more fully described at www.Metro.net) and any other Transportation Project Notified to Utility under Section 1.1(e) (*Scope of Agreement*):

- East San Fernando Light Rail Transit Project;
- projects within the LACMTA highway program (including the I-5 North County Enhancements Project);
- Southeast Gateway Transportation Project (formerly West Santa Ana Branch Transit Corridor);
- Eastside Transit Corridor Phase 2;
- C Line (Green) Extension to Torrance;
- G Line (Orange Line) Improvements Project;
- Sepulveda Transit Corridor Project;
- projects within the LACMTA Regional Rail program (including Link Union Station);
- various corridor congestion relief bus rapid transit projects (including Vermont Corridor, NoHo to Pasadena and North SFV);
- Crenshaw Northern Extension; and
- various LACMTA Transit Oriented Communities and Joint Development projects located on LACMTA-owned Rights-of-Way or acquired properties.

(C) One or more of the proposed Transportation Projects will require the Rearrangement of portions of Utility Facilities. The Parties wish to enter into this Agreement in order to agree on the rights and obligations between the Parties in connection with such Rearrangements.

(D) These Recitals are fully incorporated into this Agreement by reference herein.

In consideration of the mutual covenants of the Parties as set out below, the Parties hereby agree as follows:

ARTICLE 1. SCOPE AND DURATION

1.1 Scope of Agreement

(a) The Parties have entered into this Agreement to: (i) define the applicable procedures; (ii) manage the interfaces; and (iii) allocate the roles and responsibilities and costs between LACMTA and Utility, in each case in respect of the planning, Design and Construction of any Rearrangements of Utility Facilities that are necessary in order for LACMTA to Design, Construct, operate, maintain and use any of the Transportation Projects.

(b) The Parties acknowledge that LACMTA, at its sole discretion, may utilize various contracting methodologies to Design, Construct, operate and/or maintain Transportation Projects including with respect to any Rearrangements of Utility Facilities. LACMTA's determination of the procurement and contracting structure and/or project delivery method(s) for a Subject Transportation Project shall not impact the rights and obligations set out under this Agreement.

(c) Utility acknowledges and agrees that LACMTA may:

(i) engage LACMTA Contractor(s) to carry out the Design, Construction, operation and/or maintenance work with respect to a Subject Transportation Project including performance of any LACMTA responsibilities with respect to any Rearrangements of Utility Facilities; and

(ii) in each LACMTA Contract, require the LACMTA Contractor to comply with and perform certain of LACMTA's obligations under this Agreement,

provided in each case that nothing in this Agreement will create any contractual relationship between Utility and any LACMTA Contractor and in accordance with Section 10.11 (*Limitation on Third Party Beneficiaries*), nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of Utility toward, any LACMTA Contractor.

(d) LACMTA acknowledges and agrees that Utility may:

(i) engage Utility Contractor(s) to perform Utility's work under the terms of this Agreement and/or any Work Order including performance of any Utility responsibilities with respect to any Rearrangements of Utility Facilities; and

(ii) in each Utility Contract, require the Utility Contractor to comply with and perform certain of Utility's obligations under this Agreement,

provided in each case that nothing in this Agreement will create any contractual relationship between LACMTA and any Utility Contractor and in accordance with Section 10.11 (*Limitation on Third Party Beneficiaries*), nothing contained in this Agreement is intended or will be construed as creating or conferring any rights, benefits or remedies upon, or creating any obligations of LACMTA toward, any Utility Contractor.

(e) Recital (B) lists those Subject Transportation Projects that have been identified prior to the Effective Date and to which this Agreement will apply on and from the Effective Date. Each additional Subject Transportation Project to which this Agreement will apply will be identified as part of the Work Order process or by notice from LACMTA to Utility.

(f) Utility acknowledges that LACMTA may at any time elect:

(i) not to proceed with any Transportation Project expressly listed in the Recitals or otherwise referenced in this Agreement or notified to Utility;

(ii) to proceed with a Transportation Project that is not expressly listed in the Recitals; or

(iii) to amend the scope of any Transportation Project, each in its sole discretion.

(g) The Parties agree that on the Effective Date, the terms of this Agreement shall supersede any conflicting terms of prior existing agreements between the Parties (or affiliates of the Parties) provided that:

(i) any Rearrangements of Utility Facilities that have been approved and granted a Work Order number prior to the Effective Date shall continue until completed and approved under the applicable Work Order and shall be constructed in accordance with the standards and plans approved by the Parties in accordance with the applicable Work Order; and

(ii) this Agreement shall not negate or modify the terms and conditions of: (A) any legally binding easements or other use and/or occupancy agreements between Utility and LACMTA with respect to the occupancy by Utility of, or any interest of Utility in real property owned by or under the operating jurisdiction of LACMTA; (B) any such easements or other agreements between Utility and any former owner of real property now or hereafter owned by LACMTA, and to which LACMTA has become or hereafter becomes a successor either by assignment or by operation of law; or (C) any such easements or other agreements between Utility and any other governmental agency with respect to real property owned by or under the operating jurisdiction of such governmental agency, and in which LACMTA has a statutory or other right to install Transportation Project facilities,

and without prejudice to the foregoing, the Parties acknowledge and agree that this Agreement is not intended to, and will not, limit the Parties' ability to enter into any subsequent agreements with respect to a Transportation Project or any other subject matter.

(h) Utility acknowledges that as between LACMTA and Utility, LACMTA has sole discretion to determine whether, and which, features or facilities are required in order for LACMTA to comply with its obligations under Applicable Law in connection with a Subject Transportation Project.

1.2 **Duration of Agreement**

(a) The initial term of this Agreement (the **"Initial Term"**) shall commence on the Effective Date and shall continue until the date falling 15 years after the Effective Date, unless terminated earlier or extended in accordance with the terms of this Agreement.

(b) This Agreement shall automatically be renewed for consecutive one-year terms commencing on the day following the last day of the Initial Term and on each subsequent anniversary of such day, unless either Party provides Notice of termination to the other no later than 90 days prior to the end of any term (including the Initial Term).

ARTICLE 2. GENERAL OBLIGATIONS

2.1 **Governance**

(a) Utility and LACMTA shall each designate an individual or individuals who will be authorized to make decisions and bind the Parties on matters relating to this Agreement (the **"Utility Representative"** and **"LACMTA Representative"**, respectively).

(b) Utility and LACMTA may, in addition, each designate an alternate individual or individuals who will be authorized to make decisions and bind the Parties on matters relating to the application of this Agreement to a Subject Transportation Project (in which case, any references to the Utility

Representative or LACMTA Representative under this Agreement shall be deemed to include such designated representatives with respect to that Subject Transportation Project). A single individual may serve as a designated representative for more than one Subject Transportation Project.

(c) Either Party may change a representative designated under Section 2.1(a) or 2.1(b) (*Governance*) by providing seven days' prior Notice to the other Party.

(d) LACMTA may establish Working Groups in relation to a Transportation Project or particular aspects of a Transportation Project for the purposes of providing a non-binding forum for LACMTA, the LACMTA Contractors and other attendees to monitor the progress of the Transportation Project, to consider issues, or potential issues, and to present, understand and discuss proposed solutions with respect to the Transportation Project. On LACMTA's written request, Utility shall ensure the attendance (in person or via videoconference or teleconference) of the Utility Representative (or a delegate) at any Working Group meeting held with respect to a Subject Transportation Project during normal business hours and upon reasonable notice. Any Working Group meeting attended by a Utility Representative (or a delegate) is consultative and advisory only and nothing which occurs during any such Working Group meeting and no information that is presented during any such Working Group meeting will:

(i) affect the rights or obligations of either Party under this Agreement;

(ii) entitle a Party to make any claim against the other;

(iii) relieve a Party from, or alter or affect, a Party's liabilities or responsibilities whether under this Agreement or otherwise according to Applicable Law;

(iv) prejudice a Party's rights against the other Party whether under this Agreement or otherwise according to Applicable Law; or

(v) be construed as a direction by a Party to do or not do anything.

Any changes discussed during a Working Group must be formalized and documented in accordance with the terms of this Agreement to take effect as a contractual obligation.

2.2 **Work Orders**

(a) Utility's obligation to perform work under this Agreement shall arise upon the issuance by LACMTA of an authorized Work Order provided that where LACMTA (or another governmental agency) has prior existing rights, Utility may be obligated to perform work necessary to support a Subject Transportation Project without the issuance of a Work Order and without reimbursement for Costs under this Agreement.

(b) If Utility is required to perform work and/or provide support and/or services under the terms of this Agreement or LACMTA requests that Utility perform work and/or provide support and/or services under the terms of this Agreement, Utility shall submit a Form 60 to LACMTA to estimate the total effort and Costs for which Utility shall require reimbursement with respect to that scope of work.

(c) Upon LACMTA's approval of a Form 60 submitted to it by Utility with respect to a scope of work under Section 2.2(a) (*Work Orders*), LACMTA will issue a Work Order to Utility for such scope of work.

(d) Each Work Order issued by LACMTA to Utility in accordance with this Agreement shall specify the work authorized to be performed and any materials or equipment to be acquired, the amount of money that Utility will be reimbursed for the authorized work as agreed under the applicable Form 60, and a schedule, including the estimated starting and finishing dates for the authorized work.

(e) On receipt of a Work Order issued in accordance with the terms of this Agreement, Utility must: (i) promptly commence work on any elements of work authorized under the Work Order that are unchanged from the applicable Form 60; and (ii) promptly and without delay (and in any case within 10 days of issuance by LACMTA) accept any changes or additions (including any additional or supplemental provisions) agreed to the applicable Form 60 by counter-signing the Work Order or otherwise by written acceptance by the Utility Representative, followed by commencement of the applicable work under the Work Order. If Utility fails to accept the Work Order within 10 days (if applicable), the Work Order will be deemed to be accepted by Utility.

(f) Except where authorized under a separate agreement with LACMTA (in which case, payment, credits or reimbursement will be in accordance with the terms of such agreement), Utility is not authorized to do any work and will not be paid, credited or reimbursed for Costs or expenses associated with any work performed in connection with a Rearrangement or a Subject Transportation Project or otherwise under the terms of this Agreement, that is not expressly authorized by a Work Order.

(g) Except in the case of a change required due to an emergency (which notification may be given orally before being confirmed in writing within three days), Utility may submit proposed changes to a Work Order in writing to LACMTA for approval.

(h) LACMTA may terminate any Work Order at any time at its sole discretion, provided that Utility will be entitled to reimbursement in accordance with this Agreement for Costs, if any, already incurred.

(i) Utility must promptly Notify LACMTA if at any time it anticipates:

(i) exceeding 75% of the total estimated Costs under any Work Order within the next 60 days;

(ii) that the total Costs under any Work Order will be in excess of 10% greater than previously estimated Costs; or

(iii) that the estimated finishing date will be later than the date stated in the Work Order,

and must request an amendment to such Work Order pursuant to Section 2.2(g) (*Work Orders*).

(j) Utility must complete (either through its own forces or through Utility Contractors) all work authorized by any Work Order in accordance with Applicable Law, Governmental Approvals and the terms of this Agreement and the applicable Work Order. Utility must cooperate with LACMTA and take such actions as LACMTA may reasonably request, to ensure performance of work under a Work Order.

2.3 **Deadlines and Delays**

(a) Utility agrees to cooperate and coordinate with LACMTA in accordance with the terms of this Agreement in order for LACMTA to achieve the project schedule for a Subject Transportation Project and to allocate sufficient staff and other resources necessary to provide the level of service required to meet the scope of work and work schedules, review periods and timelines identified in this Agreement and any Work Orders. Utility acknowledges that development of a Subject Transportation Project will require strict compliance with the scheduling requirements of this Agreement and the applicable Work Order, and that failure to meet the deadlines set out in this Agreement or in the applicable Work Order could cause LACMTA and/or its LACMTA Contractor(s) to incur substantial costs as a result of such delay, or may result in Utility needing to take measures to avoid delay to a Subject Transportation Project.

(b) If Utility fails to carry out any work or obligations for which it is responsible under the terms of this Agreement and/or any Work Order in accordance with the work schedules, review periods and timelines identified in this Agreement and the applicable Work Order, and such failure is attributable

to Utility, then, to the extent such delay directly causes: (i) LACMTA to incur additional costs; or (ii) a delay to the Subject Transportation Project, Utility must reimburse LACMTA for all actual and documented costs and expenses incurred or arising out of such delay. Utility must pay such costs to LACMTA within 90 days after receipt of an invoice from LACMTA. If the Parties agree, LACMTA may deduct the amount due from Utility to LACMTA pursuant to this Section 2.3(b) from payment(s) due to Utility.

(c) To the extent a failure by LACMTA to perform its work and obligations in accordance with the work schedules, review periods and timelines identified in this Agreement and/or any Work Order results in a delay to the performance of Utility's work under a Work Order, Utility will be entitled to an equivalent extension to the affected deadline and any other relief expressly contemplated under the terms of the applicable Work Order.

2.4 **Coordination and Cooperation**

(a) The Parties acknowledge that the timely completion of a Subject Transportation Project will be influenced by the ability of LACMTA and Utility to coordinate their activities, communicate with each other, and respond promptly to reasonable requests.

(b) Utility agrees to each Rearrangement and to cooperate with LACMTA's applicable requirements for the Subject Transportation Project, in accordance with the terms of this Agreement subject to the following:

(i) whenever it is reasonably possible to do so without causing increased costs for or delay in a Transportation Project, as determined by LACMTA, relocation of Utility Facilities will be avoided and Utility Facilities will be Protected-in-Place;

(ii) reimbursement of Costs in accordance with and to the extent contemplated by Section 6.2 (*Reimbursements to Utility*);

(iii) LACMTA shall give Utility at least 30 days (unless prior rights are involved) written Notice before requiring Rearrangement of a Utility Facility; and

(iv) if necessary to ensure continuity of transmission or distribution of the applicable public utility service during any Rearrangement work, Utility may install a Temporary Facility to provide the applicable public utility service until such time as the related Rearrangement work is complete or the usual service is restored, whichever is earlier.

(c) The Parties acknowledge that Utility is required to address the interests of joint users of its Utility Facilities. Where there are joint users of a Utility Facility (or a part of it) that is the subject of a Rearrangement, Utility shall identify and Notify LACMTA of all joint users of such Utility Facility prior to commencing any work with respect to that Rearrangement and Utility shall be responsible for addressing any applicable joint users' interests when exercising its rights under this Agreement.

2.5 **Coordination of Utility Activities**

(a) If Utility plans to undertake any Adjacent Work, Utility will coordinate the design and performance with LACMTA so that such Adjacent Work will not pose a safety hazard or interfere with, disrupt or delay the Design, Construction, operation or maintenance of, or threaten the structural integrity of, a Subject Transportation Project or the Design and Construction of a Rearrangement by LACMTA including by:

(i) complying with the terms of this Section 2.5 and LACMTA's standard procedures for Adjacent Works;

(ii) delivering copies of all designs and plans for the Adjacent Work to LACMTA and giving LACMTA the right to review and comment on the designs and plans for the Adjacent Work and to approve the final designs and plans for the Adjacent Work; and

(iii) if LACMTA reasonably determines and notifies Utility that the Adjacent Work will, in whole or in part, pose a safety hazard or interfere with, disrupt or delay the Design, Construction, operation or maintenance of, or threaten the structural integrity of, a Subject Transportation Project, conditioning the implementation of the Adjacent Work (or relevant part of it) on scheduling adjustments and/or other modifications as LACMTA deems appropriate to ensure the Project Schedule for the Subject Transportation Project will not be directly delayed by the proposed Adjacent Work.

(b) The terms of this Section 2.5 shall not apply in emergency situations; however, in such situations, Utility will coordinate with LACMTA to the extent feasible in light of the circumstances, subject to all related safety requirements described in this Agreement and any applicable Work Order.

(c) Utility will, and will ensure that any Utility Contractor performing any Adjacent Work and/or Construction and maintenance of any Rearrangement under the terms of this Agreement or a Work Order is obligated under contract and/or a permit process to:

(i) fully co-operate and coordinate with LACMTA and the LACMTA Contractors including:

(A) attending interface definition and coordination meetings upon reasonable request; and

(B) providing any other interface data reasonably requested by LACMTA or the relevant LACMTA Contractor and necessary to complete interface coordination;

(ii) perform the work so as to minimize any interference with or disruption or delay to construction, operation or maintenance of the Subject Transportation Project or the Design and Construction of a Rearrangement;

(iii) comply with LACMTA's or the relevant LACMTA Contractor's site access, track allocation/work permit procedures and work health and safety policies and procedures; and

(iv) promptly advise LACMTA of all matters arising out of the work that may interfere with, disrupt, delay or otherwise have an adverse effect upon the Subject Transportation Project or Rearrangement.

2.6 **Governmental and Lender Requirements**

If a Subject Transportation Project is subject to financial assistance provided by loan agreements with the U.S. Department of Transportation, Federal Transit Administration, other Governmental Entities, and/or financial institutions providing grants, funding or financing, LACMTA will Notify Utility and the Parties will comply with the terms and conditions set out in Exhibit 4 (*Federal and Other Requirements*) and any additional prescribed governmental and lender requirements set out in an applicable Work Order or otherwise under the applicable grant, funding or financing agreements notified to Utility.

2.7 **Discretions**

Except as otherwise expressly provided in this Agreement, all determinations, consents, waivers, or approvals of a Party under this Agreement must not be unreasonably withheld, conditioned, or delayed.

ARTICLE 3. DESIGN

3.1 Design Responsibilities

(a) Except to the extent of any Design work requested to be performed or to be performed by Utility under Section 3.1(b) (*Design Responsibilities*), LACMTA will (directly or through LACMTA Contractors) Design all Rearrangements and produce all Design Documentation relevant to those Rearrangement works in accordance with the terms of this Agreement. LACMTA shall be responsible for any errors and omissions in the Design Documentation prepared by LACMTA or a LACMTA Contractor.

(b) LACMTA may request and authorize Utility to Design a Rearrangement and provide Design Support with respect to that Rearrangement or to provide Design Support and perform Design-related activities with respect to the Design of a Rearrangement prepared by LACMTA under Section 3.1(a) (*Design Responsibilities*), in each case pursuant to the procedures set out under Section 2.2 (*Work Orders*). A Form 60 submitted by Utility in accordance with this Section 3.1(b) and Section 2.2 (*Work Orders*) shall estimate the total effort required to perform the requested Design, Design Support and/or other Design-related activities and shall attach the schedule prepared in accordance with this Agreement and agreed by the Parties for the performance of the requested Design, Design Support and/or other Design-related activities. Utility must diligently perform and shall ensure that any Utility Contractors diligently perform the Design, Design Support and/or other Design-related activities authorized under a Work Order in accordance with the terms of that Work Order and this Agreement. Utility shall be responsible for any errors and omissions in any Design Documentation prepared by Utility or a Utility Contractor.

(c) Without prejudice to the scope of and timelines for any Design Support services agreed under Section 3.1(b) (*Design Responsibilities*), within 30 days after Utility's receipt of a written request from LACMTA, Utility shall identify and disclose to LACMTA the nature and location of all Utility Facilities which are located under or over LACMTA Right-of-Way and on adjacent public street right-of-way, whether or not Abandoned, and such other information as may be requested by LACMTA with respect to the identification of the nature and location of all Utility Facilities. Any Form 60 submitted by Utility to LACMTA in accordance with Section 2.2 (*Work Orders*) for Design Support services with respect to the identification of existing Utility Facilities shall comply with the following:

(i) where potholing of existing Utility Facilities for the purpose of Design verification is agreed by the Parties as a Design Support service: (A) such potholing activities shall be shown in the applicable Form 60 as an 'Other Direct Cost (ODC)'; (B) preparation and execution of the related potholing work plan shall be considered a Design Support activity; and (C) submission of the applicable Form 60 shall indicate: whether the scope involved is to excavate a trench of certain width, length, and depth; use of ground penetrating radar where physical ground disturbance may be problematic; whether traditional drilled holes with vacuum extraction of soil is the recommended method of exploration; that the findings shall be presented in a brief report by a qualified utility engineer; coordination activities such as DigAlert markings, obtaining a public works street-use type permit; and

(ii) where Utility is requested to provide LACMTA as-built utility plans and records as a matter of routine course of conducting business with LACMTA, such as during the Planning Phase of a Transportation Project (as opposed to the Design Development phase), it shall be at no cost to LACMTA.

(d) Prior to submitting a Form 60 to LACMTA with respect to any Design work for a Rearrangement to be performed by Utility in accordance with Section 3.1(b) (*Design Responsibilities*), Utility will arrange a documented working group meeting amongst all applicable stakeholders (including the local City public works "Utility Coordination" representative) to agree on the scope of the Rearrangement and the Design work required with respect to the Rearrangement.

(e) Where Utility is responsible for the Design of a Rearrangement, Utility shall coordinate with the local City public works "Utility Coordination" representative, to apply for and obtain all necessary permits and approvals from all local jurisdictions in order to perform the Construction of that Rearrangement.

(f) Following issuance of a Work Order for the performance by Utility of Design work for a Rearrangement, LACMTA will provide to Utility the Subject Transportation Project plans and other information relevant to the Design work if available.

3.2 **Design Requirements**

Any Design work for any Rearrangements shall be performed in accordance with:

(a) the Design requirements set out in this Agreement and any applicable Work Orders;

(b) all Governmental Approvals, Applicable Law, and the final EIR/EIS; and

(c) subject to Section 3.5 (*Utility Standards*), the Utility Standards or, in the case of those Rearrangements of Utility Facilities that will cross over, above or below a Project Right-of-Way, the applicable requirements in the most recent version of LACMTA's 'Metro Rail Design Criteria', 'Metro BRT Design Criteria', and/ or contract specifications for the Subject Transportation Project (as applicable).

3.3 **Design Review Procedure**

All Designs for Rearrangements (whether the responsibility of LACMTA or Utility under Section 3.1 (*Design Responsibilities*)) shall be submitted, reviewed and approved in accordance with the procedures and review periods set out in Exhibit 1 (*Submittal Review Procedure*) and otherwise in accordance with the terms of this Agreement and any applicable Work Orders.

3.4 **Design Development**

(a) The Parties acknowledge and agree that the Design Documentation for any Rearrangement will be submitted for review progressively in Packages and in a manner and at a rate which, having regard to the quantum of Design Documentation submitted, will give the other Party a reasonable opportunity to review the submitted Design Documentation.

(b) In the case of Rearrangements where LACMTA is responsible for the Design under Section 3.1 (*Design Responsibilities*), LACMTA and the applicable LACMTA Contractor will retain responsibility for defining the scope and timing of delivery of the Packages at each stage of Design, taking into account the Subject Transportation Project schedule and contracting methodology.

(c) The Design Documentation for the Design of a Rearrangement will be complete in all respects and will specify any Utility pre-approved design details and Construction practices utilized in the Design, including specifying proprietary underground vaults, shoring systems, standard plans, and parts (including connectors, valves, gaskets and custom components).

3.5 **Utility Standards**

(a) Utility shall explicitly identify the Utility Standard(s) applicable to a Rearrangement in the initial Form 60 submitted with respect to the Design, Design Support and/or other Design-related activities for that Rearrangement and prior to the issuance of the first Work Order for Design, Design Support and/or other Design-related activities for that Rearrangement.

(b) Any changes or additions to the Utility Standards applicable to a Rearrangement:

(i) after notification under Section 3.5(a) (*Utility Standards*), requires prompt written Notice from Utility (and in any case within 15 days' of adoption), with supporting information including the formal date of adoption and, in the case where Utility is responsible for the Design of the applicable Rearrangement under Section 3.1 (*Design Responsibilities*), the schedule and cost impact to the applicable Design work; and

(ii) after the establishment of the Basis of Design for that Rearrangement, shall be considered a "Betterment" for the purposes of this Agreement.

(c) Utility agrees that it shall not adopt any new Utility Standard(s) or otherwise amend or supplement any existing Utility Standards or its interpretation or application of any existing Utility Standards for the sole or primary purpose of affecting a Subject Transportation Project or Rearrangement. All Utility Standards shall be applied to the Rearrangements hereunder in the same manner as they are applied by Utility to standalone projects that are financed primarily by Utility or projects constructed by Utility's in-house crews or Utility Contractors.

(d) Without prejudice to the other terms of this Section 3.5, with respect to both Design and Construction of a Rearrangement, in interpreting applicable Utility Standards, and in exercising any discretion granted by applicable Utility Standards, the Parties shall make such interpretations and exercise such discretion in a manner so as to impose the minimum requirements necessary to comply with Applicable Law. Any Design or Construction issues affecting Rearrangements which are not addressed by applicable Utility Standards shall be resolved in such a manner as to impose the minimum requirements necessary to make a Replacement Facility the equivalent (in terms of level of service, capacity, service life, capability, appearance, efficiency and function) to the Conflicting Facility it replaces and to otherwise minimize Rearrangement work.

3.6 **Changes to Design**

LACMTA or Utility may make changes to a previously approved Design only with written concurrence of the other Party. Except where changes are required to accommodate an unanticipated site condition or a change in a site condition, LACMTA shall have no obligation to consent to or approve any Utility requested changes that will necessitate re-submittal of Design for new approvals, delay Construction of the Rearrangement or construction of the Subject Transportation Project, or increase the cost of Construction of the Rearrangement or construction of the Subject Transportation Project. The cost of the increased scope, if any, attributable to changes in approved plans or specifications requested by Utility and approved by LACMTA shall be borne by Utility, unless the change in approved plans or specifications was necessitated by an unanticipated site condition or event.

3.7 **Permits**

(a) After approval of the Final Design of a Rearrangement in accordance with this ARTICLE 3 the Party performing the Design work for the Rearrangement or the Applicable Contractor shall obtain all necessary Governmental Approvals, Railroad PUC permits and required track allocation request approvals for the Construction of the Rearrangement; provided, however, LACMTA shall be responsible for obtaining (or causing its LACMTA Contractor(s) to obtain) all such Governmental Approvals required for any Construction to be performed by LACMTA or its LACMTA Contractor(s) in accordance with ARTICLE 4 (*Construction*) whether or not it performed the Design work for the Rearrangement. Each Party shall use reasonable efforts to assist the other Party in securing any necessary Governmental Approvals. Without prejudice to Sections 3.2 (*Design Requirements*) and 4.2 (*Construction Requirements*), each Party shall comply with the terms of all applicable Governmental Approvals in carrying out its work under this Agreement.

(b) Where the Subject Transportation Project is federalized (use of federal funds as notified by LACMTA to Utility in accordance with Section 2.6 (*Governmental and Lender Requirements*)) and Utility has

been requested to perform Design work in accordance with Section 3.1(b) (*Design Responsibilities*), Utility acknowledges the requirements to process "Utility Agreements" and "R/W Certification" (as those terms are used in the LAPM) in accordance with Caltrans Local Assistance Procedures Manual (LAPM) Chapter 14 – Utilities, local agency internal City and public works adopted procedures and LACMTA's third party administration procedures (as published and notified to Utility from time to time).

ARTICLE 4. CONSTRUCTION

4.1 Construction Responsibilities

(a) Utility shall perform (through a Utility Contractor or in-house construction crews) all Construction for each Rearrangement, unless, during the Design phase, LACMTA and Utility mutually agree that LACMTA shall perform all or part of the Construction for a Rearrangement. The Party performing Construction may perform such Construction either prior to construction of the Subject Transportation Project, concurrently with such construction, or through a combination of said alternatives, as mutually agreed by the Parties, taking into account the contracting methodology selected by LACMTA for the Subject Transportation Project as referenced in Section 1.1(b) (*Scope of Agreement*) and the project schedule for the Subject Transportation Project, as referenced in Section 2.3 (*Deadlines and Delays*).

(b) If agreed by the Parties under Section 4.1(a) (*Construction Responsibilities*) that LACMTA (or a LACMTA Contractor) shall perform the Construction of a Rearrangement, LACMTA may request and authorize Utility to provide Construction support services and related activities with respect to the Construction of that Rearrangement, pursuant to the procedures set out in Section 2.2 (*Work Orders*) and Utility agrees to coordinate its efforts and cooperate with the relevant LACMTA Contractor(s) performing Construction and to diligently perform and to ensure that any Utility Contractor diligently performs, all such Construction support services and related activities, in accordance with the terms of the applicable Work Order and this Agreement.

(c) LACMTA shall be responsible for all claims and stop notices or mechanic's liens filed by LACMTA Contractors for Construction work performed on Utility Facilities.

4.2 Construction Requirements

All Construction work for the Rearrangement shall be performed in accordance with:

(a) the approved Final Design (including any changes agreed under the terms of this Agreement);

(b) all Governmental Approvals, Applicable Law and, subject to Section 3.5 (*Utility Standards*), the Utility Standards;

(c) applicable environmental mitigation and control requirements under the final EIR/EIS for the applicable Subject Transportation Project including without limitation to construction noise and vibration, air pollution controls, and potential archaeological, biological, and paleontological monitoring measures as applicable;

(d) subject to Section 3.5 (*Utility Standards*), the Utility Standards or, in the case of those Rearrangements of Utility Facilities that LACMTA is responsible for Constructing under Section 4.1 (*Construction Responsibilities*) and that will cross over, above or below the Project Right-of-Way, the applicable requirements in the most recent version of LACMTA's 'Metro Rail Design Criteria', 'Metro BRT Design Criteria', and/ or contract specifications for the Subject Transportation Project (as applicable); and

(e) all other Construction requirements set out under the terms of this Agreement and any applicable Work Order.

4.3 **Rights-of-Way**

(a) Replacement rights-of-way for the relocation of Conflicting Facilities shall be determined during Design Development and, if needed, may be acquired by LACMTA or Utility following approval by the Parties of the location and type of such replacement rights-of-way. When reasonably possible and where the Utility Facilities being Rearranged are located in a public right-of-way, a Rearrangement shall be located in existing public rights-of-way. The required rights-of-way shall be acquired so as not to impair LACMTA's schedule for the Subject Transportation Project. If Utility cannot acquire necessary private rights-of-way without out-of-pocket expense to itself, such private rights-of-way may be acquired by LACMTA. Upon acceptance of the applicable Replacement Facility, Utility shall convey or relinquish to LACMTA or its designee, if permitted by Applicable Law and agreement, at no cost, all Utility real property interests (except franchise rights and except where Utility owns the property in fee) being taken out of service by the Rearrangement, and for which replacement real property interests are provided. Where Utility requires replacement rights-of-way within Project Right-of-Way owned by LACMTA, LACMTA shall be responsible for providing such replacement rights-of-way, subject to the rights and needs of LACMTA.

(b) Subject to the other terms of this Section 4.3, any cost associated with Utility acquiring any temporary construction easements or other real property rights (including for installation of temporary Utility Facilities) that are needed for any Construction of a Rearrangement performed by Utility shall be considered a "Cost" under this Agreement. LACMTA will be responsible for obtaining any temporary construction easements or other real property rights that are needed for Construction of a Rearrangement that LACMTA is performing and any cost associated with Utility using such easements or other rights shall be considered a "Cost" under this Agreement.

(c) Within 60 days after request by LACMTA and as part of the Design Support performed by Utility, Utility shall furnish to LACMTA copies of any non-privileged agreements or other documents evidencing Utility's franchise, easements, or other existing rights in real property for its Utility Facilities that are located within the Subject Transportation Project area. Utility's cost to provide such documentation shall be reimbursed by LACMTA as Design Support services under an authorized Work Order issued under Section 2.2 (*Work Orders*).

(d) For any Utility Facilities located within the Project Right-of-Way owned by LACMTA that are being Abandoned in place or dismantled, but are not being replaced by a Replacement Facility, upon request by LACMTA, Utility shall quitclaim to LACMTA (or otherwise terminate by appropriate documentation) all of Utility's right, title and interest in and to any such portion of such Project Right-of-Way on which such Utility Facilities were located.

(e) Without prejudice to Section 2.5 (*Coordination of Utility Activities*), each Party shall provide the other with a real property license to such Party's right-of-way located within or near the Project Right-of-Way, in a form reasonably acceptable to such other Party, for the purpose of carrying out construction, operation or maintenance of the Subject Transportation Project (in the case of a license granted to LACMTA) or operating or maintaining a Utility Facility (in the case of a license granted to Utility).

(f) Real property interest Costs shall be invoiced separately from other Cost items, but shall be reimbursable to the extent provided in Sections 6.2 (*Reimbursements to Utility*) and 6.3 (*Reimbursement and Credits to LACMTA*).

4.4 **Utility Construction of Rearrangements**

LACMTA shall request and authorize Utility to perform the Construction of all or part of a Rearrangement that Utility shall perform under Section 4.1 (*Construction Responsibilities*), pursuant to the procedures set out in Section 2.2 (*Work Orders*). A separate Work Order will be issued for the Construction of each Rearrangement. In such event:

(a) Utility shall commence and diligently perform and shall ensure that any Utility Contractor commences and diligently performs, the Construction of such Rearrangement to completion as authorized by the Work Order, in accordance with the terms of this Agreement and the Work Order and the work schedule for such Construction set out in the Work Order. Utility acknowledges and agrees that the work schedule for such Construction shall coincide closely and be coordinated with LACMTA's schedule for the Subject Transportation Project, including the schedule for Construction of Rearrangements of Utility, cable, pipeline, and other facilities in the same segment or portion of the Subject Transportation Project; provided, however, that the schedule for work by Utility shall allow Utility a reasonable period of time for performance of its responsibilities under this Agreement and the Work Order;

(b) to the extent applicable, Utility shall include a copy of any standalone environmental clearance of the Rearrangement as an attachment to the Form 60 for that Rearrangement; and

(c) the name of the Utility's or Utility Contractor's lead superintendent and/or project manager assigned to the Construction of a Rearrangement shall be provided to LACMTA in the applicable Form 60. The resume(s) of the assigned lead superintendent and/or project manager shall also be attached to the applicable Form 60. The resume(s) shall demonstrate Utility or Utility Contractor has assigned a lead superintendent and/or project manager with the appropriate qualifications, capability and experience to perform the applicable Construction work.

4.5 **Construction Staging Plans**

(a) A construction staging plan shall be developed for any Construction of a Rearrangement to be performed within public rights-of-way. The Parties will agree on which Party (directly or through its Applicable Contractors) will be responsible for the preparation of construction staging plans for such Construction work. Where Utility is responsible for the preparation of the construction staging plans under this Section 4.5(a), LACMTA shall request and authorize Utility to perform the work of preparing the construction staging plan pursuant to the procedures set out in Section 2.2 (*Work Orders*); and, where practicable, in the same Work Order authorizing the applicable Construction work.

(b) Each construction staging plan will be agreed on prior to the commencement of the applicable Construction work and provide, among other things, for:

(i) the handling of vehicular and pedestrian traffic on streets adjacent to the Construction with the Construction phasing showing street closures, detours, warning devices and other pertinent information specified on the plan (worksite traffic control plans);

(ii) actions to maintain access to businesses adjacent to the Construction areas, as possible, and actions to ensure safe access and circulation for pedestrians and vehicular traffic as described in the worksite traffic control plans; and

(iii) elements of public awareness as well as mechanisms to assist affected parties in complaint resolutions.

4.6 **"As-Built" Drawings and Contract Documents**

(a) LACMTA and Utility shall each maintain a set of "as-built" plans of Rearrangements performed by LACMTA and Utility, respectively, during the progress of Construction. Upon completion of the Rearrangement work, the Party that performed the work shall furnish the other Party with reproducible "as-built" drawings showing all Replacement Facilities installed by the performing Party, within 75 days after completion of such work for each set of plans. All "as-built" plans (whether provided by LACMTA or by Utility) shall be native CAD files (including, for example, in Auto-Cad by Autodesk format or equivalent interoperable MicroStation version file format).

(b) LACMTA and Utility agree to provide the other with electronic files of those final contract documents that they have prepared, or caused to be prepared, to govern the Construction of a given Rearrangement by their Applicable Contractor so that each Party may compile a complete set of contract documents. Each Party shall prepare, or cause to be prepared, the contract documents for which it is responsible.

4.7 **Underground Service Alert**

Prior to any commencement of underground Construction work by either Party, the Party performing such work, or its Applicable Contractors, shall Notify Underground Service Alert in accordance with Applicable Law.

4.8 **Hazardous Substances and Archaeological Remains**

(a) As between Utility and LACMTA, LACMTA shall be responsible, at its sole cost and expense, for the investigation of potential environmental hazards on, in, under or about any Utility Facility, including but not limited to, any **"Hazardous Substance"** as that term is defined under the Comprehensive Environmental Response, Compensation, and Liability Act (42 U.S.C. § 9601 et seq.), or Archaeological Remains within the Project Site that would directly impact Construction of a Subject Transportation Project.

(b) Without prejudice to the terms of Section 3.7 (*Permits*), LACMTA shall prepare, at its sole cost and expense, all environmental impact reports/statements required by Applicable Law for the Construction of a Subject Transportation Project.

(c) Each Party shall provide the other Party with all information, reports and data relating to the existence of any Hazardous Substance and/or Archaeological Remains within the Project Site, or any site on which Construction work for a Rearrangement will be carried out, promptly after becoming aware of such information or documents including, without limitation, any environmental impact reports or soil tests.

(d) Where LACMTA is responsible for costs relating to the presence or existence of any environmental hazard under Section 6.2(c) (*Reimbursements to Utility*), LACMTA will be responsible for the management, treatment, handling, storage, monitoring, remediation, removal, transport, and disposal of such environmental hazard (**"Remedial Action"**). Utility shall not commence Construction of any Rearrangement until: (i) LACMTA has completed the required Remedial Action in accordance with this Section 4.8(d); or (ii) LACMTA issues a Work Order pursuant to Section 2.2 (*Work Orders*) authorizing Utility or a Utility Contractor to carry out such Remedial Action. For the avoidance of doubt, to the extent an environmental hazard is caused by, arises out of, or as a consequence of, any action of Utility or a Utility Contractor, LACMTA will not be responsible for any Remedial Action under this Section 4.8(d) or for costs under Section 6.2(c) (*Reimbursements to Utility*).

(e) Utility shall promptly, and before the environmental hazard is disturbed, Notify LACMTA of any environmental hazard encountered in carrying out Construction under this Agreement. If: (i) pursuant to Section 4.8(d), LACMTA is responsible for any Remedial Action with respect to such environmental hazard, LACMTA shall: (A) promptly commence such Remedial Action; or (B) issue a Work Order pursuant to Section 2.2 (*Work Orders*) authorizing Utility or a Utility Contractor to carry out such Remedial Action; or, (ii) the environmental hazard was caused by, arises out of, or as a consequence of, any action of Utility or a Utility Contractor, Utility shall promptly commence any Remedial Action required under Environmental Law. Utility shall suspend Construction work (excluding any Remedial Action, if applicable) at the site of the environmental hazard until the required Remedial Action is complete.

(f) The Party discovering an environmental hazard shall make any required notifications to federal, state, and/or local agency(ies) in accordance with Applicable Law (with a copy to the other Party).

(g) If Archaeological Remains are encountered by Utility in carrying out Construction under the terms of this Agreement, Utility must:

(i) immediately report the discovery to the LACMTA Representative;

(ii) ensure that the Archaeological Remains are preserved and protected in place and not disturbed further including by halting Construction work in the vicinity of the Archaeological Remain, if necessary;

(iii) comply with all requirements of Governmental Entities and any lawful directions of the LACMTA Representative in relation to the Archaeological Remains; and

(iv) continue to perform the Work, except to the extent otherwise: (A) lawfully directed by the LACMTA Representative; (B) ordered by a court or tribunal; or (C) required by Applicable Law.

(h) All Archaeological Remains found on or under the surface of the Project Site will, as between the Parties, be the absolute property of LACMTA and LACMTA shall be responsible for making any required notifications to federal, state, and/or local agency(ies) in accordance with Applicable Law.

4.9 **Inspection and Acceptance**

The Parties agree that inspection and acceptance of the Construction of Rearrangements performed under this Agreement will be carried out in accordance with the procedure set out in Exhibit 2 (*Inspection and Acceptance Procedure*).

4.10 **Maintenance**

Utility shall schedule, in coordination with LACMTA and its LACMTA Contractors and in accordance with Sections 2.5 (*Coordination of Utility Activities*) and 4.3(e) (*Rights-of-Way*), any maintenance of Utility Facilities that may be necessary after the completion of the Rearrangement so as not to interfere with the construction of the Subject Transportation Project or its operation, maintenance and use once completed.

ARTICLE 5. BETTERMENTS

5.1 **Procedure**

Promptly after identifying a Betterment, if possible during the Advanced Conceptual Engineering phase of the Subject Transportation Project and in any event prior to the establishment of the Basis of Design for a Rearrangement, Utility shall inform LACMTA what Betterments, if any, Utility desires or has intentions to pursue as part of a Rearrangement by submitting a completed Utility Betterment Request such that LACMTA can review the Betterments and determine whether they satisfy the requirements set out in Section 6.3(f) (*Reimbursements and Credits to LACMTA*). In addition:

(a) each Design furnished by Utility under the terms of this Agreement shall specifically identify any Betterments included in such Design and where Betterments are identified, shall be accompanied by a completed Utility Betterment Request submitted for LACMTA's review and approval; and

(b) if LACMTA identifies a Betterment included in Designs or any other Submittals furnished by Utility or in comments provided by Utility on LACMTA-completed Designs or other Submittals, LACMTA will deliver a LACMTA Notice of Potential Betterment to Utility and within 10 days of delivery of that notice, Utility will: (i) withdraw the relevant comment or Design; or (ii) submit a request for the applicable Betterment by submitting a Utility Betterment Request for LACMTA's review and approval. If Utility fails to respond within 10 days of a Notice delivered by LACMTA under this Section 5.1(b), the comment or Design will be deemed to be withdrawn provided that such withdrawal shall be without

prejudice to Utility's right to submit the Betterment under a subsequent Utility Betterment Request under this Section 5.1.

5.2 **Cost and Performance**

(a) Utility shall be responsible for the cost of any Betterment and LACMTA shall not be responsible for the cost of any Betterment. No Betterment may be performed in connection with any Rearrangement irrespective of whether the Design is performed by either Party or jointly, and whether the Construction is performed by either Party or jointly, unless that Betterment is:

(i) approved by LACMTA (as demonstrated by the LACMTA counter-signing the Utility Betterment Request, updated to include any changes negotiated and agreed by LACMTA and Utility); and

(ii) constructed in accordance with the scope and specifications agreed to and documented in the applicable Utility Betterment Request.

(b) Under no circumstances shall Utility receive payment for, or reimbursement of, any Costs associated with or related to Betterments, and the issuance of a Work Order authorizing Utility work or other activity relating to a Betterment shall not constitute the agreement of LACMTA to make any payments to Utility with respect to that Betterment.

5.3 **Right to Refuse**

LACMTA shall have the right to refuse and withhold approval for any Betterment that:

(a) is incompatible with the Subject Transportation Project;

(b) cannot be performed within the constraints of Applicable Law, any Governmental Approvals and/or the project schedule for the Subject Transportation Project; or

(c) is requested after the establishment of the Basis of Design for the Rearrangement.

ARTICLE 6. SALVAGE, REIMBURSEMENT AND CREDITS

6.1 **Disposition of Salvaged Materials**

(a) LACMTA may not salvage materials from the Conflicting Facility belonging to Utility during the course of its work on a Rearrangement, unless agreed to in writing by Utility. If LACMTA desires to use salvaged materials, subject to the consent of Utility, materials removed shall be stored by LACMTA until such time as the progress of work allows the reinstallation of such materials. Materials that are not to be reused in a Rearrangement, but that Utility desires to retain may be recovered by Utility staff within an agreed time frame or shall be delivered by LACMTA to a location proximate to the salvage site and suitable to Utility. Subject to acceptance by LACMTA, if materials removed by LACMTA are not reused and are not desired by Utility, such materials shall become the property of LACMTA.

(b) Salvaged materials which are removed by Utility and not reused in a Rearrangement shall be retained by Utility.

(c) LACMTA shall receive a credit or payment, as provided in Section 6.3 (*Reimbursements and Credits to LACMTA*), for salvage, storage and transporting of such materials described herein which are retained by Utility.

6.2 **Reimbursements to Utility**

(a) Except with respect to Betterments and Rearrangements performed by Utility pursuant to a franchise agreement, and without prejudice to Section 3.5(d) (*Utility Standards*), LACMTA will reimburse Utility for Costs incurred for work performed by Utility or the Utility Contractors under a Work Order in accordance with the terms of this Agreement and the applicable Work Order provided that:

(i) LACMTA's obligation to reimburse Utility for Costs is subject to the limitations established under Applicable Law and under the terms of this Agreement, including the limitations established in Section 3.1(c)(ii) (*Design Responsibilities*), Section 3.5(d) (*Utility Standards*), this ARTICLE 6 and ARTICLE 7 (*Billings*);

(ii) the Parties acknowledge that pursuant to Applicable Law, LACMTA is responsible for performing or for reimbursing Utility's actual cost to perform Rearrangements in a manner that maintains the functioning of the applicable Utility Facility at its previous level of service; and

(iii) where a Subject Transportation Project is federalized (use of federal funds on the Rearrangement as notified by LACMTA to Utility in accordance with Section 2.6 (*Governmental and Lender Requirements*)), reimbursements to Utility will, in addition to the terms of this Agreement, be subject to Applicable Law at the federal level.

(b) Where LACMTA and Utility agree that the Construction of a Subject Transportation Project will eliminate the service need for a specific Conflicting Facility and the Rearrangement to be performed under the applicable Work Order is to be limited to the removal or elimination of the Conflicting Facility, LACMTA will only be responsible for any Costs incurred in Abandonment of such Conflicting Facility by Utility.

(c) LACMTA will not be responsible for any costs relating to the presence or existence of any environmental hazard on, in, under or about any Utility Facility, including but not limited to, any Hazardous Substances, unless LACMTA or any LACMTA Contractor caused the environmental hazard through its actions.

6.3 **Reimbursements and Credits to LACMTA**

(a) LACMTA shall receive a credit against work performed by Utility under this Agreement at LACMTA's expense for salvage, Betterments and Expired Service Life Value of Utility. The amount of credits shall be determined in accordance with this Section 6.3. All credits pertaining to a particular Rearrangement or other item of work hereunder shall be reflected on the applicable invoice(s) submitted by Utility.

(b) Where LACMTA performs work under this Agreement, LACMTA shall receive compensation from Utility (by credit or payments in accordance with this Section 6.3) for salvage and Expired Service Life Value of Utility Facilities as applicable, as well as for costs incurred by LACMTA for Betterments, and for any other costs incurred by LACMTA that are Utility's responsibility pursuant to this Agreement. The amount of compensation shall be determined in accordance with this Section 6.3. To the extent possible, LACMTA may take such compensation in the form of credits against amounts owed by LACMTA to Utility in connection with the Rearrangement for which the compensation is owed. LACMTA shall invoice Utility for any remaining amounts due in accordance with Section 7.2 (*Procedures for LACMTA Billings to Utility*), and Utility shall make payments to LACMTA in accordance with Section 7.1 (*Procedures for Utility Billings to LACMTA*).

(c) For purposes of determining the amounts due from Utility to LACMTA (as a credit or payment) pursuant to this Section 6.3, the term "cost" shall mean all actual, allowable and reasonable direct and indirect costs incurred by LACMTA and attributable to activity or work performed or materials acquired in performing a task pursuant to this Agreement. Subject to the foregoing, direct costs shall

include allowable direct labor, equipment and materials costs spent specifically for work performed under this Agreement, and shall include but not be limited to those associated with Design, project review, construction management, permit fees, inspection, processing, remediation plan development and implementation, real property acquisition and contract administration. Indirect costs shall include administrative and overhead costs at the rate therefore established by LACMTA from time to time. LACMTA shall maintain its standard forms of records showing actual time expended and costs incurred.

(d) The amount of credits or payments, as applicable, due to LACMTA for salvage and Expired Service Life Value shall be determined by agreement based upon Utility's applicable books, records, documents and other data. In addition, LACMTA and Utility may conduct an inspection survey and/or inventory of a Conflicting Facility during the Design Development process. Pursuant to a Work Order authorized under to Section 2.2 (*Work Orders*), Utility shall provide LACMTA, to the extent such exist and are known and available, with drawings, plans or other records necessary to conduct such survey or inventory pursuant. Surveys shall describe the physical attributes of the Conflicting Facility such as number, length, diameter, dimensions, and type of material. The survey shall further describe, for each Conflicting Facility, the date of construction or installation; the present condition; the expected service life of each Conflicting Facility as derived from Utility's records; and whether materials contained therein are salvageable. The results of such survey shall also be applied in the determination of Betterments, as necessary.

(e) As applicable, credit shall be allowed or Utility shall pay for salvage for items of materials and equipment recovered from the Conflicting Facility in the performance of Rearrangement work which are subsequently retained by Utility in accordance with Section 6.1(b) (*Disposition of Salvaged Materials*). The amount of a salvage credit or payment, if any, shall equal the depreciated value of like or similar materials as determined by agreement of the Parties, plus storage and transportation costs of such materials salvaged for Utility's use.

(f) As applicable, credit shall be allowed or Utility shall pay for Betterments in accordance with this Section 6.3. The amount of a Betterment payment, if any, shall be the estimated cost of the Replacement Facility, less the estimated cost of the Conflicting Facility. The amount of Betterment credit, if any, shall be a fixed amount determined by the Parties during Design Development based upon estimates provided by Utility and agreed to by LACMTA under a Utility Betterment Request.

(g) LACMTA shall receive a credit for the Expired Service Life Value of each Conflicting Facility being replaced if the Replacement Facility will have an expected period of useful service greater than the period which the existing Conflicting Facility would have had, had it remained in service and the Rearrangement not been made. For purposes of this Agreement, "Expired Service Life Value" shall mean the depreciated value of the Conflicting Facility as determined by Utility utilizing its standard depreciation calculation. The amount of credit or payment for Expired Service Life Value shall be calculated prior to the commencement of the applicable Rearrangement work and documented in the applicable Work Order.

(h) Where a Replacement Facility falls within the public right-of-way, above or below grade:

(i) Utility and LACMTA shall apply the Utility Service Life Credits (calculated from the Expired Service Life Value) to attribute the cost share of the new Utility Rearrangement total cost;

(ii) the calculation to determine the cost share attributable to Utility and LACMTA shall be based on the following table:

Percentage of Service Life	**LACMTA's Share**	**Utility's Share**
50%	100%	0%

Percentage of Service Life	LACMTA's Share	Utility's Share
60%	90%	10%
70%	80%	20%
80%	70%	30%
90%	60%	40%
100%	50%	50%

; and

(iii) Utility shall make progress payments based on the proportion cost share of Replacement Facility or LACMTA may elect to offset the Utility cost share from the amounts owed by LACMTA to Utility for other activities in progress on the same Work Order. If LACMTA elects to advance funds during the Design phase, the cost share for construction progress payment by Utility will be adjusted accordingly to arrive to the calculated cost share. Similarly, if LACMTA elects to fund the Construction phase with LACMTA funds, then Utility is anticipated to provide a one-time up-front payment based on its proportionate share of cost prior to the award of the Rearrangement construction contract or Work Order.

(i) Where a Replacement Facility falls within a LACMTA-owned Project Right-of-Way, Service Life Credit cost sharing does not apply.

ARTICLE 7. BILLINGS

7.1 Procedures for Utility Billings to LACMTA

(a) Utility shall use the following procedures for submission of its billings to LACMTA, on a progress basis, for work performed by Utility under a Work Order:

(i) Utility shall commence its monthly billing (in an electronic format where possible) within no more than 30 days following the commencement of work under a specific Work Order and shall bill monthly thereafter;

(ii) each billing shall: (A) be addressed to the LACMTA Representative; (B) include a "Project Labor Report" identifying by task both Utility staff (and applicable Utility Contractor) hours charged for administrative, Design, inspection and management services and Utility direct field labor; (C) specify all Costs incurred for that billing period including copies of invoices and other supporting Cost data; (D) reflect any applicable credits due to LACMTA under this Agreement with respect to the Subject Transportation Project applicable to the Work Order under which the billing is being submitted; (E) be noted as either "in-progress" or "final"; (F) include a certification that the Costs identified in such billing were appropriate and necessary to performance of the work under the Work Order and have not previously been billed or paid; and (G) include a monthly progress billing report prepared by the Utility lead project manager including a narrative description of the work for the prior billing period with a statement on work progress, schedule deviations, cost to complete, subcontractor utilization, DBE usage if any, and, where applicable, a statement on adherence to federal requirements. If requested by LACMTA, Utility shall provide a full description of any labor charges during the billing period that were not identified in the Project Labor Report;

(iii) the final billing, with a notation that all work covered by a given Work Order has been performed, shall be submitted to LACMTA within 90 days after completion of the work under

the applicable Work Order, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the Costs identified in such billing were appropriate and necessary to the performance of the work under the Work Order and have not previously been billed or paid; and

(iv) after the expiration of the 90 day period described in Section 7.1(a)(iii) (*Procedures for Utility Billings to LACMTA*), LACMTA may Notify Utility in writing that the 90 day closing billing period has expired, and upon Utility's receipt of such Notice from LACMTA, Utility shall have 30 days to submit its final invoice.

(b) Utility agrees to retain, or cause to be retained, for inspection and audit by LACMTA or other governmental auditors for the period required pursuant to Section 7.4 (*Inspection and Audit*), all records and accounts relating to the work performed by Utility under this Agreement and shall maintain separate records and accounts for each Work Order including signed individual labor time sheets clearly identifying of the Work Order number and the Subject Transportation Project title; provided, however, that if any actions brought under the dispute resolution provisions set out in ARTICLE 9 (*Resolution of Disputes*) have not been finally resolved by such deadline, then any records that pertain to any such actions shall be maintained until such actions have been finally resolved.

7.2 **Procedures for LACMTA Billings to Utility**

(a) Where LACMTA is due a payment under the terms of this Agreement, LACMTA shall submit regular progress billings to Utility, which shall: (i) specify costs incurred for that billing period; (ii) bear the Subject Transportation Project name and any related Work Order number; (iii) be supported by copies of data that support the costs incurred; and (iv) be addressed to the Utility Representative. Each billing shall be noted as either progress or final billing and shall include a certification that the charges identified in such billing were appropriate and necessary to the performance of the applicable work and have not previously been billed or paid. The final billing, with a notation that all applicable work has been performed, shall be submitted to Utility as soon as practicable, but no later than 90 days following the completion of the work, and shall summarize prior progress billings, show inclusive dates upon which work was performed, and include a certification that the costs identified in such billing were appropriate and necessary to the performance of the applicable work and have not previously been billed or paid. After the expiration of the 90-day period described above, Utility may Notify LACMTA that the 90-day closing billing period has expired, and upon LACMTA's receipt of such Notice from Utility, LACMTA shall have 30 days to submit its final invoice.

(b) LACMTA agrees to retain, or cause to be retained, for inspection and audit by Utility or other governmental auditors for the period required pursuant to Section 7.4 (*Inspection and Audit*), all records and accounts relating to all work performed by LACMTA for Utility under this Agreement; provided, however, that if any actions brought under the dispute resolution provisions set out in ARTICLE 9 (*Resolution of Disputes*) have not been finally resolved by the foregoing deadline, then any records that pertain to any such actions shall be maintained until such actions have been finally resolved.

7.3 **Payment of Billings**

Payment of each bill properly submitted pursuant to Sections 7.1 (*Procedures for Utility Billings to LACMTA*) or 7.2 (*Procedures for LACMTA Billings to Utility*) shall be due within 60 days of receipt, provided that:

(a) all such payments shall be conditional, subject to post-audit adjustments;

(b) final payment for each Rearrangement shall be contingent upon final inspection (and acceptance, where applicable) of the work by the Party billed for such work, which inspection (and acceptance, where applicable) will not be unreasonably withheld or delayed; and

(c) LACMTA may withhold payments in the amount of any credit amounts due to LACMTA if Utility has not posted such credits within 60 days after submittal of requests for the same by LACMTA.

7.4 **Inspection and Audit**

For the period commencing on the Effective Date and ending on the date falling three years after the end of the Term or such later date as is required under other terms of this Agreement or under Applicable Law, each Party (and its authorized representatives) will have such rights to review and audit the other Party and its books, records and documents as may be deemed necessary for the purposes of verifying compliance with this Agreement, Applicable Law and the Utility Standards at all times during normal business hours. Each Party shall bear its own costs and expenses in connection with undertaking any inspection and audit, and in responding to an inspection and audit. Examination of a document or record on one occasion shall not preclude further review or reexamination of such document or record on subsequent occasions. By providing any of its records to the other Party for examination, the Party providing such records represents and warrants the completeness and accuracy in all material respects of all information it or its agents provides in connection with any audit by the other Party. If an audit shows that a financial adjustment is required, the Parties will use good faith efforts to agree such adjustment. The rights granted pursuant to this Section 7.4 shall not obligate either Party to inspect or audit the other Party's records. The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains provisions acknowledging the rights of Utility or LACMTA (as applicable) under this Section 7.4.

ARTICLE 8. INDEMNITY AND INSURANCE

8.1 **Indemnity**

EACH PARTY SHALL RELEASE, DEFEND, INDEMNIFY, AND HOLD HARMLESS THE OTHER PARTY AND ITS RESPECTIVE OFFICERS, AGENTS, REPRESENTATIVES, AND EMPLOYEES FROM AND AGAINST ALL LIABILITIES, EXPENSES (INCLUDING LEGAL FEES AND COSTS), CLAIMS, LOSSES, SUITS, AND ACTIONS OF ANY KIND, AND FOR DAMAGES OF ANY NATURE, INCLUDING BUT NOT LIMITED TO, BODILY INJURY, DEATH, PERSONAL INJURY, OR PROPERTY DAMAGE ARISING FROM OR CONNECTED WITH ITS PERFORMANCE UNDER THIS AGREEMENT. NOTWITHSTANDING ANYTHING IN THIS AGREEMENT TO THE CONTRARY, NEITHER PARTY WILL BE LIABLE TO THE OTHER PARTY IN ANY CLAIM FOR CONSEQUENTIAL, INDIRECT, SPECIAL, PUNITIVE, OR INCIDENTAL DAMAGES. Each Party agrees to Notify the other promptly upon receipt of any third-party claim for which a Party is entitled to indemnity under this Agreement.

8.2 **Insurance**

(a) The Parties must ensure that any contract entered into in connection with performance of the work under this Agreement contains:

(i) a provision requiring the general contractor, as part of the liability insurance requirements, to provide an endorsement to each policy of general liability insurance naming Utility and LACMTA as additional insureds; and

(ii) unless otherwise mutually agreed by the Parties, the requirement for: (A) construction general contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; and $1,000,000 in

combined single limit (CSL) in auto liability; and (B) design contractors to provide evidence of insurance in the following amounts: $5,000,000 in general liability; $1,000,000 in workers' compensation/employer's liability; $1,000,000 (CSL) in auto liability; and $1,000,000 in professional liability, if applicable to the Design contractor's scope of work.

(b) Each Party must:

(i) give the other Party 30 days' Notice prior to any reduction in scope or cancellation or expiration of any insurance procured by it under this Section 8.2;

(ii) give the other Party 30 days' Notice prior to it agreeing to a reduction in scope or the cancellation or expiration of any insurance procured by a LACMTA Contractor or Utility Contractor (as applicable) under this Section 8.2; and

(iii) Notify the other Party within five days if it receives a Notice from a LACMTA Contractor or Utility Contractor (as applicable) of the expiration of any insurance procured under this Section 8.2.

(c) Notwithstanding the foregoing, Utility shall have the option to self-insure in full satisfaction of the insurance requirements, so long as the Utility agrees to protect LACMTA, its officers and employees at the same level with respect to types of coverage and minimum limits of liability as LACMTA would have required of third party insurance, and Utility agrees that such self-insurance shall include all duties, obligations and responsibilities of an insurance company with respect to any claim made under such self-insurance program. At least 30 days prior to the implementation of any self-insurance program, Utility shall provide to LACMTA certification that Utility meets the requirements of this Section 8.2. If Utility does not self-insure in accordance with this Section 8.2(c), Utility shall itself obtain insurance complying with the requirements of Sections 8.2(a) *(Insurance)* and 8.2(b) *(Insurance)*.

ARTICLE 9. RESOLUTION OF DISPUTES

9.1 Attempt to Resolve

In the event of a dispute or difference arising under, out of or in connection with or relating to this Agreement, including any question regarding its existence, validity or termination (**"Dispute"**), the Parties shall make good faith efforts to resolve the Dispute through negotiation, including as set out in Section 9.3 *(Resolution Processing)*.

9.2 Continuation of Performance

(a) The existence and details of a Dispute notwithstanding, both Parties shall continue, without delay, their performance under this Agreement, except for any performance which LACMTA, in its sole and absolute discretion, determines should be delayed as a result of such Dispute. LACMTA shall continue to pay sums not in Dispute, during any such period of continued performance.

(b) If Utility fails to continue its performance under this Agreement, which LACMTA in its sole and absolute discretion, determines should not be delayed as a result of such dispute, then any additional costs which may be incurred by LACMTA as a result of Utility's failure to continue to so perform shall be borne by Utility, and Utility shall make no claim whatsoever against LACMTA for such costs. Utility shall promptly reimburse LACMTA for such LACMTA costs, as determined by LACMTA or LACMTA may deduct all such additional costs from any amounts due to Utility from LACMTA.

9.3 Resolution Processing

In the event of any Dispute between the Parties with respect to this Agreement:

(a) Utility and LACMTA shall submit the Dispute to their respective project managers and contract administrators to resolve the Dispute;

(b) if the project managers and contract administrators are unable to resolve the dispute within a reasonable time not to exceed five days from the date of submission of the Dispute to them, then the matter shall immediately be submitted to a representative of executive management from each of Utility and LACMTA to resolve the Dispute;

(c) if the representatives of executive management nominated by Utility and LACMTA under Section 9.3(b) (*Resolution Processing*) are unable to resolve the dispute within a reasonable time not to exceed 30 days from the date of submission of the Dispute to them, then the matter shall immediately be submitted to Utility's Chief Executive Officer and to LACMTA's Chief Executive Officer, or their designees, to resolve the dispute; and

(d) in the event that Utility's Chief Executive Officer and LACMTA's Chief Executive Officer are unable to resolve the Dispute within a reasonable time not to exceed 90 days from the date of submission of the Dispute to them, then: (i) the Parties may mutually agree to refer the Dispute to an alternative dispute resolution process; and (ii) each Party may assert its other rights and remedies provided under this Agreement and/or any rights and remedies as provided by Applicable Law.

9.4 **Documentation of Disputes**

All Disputes utilizing the dispute resolution procedure set out in this ARTICLE 9 shall be documented in writing by each Party and shall state the specifics of each alleged Dispute and all actions taken.

ARTICLE 10. MISCELLANEOUS

10.1 **Force Majeure**

No Party may bring a claim for a breach of obligations under this Agreement by the other Party or incur any liability to the other Party for any losses or damages incurred by that other Party if a Force Majeure Event occurs and the affected Party is prevented from carrying out its obligations by that Force Majeure Event. During the continuation of any Force Majeure Event, the affected Party shall be excused from performing those of its obligations directly affected by such Force Majeure Event provided that the occurrence or continuation of any Force Majeure Event shall not excuse any Party from performing any payment obligations contemplated under this Agreement. If a Force Majeure Event occurs, Utility agrees, if requested by LACMTA pursuant to Section 2.2 (*Work Orders*), and if deemed possible and feasible by Utility (acting reasonably), to accelerate the performance of its obligations under this Agreement and any Work Order to mitigate any delay arising from the Force Majeure Event provided that LACMTA agrees to reimburse Utility for the incremental actual costs of such acceleration.

10.2 **Approvals, Further Documents, and Actions**

(a) Any determination, acceptance, approval, consent, permission, satisfaction, agreement, waiver, authorization or any other similar action (collectively, **"Approval"**) required or permitted to be given by any Party pursuant to this Agreement or any Work Order:

(i) must be in writing to be effective (except as otherwise specifically allowed by this Agreement); and

(ii) shall not be unreasonably withheld, conditioned or delayed; and if Approval is withheld, such withholding shall be in writing and shall state with specificity the reasons for withholding such

Approval, and every effort shall be made to identify with as much detail as possible what changes are required for Approval.

(b) The Parties agree to execute such further documents, agreements, instruments, and notices, and to take such further actions, as may be necessary or appropriate to effectuate the transactions contemplated by this Agreement.

10.3 **Notices**

(a) Except as otherwise provided in this Agreement, all notices or communications pursuant to this Agreement shall be in writing and: (i) delivered personally; (ii) sent by certified mail, return receipt requested; (iii) sent by a recognized overnight mail or courier service, with delivery receipt requested; or (iv) sent by email communication followed by a hard copy, to the following addresses (or to such other address as may from time to time be specified in writing by such person):

To Utility:

Supervisor Right of Way
6 Centerpointe Dr 5th Floor
La Palma CA, 90623-2503
Attn: Evan J. Bencic
Email address: ejbencic@marathonpetroleum.com
Phone number: (801) 366-2058

To LACMTA:

Chief Program Management Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Email: lindholmt@metro.net
Attn: Tim Lindholm

With a copy to:

Deputy Executive Officer, Third Party Administration
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Email: cervantese@metro.net
Attn: Eduardo Cervantes

County Counsel
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 24th Floor
Los Angeles, CA 90012
Email: eggerse@metro.net
Attn: Elena Eggers, Senior Deputy County Counsel

(b) Any notice served personally shall be deemed delivered upon receipt, and any notice served by certified mail or by recognized overnight mail or courier service shall be deemed delivered on the date of receipt as shown on the addressee's registry or certification of receipt or on the date receipt is refused as shown on the records or manifest of the U.S. Postal Service, courier service or other person making the delivery, and any notice sent by email communication will be deemed delivered

on the date of receipt as shown on the received email transmission (provided the hard copy is also delivered pursuant to this Section 10.3). All notices (including by email communication) delivered after 5:00 p.m. PST will be deemed delivered on the first day following delivery that is not a Saturday, a Sunday, or a federal public holiday. Utility or LACMTA may from time to time designate any other address or addressee or additional addressees for this purpose by written notice given to the other Party in accordance with this Section 10.3.

(c) The Parties may also designate other procedures for the giving of notice as required or permitted under the terms of this Agreement, but each such alternate procedure shall be described, in writing and signed by the LACMTA Representative and by the Utility Representative.

10.4 **Assignment; Successors and Assigns**

A Party cannot assign, novate, or otherwise transfer any of its rights or obligations under this Agreement without the prior consent of the other Party unless this Agreement expressly provides otherwise. This Agreement is binding upon and will inure to the benefit of LACMTA and Utility and their respective successors and permitted assigns.

10.5 **Waiver**

(a) No waiver of any term, covenant, or condition of this Agreement will be valid unless in writing and executed by the obligee Party.

(b) Either Party's waiver of any breach or failure to enforce any of the terms, covenants, conditions, or other terms of this Agreement at any time will not in any way limit or waive that Party's right to subsequently enforce or compel strict compliance with every term, covenant, condition, or other provision of this Agreement, despite any course of dealing or custom of the trade (other than the waived breach or failure in accordance with the terms of such waivers).

10.6 **Entire Agreement and Modification**

No alteration or variation of the terms of this Agreement shall be valid unless made in writing and signed by the Parties and no oral understanding or agreement not incorporated herein shall be binding on either of the Parties.

10.7 **Time**

In accomplishing all work and performing all other acts required under this Agreement, time is of the essence.

10.8 **Governing Law and Jurisdiction**

This Agreement shall be governed by and construed and enforced in accordance with the laws of the State of California. The rights and remedies of LACMTA and Utility for default in performance under this Agreement or any Work Order are in addition to any other rights or remedies provided by law.

10.9 **Severability**

If any part of this Agreement is found to be invalid or unenforceable by a ruling or decision reached in accordance with ARTICLE 9 (*Resolution of Disputes*), or otherwise by a court having proper jurisdiction, such finding shall not invalidate the remaining portions hereof, but such provisions shall remain in full force and effect to the fullest extent permitted by law; provided, however, that the Parties shall immediately renegotiate, reasonably and, in good faith, the terms or provisions found to be invalid, as well as any other terms and provisions as necessary to achieve as nearly as possible the Parties' original contractual intent.

10.10 **Counterparts**

This Agreement may be executed in any number of counterparts, each of which shall be deemed to be the original, and all of which together shall constitute one and the same instrument.

10.11 **Limitation on Third Party Beneficiaries**

Nothing in the terms of this Agreement is intended: (a) to create duties for, obligations to, or rights in third parties not parties to this Agreement, except to the extent that, specific provisions (such as the indemnity provisions) identify third parties and provided that they are entitled to benefits hereunder; or (b) to affect the legal liability of either Party to the Agreement by imposing any standard of care with respect to the development, design, construction, operation or maintenance of highways, Transportation Projects and other public facilities that is different from the standard of care imposed by Applicable Law.

10.12 **Survival**

The representations, warranties, indemnities, waivers and dispute resolution provisions set out in ARTICLE 9 (*Resolution of Disputes*), all payment obligations hereunder incurred prior to termination of this Agreement, and all other provisions that by their inherent nature should survive termination of this Agreement, shall survive the termination of this Agreement for any reason whatsoever, and shall remain in effect unless and until terminated or modified in writing by mutual agreement.

10.13 **Confidential Information**

It may be necessary or advisable for LACMTA to share confidential information with Utility to carry out the objectives of this Agreement for a particular Subject Transportation Project. In connection with such sharing of confidential information, the Parties shall enter into a Non-Disclosure Agreement in the form attached as Part B of Exhibit 3 (*Forms*) to preserve the confidentiality of such information. A separate Non-Disclosure Agreement shall be entered into for each Transportation Project as applicable.

ARTICLE 11. DEFINITIONS AND INTERPRETATION

11.1 **Definitions**

Unless the context otherwise requires, capitalized terms and acronyms used in this Agreement have the meanings given in this Section 11.1.

"Abandonment" means the permanent termination of service of an existing Utility Facility (or a portion of it) and, if the Utility Facility (or portion of it) is not being removed from its existing location, the work necessary to permit such abandoned Utility Facility to remain in place in accordance with Applicable Law. **"Abandoned"** shall be construed accordingly.

"Adjacent Work" means any removal, demolition, repair, restoration, relocation or reconstruction of existing Utility Facilities and/or construction of new Utility Facilities and/or other physical works by Utility or a Utility Contractor that is performed or to be performed within, or within 100 feet of, a Project Right-of-Way or Construction of a Rearrangement; or the performance of which is otherwise reasonably likely to conflict with the Design, Construction, operation or maintenance of a Subject Transportation Project.

"Advanced Conceptual Engineering" or **"ACE"** means the phase of the Design process that advances the Subject Transportation Project's scope from a conceptual state to a level of schematic design that describes the project technical and architectural approach in order to address environmental and community impacts, significant interfaces and operational characteristics to support environmental approvals. The plan percentage complete ranges generally from the initiation of Design (0%) to 15%.

"Advanced Partial Design Unit" means a portion of the Design for a Rearrangement, submitted to the Reviewing Party for review and approval prior to Submittal of a fully integrated Design for the Rearrangement in accordance with the terms of this Agreement and which enables Construction to begin on a portion of a Rearrangement before the Final Design for the applicable Rearrangement in full is complete.

"AFC Design" means, with respect to a Rearrangement, the Final Design for the Rearrangement that is approved for Construction and that otherwise satisfies all of the other conditions under Section 5 (*No Commencement of Construction Work*) of Exhibit 1 (*Submittal Review Procedure*).

"Agreement" means this agreement and any schedules, exhibits, attachments and annexures to it.

"Applicable Contractor" means a LACMTA Contractor or a Utility Contractor, as the context requires.

"Applicable Law" means any statute, law, code, regulation, ordinance, rule, common law, judgment, judicial or administrative order, decree, directive, or other requirement having the force of law or other governmental restriction (including those resulting from the initiative or referendum process) or any similar form of decision of or determination by, or any interpretation or administration of any of the foregoing by, any Governmental Entity which is applicable to the Subject Transportation Project, Rearrangements, any work performed under this Agreement or any relevant person, whether taking effect before or after the date of this Agreement. "Applicable Law" excludes Governmental Approvals, customs, duties and tariffs.

"Approval" is defined in Section 10.2(a) (*Approvals, Further Documents, and Actions*).

"Archaeological Remains" means any antiquities, fossils, coins, articles of value, precious minerals, cultural artifacts, human burial sites, paleontological and human remains, articles of scientific interest and other similar remains of archaeological, paleontological or scientific interest discovered in any part of the Project Site.

"Basis of Design" means the basis of design defined by LACMTA in the Work Order for Design, Design Support and/or other Design-related activities for a Rearrangement which shall, depending on the contracting mechanism adopted by LACMTA for the Subject Transportation Project, be:

(a) the scope, criteria, specifications and requirements that form the basis of the applicable request for proposal issued by LACMTA for the part of the Subject Transportation Project scope of work that includes or necessitates the Rearrangement; or

(b) such other level of Design Development agreed to in the applicable Work Order.

"Betterment" means work performed in connection with any Rearrangement or as part of a Rearrangement:

(a) comprising an upgrade, change or addition to a Utility Facility (or a part of a Utility Facility) requested by Utility that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that Utility Facility over that which was provided by the Utility Facility prior to the Rearrangement; or

(b) for which the Utility Standards applicable to that Rearrangement are changed or added to after the establishment of the Basis of Design for that Rearrangement,

provided that the term "Betterment" shall exclude:

(i) an upgrade, which the Parties agree, will be of direct and principal benefit to the construction, operation and/or maintenance of the Subject Transportation Project;

(ii) an upgrade resulting from Design or Construction in accordance with the applicable Utility Standards as set out in Section 3.5 (*Utility Standards*) and any changes or additions to those

Utility Standards notified to LACMTA prior to the establishment of the Basis of Design for the Rearrangement and that have not been adopted by Utility in breach of Section 3.5(b) (*Utility Standards*);

(iii) measures to mitigate environmental impacts identified in the Subject Transportation Project's final environmental impact report or statement and any supplemental environmental reports for the Subject Transportation Project;

(iv) Replacement of devices or materials no longer regularly manufactured with the next highest grade or size; or

(v) an upgrade that is the consequence of changes made by LACMTA or a LACMTA Contractor after the establishment of the applicable Basis of Design for the Subject Transportation Project.

"Compliance Comment" means a comment on, objection to, or the withholding of approval to a Submittal on the basis of one or more of the following:

(a) the Design or Construction work that is the subject of the Submittal fails to comply with (or is reasonably likely to fail to comply if implemented in accordance with the Submittal) any applicable covenant, condition, requirement, term or provision of this Agreement; or

(b) not all content required with respect to the Submittal has been provided.

"Conflicting Facility" means an existing Utility Facility, or a portion of it, which the Parties determine requires Rearrangement in order to construct, operate or maintain a Subject Transportation Project including as a result of:

(a) a physical conflict between the Subject Transportation Project (including its construction, operation, maintenance or use) and the Utility Facility; and/or

(b) even where there is no physical conflict, an incompatibility between the Subject Transportation Project as designed and the Utility Facility based on the requirements of Utility Standards, LACMTA's applicable standards, and/or Applicable Law.

"Construction" means all construction activities necessary to complete the Subject Transportation Project including any Rearrangements and the procurement, installation, inspection, and testing of new facilities including temporary and permanent materials, equipment, systems, software, and any components of such permanent materials, systems, and software. **"Construct"** shall be construed accordingly.

"Cost" means all eligible direct and indirect costs actually incurred for activities or work performed or materials acquired by Utility or a Utility Contractor in accordance with the terms of this Agreement, less (in respect of Utility) credits to LACMTA as provided in Section 6.3 (*Reimbursements and Credits to LACMTA*) where:

(a) eligible direct costs include allowable direct labor costs, equipment and materials costs, and storage and transportation costs of materials salvaged for Utility's use in performing the applicable work;

(b) eligible indirect costs shall be computed based upon the indirect cost rates approved annually for Utility by its cognizant agency, and as noted on the Form 60, for allocation to federally funded or state funded contracts; and

(c) unless the Internal Revenue Service and the CPUC issue regulations or rulings to the contrary, the eligible direct and indirect costs shall not include taxes purportedly arising or resulting from LACMTA's payments to Utility under this Agreement.

"County" means the County of Los Angeles, California.

"CPUC" means the California Public Utilities Commission.

"Days" or **"days"** means, unless otherwise stated, calendar days.

"Design" means all activities related to the design, redesign, engineering or architecture of any Construction work.

"Design Development" means the phase of the Design process that occurs after Advanced Conceptual Engineering and that develops, on a progressive basis, a clear indication of the design solutions for the applicable requirements and the major features of the architectural and structural design and third-party interfaces that are intended to form the basis for the Final Design.

"Design Documentation" means all drawings (including plans, profiles, cross-sections, notes, elevations, typical sections, details and diagrams), specifications, reports, studies, working drawings, shop drawings, calculations, electronic files, records and Submittals necessary for, or related to, the Design of the Rearrangements. "Design Document" shall be construed accordingly.

"Design Support" means Design support to assist LACMTA and the LACMTA Contractors to identify Conflicting Facilities and progress Design Development and preparation of a Final Design for Rearrangements including by:

(a) identifying potential conflicts and impacts including Utility Facilities in which service must be maintained without interruption, Utility Facilities in which service may be permanently Abandoned, Utility Facilities which may be temporarily Abandoned and the maximum allowable duration of such temporary Abandonment;

(b) estimating duration of street closures or restrictions necessary to construct Rearrangements of Utility Facilities; and

(c) conducting exhaustive research to locate all: (i) as-built plans including site specific schematics, maps, legal description of land, prior physical work logs, soils and hazardous substance data if any, and other available or related data; (ii) prior agreements including franchise, license, and other agreements with railroads, LACMTA, local agencies or other third parties; and (iii) any other Utility-specific or proprietary design details relevant to the identification of Conflicting Facilities and Design Development and preparation of a Final Design for Rearrangements.

"Dispute" is defined in Section 9.1 (*Attempt to Resolve*).

"Effective Date" means the date stated as such on the first page of this Agreement, which shall be the date when this Agreement has been fully executed on behalf of LACMTA and Utility.

"EIS/EIR" means any Environmental Impact Report and/or Environmental Impact Statement for a Subject Transportation Project completed pursuant to the California Environmental Quality Act and/or National Environmental Policy Act (as applicable).

"Environmental Law" means all Applicable Laws, regulations, codes, and common law applicable to LACMTA or to the work under this Agreement, now or hereafter in effect relating to pollution control, remediation, hazardous or contaminated substances, resource conservation and management, protection of public health, public welfare, and the environment.

"Expired Service Life Value" is defined in Section 6.3(g) (*Reimbursements and Credits to LACMTA*).

"Final Design" means the phase of the Design process which provides the detailed design for all temporary and permanent project facilities and addresses and resolves all Design review Compliance Comments and finalizes all engineering, architectural and systems designs necessary for Construction. It ends with an approved-for-construction plan status and with the Design being signed and sealed by the 'Engineer of Record'.

"Final Design Document" means, with respect to a Rearrangement (or an element of a Rearrangement), the complete (to 100%) final Construction drawings, including plans, profiles, cross-sections notes, elevations, typical sections, details and diagrams, Design criteria, specifications, reports, studies, calculations, electronic files, records, and Submittals for the Rearrangement (or the element of the Rearrangement).

"Force Majeure Event" means the occurrence of any of the following events after the date of this Agreement that directly causes either Party (the "affected Party") to be unable to comply with all or a material part of its obligations under this Agreement:

(a) war, civil war, invasion, violent act of foreign enemy or armed conflict or any act of terrorism;

(b) nuclear, chemical or biological contamination unless the source or cause of the contamination is brought to or near the Project Site by affected Party;

(c) ionizing radiation unless the source or cause of the ionizing radiation is brought to or near the Project Site by the affected Party;

(d) any fire, explosion, unusually adverse weather, flood or earthquakes;

(e) any named windstorm and ensuing storm surges, including the direct action of wind originating from a named windstorm;

(f) any riot or civil commotion;

(g) any blockade or embargo;

(h) government declared epidemic, pandemic or quarantine; or

(i) any official or unofficial strike, lockout, go-slow or other dispute, generally affecting the construction industry or a significant sector of it,

except, in each case, to the extent attributable to any breach of this Agreement or Applicable Law by, or any negligent act or negligent omission of, the affected Party.

"Form 60" means Form 60 (Professional Services Cost/Price Summary) in the form attached as Part A of Exhibit 3 (*Forms*).

"Governmental Approval" means any approval, authorization, certification, consent, license, permit, registration or ruling, issued by any Governmental Entity required to carry out the Rearrangements, the Subject Transportation Project or any other work to be performed under the terms of this Agreement.

"Governmental Entity" means any federal, state, or local government and any political subdivision or any governmental, quasi-governmental, judicial, public or statutory instrumentality, administrative agency, authority, body or entity (including the California Department of Transportation, CPUC and United States Army Corps of Engineers) other than LACMTA.

"Hazardous Substance" is defined in Section 4.8 (*Hazardous Substances and Archaeological Remains*).

"LACMTA" is defined in the Preamble.

"LACMTA Contract" means any contract, subcontract or other form of agreement between LACMTA and a LACMTA Contractor or between a LACMTA Contractor and its lower tier subcontractor.

"LACMTA Contractor" means any contractor, consultant, tradesperson, supplier, private developer, employee, member of staff, engineer, architect, agent, operator, or other person engaged or authorized by LACMTA to carry out works with respect to a Subject Transportation Project, any Rearrangement or otherwise contemplated under the terms of this Agreement and any other person with whom any LACMTA Contractor has further subcontracted part of such works (other than Utility and Utility Contractors).

"LACMTA Notice of Potential Betterment" means a notice from LACMTA to the Utility notifying the Utility of a potential Betterment in accordance with ARTICLE 5 (*Betterments*) and in the form set out in Part D of Exhibit 3 (*Forms*).

"LACMTA Representative" is defined in Section 2.1(a) (*Governance*).

"Non-conforming Work" means Design work or Construction work not in accordance with the requirements of this Agreement.

"Notice" means any communication under this Agreement including any notice, consent, approval, request, and demand and **"Notify"** shall be construed accordingly.

"Package" means, with respect to a Subject Transportation Project, each package of Design Documentation submitted by a Submitting Party in accordance with this Agreement.

"Planning Phase" means, with respect to a Subject Transportation Project, the phase in which LACMTA carries out activities related to the planning and environmental clearance of the relevant Subject Transportation Project including, but not limited to:

(a) conducting alternative analysis and feasibility studies;

(b) preparing the draft and final environmental impact reports/statements required by Applicable Law;

(c) preparation of Advanced Conceptual Engineering;

(d) seeking LACMTA board approval of the locally preferred alternative;

(e) seeking certification of the final EIR by the LACMTA board;

(f) activities related to FTA issuance of the record of decision; and

(g) preparation of the mitigation monitoring and reporting plan.

"Project Labor Report" is defined in Section 7.1(a)(ii) (*Procedures for Utility Billings to LACMTA*).

"Project Right-of-Way" means the permanent right-of-way for a Subject Transportation Project as Notified to Utility by LACMTA and compliant with that Subject Transportation Project's final environmental impact report or statement and any supplemental environmental reports for the Subject Transportation Project or, if the final environmental reports have not yet been obtained, the anticipated permanent right-of-way as Notified to Utility by LACMTA.

"Project Site" means, with respect to a Subject Transportation Project, collectively, the Project Right-of-Way and each temporary construction easement for the Subject Transportation Project, as Notified to Utility.

"Protection-in-Place" means any activity undertaken to avoid damaging a Utility which does not involve removing or relocating that Utility, including staking the location of a Utility, avoidance of a Utility Facility's location by construction equipment, installing steel plating or concrete slabs, encasement in concrete, temporarily de-energizing power lines, and installing physical barriers. "Protected-in-Place" will be construed accordingly.

"Rearrangement" means, with respect to a Subject Transportation Project, the work of:

(a) removal (including Abandonment), replacement, restoration, alteration, reconstruction, support (including Protection-in-Place), or relocation of all or a portion of a Conflicting Facility, whether permanent or temporary, which:

(i) LACMTA determines in its sole discretion is necessary in order for the Subject Transportation Project to comply with Applicable Law; or

(ii) LACMTA and Utility mutually agree is necessary in order to Construct, operate, or maintain the Subject Transportation Project; or

(b) the installation of new and required Utility Facilities which:

(i) LACMTA determines in its sole discretion is necessary in order for the Subject Transportation Project to comply with Applicable Law; or

(ii) LACMTA and Utility mutually agree is necessary as a result of the impact of the Construction, operation or maintenance of the Subject Transportation Project.

"Remedial Action" is defined in Section 4.8(d) (*Hazardous Substances and Archaeological Remains*).

"Replacement Facility" means a Utility Facility that may be constructed or provided under the terms of this Agreement as a consequence of a Rearrangement of a Utility Facility or a portion thereof.

"Reviewing Party" means, the Party responsible for reviewing and approving Submittals submitted by the Submitting Party.

"Service Life" means the total useful life of a Utility Facility in years after it is first constructed and functional for the intended service or conveyance.

"Service Life Credits" means the remaining unused portion of a Utility Facility's Service Life, converted to cost or dollars, for the purpose of calculating the proportional share of cost between LACMTA and Utility where applicable.

"SSPWC" means Standard Specifications for Public Works Construction.

"Subject Transportation Project" when referenced generally, means a Transportation Project involving a Rearrangement as listed in Recital B or identified in accordance with Section 1.1(e) (*Scope of the Agreement*) or anticipated to involve a Rearrangement (as the context requires); or when referenced in connection with a particular Rearrangement, means the Transportation Project which necessitates such Rearrangement; provided, however, that if LACMTA enters into more than one LACMTA Contract for Construction of a particular Transportation Project, then where the context so requires, the term "Subject Transportation Project" shall refer to that portion of such Transportation Project which is being Constructed by a particular LACMTA Contractor and which necessitates such Rearrangement.

"Submittal" means, with respect to a Subject Transportation Project:

(a) Design Documentation for a Rearrangement performed as part of that Subject Transportation Project (other than any Design Documentation for which a Party is responsible); and

(b) any other documents which a Party must submit to the other Party with respect to that Subject Transportation Project in accordance with this Agreement.

"Submitting Party" means, the Party responsible for preparing and submitting a Submittal to a Reviewing Party for review and approval which may include a contractor, consultant, tradesperson, supplier, private developer, employee, or member of staff.

"Submittal Review Period" means, for each Submittal, a period of 14 days from the date of delivery of the Submittal under the provisions of this Agreement (including Section 10.2 (*Approvals; Further Documents and Actions*)) or as the Parties may agree under the applicable Work Order.

"Temporary Facility" means a facility constructed for the purpose of ensuring continued service while a Utility Facility is taken out of full or partial service as part of any Rearrangement work, but which will be removed, relocated or restored to its original condition after such work is complete.

"Transportation Project" means a project undertaken by or at the direction of LACMTA pursuant to its authority under Applicable Law to design, construct, operate and/or maintain light rail, heavy rail (including subway), busway, tram, highway, high occupancy toll (HOT) lanes (including Express Lanes/Fastrak, etc.), bike path, active transportation or other forms of transportation or mobility systems, and includes either a new transportation or mobility system or a project to modify, alter, extend or maintain an existing Transportation Project and **"Transportation Project"** shall mean any one of such projects. LACMTA has sole discretion in the interpretation of its authority under Applicable Law.

"Utility" is defined in the Preamble.

"Utility Betterment Request" means a Notice from Utility to LACMTA requesting a Betterment in accordance with ARTICLE 5 (*Betterments*) and in the form set out in Part C of Exhibit 3 (*Forms*).

"Utility Contract" means any contract, subcontract or other form of agreement between Utility and a Utility Contractor or between a Utility Contractor and its lower tier subcontractor.

"Utility Contractor" means any contractor, consultant, tradesperson, supplier, private developer, employee, member of staff, engineer, architect, agent, operator, or other person engaged or authorized by Utility to carry out Design, Construction or other work with respect to any Rearrangement or otherwise contemplated under the terms of this Agreement and any other person with whom any Utility Contractor has further subcontracted part of such works.

"Utility Facility" or "Utility Facilities" means any line, facility or system:

(a) under the ownership or operating jurisdiction of Utility;

(b) impacted by the construction, operation and/or maintenance of a Transportation Project; and

(c) used for transmitting or distributing communications, cable television, power, electricity, gas, oil, crude products, water, steam, waste or other similar public utilities, including wires, cables, poles, cross-arms, anchors, guys, fixtures, vaults, conduits, duct banks, vents, fittings, pipelines and manholes together with any and all necessary appurtenances but excluding any buildings of Utility or other facilities or property of Utility, whether or not devoted to public use, not used for transmitting or distributing a public utility or not impacted by the construction, operation and/or maintenance of a Transportation Project.

"Utility Representative" is defined in Section 2.1(a) (*Governance*).

"Utility Standards" means Utility's written design and safety standards applicable to the Design of a Rearrangement, as notified to and agreed to by LACMTA in accordance with the terms of this Agreement.

"Work Order" means a work request submitted by LACMTA to Utility authorizing the performance of any work associated with a Subject Transportation Project and the associated purchase of required materials.

11.2 **Construction and Interpretation**

(a) In this Agreement unless otherwise expressly stated:

(i) headings are for convenience only and do not affect interpretation;

(ii) a reference to this Agreement or any other agreement, instrument, or document is to this Agreement, or such other agreement, instrument, or document as amended or supplemented from time to time;

(iii) a reference to this Agreement or any other agreement includes all exhibits, schedules, forms, appendices, addenda, attachments, or other documents attached to or otherwise expressly incorporated in this Agreement or any such other agreement (as applicable);

(iv) subject to Section 11.2(a)(v) (*Construction and Interpretation*), a reference to an Article, Section, subsection, clause, Exhibit, schedule, form or appendix is to the Article, Section, subsection, clause, Exhibit, schedule, form, or appendix in or attached to this Agreement;

(v) reference in the main body of this Agreement, or in an Exhibit, to an Article, Section, subsection, or clause is to the Article, Section, subsection, or clause of the main body of this Agreement, or of that Exhibit (as applicable);

(vi) a reference to a person includes such person's permitted successors and assigns;

(vii) a reference to a singular word includes the plural and vice versa (as the context may require) and the masculine, feminine and neuter genders shall each be deemed to include the other or others whenever the context so indicates;

(viii) the words "including", "includes" and "include" mean "including, without limitation", "includes, without limitation" and "include, without limitation", respectively and the word "or" is not exclusive;

(ix) an obligation to do something "promptly" means an obligation to do so as soon as the circumstances permit, avoiding any unreasonable delay and "shall" when stated is to be considered mandatory;

(x) in the computation of periods of time from a specified date to a later specified date, the word "from" means "from and including" and the words "to" and "until" mean "to and including";

(xi) all determinations, consents, waivers, or approvals of a Party under this Agreement must not be unreasonably withheld, conditioned, or delayed; and

(xii) all Notices, "notices", "requests", requirements to "Notify" or "notify", and other communication between the Parties are required to be in writing, and all references to Notices, "notices", "requests", "Notify", "notify", and other communications, by whatever term used shall be deemed to be followed by the words "in writing" or preceded by the word "written" and delivered in accordance with Section 10.3 (*Notices*).

(b) This Agreement is not to be interpreted or construed against the interests of a Party merely because that Party proposed this Agreement or some provision of it, or because that Party relies on a provision of this Agreement to protect itself.

[AGREEMENT SIGNATURES APPEAR BELOW]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as of the date first written above.

UTILITY: TESORO SOCAL PIPELINE COMPANY LLC

By (Signature): Evan Benic
Print Name: Evan Benic
Print Title: Authorized Signatory
Date Signed: March 13, 2025

APPROVED AS TO FORM:

By: Alexandra Page Chan
Print Name: Alexandra Page Chan
Print Title: Authorized Signatory
Date: March 22, 2025

AMB
AMB
Approved as to Form

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION:

By (Signature): _____
Print Name: Stephanie Wiggins
Print Title: Chief Executive Officer
Date Signed: _____

APPROVED AS TO FORM:

By: _____
Print Name: _____
Print Title: _____
Date: _____

EXHIBIT 1

Submittal Review Procedure

The procedures set out in this Exhibit 1 will govern all Submittals under this Agreement.

Part A – Submittal and Review Procedure

1. PREPARATION AND SUBMISSION OF SUBMITTALS

1.1 General

(a) A Submitting Party shall prepare and submit all Submittals to the Reviewing Party at the times and in the form required under this Agreement and, in the case of the Design Documentation, in accordance with the requirements set out under Section 1.2 below.

(b) The Reviewing Party shall ensure that any individual undertaking Design review on the Reviewing Party's behalf under this Agreement has the appropriate qualifications, capability and experience to perform the review including, where applicable to a Rearrangement or the Subject Transportation Project, prior experience and expertise in the Design standards that may apply.

1.2 Preparation and Submission of Design Documentation

Each party shall, and will ensure that its contractor shall:

(a) ensure that the Design Documentation is consistent with the level of detail required for that level of Design development, and unless otherwise agreed by the Parties;

(b) ensure that the Design Documentation submitted for the Final Design is of a level of detail which is sufficient to permit the Reviewing Party to determine whether the Design Documentation complies with the Applicable Law or applicable standards in accordance with this Agreement;

(c) ensure that each submission of Design Documentation highlights any material amendments made since any earlier Submittal of that Design Documentation;

(d) where the Final Design documents for an Advanced Partial Design Unit are submitted for review at the Final Design stage and the other Party proposes to begin Construction of that Advanced Partial Design Unit prior to the Reviewing Party's review and approval of the Final Design documents for the Rearrangement in full, ensure that the Submittal for the Advanced Partial Design Unit includes supporting reports to verify that the Advanced Partial Design Unit work may proceed without impact to the Design of the Rearrangement as a whole. This shall include supporting information including:

(i) the limits of work (with stationing and references to the plan sheets of each adjacent design unit);

(ii) the plan sheets of each adjacent Advanced Partial Design Unit, if applicable;

(iii) that the Design Documentation for the Advanced Partial Design Unit includes plans for all proposed Rearrangements of street, sanitary sewer, storm drain, trees and landscaping, traffic control, traffic signing and striping, traffic signal, street lighting, and composite utility adjustments;

(iv) that existing field conditions have been properly identified and are being addressed; and

(v) that coordination has occurred within the Design disciplines so as to eliminate or minimize any possible inconsistency with the Final Design documents for the applicable Rearrangement in full.

A Submitting Party must resolve all comments from the Reviewing Party related to the Advanced Partial Design Unit received at preceding stages of Design Development prior to submission of that Advanced Partial Design Unit for review at Final Design. A Reviewing Party may reject any Advanced Partial Design Unit where the above documentation does not demonstrate that the Advanced Partial Design Unit work may proceed without impact to the design of the Rearrangement as a whole.

2. **REVIEW PROCEDURE**

2.1 A Party may invite the other Party (or its contractor) to attend a pre-submittal workshop where Design Documentation for a Rearrangement is to be presented for the Parties to identify any information that may be missing from the Submittal. The Party convening the pre-submittal workshop will make reasonable endeavors to provide a copy of the Design Documentation for a cursory review at least five days prior to the pre-submittal workshop.

2.2 Within three days of delivery of a Submittal, the Reviewing Party shall inform the Submitting Party of any missing information based on a review of the Submittal against: (a) subject to Section 3.5 (*Utility Standards*) of the Agreement, the standards applicable to the Subject Transportation Project; and (b) the scope, criteria, specifications, and requirements for the applicable Rearrangements. When informing the Submitting Party of an incomplete Submittal, the Reviewing Party shall fully describe the missing information, including by reference to the standard and/or criteria, specification, or requirement.

2.3 If a Reviewing Party informs the Submitting Party that a Submittal is incomplete in accordance with Section 2.2 above, the Submitting Party shall re-submit a complete Submittal for review. If the Reviewing Party is reasonably able to commence its review notwithstanding the missing information, the Parties may agree that the Reviewing Party will continue with its review of the Submittal. If the Reviewing Party does not deliver a Notice of incomplete information within seven days of delivery of a Submittal, the Submittal shall be deemed complete and acceptable for review purposes.

2.4 For those Submittals submitted for review but not for formal approval (including, Design Documentation submitted for those stages of Design Development review that precede the Final Design), the Reviewing Party shall complete its review and issue its comments to the Submitting Party within the Submittal Review Period. For those Submittals that have been designated as requiring review and approval under this Agreement (including, submission of a Final Design Document for approval), the Reviewing Party shall complete its review, issue its comments, and confirm its approval or rejection, within the Submittal Review Period.

2.5 All Compliance Comments shall be transmitted in the form of a comment matrix or, if mutually agreed to, through another equivalent format or database, and if applicable, shall be accompanied by an annotated Submittal. Where a database is used for transmission of comments, the Reviewing Party shall provide the Submitting Party (and the relevant contractors) with user accounts and training for this purpose.

2.6 The Submitting Party shall consult with the Reviewing Party with respect to the Compliance Comments provided by the Reviewing Party, including in comment resolution meetings, and provide written responses and resolutions to all Compliance Comments transmitted by the Reviewing Party with respect to a Submittal prior to its re-submittal (or, in the case of Design Documentation, prior to submitting the subsequent Design Development stage submittal). In the case of Design Documentation, the Submittal shall include the comment matrix addressing the Reviewing Party's comments to the previous Design stage, if applicable.

2.7 Prior to the expiry of the Submittal Review Period, the Parties may agree to an extension of time for review, taking into account the size and complexity of the Submittal and the number of concurrent Submittals. If no

comments are received within the Submittal Review Period, the Submittal will be deemed complete and approved.

3. **REQUESTS FOR INFORMATION**

Either party may submit to the other a Request for Information or clarification. Upon delivery of any such request, the receiving Party must provide the information requested to the other Party promptly and in any case within 24 hours of delivery of the request.

4. **GROUNDS FOR OBJECTION OR COMMENT**

4.1 The Reviewing Party will only be entitled to reject a Submittal submitted for approval under this Exhibit 1 if the Submittal is incomplete, as described under Section 2.2 above, or fails to comply with the requirements set out in this Agreement, as specified in the Reviewing Party's Compliance Comments.

4.2 If the Reviewing Party rejects a Submittal in accordance with this Exhibit 1, the Submitting Party must address the Compliance Comments and re-submit the Submittal for review; or Notify the Receiving Party that it does not agree with the grounds for rejection and the reason it does not agree and the Parties will meet and confer to discuss the Submittal.

5. **NO COMMENCEMENT OF CONSTRUCTION WORK**

5.1 A Party shall not commence or permit the commencement of any Construction of a Rearrangement prior to the date that the Design Documentation for that Construction work has become an AFC Design. Any Final Design Document for any Rearrangement, or any element of a Rearrangement, shall only become an AFC Design when:

(a) the Reviewing Party has approved the Final Design Document;

(b) the Final Design Document has been signed and sealed by the Engineer of Record that is responsible for that Final Design Document;

(c) any other conditions for the Final Design Document to be ready for Construction set out under this Agreement have been satisfied; and

(d) the Party (or relevant contractor) has approved the Final Design Document as being ready for Construction and has re-issued the Final Design Document with the notation "Approved for Construction" accordingly.

Unless an element is clearly noted as otherwise in an AFC Design, all of the work detailed in an AFC Design will be interpreted as being approved and ready for Construction.

5.2 A party may submit Final Design documents for an Advanced Partial Design Unit's review at the Final Design stage, in order to seek approval to commence Construction of that portion of a Rearrangement prior to completion of the Final Design documents for the applicable Rearrangement in full. In accordance with Section 5.1 above, a Party shall not commence or permit the commencement of any Construction of the work under an Advanced Partial Design Unit prior to the date that the Design Documentation for that work has become an AFC Design. In addition to the Advanced Partial Design Unit Submittal, a Submitting Party shall furnish any additional supporting information which is reasonably requested with respect to that Advanced Partial Design Unit. Construction without prior approval and not conforming to Utility standards (as applicable to the Subject Transportation Project under Section 3.5 (*Utility Standards*) of this Agreement) shall be at the risk of removal and replacement by the Submitting Party. Approval of Final Design Documents for an Advanced Partial Design Unit as the AFC design for that Advanced Partial Design Unit shall not constitute approval of the Final Design Documents for the applicable Rearrangement in full. Where the Final Design

Documents for an Advanced Partial Design Unit are approved by the Reviewing Party as an AFC design, those approved Final Design Documents shall be submitted as part of the Final Design Documents for the applicable Rearrangement in full within 10 days of the commencement of Construction of the Advanced Partial Design Unit, unless the Parties agree to an alternative schedule. Failure to complete the Final Design process for the applicable Rearrangement within the foregoing time period will result in the Reviewing Party suspending the Construction work for the Advanced Partial Design Unit.

EXHIBIT 2

Inspection and Acceptance Procedure

1. INSPECTION DURING CONSTRUCTION

1.1 Each Party shall give the other Party at least five days' Notice prior to commencing a Rearrangement for which it is responsible to enable such other Party to make arrangements for inspection of such work.

1.2 Any Construction of Rearrangements performed by LACMTA (directly or through the LACMTA Contractor) under this Agreement shall be subject to inspection and final acceptance by Utility provided that any such inspection carried out by Utility shall be solely for the purposes of assessing whether the Construction work conforms with, subject to Section 3.5 (*Utility Standards*) of this Agreement, the Utility Standards and Section 3.2 (*Design Requirements*) and Section 4.2 (*Construction Requirements*) of this Agreement. Such inspection services shall be authorized by LACMTA under a Work Order issued in accordance with Section 2.2 (*Work Orders*) of this Agreement. If Utility inspection services are authorized under a Work Order, Utility shall:

(a) provide inspectors at LACMTA's cost as needed to comply with the schedule for such inspections set out in the Work Order;

(b) cooperate and coordinate with the LACMTA Representative and the LACMTA Contractors to observe and inspect any Rearrangements so that upon completion of Construction, Utility will have a basis for acceptance of the work;

(c) ensure that all Utility inspectors submit copies of daily written inspection reports to LACMTA, each within 48 hours after such inspection; and

(d) remove and replace any inspector three days after LACMTA's reasonable written request.

1.3 Any Construction work performed by Utility or a Utility Contractor pursuant to a Work Order agreed under the terms of this Agreement shall be subject to LACMTA inspection and final acceptance.

1.4 If, in carrying out an inspection, a Party identifies Non-conforming Work, the Party must provide the other Party with immediate Notice with detailed reasons (and in any event, no later than 48 hours from discovery). The Party that performed the relevant work must rectify any Non-conforming Work.

1.5 Utility shall not have any inspection rights with respect to any structures or physical elements that are owned and maintained by LACMTA, a LACMTA Contractor, or a tenant or licensee of LACMTA.

1.6 Utility acknowledges and agrees that LACMTA may delegate its inspection and acceptance rights under this Exhibit 2 to an independent engineer appointed under the terms of any LACMTA Contract.

2. ACCEPTANCE PROCEDURE

2.1 Promptly following completion of any Rearrangement, the Party that performed the Construction shall Notify the other Party that the Rearrangement is ready for final inspection.

2.2 The final inspection shall be carried out within 10 days of receipt of a Notice under Section 2.1 (*Acceptance Procedure*) and within five days of the completion of the final inspection, the inspecting Party shall Notify the other Party of any Non-conforming Work. If no Notice is received, the relevant work will be deemed accepted by the inspecting Party.

2.3 Utility shall accept all Rearrangements that are in conformance with Section 3.2 (*Design Requirements*) and Section4.2 (*Construction Requirements*) of this Agreement.

EXHIBIT 3

Forms

Part A: Form 60 (Modified for UCA)

Name of Offeror/Contractor/Utility Company (Name of Preparer):			Scope of Work/Deliverable (provide expanded description on Form 60 page 2)		
Home office address					
Division(s) and Locations where Work is to be performed			LACMTA Solicitation/Proposal/Contract Number/Work Order/Change Notice and/or Change Order Reference Number(s):		
NOTE: For proper calculations of cost elements link additional sheets to this summary page.					
1.	**Direct Labor**	**Est. Hours**	**Rate Per Hour**	**Est. Cost**	**TOTAL**
2.		0.00	$0.00	$0.00	
3.		0.00	$0.00	$0.00	
4.		0.00	$0.00	$0.00	
5.	**TOTAL DIRECT LABOR HOURS**	**0.00**		**TOTAL DIRECT LABOR**	**$0.00**
6.	**Labor Overhead (O/H)**	**O/H Rate**	**x Base**	**Est. Cost**	
7.		0%		$0.00	
8.				**TOTAL LABOR OVERHEAD**	**$0.00**
9.	**Direct Material**			**Est. Cost**	
10.	**a. Purchase Parts**			$0.00	
11.	**b. Subcontracted items**			$0.00	
12.	**c. Other**			$0.00	
13.				**TOTAL DIRECT MATERIAL**	**$0.00**
14.	**Equipment**		**Unit Cost**	**Est. Cost**	
15.			$0.00	$0.00	
16.			$0.00	$0.00	
17.				**TOTAL EQUIPMENT**	**$0.00**
18.	**Subcontractors***			**Est. Cost**	
19.				$0.00	
20.				$0.00	
21.				$0.00	
22.				**TOTAL SUBCONTRACTORS**	**$0.00**
23.				**TOTAL BURDENED COST (add lines 5, 8, 13, 17 and 22)**	**$0.00**
24.	**Other Direct Costs**			**Est. Cost**	
25.				$0.00	
26.				$0.00	
27.				$0.00	
28.				**TOTAL OTHER DIRECT COSTS**	**$0.00**
29.	**Travel**			**Est. Cost**	
30.	**a. Transportation**			$0.00	
31.	**b. Per Diem or Subsistence**			$0.00	
32.				**TOTAL TRAVEL**	**$0.00**
33.	**General and Administrative Expense**	**Rate %**	**% x Line 23**		
34.		0%		$0.00	
35.				**TOTAL GENERAL AND ADMINISTRATIVE EXPENSE**	**$0.00**
36.				**TOTAL ESTIMATED COSTS (Total Lines 23, 28, 32 and 35)**	**$0.00**

37.	**Profit/Fee**	**Total Labor and Overhead (line 5 + line 8)**	**Rate %**	**% x Total Labor and Overhead**		
38.			0%	$0.00		
39.				**TOTAL FEE**		**$0.00**
40.				**TOTAL ESTIMATED PRICE (Total of Lines 36 and 39)**		**$0.00**
41.	**Milestone /Task Number**	**Milestones/Tasks**	**Hours**	**Completion Date**	**Payment Amount**	
42.					$0.00	
43.					$0.00	
44.					$0.00	
45.				**TOTAL MILESTONES/TASKS (Must equal line 40)**		**$0.00**

* Attach Form 60 for all proposed subcontractors performing work under Form 60 Prime Contractor where applicable. Transfer Est. Cost to this Section.

46. Fill in applicable sections only

47. Has any Agency of the United States Government, State government, local public agency or the Los Angeles County Metropolitan Transportation Authority (LACMTA) performed any review of your account or records, overhead rates and general and administrative rates in connection with any public prime contract or subcontract within the past twelve months? Yes No If yes, when? Reference Contract No.

48.a. Agency Name/Address	48.b. Individual to contact/Telephone Number

49. As required by LACMTA, firms not audited, as described above, shall submit financial data and calculations in sufficient detail to support all proposed direct costs and subcontractor costs.

50. The proposal reflects our estimates and/or actual costs as of the date and by submitting this proposal, Proposer/Consultant grants to LACMTA Contracting Officer and authorized representative(s) the right to examine, at any time before award, those records, which include books, documents, accounting procedures and practices, and other supporting data, regardless of type and form or whether such supporting information is specifically referenced or included in the proposal as the basis for pricing, that will permit an adequate evaluation of such cost or pricing data, along with the computations and projections used therein, for the purpose of verifying the cost or pricing data submitted. This right may also be exercised in connection with any negotiations/discussions prior to contract award or execution of contract modification.

51. CERTIFICATE

The labor rates and overhead costs are current and other estimated costs have been determined by generally accepted accounting principles. Proposer/Consultant represents: (a) that it has , has not , employed or retained any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) to solicit or secure a contract, and (b) that it has , has not , paid or agreed to pay to any company or person (other than a full time bona fide employee working solely for the Proposer/Consultant) any fee, commission, percentage or brokerage fee, contingent upon or resulting from the award of this contract, and agrees to information relating to (a) and (b) above, as requested by the Contracting Officer.

52. CERTIFICATE OF CURRENT COST OR PRICING DATA

This is to certify that, to the best of my knowledge and belief, the cost or pricing data (as defined in Section 2.101 of the Federal Acquisition Regulations (FAR) and required under subsection 15.403-4) submitted, either actually or by specific identification in writing, to LACMTA's Contracting Officer or to LACMTA's Contracting Officer's representative in support of _____* are accurate, complete and current as of _____**. This certification includes the cost or pricing data supporting any advance agreements and forward pricing rate agreements between the Proposer/Consultant/Contractor and LACMTA that are a part of the proposal.

53. This proposal as submitted represents our best estimates and/or actual costs as of this date.

54. Type Name and Title of Authorized Representative	Signature	Date***

55.		* Identify the proposal, quotation, request for price adjustment, or other submission involved, giving appropriate identifying number (e.g., Information For Bid No., Work Order No., Request for Proposal No., Change Order No., Modification No., etc.)

56.		** Insert the day, month and year when price negotiations were concluded, and price agreement was reached.
57.		*** Insert the day, month and year of signing (i.e., When price negotiations were concluded, and mutual agreement was reached on contract price).
Form 60 Attachments (Applicable if Box is checked)		
	Scope of Work Expanded Description for which Cost Estimate is based on:	
1		
2		
3		
4		
	Schedule in which Scope of Work is based on:	
1		
2		
3		
4		
	Track Allocation Request for Metro active rail right-of-way encroachment is anticipated per stated Scope of Work. The following information is provided in advance to facilitate final Metro TAR approval:	
1		
2		
3		
4		
FORM 60 IS SIGNED AND EXECUTED WITH THE FOLLOWING ADDITIONAL ASSUMPTIONS:		

Below, list all of Utility's Authorized Personnel (as defined in the Non-Disclosure Agreement (NDA) set out in Part B of Exhibit 3 to the Utility Cooperative Agreement (UCA)) and Affiliates with executive-level involvement and decision making, provide name, Utility, job title, and relation to Utility.

Authorized Personnel			
Name	**Utility (or Affiliates)**	**Title**	**Relation to Utility**

Part B: Form of LACMTA-Utility Non-Disclosure Agreement

Non-Disclosure and Confidentiality Agreement – [insert name of relevant Subject Transportation Project]

This Non-Disclosure and Confidentiality Agreement (**"Agreement"**) is made effective as _____, 20__ (the **"Effective Date"**) by and between Tesoro SoCal Pipeline Company LLC (**"Utility"**), and the Los Angeles County Metropolitan Transportation Authority (**"LACMTA"**), (each a **"Party"** and collectively the **"Parties"**).

RECITALS

(A) The Parties have entered into an Utility Cooperative Agreement between Utility and LACMTA dated _____, 20__ (the **"UCA"**) to agree the rights and obligations of the Parties in connection with the rearrangement of portions of Utility's facilities as may be required as part of the design, construction, operation and maintenance of LACMTA's proposed Transportation Projects.

(B) LACMTA may share certain Information relating to [insert name of relevant Subject Transportation Project] with Utility for the limited purpose of carrying out its obligations as described in the UCA (the **"Purpose"**). As contemplated by the UCA, the Parties wish to enter into this Agreement to record their rights and obligations with respect to the Information as are necessary to preserve the confidentiality of such Information.

NOW THEREFORE, the Parties hereby agree to the following:

AGREEMENT

1. **DEFINITION OF INFORMATION AND SSI**

Materials and information including indicative and draft drawings or design specifications (**"Information"**) may be released by LACMTA to Utility in connection with the Purpose. All or part of the Information may be designated as Security Sensitive Information (**"SSI"**) and/or confidential information or may otherwise be exempt from disclosure to the general public or other unauthorized persons as provided under 49 CFR 1520.5(a) and/or California Public Records Act (Government Code sec. 7920.000 et seq.).

2. **NON-DISCLOSURE/USE OF INFORMATION**

2.1 The terms of this Section 2 are subject to Section 5 below.

2.2 Utility agrees to preserve the confidentiality of the Information, and shall not use it or permit it to be accessed or used, except for the Purpose as stated in this Agreement. Utility will take all reasonable and necessary steps to protect the Information and prevent disclosure of the Information to any unauthorized person. Any disclosure of the Information that is deemed necessary in connection with the Purpose shall be in accordance with the terms and conditions of this Agreement.

2.3 Utility shall protect the Information by using the same degree of care, but no less than a reasonable degree of care, that it uses to protect its own confidential information of a like nature to prevent its unauthorized use, dissemination or publication to any unauthorized person.

2.4 Utility shall manage, store, and use Information which is disclosed in a digital or electronic format in a secure platform (including password protection, encryption, and/or utilizing cyber-secured storage that prevents use and access by any persons not authorized to use/access such Information pursuant to the terms of this Agreement). Utility agrees that it will not copy, install or load any Information onto any platform that is connected to an internal or external system network, or to the internet, unless Utility has demonstrated to the satisfaction of LACMTA that the Information is protected with appropriate security protocols that ensure the security of the Information.

2.5 Utility shall not disclose or cause to be disclosed any Information to anyone, except to Utility's designated employees, affiliates, agents, representatives, contractors, subcontractors, advisors or consultants who (**"Authorized Personnel"**): (a) require direct access to the Information to assist Utility, or act on its behalf, in relation to the Purpose as stated in this Agreement; (b) are informed by Utility of the confidential nature of the Information and of the terms of this Agreement; and (c) have executed an acknowledgement of the terms of this Agreement in the form attached as Attachment A (**"Acknowledgement of Authorized Personnel"**). Upon request by LACMTA, Utility shall provide copies of each executed Acknowledgement of Authorized Personnel to LACMTA.

2.6 Utility shall be responsible for any act and/or omission of any Authorized Personnel in breach of this Agreement. If Utility becomes aware of any breach of the terms of this Agreement including, without limitation, that Information has been used or disclosed to a person other than the Authorized Personnel in violation of this Agreement, Utility shall: (a) give LACMTA notice of the use or disclosure within one business day of Utility's knowledge of the breach; (b) take all reasonable steps to recover the Information; and (c) obtain agreement by the person that received the Information that it will not disclose the Information to other person and will protect the Information from further disclosure.

2.7 If, upon receipt of the Information, Utility or any of its Authorized Personnel recognize that it/they (respectively) are competitors of LACMTA's consultant, contractor, or other third party provider that has developed the Information, Utility shall immediately give written notice to LACMTA of this fact and shall not open, or otherwise take any action that may permit the Information to be used by Utility or its Authorized Personnel before LACMTA has an opportunity to resolve any potential conflicts regarding use of the Information by Utility and/or Authorized Personnel (as applicable).

2.8 Utility shall be permitted to make copies of the Information solely as necessary to carry out the Purpose, which shall be protected in the same manner as the original Information and shall be subject to Section 3.2 and the other terms of this Agreement.

3. OWNERSHIP AND RETURN/DESTRUCTION OF INFORMATION

3.1 All Information disclosed by LACMTA under this Agreement is and shall remain the property of LACMTA and may be recalled by LACMTA at any time.

3.2 Subject to Section 5 below, upon receipt of a written request from LACMTA, or upon termination of this Agreement, Utility must: (a) promptly collect all copies of the Information in the possession or control of Utility and its Authorized Personnel, and deliver to LACMTA all of the Information, including all copies, reproductions, and facsimiles, within 10 days from receipt of a request to that effect; or (b) if specified in LACMTA's request, destroy the Information (or part of it) and provide LACMTA written certification of such destruction within 10 days from receipt of the request to that effect; provided Utility shall be entitled to keep one copy that may be stored in back up media or other electronic data storage systems, latent data and metadata. The return or destruction of any Information shall not release Utility from its obligations under this Agreement.

3.3 Utility shall not be required to return Information that is subject to a pending Legal Compulsion pursuant to applicable law as contemplated in Section 5.

4. MARKING OF INFORMATION

Information shall be marked "Confidential" and/or "SSI". Notwithstanding the foregoing, failure to mark any Information as Confidential or SSI shall not exclude any Information from the protection of the terms and conditions in this Agreement.

5. **LEGAL COMPULSION; DUTY TO SEEK PROTECTION**

If Utility (including its Authorized Personnel) is served with a subpoena, administrative or court order, or other legal process (**"Legal Compulsion"**) that requires Utility to produce or provide Information (or any part of it) supplied by LACMTA to Utility, Utility shall, unless prohibited by the terms of the Legal Compulsion, immediately provide LACMTA with a copy of the Legal Compulsion, so that LACMTA may seek a protective order or other appropriate remedy to excuse Utility from compliance therewith before the time specified for Utility's compliance. In the event that: (a) Utility must immediately comply with a court order or other Legal Compulsion; (b) a protective order or other remedy is not obtained by LACMTA; or (c) LACMTA notifies Utility in writing that it does not intend to seek a protective order or other remedy or expressly waives compliance with the terms of this Section 5 in writing, Utility will furnish only that portion of the Information which is legally required and will exercise its best efforts to obtain assurance that Information will be treated as confidential. Upon receipt of notice of a Legal Compulsion, LACMTA shall have the right to demand the return of any copies of the Information provided to Utility.

6. **NO LICENSE, RIGHTS TO INTELLECTUAL PROPERTY**

Nothing in this Agreement shall be construed as a permit or license, or a grant of any right by LACMTA to Utility to use the Information disclosed by LACMTA to Utility or its Authorized Personnel for any purpose other than the Purpose as specifically stated in this Agreement and in accordance with the terms and conditions of this Agreement. This Agreement will not be construed in any manner to be an obligation to enter into any subsequent arrangements. This Section 6 shall survive the termination or expiration of this Agreement.

7. **NO WARRANTY**

Information is provided "as-is" and LACMTA makes no representation or warranty of any kind, express or implied, with respect to the suitability, accuracy or non-infringement of third-party rights.

8. **NOTICE OF IMMUNITY UNDER THE DEFEND TRADE SECRETS ACT**

Utility warrants that it will provide each of its Authorized Personnel written notice that the Defend Trade Secrets Act, 18 U.S.C. § 1833(b) provides an immunity for the disclosure of a trade secret to report a suspected violation of law and/or in an anti-retaliation lawsuit, prior to granting them access to Information, as follows:

(a) Immunity. An individual shall not be held criminally or civilly liable under any Federal or State trade secret law for the disclosure of a trade secret that is made: (i) (A) in confidence to a Federal, State, or local government official, either directly or indirectly, or to an attorney; and (B) solely for the purpose of report or investigating a suspected violation of law; or (ii) in a complaint or other document filed in a lawsuit or other proceeding, if such filing is made under seal.

(b) Use of Trade Secret Information in Anti-Retaliation Lawsuit. An individual who files a lawsuit for retaliation by an employer for reporting a suspected violation of law may disclose the trade secret to the individual's attorney and use the trade secret information in the court proceeding, if the individual: (i) files any document containing the trade secret under seal; and (ii) does not disclose the trade secret, expect pursuant to court order.

9. **RESTRICTIONS ON RELEASE OF INFORMATION**

With regard to information that is disclosed, or information that is requested or demanded to be disclosed by LACMTA, to Utility, such Information may constitute public records that are exempt from general public release under the California Public Records Act (California Government Code sec. 7920.000 et seq.) and shall not be deemed releasable to any third party under the terms of this Agreement. Therefore, Utility shall

not release any such information to any third party, unless expressly authorized under the terms of this Agreement or otherwise written consent from LACMTA.

10. **REMEDIES**

Utility acknowledges that damages for improper disclosure of Information may be irreparable; therefore, LACMTA may enforce its rights under this Agreement by any and all available remedies, including, without limitation, equitable relief including a temporary restraining order, or preliminary or permanent injunction for any violation or threatened violation of this Agreement by Utility, any Authorized Personnel or any other person that has received or obtained access to the Information.

11. **INDEMNITY**

Utility shall defend, indemnify and hold harmless LACMTA and its respective affiliates, officers, directors, members, shareholders, employees, agents, representatives, assigns, and successors from and against all liabilities, expenses (including reasonable attorneys' fees and costs), claims, losses, suits, and actions of any kind, and for damages of any nature arising from or in any way connected with (a) the use, misuse, receipt or disclosure of the Information; or (b) a breach by Utility or any of its Authorized Personnel, employees, agents, representatives, contractors, or subcontractors of any obligations arising pursuant to this Agreement.

12. **TERM AND TERMINATION; CONTINUING OBLIGATIONS**

12.1 The term of this Agreement shall commence on the Effective Date and shall terminate on the date falling [three] years after the Effective Date, unless earlier terminated or extended by mutual written agreement of the Parties (the **"Term"**). Each Party's rights and obligations under this Agreement, including without limitation with respect to trade secrets and confidentiality obligations, will survive the expiration or termination of this Agreement, and such rights and obligations shall endure perpetually.

12.2 Upon expiration or termination of this Agreement, Utility shall return and/or destroy Information in accordance with Section 3.2.

13. **GENERAL**

13.1 Notices. All notices concerning this Agreement shall be delivered in the manner prescribed in the UCA.

13.2 Amendments. This Agreement may not be modified or terminated orally or in any manner other than by an agreement in writing signed by the Parties or their respective successors in interest.

13.3 Severability. If: (a) any provision of this Agreement is held by a court of competent jurisdiction as to be invalid, void or unenforceable; and (b) the invalidity or unenforceability of such a provision does not deny a Party the material benefit of this Agreement, then the remainder of this Agreement which can be given effect without the invalid provision shall continue in full force and effect and shall in no way be impaired or invalidated.

13.4 No Agency. Nothing in this Agreement shall be construed to render either Party an agent, employee, representative, joint venturer or partner of the other Party.

13.5 No Assignment. A Party cannot assign, novate, or otherwise transfer any of its rights or obligations under this Agreement without the prior consent of the other Party.

13.6 Governing Law and Application. This Agreement will be governed and construed and enforced in accordance with the laws of the State of California. Any dispute arising in connection with this Agreement shall be submitted only to a state court of competent jurisdiction in the Central District of the Superior Court in the County of Los Angeles, to whose jurisdiction the Parties consent.

13.7 Costs and Expenses. Unless expressly stated otherwise, each Party shall bear its own costs and expenses (including, without limitation, any attorneys' fees and costs) incurred in complying with this Agreement.

13.8 Representation on Authority of Parties/Signatories. Each Party represents and warrants that the person signing this Agreement on its behalf is duly authorized and has legal capacity to execute and deliver this Agreement. Each Party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such Party's obligations under this Agreement have been duly authorized and that the Agreement is a valid and legal agreement binding on such Party and enforceable in accordance with its terms.

13.9 No Waiver. No failure or delay of a Party to exercise any of its rights under this Agreement or the waiver by a Party of any condition for its benefit shall constitute a waiver of any other or further right nor shall any single or partial exercise of any right preclude other or further exercise thereof or any other right. The waiver of any breach of this Agreement shall not be deemed to be waiver of any other or any subsequent breach.

13.10 Counterparts and Signatures. This Agreement may be signed in one or more counterparts, each of which shall constitute an original and all of which together shall constitute one and the same agreement. Handwritten signatures to this Agreement transmitted by telecopy or electronic transmission (for example, through use of a Portable Document Format or "PDF" file) shall be valid and effective to bind the Party so signing. Each Party agrees to promptly deliver to the other Party an executed original of this Agreement with its actual signature, but a failure to do so shall not affect the enforceability of this Agreement, it being expressly agreed that each Party to this Agreement shall be bound by its own telecopied or electronically transmitted handwritten signature and shall accept the telecopied or electronically transmitted handwritten signature of the other Party to this Agreement.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed as of the Effective Date.

UTILITY: TESORO SOCAL PIPELINE COMPANY LLC

By (Signature): Evan Bencic
Print Name: Evan Bencic
Print Title: Authorized Signatory
Date Signed: March 13, 2025

APPROVED AS TO FORM:

By: Alexandra Paige Chenevey
Print Name: Alexandra Paige Chenevey
Print Title: Authorized Signatory
Date: March 22, 2025

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION:

Chief Program Management Officer:

By (Signature): _____
Print Name: _____
Print Title: _____
Date Signed: _____

APPROVED AS TO FORM:

By: Elena Eggers
Print Name: Elena Eggers
Print Title: Senior Deputy County Counsel
Date: April 2, 2025

Attachment A

Acknowledgement of Authorized Personnel

I, Evan Bencic (enter full name) (**"Authorized Personnel"**), am engaged as a Authorized Signatory (enter role e.g., employee, consultant, advisor) of Tesoro SoCal Pipeline Company LLC (the **"Utility"**).

I have been provided with and have read the Non-Disclosure and Confidentiality Agreement between Utility and the Los Angeles County Metropolitan Transportation Authority dated _____, _____ (the **"NDA"**).

I understand that as an Authorized Personnel, I am being provided with access to the Information for the Purpose described in the NDA, as such terms are defined in the NDA and acknowledge that I am required to comply with the terms and conditions contained in the NDA.

Signature: _____

Print Name: Evan Bencic

Title: Authorized Signatory

Date: March 13, 2025

Part C: Form of Utility Betterment Request

Date: _____

To: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

From: [●] (Utility)

Subject Scope/ Scope Element: _____

Project: [●] (Project)

Pursuant to the master utility cooperative agreement (UCA) between Utility and LACMTA with respect to the Project, this shall serve as a formal Notice the following design and/or construction scope is requested to be delivered as a Betterment as defined within the UCA.

Scope of requested Betterment:

_____

_____

The determination of the Betterment is based on the UCA and the following justification:

_____

_____

Estimated rough order of magnitude cost: _____

Utility requests LACMTA's response to this Utility Betterment Request as set out below.

[●] (Utility)

By:_____

Name: _____

Title: _____

Date:_____

_____

LACMTA has reviewed the above Utility Betterment Request and:

1. rejects the requested Betterment in accordance with the UCA on the basis that the Betterment is:

   - ❑ incompatible with the Project;
   - ❑ cannot be performed within the constraints of Applicable Law, any applicable Governmental Approvals, the final EIS/EIR and/or the Project Schedule; or
   - ❑ requested after establishment of the Basis of Design for the Project.

2. approves the Betterment in accordance with the UCA subject to the following changes or terms as negotiated with the Utility (if none, enter "none"): An estimated cost is listed below:

   Design Costs: $_____ Construction Costs: $_____

LACMTA requests that Utility counter-sign below to confirm its agreement to any changes or additional terms described above and the estimated cost.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

Utility accepts the amendments or additional terms agreed and listed above and the design and construction cost estimates for the Betterment. Utility acknowledges and agrees that in accordance with the terms of the UCA, Utility shall be solely responsible for all Costs related to the Betterment (whether or not such Costs exceed the estimates for the Betterment provided by LACMTA).

[●] (Utility)

By:_____

Name: _____

Title: _____

Date: _____

Part D – LACMTA Notice of Potential Betterment

NOTICE OF POTENTIAL BETTERMENT

Date: _____

To: [●] (Utility)

From: The Los Angeles County Metropolitan Transportation Authority (LACMTA)

Subject Scope/ Scope Element: _____

Project: [●] (Project)

Pursuant to the master utility cooperative agreement (UCA) between Utility and LACMTA, this shall serve as a formal Notice the following Utility Submittal, comment or request with respect to the Design Documentation and/or Construction plans or work for the Project has been identified as a potential Betterment as defined within the UCA.

Scope of Utility Submittal, comment or request identified as a potential Betterment (including reference number or other identification of the relevant Utility Submittal, comment or request):

_____

_____

Utility comment or request has been identified as a potential Betterment based on the Agreement and the following justification:

- ❑ if implemented, Utility submittal, comment or request would comprise an upgrade, change or addition to a Utility Facility (or a part of a Utility Facility) that provides for greater capacity, capability, durability, appearance, efficiency or function or other betterments of that Utility Facility over that which was provided by the Utility Facility prior to the Project and none of the exclusions listed in the UCA apply; or

- ❑ If implemented, Utility Submittal, comment or request would comprise a change in or supplement to, the Utility Facility Standards applicable to that work after the establishment of the Basis of Design and none of the exclusions listed in the UCA apply.

Details:_____

_____

LACMTA requests Utility's response to this LACMTA Notice of Potential Betterment as set out below. In accordance with ARTICLE 5 (*Betterments*) of the UCA, if Utility fails to respond within five Days of this LACMTA Notice of Potential Betterment, the relevant Utility Submittal, comment or request will be deemed to be withdrawn provided that such deemed withdrawal shall be without prejudice to the Utility's right to submit the Betterment under a subsequent Utility Betterment Request under ARTICLE 5 (*Betterments*) of the UCA.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

By:_____

Name: _____

Title: _____

Date: _____

Utility has reviewed the above LACMTA Notice of Potential Betterment and:

- ❑ withdraws the relevant Utility Submittal, comment or request referenced in the above LACMTA Notice of Potential Betterment; or

- ❑ submits the Utility Submittal comment or request referenced in the above LACMTA Notice of Potential Betterment as a Utility request for a Betterment in accordance with ARTICLE 5 (*Betterments*) of the UCA and for this purpose encloses a completed Utility Betterment Request.

[●] (Utility)

By:_____

Name: _____

Title: _____

Date: _____

EXHIBIT 4

Federal and Other Requirements

This Agreement, as to certain Subject Transportation Projects as notified by LACMTA under Section 2.6 (*Governmental and Lender Requirements*) of this Agreement, may be subject to the requirements of the U.S. Department of Transportation, Federal Transit Administration, other Governmental Entities, and/or financial institutions providing grants, funding or financing, including the following terms and conditions and such other terms and conditions notified by LACMTA under Section 2.6 (*Governmental and Lender Requirements*) of this Agreement as to such Subject Transportation Projects only:

1. **AUDIT AND INSPECTION**

1.1 Utility shall comply with all financial record keeping, reporting and such other requirements as may be imposed as a condition to or requirement of funding obtained by LACMTA from third parties (provided that LACMTA gives reasonable notice of such requirements to Utility). Utility shall permit the authorized representatives of LACMTA, the U.S. Department of Transportation, the Comptroller General of the United States, any other government agency, and/or financial institution providing funding or oversight on a Subject Transportation Project to inspect, audit and copy, during normal business hours and upon reasonable notice, all cost and other relevant records relating to performance by Utility, its contractors and subcontractors under any Work Order issued to Utility for a Subject Transportation Project or Rearrangements, from the date of this Agreement through and until not less than three years after the date of termination or expiration of this Agreement, except:

(a) in the event of litigation or settlement of claims arising from performance of this Agreement, in which case records shall be maintained until the disposition of all such litigation, appeals, claims or exceptions related thereto; and

(b) such later date as is required by the rules and regulations of any such government agency or financial institution (provided LACMTA gives reasonable notice of such later date to Utility).

1.2 Examination of a document or record on one occasion shall not preclude further examination of such document or record on subsequent occasions. Utility further agrees to permit the Federal Transit Administration and its contractors' access to sites of performance under this Agreement as may be reasonably required.

2. **INTEREST OF MEMBERS OF CONGRESS**

No members of or delegates to the Congress of the United States shall be admitted to any share or part of this Agreement or to any benefit arising therefrom.

3. **PROHIBITED INTERESTS**

No member, officer or employee of LACMTA, or of a local public body, during his or her tenure or for one year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof. To LACMTA's and Utility's knowledge, no board member, officer or employee of LACMTA has any interest, whether contractual, non-contractual, financial or otherwise in this transaction, or in the business of Utility; and if any such interest comes to the knowledge of either Party at any time, a full and complete disclosure of all such information will be made in writing to the other Party, even if such interest would not be considered a conflict under Article 4 of Division 4 (commencing with Section 1090) or Division 4.5 (commencing with Section 3690) of the Government Code of the State of California.

4. **EQUAL EMPLOYMENT OPPORTUNITY**

In connection with the performance of this Agreement, the Parties shall not discriminate against any employee or applicant for employment because of age, race, religion, color, sex, sexual orientation, national origin or disability. The Parties shall take affirmative action to ensure that applicants are employed, and that employees are treated during their employment, without regard to their age, race, religion, color, sex, sexual orientation, national origin, or disability. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.

5. **DISADVANTAGED BUSINESS ENTERPRISE**

In connection with the performance of this Agreement, Utility will cooperate with LACMTA in meeting all applicable federal regulations with regard to the maximum utilization of disadvantaged business enterprises and will use its best efforts to ensure that disadvantaged business enterprises shall have the maximum practicable opportunity to compete for subcontract work under this Agreement.

6. **PRIOR APPROVAL**

This Agreement and all amendments thereto are subject to U.S. Department of Transportation, Federal Transit Administration review and approval.

7. **NON-DISCRIMINATION**

Without limiting any other provision of this Exhibit 4, Utility agrees to comply, and to cause all of its Utility Contractors who work on Transportation Projects subject to this Agreement to comply, with all Applicable Laws relating to non-discrimination whether imposed by federal, state or local authority.

8. **BUILD AMERICA, BUY AMERICA ACT**

This Section 8 applies to federally funded rolling stock purchase and construction contracts over $150,000 and to contracts over $150,000 for materials and supplies for steel, iron, manufactured products, and construction materials.

If Utility performs any Construction work under a Work Order, Utility must comply with 49 U.S.C. 5323(j), 49 C.F.R. Part 661, and the Build America, Buy America Act (Sections 70901-52 of the Infrastructure Investment and Jobs Act, Public Law 117-58), which provide that federal funds may not be obligated unless steel, iron, manufactured products, and construction materials used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver.

LACMTA and/or the FTA may investigate compliance with this Section 8. If an investigation is initiated, Utility shall, or Utility shall ensure the applicable Utility Contractor shall, document its compliance, in accordance with 49 C.F.R. 661.15, and cooperate with the investigation. Utility shall incorporate the Build America, Buy America conditions set forth in this Section 8 in every contract or purchase order with a Utility Contractor performing any Construction work under a Work Order and shall enforce such conditions.

Utility Cooperative Agreement

Metro

September 2025

Recommendation

RECOMMENDATION:

AUTHORIZE the Chief Executive Officer (CEO) or her designee to:

A. EXECUTE Utility Cooperative Agreement with Tesoro Socal Pipeline Company LLC to accommodate Metro's ongoing Projects; and

B. NEGOTIATE and execute similar as-needed pipeline utility agreements with other pipeline company owners to accommodate necessary advance utility relocation design, construction and Metro's reimbursement terms to support Metro's ongoing Projects.

Metro

Background

BACKGROUND:

Tesoro Socal Pipeline Company has several facilities in direct conflict with Metro Projects.

Mitigation of these conflicts require utility participation in meetings and collaboration during the engineering as well as construction.

Executing this Utility Cooperative Agreement (UCA) is a key next step to memorializing the roles and responsibilities to ensure the successful delivery of Metro's ongoing Projects.

As additional utility conflicts with other pipeline companies are identified, appropriate utility agreements will be negotiated and executed swiftly for those affected projects.

Metro

Services Provided

During the coordination, design and construction phase of the Projects, in order to mitigate utility conflicts, a significant amount of support is required from the utility owners. The following represents some of the general key components of the UCA and future utility agreements with other pipeline companies:

- Reimbursement of costs to the utility owners for project related work
- Duration of the agreement
- Metro and utility owner points of contact
- Basis and agreement on utility scope
- Process and agreement on self-perform designs and review periods
- Process and agreement on necessary construction and inspection needs
- Ability to accommodate other Metro projects

All services are and will be centered to avoid delays and promote cost saving measures to effectively deliver the projects with minimal impacts.

Metro

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

File #: 2025-0583, **File Type:** Contract **Agenda Number:** 13.

CONSTRUCTION COMMITTEE
SEPTEMBER 17, 2025

SUBJECT: CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP) SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. ENTER into an Interagency Agreement with California Highway Patrol (CHP) for Construction Zone Enhancement Program (COZEEP) task order services, in an amount Not-to-Exceed $16,350,000; and

B. AUTHORIZE the CEO to negotiate and approve Contract Modifications, within and up to the authorized Life-of-Project budget for all projects under the COZEEP agreement.

ISSUE

The Los Angeles Metropolitan Transportation Authority (Metro) requires as-needed services to manage and direct highway traffic from California Highway Patrol (CHP) to assist in ensuring the safety of public traffic on State Highway Construction Projects throughout Los Angeles County.

With construction activities taking place near or within active highways and roadways, ensuring the safety of workers, motorists, and surrounding communities remains a top priority. One key safety measure employed is the use of supplemental CHP units through the COZEEP, which supports the enforcement of speed restrictions and allows for faster incident response in designated work zones.

BACKGROUND

Measure M and Senate Bill 1 (SB 1), passed in 2016 and 2017, respectively, were designed to improve transportation infrastructure, and infrastructure safety, which funded highway projects throughout Los Angeles County. As a result, Metro's Highway Program projects were provided with the necessary funding to proceed with construction. In addition to performing environmental clearance and design plans/ specifications functions, Metro is also undertaking the procurement and administration of the construction phase for some of these projects.

Contracting with CHP for traffic management support is a Caltrans requirement for all Metro-led highway construction projects. All related services must remain in full compliance with Caltrans standards, per the Metro/Caltrans Co-Op Agreement for each project. This requirement is further outlined in the Caltrans Construction Manual, Chapter 2, section 2-215, which details the Construction Zone Enhanced Enforcement Program (COZEEP).

Currently, Metro highway projects utilize COZEEP services under an existing agreement between Metro and CHP, which had an original expiration of April 30, 2025. This agreement was amended to extend the term of the agreement through December 31, 2025. With the ongoing and planned highway program projects, including the I-5 North Capacity Enhancement and I-105 Express Lanes projects as examples, COZEEP will be utilized through 2030. CHP procedures do not allow extension of the current agreement or an increase in the amounts to meet Metro highway project needs. With the start of the very complex I-105 Express Lanes project, there is additional COZEEP support needed to ensure the safety of the public and the construction teams. Therefore, to meet the needs of the existing highway program and the new I-105 Express Lanes project through 2030, staff recommend entering into a new Interagency Agreement with CHP.

DISCUSSION

The Metro Highway Program consists of distinct programs and projects across Los Angeles County. Highway projects include soundwall construction, intersection and interchange enhancements, signal synchronization, High Occupancy Vehicle (HOV) lane construction, Express Lanes, and lane improvements. These projects contribute to an array of regional benefits, including motorist safety and enhanced traffic flow, congestion reduction, and economic and mobility benefits.

Construction activities frequently occur on or near active highways and roadways, requiring the use of additional safety measures that may not normally be utilized on other types of Metro projects. One such measure is the use of the COZEEP, where CHP units are dispatched to selected work zones under specific circumstances (e.g. during a nighttime closure of two or more lanes on a freeway) to assist with traffic flow. Use of supplemental CHP units enhances safety for construction workers, motorists, and surrounding communities.

When construction conditions deem it necessary, COZEEP services are utilized under an existing agreement between Metro and CHP on a project specific task order basis. Currently, Metro highway projects utilize COZEEP services under an existing agreement between Metro and CHP, which was approved by the Board during the January 2020 Construction Committee meeting and had an original value of $6,000,000 and expiration of April 30, 2025. This agreement was amended to extend the term of agreement through December 31, 2025. With the ongoing and planned highway program projects, COZEEP will be utilized through 2030. CHP procedures do not allow extension of the current agreement or increase in amount to meet Metro highway project needs.

To overcome these challenges and maintain the safety of the public, staff recommend entering into a new Interagency Agreement. Under this agreement, Metro will have the sole discretion in determining when to request COZEEP services on a particular project, per the Caltrans Construction Manual. Metro staff may request COZEEP services with the use of a task order. Reimbursement rates for

COZEEP services will remain consistent with those of the current agreement between Metro and CHP. This agreement between Metro and CHP will support the efficient delivery of Metro Highway Program projects.

Funding Detail
The prior approved agreement included a five-year Period of Performance on an as-needed basis in the amount of $6,000,000. The proposed new agreement will include a five-year Period of Performance on an as-needed basis in the amount of $16,350,000 to continue support of Metro Highway Program projects. The increase from the prior agreement are attributed to these projects. These majority of the funding is allocated towards the I-105 Express Lanes Segments 1, 2, and 3. See attachment A - Funding/Expenditure Plan for funding details.

DETERMINATION OF SAFETY IMPACT

This Board action will have no impact on Metro Safety standards and procedures but will have an overall positive safety impact on construction projects conducted with the State highway system. The continued use of COZEEP within Metro's highway program will allow it's projects to ensure the continued safety of the traveling public and surrounding communities.

FINANCIAL IMPACT

COZEEP services task orders are funded through projects approved fiscal year and life of project (LOP) budgets. The rates for COZEEP services will continue to be based on the rates established through a collective bargaining agreement for CHP officers.

IMPACT TO BUDGET

COZEEP task orders will be issued for each project with the approval of the Project Manager. Funding will come from individual projects, with the approval of the Project Manager.

EQUITY PLATFORM

The COZEEP program aligns with Metro's equity commitment by deploying CHP officers in locations identified by Metro as needing enhanced safety measures, ensuring that construction work zones are safer for both workers and drivers from all communities through consistent enforcement of safety standards.

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.

Maintaining a proactive enforcement presence through COZEEP remains essential to supporting safer work zones and reducing the likelihood of work zone incidents. The highway projects under this COZEEP agreement include ramp reconfigurations, the addition of general-purpose lanes, arterial intersection enhancements and upgraded signage, all designed to alleviate congestion, improve traffic flow and support regional mobility. While the agency remains committed to reducing VMT through transit and multimodal investments, some projects may induce or increase personal vehicle travel. Further, while these improvements are expected to reduce congestion, they may also contribute to an increase in VMT along the freeway corridors.

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 COZEEP directly supports Metro's Vision 2028 goals by enhancing safety and reliability in active construction zones throughout Los Angeles County. Specifically, the program advances Goal No. 2 by delivering outstanding trip experiences for all users of the transportation system through effective traffic management and enhanced safety in construction areas. Improved safety on highway projects will reduce the risk of schedule delays, ensuring the benefits of these projects, which include improved mobility, are delivered to the region in a timely manner.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended action to enter into an Interagency Agreement with CHP for COZEEP services. However, the alternative is not recommended, as This would result in the loss of the significant safety implementation tool that COZEEP provides each project and community. In addition, the use of CHP services is required under the Caltrans Construction Manual, Chapter 2, section 2-215, which details the COZEEP use requirements.

NEXT STEPS

Upon approval, staff will finalize and execute the Interagency Agreement with CHP and monitor its implementation.

ATTACHMENT

Attachment A - Funding/Expenditure Plan

Prepared _By
Prepared by:

Paul Sullivan, Deputy Executive Officer, Project Management (213) 922-4958
Mat Antonelli, Deputy Chief Program Management Officer, Project Delivery Team (213) 893-7114

Reviewed by:
Tim Lindholm, Chief Program Management Officer, Program Management (213) 922-7297

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

ATTACHMENT A

FUNDING/EXPENDITURE PLAN

CONSTRUCTION ZONE ENHANCED ENFORCEMENT PROGRAM (COZEEP) SERVICES

Use of Funds*	Officer Hours	Officer Rate	Sergent Hours	Seargent Rate	Total Labor	Travel Miles	Travel Rate	Total Travel	Total Capital Cost
SR-91 WB	4,150	$ 129.39	4,150	$ 157.41	$ 1,190,220.00	8,300	$ 1.66	$ 13,778.00	
I-605 Beverly	945	$ 129.39	750	$ 157.41	$ 240,331.05	3,614	$ 1.66	$ 6,000.00	
Soundwall 2	510	$ 129.39	225	$ 157.41	$ 101,406.15	723	$ 1.66	$ 1,200.00	$ 102,606.15
I-105 EL Segment 1	27,350	$ 129.39	10,450	$ 157.41	$ 5,183,751.00	44,651	$ 1.66	$ 74,120.00	$ 5,257,871.00
I-105 EL Segment 2	25,983	$ 129.39	9,928	$ 157.41	$ 4,924,563.45	44,651	$ 1.66	$ 74,120.00	$ 4,998,683.45
I-105 EL Segment 3	24,683	$ 129.39	9,235	$ 157.41	$ 4,647,463.24	44,651	$ 1.66	$ 74,120.00	$ 4,721,583.24
Subtotal	**83,621**		**34,738**		**$ 16,287,734.89**	**146,589**		**$ 243,338.00**	**$ 15,080,743.84**
Contingency (8.5%)									**$ 1,281,863.23**
Total									**$ 16,362,607.07**
Agreement Amount									**$ 16,350,000.00**

NOTE * - Individual Project Budget Approved LOP

Construction Zone Enhanced Enforcement Program (COZEEP) Services

2025-0583

September 2025

Metro

Recommendation

Recommendation:

A. Enter into an Interagency Agreement with California Highway Patrol (CHP) for Construction Zone Enhancement Program (COZEEP) task order services, in an amount Not-to-Exceed $16,350,000;

B. Authorize the CEO to negotiate and approve Contract Modifications, within and up to the authorized Life-of-Project budget for all projects under the COZEEP agreement.

Metro

Background

Metro is required by Caltrans and the Metro/Caltrans Co-Op Agreement to use California Highway Patrol (CHP) services to manage traffic during state highway construction projects in Los Angeles County.

Metro currently uses COZEEP services under a 2020 agreement with CHP valued at $6 million, set to expire December 31, 2025. Since CHP procedures prohibit extending or increasing the existing agreement, and COZEEP will be needed through 2030, staff recommends establishing a new Interagency Agreement which would allow Metro to independently request COZEEP services by task order, ensuring continued support for efficient highway program delivery.

Funding Detail

The proposed new agreement will establish a five-year, not-to-exceed $16,350,000 contract to support Metro Highway Program projects.

The funding increase reflects added projects, including the I-105 East Los Angeles Segments 1–3 and the SR-91 Westbound project, with the I-105 segments alone requiring about $15 million.

Metro

Financial Impact & Next Steps

COZEEP services task orders are funded through each project's approved fiscal year and life of project (LOP) budgets. No additional funding is being requested.

COZEEP task orders will be issued for each highway project with the approval of the Project Manager. Funding will come from each individual project, as planned within the associated approved LOP budgets.

Metro

File #: 2025-0411, **File Type:** Contract **Agenda Number:** 21.

FINANCE, BUDGET, AND AUDIT COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS75821000, with Carl Warren & Company, LLC (CWC), to exercise the first, two-year option in the amount of $6,666,674, increasing the total contract value from $12,148,152 to $18,814,826, and to extend the period of performance from November 1, 2025, to October 31, 2027.

ISSUE

Consistent with the practice of many other public agencies, such as the County of Los Angeles, and the Los Angeles Unified School District, Metro uses the services of a Third-Party Administrator (TPA) to investigate, evaluate, and resolve a majority of third-party claims filed against Metro. Third-party claims generally arise out of bus and rail operations.

The contract's four-year base period expires on October 31, 2025. To continue to process property liability and property damage claims timely and seamlessly, a contract modification is required to exercise the first, two-year option, extending the period of performance from November 1, 2025, to October 31, 2027.

BACKGROUND

In September 2021, the Board awarded a four-year base term and two, two-year option term firm fixed price Contract No. PS75821000 to CWC to provide public liability (PL) and property damage (PD) third-party claims administration services.

Metro's PL/PD Claims Program is administered through a blend of in-house and CWC (consisting of 26 individuals who provide claims adjusting support and subcontractor staff). In-house Risk Management staff handles the more severe injury claims, while CWC staff handles the more frequent, less severe claims. CWC's subcontractor performs all field investigations and responds to accident scenes upon notification from Metro dispatch. Under this contract, CWC handles all claims valued at $100,000 or less, while Risk Management staff handles cases valued at more than

$100,000.

DISCUSSION

Metro receives an average of 2,700 new PL/PD claims annually and had 3,630 open claims as of June 1, 2025. Processing claims with an inventory of this size requires the issuance of approximately 1,200-plus payments monthly to claimants, attorneys, experts, and others. The expertise and infrastructure of a professional TPA in resolving these claims and litigation are essential for structuring a competitive and cost-effective program.

Subrogation of losses against a responsible third party is also a part of the services provided by the TPA. Over the last ten years, Metro has received total gross recoveries of $10.4 million from subrogation or cross-complaints, of which $3 million has been recovered to date under the base contract.

DETERMINATION OF SAFETY IMPACT

This contract modification will positively impact the safety of Metro's patrons and employees. Claims administration services address injuries or damage incurred by patrons and the public. As part of these services, there is an investigation into the cause of damage. Cases are evaluated by CWC and Risk Management staff with a focus on remediation and mitigation measures. Claims trending is monitored by Risk Management and reviewed with Corporate Safety, Operations, System Security and Law Enforcement, and other Metro departments, depending on the nature of the case. In addition, claims history is shared and evaluated by excess carriers, who provide best practice guidance to enhance Metro's risk profile.

FINANCIAL IMPACT

The FY26 Budget includes $3,977,314 for PL/PD third-party claims administration services in cost center 0531, Non-departmental-Ops Risk Management, under Project 100018, PRMA-PLPD.

Since this is a multi-year contract, the Chief Risk, Corporate Safety, and Asset Management Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The sources of funding for this action will come from federal, state and local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

This contract modification benefits the claimants from the various Equity Focus Communities where Metro provides services and ensures that existing and future claims will continue to be processed and managed without interruption or impact to individual claimants.

Additionally, non-English speaking, visually impaired, and deaf claimants will have the same access

to claim adjusters as other claimants since CWC utilizes various vendors that provide language translation and interpreting services. CWC's current DBE participation is 21.46% which exceeds its participation commitment of 20%.

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 third-party claims administration services for injuries or property damage caused by Metro operations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the agency's overall function, it 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." Responsible claims administration includes mitigating significant financial risks from third-party claims filed against Metro.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation and to self-administer Metro's third-party claims inventory. However, this alternative is not recommended as Metro does not have sufficient resources to perform the work. This would require hiring approximately 30 FTEs.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 1 to Contract No. PS75821000 with CWC to exercise the first, two-year option to continue to provide third-party PL/PD third-party claims administration services and extend the period of performance through October 31, 2027.

ATTACHMENTS

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

Prepared by: Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4815
Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922-4471

Reviewed by:
Kenneth Hernandez, Interim Chief Risk, Corporate Safety, and Asset Management Officer, (213) 922-2990

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

PROCUREMENT SUMMARY
PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES / PS75821000

1.	**Contract Number**: PS75821000			
2.	**Contractor**: Carl Warren & Company, LLC			
3.	**Mod. Work Description**: Exercise two-year option.			
4.	**Contract Work Description**: Provide public liability and property damage third-party claim administration services.			
5.	**The following data is current as of**: 8/5/25			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	9/23/21	**Contract Award Amount:**	$12,148,152
	Notice to Proceed (NTP):	N/A	**Total of Modifications Approved:**	$0
	Original Complete Date:	10/31/25	**Pending Modifications (including this action):**	$6,666,674
	Current Est. Complete Date:	10/31/27	**Current Contract Value (with this action):**	$18,814,826
7.	**Contract Administrator**: Annie Duong		**Telephone Number**: (213) 418-3048	
8.	**Project Manager**: Claudia Castillo del Muro		**Telephone Number**: (213) 922-4815	

A. Procurement Background

This Board Action is to approve Modification No. 1 to Contract No. PS75821000 to exercise the first, two-year option for property liability and property damage third-party claims administration services and extend the period of performance from November 1, 2025, to October 31, 2027.

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

In September 2021, the Board awarded a four-year base term and two, two-year option terms firm fixed price Contract No. PS75821000 to Carl Warren & Company, LLC (CWC) to provide public liability and property damage third-party claims administration services.

No modification has been issued to date.

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

B. Price Analysis

The recommended price has been determined to be fair and reasonable based on pricing that was evaluated as part of the competitive award in September 2021. Pricing remains unchanged and is lower than current market rates for similar services. The Independent Cost Estimate (ICE) is based on the firm fixed price for the option years.

Proposal Amount	Metro ICE	Recommended Amount
$6,666,674	$6,666,674	$6,666,674

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES / PS75821000

Mod No.	Description	Status (approved or pending)	Date	Amount
1	Exercise the first, two-year option term, extending the period of performance from 11/1/25 through 10/31/27.	**Pending**	**Pending**	**$6,666,674**
	Modification Total			**$6,666,674**
	Original Contract:		**9/23/21**	**$12,148,152**
	Total:			**$18,814,826**

DEOD SUMMARY

PUBLIC LIABILITY/PROPERTY DAMAGE THIRD PARTY CLAIMS ADMINISTRATION SERVICES / PS75821000

A. Small Business Participation

Carl Warren & Company, LLC (CWC) made a 20% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 85% complete and the current level of DBE participation is 21.51%, exceeding the commitment by 1.51%.

Small Business Commitment	20.00% DBE	Small Business Participation	21.51% DBE

	DBE Subcontractors	% Committed	Current Participation[1]
1.	Sam Hooper & Associates	20.00%	21.51%
	Total	**20.00%**	**21.51%**

[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.

Public Liability/Property Damage Third Party Claims Administration Services

Finance, Budget, and Audit Committee
September 18, 2025
File #2025-0411

Metro

Claims Administration Services

Recommendation:

- AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS75821000, with Carl Warren & Company, LLC (CWC), to exercise the first, two-year option in the amount of $6,666,674, increasing the total contract value from $12,148,152 to $18,814,826, and to extend the period of performance from November 1, 2025, to October 31, 2027.
- Approval of this action is required to continue processing public liability and property damage claims in a timely and seamless manner.

Metro

Background

- Contract PS75821000 provides public liability and property damage third-party claims administration services. The contract consists of a four-year base period and two, two-year options for a combined total of $25,926,720.
- The four-year base period will expire on October 31, 2025. The previously negotiated option pricing with CWC remains fair, reasonable, and consistent with industry conditions.

Metro

Claims Administration

- Metro uses the services of a Third-Party Administrator (TPA) to investigate, evaluate, and resolve the majority of third-party claims filed against Metro, which are valued under $100K. Third-party claims generally arise out of bus and rail operations.
- Claims valued above $100K, are handled by Metro staff in the PL/PD division under Risk, Corporate Safety, and Asset Management.
- Metro receives an average of 2,700 new public liability/property damage claims annually and has an open general liability claims inventory of 3,630 claims.

Metro

TPA Contract

- CWC provides 26 individuals who provide claims adjusting support and additional subcontractor staff.
- The subcontractor staff performs field investigations and responds to an accident scene upon notification from Metro dispatch.
- Subrogation of losses against a responsible third party is also a part of the services provided by the TPA. Over the last ten years, Metro has received total gross recoveries of $10.4 million from subrogation or cross complaints.

Metro

Thank you.
Metro

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

File #: 2025-0677, **File Type:** Contract **Agenda Number:** 22.

FINANCE, BUDGET AND AUDIT COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: GROUP INSURANCE PLANS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for the one-year period beginning January 1, 2026.

ISSUE

Existing group insurance policies covering Non-Contract and AFSCME employees, including long-term disability coverage for Teamsters and life insurance for all full-time Metro employees end on December 31, 2025, and must be renewed on an annual basis. Renewal of the existing group insurance plan coverage for the one-year period must be approved and in effect on January 1, 2026, to provide continuous seamless group insurance coverage for Metro employees.

BACKGROUND

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994. Metro's health insurance plans are part of the total compensation package that helps attract and retain qualified employees, as well as provide existing employees with a foundation to maintain or improve their health. The Los Angeles County Metropolitan Transportation Authority, including the Public Transportation Services Corporation (PTSC), seeks to offer benefit plans that promote efficient use of health resources and are cost-effective for the agency and employees. Roughly 99% of the employees covered by the benefit plans are PTSC employees.

DISCUSSION

Employees who work 30 hours per week or more are eligible to enroll in a medical plan and other benefits. On an annual basis, employees are encouraged to review their enrollment and may choose medical, dental, vision, supplemental life, long-term disability, and accidental death and dismemberment plans that meet their needs. Alternatively, employees may opt to waive medical

and/or dental coverage and receive a taxable cash benefit, provided proof of other medical coverage is submitted and the employee does not obtain subsidized coverage from an exchange. Employees may also participate in flexible spending accounts, a vehicle to pay for certain out-of-pocket healthcare and dependent care expenses on a pre-tax basis. New employees are provided with an orientation session and assistance in enrolling in their selected plan (s). Additionally, existing employees are also provided information and outreach to assist them in making informed decisions or changes to their plan selections.

The overall group insurance premium cost will increase by 10.9% for calendar year 2026. Factors contributing to the increased premium costs include an increased number of high-dollar medical claims, significant losses on life insurance claims, and the impact of inflation. The Delta Dental PPO/HMO, VSP and Long-Term Disability plans did not have a rate increase for 2026 and will keep their current rates until January 1, 2027.

The recommended medical, dental, and vision premiums are shown on Attachment A. Non-Contract and AFSCME contribute 10% of the actual premium for each medical and dental plan selected. The monthly employee contributions are shown in Attachment B.

DETERMINATION OF SAFETY IMPACT

Approval of this item will positively impact the safety of our workforce. Metro's group insurance plans offer employees cost-effective and efficient access to health resources, ultimately contributing to their overall well-being.

FINANCIAL IMPACT

Funding for the Non-Contract and AFSCME group insurance plans, along with life insurance for all full-time Metro employees and long-term disability plans for Teamster employees, is included in each department's FY26 budget and on the balance sheet for accrued retiree medical liabilities. Based on the current employee participation by plan, estimated group insurance plan costs of $84.1 million are within the FY26 adopted budget. Costs are allocated and funded via Metro's Federally approved Indirect Cost Allocation Plan and involve operating eligible funds.

Impact to Budget

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

EQUITY PLATFORM

Currently, 87% of employees in the Non-Contract, and AFSCME employees enroll in health benefits, with the remaining 13% choosing to waive coverage by providing proof they are covered under another plan. Metro's Pension and Benefits department is committed to ensuring that employees have access to information and resources regarding group insurance plans and alternative healthcare options available. References are provided in the Benefits Enrollment Guide for CoveredCA.com <http://coveredca.com/> and Healthcare.gov <http://healthcare.gov/> and staff provide additional

guidance on an individual basis as requested. Additionally, annual open enrollment training sessions are offered both in-person and online to ensure employees have the information they need to make informed decisions for continuous healthcare coverage. Employees may also access informational materials and forms online and are welcome to call the Pension and Benefits Department directly to receive personalized assistance. These efforts help promote equity and inclusion by ensuring that employees have direct access to information, understand, and utilize their healthcare benefits effectively.

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 Metro AFSCME and Non-Contract employees play an important role in the delivery of reliable, multi-modal transit service throughout Los Angeles County. 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 Group Insurance Policies promotes efficient use of health resources and are cost effective for the agency and its employees.

ALTERNATIVES CONSIDERED

The Board could decide to self-insure and self-administer health benefits. However, this is not recommended due to the resources required to establish the medical expertise and operational infrastructure required to review and process claims, as well as the liability that would be assumed.

NEXT STEPS

Metro will hold annual open enrollment for Non-Contract and AFSCME employees during November 2025 and implement benefit elections effective January 1, 2026.

ATTACHMENTS

Attachment A - Proposed Monthly Premium Rates
Attachment B - Proposed Monthly Employee Contributions

Prepared by: Jan 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

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

ATTACHMENT A

Proposed Monthly Premium Rates

Provider	Coverage Option	CY 2025	CY 2026	%Change	Est # of Employees (1/1/26)
Blue Cross (PPO)	Single	$1,509.21	$1,639.48	8.6%	256
	Couple	$3,037.99	$3,300.20	8.6%	237
	Family	$4,074.79	$4,426.49	8.6%	345
Blue Cross (HMO)	Single	$976.46	$1,005.76	3.0%	96
	Couple	$2,050.55	$2,112.07	3.0%	84
	Family	$2,929.12	$3,017.00	3.0%	154
Kaiser (HMO)	Single	$837.07	$969.71	15.8%	549
	Couple	$1,674.14	$1,939.42	15.8%	228
	Family	$2,368.91	$2,744.28	15.8%	517
Delta Dental (PPO)	Single	$65.46	$65.46	0.0%	709
	Couple	$113.76	$113.76	0.0%	689
	Family	$170.94	$170.94	0.0%	886
DeltaCare (DHMO)	Single	$20.21	$20.21	0.0%	68
	Couple	$36.71	$36.71	0.0%	41
	Family	$54.32	$54.32	0.0%	75
Dental Health Services (DHMO)	Single	$19.56	$20.15	3.0%	47
	Couple	$37.93	$39.05	3.0%	24
	Family	$57.18	$58.90	3.0%	75
Vision Service Plan	Single	$11.25	$11.25	0.0%	388
	Couple	$16.27	$16.27	0.0%	428
	Family	$29.15	$29.15	0.0%	525
Voluntary Waiver of Coverage:*					
Medical		$294.00			209
Dental		$42.00			119

* Waiver of Medical coverage requires proof of alternative coverage.

ATTACHMENT B

Proposed Monthly Employee Contributions

Provider	Coverage Option	NC & AFSCME Employee Contribution (Current)	NC & AFSCME Employee Contribution (Proposed) Effective 1/1/26	Change
Blue Cross (PPO)	Single	$150.00	$164.00	$14.00
	Couple	$303.00	$330.00	$27.00
	Family	$407.00	$443.00	$36.00
Blue Cross (HMO)	Single	$97.00	$101.00	$4.00
	Couple	$205.00	$211.00	$6.00
	Family	$292.00	$302.00	$10.00
Kaiser (HMO)	Single	$83.00	$97.00	$14.00
	Couple	$167.00	$194.00	$27.00
	Family	$236.00	$274.00	$38.00
Delta Dental (PPO)	Single	$7.00	$7.00	$0.00
	Couple	$11.00	$11.00	$0.00
	Family	$17.00	$17.00	$0.00
DeltaCare (DHMO)	Single	$2.00	$2.00	$0.00
	Couple	$4.00	$4.00	$0.00
	Family	$5.00	$5.00	$0.00
Dental Health Services (DHMO)	Single	$2.00	$2.00	$0.00
	Couple	$3.00	$4.00	$1.00
	Family	$5.00	$6.00	$1.00
Vision Service Plan	Single	$1.00	$1.00	$0.00
	Couple	$2.00	$2.00	$0.00
	Family	$3.00	$3.00	$0.00

Non-Contract and AFSCME Employees contribute 10% (rounded to whole dollar) towards their individually selected plan's medical and dental premiums

Group Insurance Plans

Metro

Finance, Budget and Audit Committee
September 18, 2025

Staff Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to:

Renew existing group insurance policies covering Non-Contract and American Federation of State, County and Municipal (AFSCME) employees, including long term disability coverage for Teamsters employees, and life insurance for all full-time Los Angeles County Metropolitan Transportation Authority (Metro) employees, for a one-year period beginning January 1, 2026.

Background

The Non-Contract Group Insurance Plan, a flexible benefits program, was implemented in August 1994.

Health insurance plans are part of the total compensation package that helps attract and retain qualified employees, as well as provide existing employees with a foundation to maintain or improve their health.

Metro, including the Public Transportation Services Corporation (PTSC), offers benefit plans that promote efficient use of health resources and are cost-effective for the agency and employees.

Approximately 99% of the employees covered by the benefit plans are PTSC employees.

Group Insurance Plans Overview & Next Steps

Overview

- Non-Contract and AFSCME Employees contribute 10% towards their individually selected plan's medical and dental premiums
- The Delta Dental PPO/HMO, VSP and Long-Term Disability plans did not have a rate increase for 2026 and will keep their current rates until January 1, 2027
- The overall group insurance premium cost will increase by 10.9% for 2026
- Factors contributing to group insurance premium increases are as follows:
  - ➢ increased number of high-dollar medical claims
  - ➢ significant losses on life insurance claims
  - ➢ impact of inflation

Next Steps

- Metro will hold annual open enrollment from November 3rd, 2025 to November 16th, 2025 for Non-Contract and AFSCME employees and implement benefit elections effective January 1, 2026.

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

Metro

Board Report

File #: 2025-0599, **File Type:** Policy **Agenda Number:** 27.

EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Service Policies and Standards Compliance Review for Title VI Program Update (Attachment A).

ISSUE

The Federal Transit Administration (FTA) requires the Metro Board of Directors to review and approve the service policies and standards compliance monitoring results for Metro bus and rail services every three years as part of the Title VI Program Update.

BACKGROUND

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination in programs that receive federal funding. Section 601 states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

On October 1, 2012, the Federal Transportation Administration (FTA) required transportation agencies to comply with Title VI by adopting policies in accordance with FTA Circular 4702.1B “Title VI Requirements and Guidelines for Federal Transit Administration Recipients. This requires transportation agencies to monitor the performance of their transit system relative to their system-wide service standards and service policies, and include the results in the Title VI Program update, which is due every three years. These service standards should be followed for the three-year period until the next program update.

DISCUSSION

Metro’s Board of Directors last approved the monitoring results from the Title VI Program Update in September 2022. Since then, there have been minimal changes to Metro’s Service Policies and Standards, as reflected in the 2025 Transit Service Policy that was adopted in July 2025. The Transit

Service Policies and Standards provide guidance for the provision of bus and rail services. The following Metro service standards and policies were reviewed for compliance:

1. Service Availability
2. Classification of Services
3. Headway Standards
4. Loading Standards
5. On-Time Performance Standards
6. Stop Spacing Standards
7. Passenger Amenities Standards
8. Vehicle Assignment Standards

In general, most service standards were in compliance:

- Service availability, rail load standards, passenger amenity standards, and vehicle assignment standards had no issues.
- Bus load factors for the period checked showed five weekday, two Saturday and one Sunday line that slightly exceeded load standard. These issues have been addressed including through running all service more reliably and adjusting trip times or in some cases adding extra trips added where demand remained high in a given time period. The period measured is the busiest during the year.
- Stop spacing standards when strictly measured show 29 of 104 local lines non-compliant with wider than targeted average stop spacing. However, all of these cases of wider stop spacing are acceptable based on allowed exceptions described in the policy such as areas where stops cannot be provided and are not warranted for open space areas, freeway segments, and bridges. Most stops are closer than the maximum spacing in the standard with the cases allowed in the exceptions creating a slightly wider than standard average spacing on those lines. However, the average systemwide stop spacing of 0.24 miles for local lines is within the standard of 0.25 miles.
- Headway standards, for 19 weekday lines and one weekend line were resulting from the exact timing of each trip in the transition into or out of peak period. These will be addressed with individual schedules reviews and as further improvements are made consistent with Metro's NextGen Bus Plan. The vast majority of the time periods reviewed had the target frequency of service met.

However, bus on-time performance, while still in need of overall improvements, saw improved weekday and Saturday results since the last review in 2022 to over 76% weekday and 74% Saturday, though Sunday declined to 74%. Metro Transit Service Delivery is proactively focusing on new efforts to improve bus on-time performance, including additional support for operators with lower on-time performance, as well as additional monitoring for more consistent on-time terminal and yard departures. Most recent data from June 2025 has shown OTP above 80%. New bus lanes and other bus speed and reliability enhancements are also being implemented through the NextGen Bus Plan project to help improve bus service reliability. In addition, bus line schedules are continually reviewed and adjusted to reflect changing run time needs.

DETERMINATION OF SAFETY IMPACT

Service standards include items such as loading standards, on-time performance standards, and passenger amenity standards, which all support a safer operation of Metro transit services.

FINANCIAL IMPACT

Failure to approve the Service Policies and Standards Compliance Review could result in an incomplete Title VI Program Update, which could potentially result in the loss of federal funding.

Impact to Budget

Adoption of the Title VI Equity Policies has no direct impact on Metro's expenditures or revenues. Approval is consistent with the implementation of the service included in the adopted FY2026 Budget.

EQUITY PLATFORM

Title VI sets the minimum federal requirements to prevent discrimination or benefits from being denied to federally protected groups, as noted above. The monitoring of transit service for Title VI purposes meets the federal requirements, as it ensures that Metro's Service Policies and Standards are applied consistently throughout the system. The monitoring also provides a means to measure and adjust for impacts and benefits to protected groups, which supports Metro's goal to ensure that impacts on marginalized groups are considered in transportation decisions and service delivery.

Though some progress has been made on weekdays and Saturdays, the bus on-time performance still is being campaigned and recent data shows results above 80% OTP towards the 85.0% standard. Further efforts are continuing to be made by Transit Service Delivery to enhance bus on-time performance, as outlined in the discussion section above. This standard is particularly important for those who rely on Metro buses for access to jobs, education, and services.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in 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 monitors transit services for Title VI purposes to meet federal requirements. 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 Metro organization.

ALTERNATIVES CONSIDERED

The alternative is to not include the Board-approved Service Policies and Standards Compliance Review. Failure to include Board-approved Service Policies and Standards Compliance Review may result in FTA not concurring with Metro's Title VI Program Update. This alternative is not recommended as it could result in the suspension of federal grants due to non-compliance with civil rights requirements.

NEXT STEPS

Upon Board approval, Metro's Title VI Program Update will be submitted to FTA by the due date of October 1, 2025.

ATTACHMENT

Attachment A - Service Policies and Standards Compliance Review FY23 - FY25

Prepared by: Stewart Chesler, Transportation Planning Manager, (213) 922-2826
Joe Forgiarini, Senior Executive Officer, Service Development, (213) 418-3400

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

Digitally approved by Stephanie Wiggins, Chief Executive Officer

ATTACHMENT A

Service Policies and Standards Compliance Review
FY2023 – FY2025

This is a review of Metro's compliance with specified service standards and policies under the requirements of FTA Circular 4702.1B, Chapter 4, Section 6. The review covers the period of FY2023 through FY2025. The following topics are addressed:

1. Service Availability
2. Classification of Services
3. Headway Standards
4. Loading Standards
5. On-Time Performance Standards
6. Stop Spacing Standards
7. Passenger Amenities Standards
8. Vehicle Assignment Standards

All reviews assess whether Metro has complied with its policies and standards last adopted in FY23, and whether any non-compliance is biased toward minority populations (disparate impact) or low-income households (disproportionate burden).

1. Service Availability

The adopted service availability standard is:

> *At least 99% of all Census tracts within Metro's service area having at least 3 HH/acre and/or 4 jobs/acre shall be within one-quarter mile of fixed route service (a bus stop or rail station).*
>
> *Fixed route service provided by other operators may be used to meet this standard. The use of other operator services to meet this standard ensures maximum availability without unnecessary duplication of service.*

There are 2,026 tracts within Metro's service area that meet the above thresholds of 3 HH/acre and/or 4 jobs/acre. Only seven of these tracts are not within one-quarter mile of fixed route service. This is a service availability of 99.7% which meets the standard.

Service Area Demographics – Minority Population

	Service Area	Tracts Not Served
Population	8,013,557	23,515
Minority Population	5,919,660	7,183
Minority Share	73.9%	30.5%

Service Area Demographics – Low-Income Households

	Service Area	Tracts Not Served
Households	2,787,766	8.713
Low Income Households	1,285,344	2,506
Low Income Share	46.1%	28.8%

Both the minority population share and low-income household share of the unserved tracts are less than the service area minority population and low-income household shares. Therefore, there is no disparate impact or disproportionate burden created by the unserved areas.

2. Classification of Services

The review of service policies and standards requires a determination of Minority routes and Low-income routes so that a comparison of compliance between Minority and Low-income routes and all routes may be made. If the share of Minority routes meeting a standard is an absolute 5% or more (less than the share of all routes meeting a standard), then a disparate impact on Minority routes has occurred. If the share of Low-income routes meeting a standard is an absolute 5% or more (less than the share of all routes meeting a standard), then a disproportionate burden on Low-income routes has occurred.

FTA has defined a Minority route as having one-third or more of its revenue miles operated in Census areas that exceed the service area minority share of the population. By extension, a Low-income route will have one-third or more of its revenue miles operated in Census areas that exceed the service area low income share of the population.

Metro operates 116 fixed-route bus lines. Of those analysis finds that 84 of these are Minority lines (72%), and 94 are Low-income lines (81%). Both Heavy Rail lines B and D and all four Light Rail lines (A, C, E, K) are Minority and Low-income lines. These definitions were used to stratify compliance levels in the subsequent evaluations.

3. Headway Standards

The adopted bus and rail headway standards are defined as follows and are not to be exceeded by at least 90% of all hourly periods:

Bus Headway Standards

Service Type	Peak Max.(in min)	Off-Peak Max(in min)
Liner	12	30
Rapid	20	30
Tier 1 (Core)	10	10 - 15
Tier 2 (Convenience)	15	15 - 30
Tier 3 (Connectivity)	30	30 - 60
Tier 4 (Community)	60	60
Tier 5 (Commuter)	Varies	Varies

Rail Headway Standards

Mode	Peak Max. (in min)	Off-Peak Max (in min)
Heavy Rail	10	20
Light Rail	12	20

Compliance determination was calculated by referring to scheduled service in effect as of December 15, 2024, which represents the full implementation of the NextGen Service Plan.

Weekday Headway Compliance - 116 of Bus Lines

	All Lines	Minority Lines Only	Low Income Lines Only	All Compliance	Minority Compliance	Low Income Compliance
Meets Standard	97	68	77	83%	81%	83%
Exceeds Standard	19	16	16			

Saturday Headway Compliance - 110 of Bus Lines

	All Lines	Minority Lines Only	Low Income Lines Only	All Compliance	Minority Compliance	Low Income Compliance
Meets Standard	109	77	86	99%	99%	99%
Exceeds Standard	1	1	1			

Sunday & Holiday Compliance - 110 of Bus Lines

	All Lines	Minority Lines Only	Low Income Only	All Compliance	Minority Compliance	Low Income Compliance
Meets Standard	109	77	86	99%	99%	99%
Exceeds Standard	1	1	1			

Headway compliance is an issue, with a wider actual average scheduled headway (i.e. slightly longer wait between buses) than the target for 19 lines (16%) on weekdays and for one line on weekends. As most of the system is both minority and low-income lines, the percentages that achieve the standard are all within 3% of each other for weekdays, Saturdays, and Sundays/Holidays. Consequently, there are no observations of disparate impacts on minorities and disproportionate burdens on low-income lines since everything is less than the 5% threshold. Overall weekday compliance will improve with further finetuning of resources and scheduling.

4. Loading Standards

The adopted bus and rail passenger loading standards are defined as follows and must not exceed at least 95% of all hourly periods:

Bus Passenger Loading Standards

Service Type	Peak Passengers/Seat	Off-Peak Passengers/Seat
32 FT Bus	1.30	1.30
40 FT Bus	1.30	1.30
45 FT Bus	1.30	1.30
60 FT Bus	1.30	1.30

Rail Passenger Loading Standards

Mode	Peak Passengers/Seat	Off-Peak Passengers/Seat
Heavy Rail	2.30	2.30
Light Rail	1.75	1.75

Although a headway of greater than 60 minutes would be an exception to the headway standards, a loading standard is provided for such services when they occur.

Loading on the bus system is monitored every six months using quarterly APC data for maximum loads at time points. As the most recent bus load standard evaluation was performed using October 2024 through December 2024 data, the samples collected from rail ride checks were compiled for the same three months.

Bus monitoring is more extensive as all buses are equipped with APCs, and data is available for all time points along each bus route for observed maximum loads by trip. Every six months, the most recent quarterly data is evaluated to determine adherence to the adopted standards.

Bus Load Standard Monitoring

Day Type	# Trips	Within Standard	% Compliance
Weekdays	591,114	577,214	97.6%
Saturdays	84,719	83,614	98.7%
Sundays/Holidays	96,537	95,898	99.3%

In reviewing the data for the sampled period, Lines 14, 45,105, 108, and 166 failed to meet the standard load on weekdays, Lines 62 and 115 failed to meet the standard on Saturdays, and Line 117 failed to meet the standard on Sundays. Other than these exceptions, the rest of the bus system was in conformance with the adopted loading standards. Also, extra trips are added and/or trip times adjusted on any bus line such as those listed above if the load standard has been consistently exceeded, to bring them into compliance.

Heavy rail is based on trip samples collected by schedule checkers. Checkers ride randomly selected cars on randomly selected trips and recording data for boardings and

alightings by station. Over a six-month sliding time frame, this data is aggregated to build a profile of rail ridership. This is the primary source for ridership estimation by day type and line. While only one car is monitored on any given sample trip, whether that car meets the loading standard is a surrogate for whether trains are meeting the standard. Each heavy rail ride check record was processed using Line # (determines mode and applicable # of seats), day type, trip start time (used to categorize weekday trips as peak or off-peak), and maximum accumulated load (calculated from the observations in each check).

Light rail cars are equipped with Automated Passenger Counters (APC). Data collected through use of the APCs is used for the basis of the light rail loading standard.

A rail mode is assumed to comply with the loading standards if 95% of all monitored trips conform to the standards. Data is from the period October 2024 through December 2024 which is the same time frame used for bus monitoring.

Weekday Rail Load Standard Monitoring

	Weekdays		
	# Of Checks/Trips	**Within Standard**	**% Compliance**
Heavy Rail	1,076	1,075	100%
Light Rail	65,734	65,688	100%

Weekend Rail Load Standard Monitoring

	Saturday			Sundays & Holidays		
	# Of Checks/ Trips	**Within Standard**	**% Compliance**	**# Of Checks/ Trips**	**Within Standard**	**% Compliance**
Heavy Rail	981	981	100%	969	969	100%
Light Rail	11,224	11,208	100%	13,935	13,935	100%

Both modes met the standard at least 95% of the time, and each line was always found in compliance as well.

5. On-Time Performance Standards

The current on-time performance standards for the system define on-time as no more than one minute early or five minutes late when leaving a time point for bus service and at the end terminal for rail service for arrivals. Buses should be on time at least 85% of the time while heavy rail and light rail service should be on time at least 95% and 90% respectively. The one exception is Line 16 which operated on a headway-based schedule as part of a demonstration program seeing if that is a better way to operate higher frequent service bus line. The pilot period lasted 18 months (June 2023 to December 2024). Findings from the pilot indicated that it did not result in improved reliability (more consistent intervals between buses) overall. Consequently, the pilot was not continued or expanded at this stage.

Rail is currently monitored using HASTUS. Since the bus service is evaluated every six months using quarterly data, the rail evaluation was also performed on data for the months of October 2024 through December 2024.

Weekday Rail On-Time Performance

Mode	Scheduled Trips Sum	Total Delays Sum	On-Time Percentage
Heavy Rail	22,617	37	99.84%
Light Rail	57,143	693	98.79%

Saturday Rail On-Time Performance

Mode	Scheduled Trips Sum	Total Delays Sum	On-Time Percentage
Heavy Rail	4,303	0	100.00%
Light Rail	9,945	37	99.63%

Sundays & Holidays Rail On-Time Performance

Mode	# of Time Point Observations	# of On-Time Observations	On-Time Percentage
Heavy Rail	4,965	1	99.98%
Light Rail	11,665	36	99.69%

The above data shows that on-time performance for both heavy and light rail is very good and consistently exceeds the standard.

However, bus on-time performance is consistently short of the 85% objective. The following observations are based on six months of data from January 2025 through June 2025.

Bus Weekday On-Time Performance

	All Lines	Minority Lines	Low Income Lines
Avg On-Time %	76.7%	76.9%	76.8%
Lines Meeting Standard	6	6	4
Lines Failing Standard	111	79	75
% Meeting Standard	5%	7%	5%

Bus Saturday On-Time Performance

	All Lines	Minority Lines	Low Income Lines
Avg On-Time %	74.6%	75.2%	74.8%
Lines Meeting Standard	7	7	4
Lines Failing Standard	105	78	75
% Meeting Standard	6%	8%	5%

Bus Sunday & Holiday On-Time Performance

	All Lines	Minority Lines	Low Income Lines
Avg On-Time %	74.3%	75.1%	74.8%
Lines Meeting Std	8	12	11
Lines Failing Std	104	66	68
% Meeting Std	7%	15%	14%

On any given day type, non-Minority, non-low income, minority, and low income bus lines exhibit similar on-time percentages. Unfortunately, only a handful of bus lines achieve the 85% on-time standard. However, on-time performance weekdays improved by around 7% and Saturdays improved around 5%, while on-time performance (OTP) on Sundays declined by around 4% for the period surveyed. It is notable that the most recent month in the review period exceeded 80% (June 2025) thanks to Metro Service Delivery campaigning on yard and terminal departures and working to coach and mentor operators with the consistently lowest OTP. Systemwide, bus service does not meet the standard; this includes the combination of all lines, as well the categories of minority lines and low-income lines. Since most of the system is both minority and low-income lines, the percentages that achieve the standard are all within 1% of each other for weekdays, Saturdays, and Sundays/Holidays. Consequently, there are no observations of disparate impacts on minorities and disproportionate burdens on low-income lines because everything is less than the 5% threshold.

Metro also continues to review bus schedules to adjust for adequate scheduled run times and service levels. Further implementation of the NextGen speed and reliability program of new bus lanes is also expected to support improvements in on-time performance.

6. Stop Spacing Standards

The stop spacing standards state the maximum average stop/station spacing in miles by type of service, and that it is not to be exceeded by at least 90% of all routes operated.

Maximum Average Stop/Station Spacing Standards

Service Type	Average Stop Spacing
Heavy Rail	1.50
Light Rail	1.50
Liner	1.25
Rapid	0.75
Commuter (Tier 5)	1.25
Local (Tiers 1- 4)	0.25

Transit Line Average Stop/Station Spacing

Service Type	No. of Lines Meeting Standard	No. of Lines Not Meeting Standard	Service Type Average
Heavy Rail	2	0	0.99 miles
Light Rail	3	1	1.04 miles
Liner	3	0	1.09 miles
Rapid	3	0	0.63 miles
Commuter (Tier 5)	6	0	0.67 miles
Local (Tiers 1- 4)	75	29	0.24 miles

As shown above, one light rail line does not meet the standard. This is the C Line, which has average stop spacing of 1.62 miles, just above the average maximum spacing. Though it exceeds the standard, the spacing is appropriate due to the travel market for the corridor and placement in the middle of a freeway junction (I-105/I-710). Moreover, most of the line was built in 1995 before Metro had established official stop spacing standards.

In terms of local bus lines, 28% of these lines exceed the maximum average stop spacing standard. However, these occur for a number of reasons that are exceptions allowed under the policy. Reasons include:

- long stretches of parking, industrial space, freeway infrastructure, and long street-facing walls;
- greenspace (Lines 62, 120, 125, 128, 154, 161,179, 232, 235-236, 244, 265, and 296);
- small segments of freeway operation (Line 258);
- long segments of undeveloped or vacant land (Lines 233, 260-261, 266 and 690);
- steep terrain areas with lack of demand (Lines 218, 222, and 233)
- lack of safe pedestrian crossings (Lines 62, 128, 150, 154, 158, 161, 218, 222, 265, and 601);
- lack of ADA-compliant stop locations (Lines 235-236, 237, 244, 268, and 344); or
- stop restrictions per agreement with municipal operators where there is overlapping service (Lines 233 and 344).

Overall, based on allowed exceptions, Metro's bus service is generally compliant with the average stop spacing standard.

7. Passenger Amenities Standards

The standards for passenger amenities for each rail station and off-street bus facility are presented here.

Heavy Rail Passenger Amenities Standards

Amenity	Allocation
Seating	At least 12 seats
Info Displays	At least 12
LED Displays	At least 8 Arrival/Departure screens
TVM's	At least 2
Elevators	At least 2
Escalators	At least 4 (2 up/2 down)
Trash Receptacles	At least 6

Light Rail Passenger Amenities Standards

Amenity	Allocation
Shelters	At least 80 linear feet per bay
Seating	At least 10 seats
Info Displays	At least 10
TVM's	At least 2
Elevators	At least 1 for elevated/underground
Trash Receptacles	At least 2

Bus Passenger Amenities Standards

Amenity	Allocation
Shelters	At least 6 linear feet per bay
Seating	At least 3 seats per bay
Info Displays	At least 3
Elevators	At least 1 for multi-level terminals
Trash Receptacles	At least 1 per 3 bays/2 minimum

This applies to off-street bus facilities serving 4 or more bus lines.

There are no standards for bus stops because apart from painting the curb red and erecting bus stop signage as Metro has no jurisdiction over street furniture or other appurtenances. The latter are controlled by individual cities and often contracted to third parties who support their costs through advertising revenues.

All applicable facilities are in compliance, including all three Regional Connector Stations and the nine K Line Stations that were built since the last review.

8. Vehicle Assignment Standards

Adopted vehicle assignment standards include:

- **Heavy Rail**: Maintained at a single facility

- **Light Rail:** Primarily assigned based on compatibility of vehicle controllers and rail car weight with rail line(s) served. Wherever possible, there are no more than two vehicle types at each facility.
- **Bus:** Assigned to meet vehicle seating requirements for lines served from each facility.

While these standards are consistently applied, Metro has historically looked at the average age of vehicles assigned to each facility to ensure that there are "no extremes" serving any area. This is most applicable to the bus system, but data for rail is provided as well. All information provided on vehicle assignments is as of the end of FY25. Rail Fleet Services considers a rail vehicle to be like new when it undergoes its mid-life modernization program. Consequently, the average age is recalculated for vehicles for these vehicles.

Heavy Rail – Vehicle Age by Facility

Facility	Model	# Active	Average Age (years)
Div. 20 – Los Angeles	Breda A650 Base	26	32.3
	Breda A650 Option	74	26.5
		100	**28.0**

Light Rail – Vehicle Age by Facility

Facility	Model	# Active	Average Age (years)
Div. 11 – Long Beach	Alstom P2000	52	3.5
	Kinkisharyo P3010	42	6.6
		94	**4.9**
Div. 14 – Santa Monica	Kinkisharyo P3010	55	8.4
		55	**8.4**
Div 16 - Westchester	Kinkisharyo P3010	27	7.4
		27	**7.4**
Div. 21 – Los Angeles	Kinkisharyo P3010	39	8.1
		39	**8.1**
Div. 22 - Lawndale	Kinkisharyo P3010	27	4.3
		27	**4.3**
Div. 24 - Monrovia	AnseldoBreda2550Base	50	15.6
	Kinkisharyo P3010	45	6.6
		95	**11.3**

There are two factors to consider with the light rail assignments. First, the Anseldo Breda 2550 Base vehicles cannot be operated from Division 22 as they are too heavy for the C Line. Second, Rail Fleet Services tries to limit the number of vehicle models to two per rail division to minimize the training and part supply requirements.

Each light rail facility's average vehicle age is between 6 and 13 years which is consistently young to medium for vehicles that should have a 30-year life span. Meanwhile, Breda A650 option heavy rail cars are nearly at the end of their useful life and will be replaced once the new HR4000 vehicles are all delivered by the second half of FY26. Meanwhile, the Breda A650 option vehicles are currently undergoing a mid-life overhaul/modernization program which is expected to extend the life of these vehicles at least five more years.

Bus – Vehicle Age by Facility – Directly Operated

Division	32-foot	40-foot	45-foot	60-foot	# of Buses	Avg. Age
1		129	33	21	183	7.9
2		175			175	10.0
3		139	35		174	8.1
5		121		43	164	11.4
7		108	70	23	201	11.4
8		127	26	44	197	7.4
9		152	28		180	7.4
13		44	47	87	178	10.7
15		201		29	230	7.5
18		158	41	23	222	8.8

Bus – Vehicle Age by Facility – Contract

Division	32-foot	40-foot	45-foot	60-foot	# of Buses	Avg. Age
95	13	22	11		46	13.1
97	7	68			75	7.8

Bus – Vehicle Age Summary

	32-foot	40-foot	45-foot	60-foot	# of Buses	Avg. Age
System	**20**	**1,444**	**291**	**270**	**2,205**	**9.1**

The average fleet age by Division ranges from 7.4 years for directly operated Divisions 8 and 9, to 13.1 years for contract-operated Division 95. All average ages are within 4 years of the system average. The useful life for a bus ranges from 12 to 15 years, so, the average age of each division fleet is well within this range, but the buses at Division 95 are eligible for replacement now and buses at Division 2, 7, 8, and 13 will become eligible during the next three-year cycle. In 2019, Division 97 had the oldest average fleet. Consequently, it now has one of the youngest fleets since it was next in line to have its fleet replaced. Within the next few years, the 32-foot and 45-foot buses will be phased out. Then during the next decade, the entire bust fleet will be converted over to battery electric or hydrogen fuel cell buses. Buses for the J Line are being converted now to electric buses while the rest of Metro's bus fleet will begin transitioning by the end of FY27.

Conclusion

In conclusion, the results of the service monitoring indicate that the adopted systemwide standards are set properly. However, Metro needs to significantly improve the systemwide bus service on-time performance and to a lesser extent, headway compliance on weekdays. On-time performance will improve as more of the NextGen Speed and Reliability Program is implemented and with better service monitoring. Overall weekday compliance will improve with fine tuning of resources and scheduling.

SERVICE DEVELOPMENT

SERVICE POLICIES AND STANDARDS COMPLIANCE REVIEW FOR TITLE VI PROGRAM UPDATE

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 18, 2025

RECOMMENDATION

ADOPT Service Policies and Standards Compliance Review for Title VI Program Update (Attachment A).

Metro

ISSUE & DISCUSSION

ISSUE

The Federal Transportation Administration (FTA) requires transportation agencies to demonstrate their compliance with Title VI by requiring the governing authority to review and approve service monitoring results to be included in the Title VI Program Update due every three years.

DISCUSSION

Metro is required to submit the results of the monitoring program as well as approval of those results as part of Title VI Program compliance.

Metro's Service Policies and Standards serve as guidance for provision of bus and rail service. The Metro Board last approved the monitoring results in September 2022. There have been minimal changes to Metro's Service Policies and Standards as reflected in the 2025 Transit Service Policy adopted in July 2025.

Metro

Service Category Standards

- **Service Availability:** At least 99% of Census tracts with at least 3 households/acre and/or 4 jobs/acre within one-quarter mile of fixed route service (bus stop or rail station)
- **Classification of Services:** comparison of compliance between Minority and Low-income routes and all routes
- **Headway Standards:** Maximum headways during peak and off-peak hours by type of service
- **Loading Standards:** Number of peak and off-peak passengers established by vehicle type
- **On-Time Performance (OTP) Standards:** Buses should be at least 85% on time; heavy rail and light rail service should be at least 95% and 90% on-time respectively.
- **Stop Spacing Standards:** maximum average stop/station spacing in miles by type of service, not to be exceeded by at least 90% of all routes operated.
- **Passenger Amenities Standards:** established by type of service (heavy rail, light rail, off-street bus facilities serving 4 or more bus lines:
- **Vehicle Assignment Standards:** average age of heavy rail, light rail, and bus vehicles assigned at each facility

Metro

Service Monitoring Results

- **Service Availability:** 99.7% which meets the standard.
- **Classification of Services**: Of Metro's 116 fixed-route bus lines, 84 are Minority lines (72%), and 94 are Low-income lines (81%). Both Heavy Rail Lines B and D and all four Light Rail Lines (A, C, E, K) are Minority and Low-income lines.
- **Headway Standards:** Headway compliance is an issue for 19 bus lines (16%) weekdays and one line on weekends. This will be addressed through schedule adjustments and improved frequencies.
- **Loading Standards:** Bus service was 97.6% in compliance weekdays, 98.7% Saturdays, 99.3% Sundays/holidays with adjustments made where demand remained strong. Both Heavy and Light Rail were 100% in compliance.
- **On-Time Performance (OTP) Standards:** Both Heavy and Light Rail consistently exceed the standard; bus OTP improved weekdays to 76% and Saturdays were 74% , up since the 2022 review. Sundays declined to 74%. The Metro Transit Service Delivery team is deploying additional strategies such as more coaching/training for operators and additional management of yard and terminal departures to further improve. Recent months exceeded 80% on the way to the 85% goal.
- **Stop Spacing Standards:** 28% of bus lines did exceed the maximum average stop spacing standard, but these were due to exceptions allowed in the policy such as freeways, bridges, and open spaces.
- **Passenger Amenities Standards:** all applicable facilities are in compliance.
- **Vehicle Assignment Standards:** All average ages are within 4 years of system average.

Metro

Conclusion

Results indicate that the adopted systemwide standards are set properly.

Metro needs to continue to improve the systemwide bus service on-time performance and to a lesser extent, headway compliance on weekdays.

- On-time performance will improve as more of the NextGen Speed and Reliability Program is implemented and better service monitoring.
- Overall weekday compliance will improve with efforts such as managing of operators with low on time performance, managing of terminal and yard on time departures and adjusting schedules based on current travel times.

Metro

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

Metro

Board Report

File #: 2025-0622, **File Type:** Program **Agenda Number:** 28.

EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: 2025 TITLE VI PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Metro's 2025 Title VI Program Update.

ISSUE

Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination based on race, color, and national origin in programs that receive federal funding. The Federal Transit Administration (FTA) requires transportation agencies to demonstrate their compliance with Title VI by submitting a triennial Title VI Program Update in compliance with Title 49 CFR Section 21.9(b) and with FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients (Attachment A)," issued October 1, 2012. FTA requires the Metro Board of Directors to review and approve the Title VI Program Update prior to its submittal.

BACKGROUND

Section 601 of Title VI of the Civil Rights Act of 1964 (Title VI) states the following: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI sets the minimum federal requirements to prevent discrimination or benefits from being denied to federally protected groups. The Title VI Program Update consists of a report with supporting documentation that provides evidence of the equitable distribution of services, promotion of full and fair participation in public transportation decision-making without regard to race, color, or national origin, and meaningful access to transit-related programs and activities by persons with limited English proficiency. The monitoring of service provides a means to measure and adjust for impacts and benefits to protected groups, which supports Metro's goal of ensuring that impacts on marginalized groups are considered in transportation decisions and service delivery. The FTA reviews and concurs with the Title VI Program Update as submitted or requests additional information.

The last Title VI Program Update was submitted on September 29, 2022. Metro's next Title VI Program Update is due on October 1, 2025.

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DISCUSSION

Metro updates the Title VI Program every three years through an agency-wide coordination effort. In 2019, Metro established its Title VI Update Planning Committee, which includes representatives from all departments responsible for items needed for the update. The Title VI requirements are incorporated into projects, service and fare changes, and Limited English Proficiency (LEP) tools, and the committee ensures that Metro's Equity Platform always remains at the forefront. Metro will submit a Title VI Program Update that incorporates the requirements set forth in the FTA Circular 4702.1B (Attachment A). Metro, as a fixed route transit provider receiving Federal financial assistance and operating 50 or more fixed route vehicles in peak service, must include in the Title VI Program Update the following thirteen requirements:

1. The Notice to Beneficiaries of their civil rights under Title VI;
2. The development of complaint procedures and a complaint form;
3. A list of all transit-related complaints, investigations, or lawsuits;
4. A Public Participation Plan;
5. Meaningful access to Limited English Proficiency (LEP) persons;
6. Language Assistance Plan;
7. Minority representation on planning and advisory committees;
8. The provision of assistance to and monitoring of subrecipients;
9. Equity evaluations relating to the site and location of facilities;
10. Service standards and system-wide service policies;
11. The collection and reporting of demographic data;
12. The requirement to monitor transit service and report results;
13. The requirement to evaluate service and fare changes following Board adopted policies.

A more detailed description of these requirements can be found in FTA Circular 4702.1B included as Attachment A of this report.

For this submission, Metro incorporated the following changes to the Title VI Program:

- An updated list of Metro's Title VI transit-related complaints, investigations and lawsuits. There were no investigations conducted by external entities during this reporting period and no lawsuits filed against Metro pertaining to Title VI violations during this reporting period.
- An updated Public Participation Plan to include current demographic data on Metro's

stakeholders, public outreach efforts, and activities since the last update of October 2022;

- An updated Language Assistance Plan to include the updated LEP Four Factor Analysis results. The Analysis identified seven languages; however, Metro's customer service integrated voice response system is programmed for ten languages, with over 200 languages available to Metro customers on a regular basis;
- Updated demographic data for participants of Metro's planning and advisory committees to help identify opportunities to include different perspectives that are not yet represented on advisory bodies;
- Updated the Title VI Program due date and status for Metro's subrecipients;
- Provided update to Metro's current Board-adopted service standards and policies;
- Updated demographic data on Metro's stakeholders and distribution of service;
- Documentation of Metro's current Board approved service monitoring program;
- An updated Title VI equity analysis policies. The change to the policies include an increase in the low-income threshold to $69,350 for a four-member household in Los Angeles County.
- Documentation of the Title VI equity analyses conducted for Metro's fare and major service changes completed since the last Title VI Program submittal.

The Title VI Program Update is presented in Attachment B.

DETERMINATION OF SAFETY IMPACT

The requested action in this report will have no direct impact on the safety of Metro's employees or customers.

FINANCIAL IMPACT

Adoption of the Title VI Program Update has no direct impact on Metro's expenditure or revenues but compliance is a requirement of federal funding. Approval is consistent with the implementation of service included in the adopted FY2026 Budget.

EQUITY PLATFORM

Metro's equity efforts go above and beyond Title VI requirements. However, the Title VI Program focuses on the Title VI protected groups as required by the FTA Title VI Circular for Compliance. The requirement of setting Service Standards, monitoring service, and the adoption of equity analysis policies provides a means to measure and adjust for impacts and benefits to protected groups, which supports Metro's goal to ensure that impacts to marginalized groups are considered in transportation decisions and service delivery. The requirement to conduct Service and Fare Equity Analyses

following Metro's Disparate Impact and Disproportionate Burden thresholds ensures that the impacts on minority and low-income populations are evaluated and align with Metro's equity policies.

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 ensures compliance with federal requirements under Title VI of the Civil Rights Act of 1964. 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 Metro organization" by adhering to civil rights requirements mandated by Title VI of the Civil Rights Act of 1964.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the updated Title VI Program but federal regulations require Board approval before submitting to FTA. Failure to include Board approval may result in non-compliance with FTA program requirements and may result in suspension of federal grants by being non-compliant with civil rights requirements.

NEXT STEPS

Once Metro's 2025 Title VI Program Update is approved by Metro's Board of Directors, documentation of the approval will be included in the Title VI Program Update along with all additional approvals and submitted to FTA before the due date of October 1, 2025.

ATTACHMENTS

Attachment A - FTA Circular 4702.1B
Attachment B - 2025 Title VI Program Update

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

Attachment A

FTA Circular 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients*

Document available online at:

https://libraryarchives.metro.net/DB_Attachments/Attachment%20C%20-%20FTA%20Title%20VI%20Circular%204702.1B.pdf

ATTACHMENT B

Metro's 2025 Title VI Program Update

Document Available Online at:

https://libraryarchives.metro.net/DB_Attachments/Attachment%20B%20%E2%80%93%202025%20Title%20VI%20Program%20Update.pdf

OFFICE OF CIVIL RIGHTS, RACIAL EQUITY AND INCLUSION

2025 Title VI Program Update

File# 2025-0622

Metro

Recommendation

Recommendation: Adopt Metro's 2025 Title VI Program Update

The Federal Transportation Administration (FTA) requires transportation agencies to comply with Title VI by developing and updating a Title VI Program per FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients"

- Metro Board of Directors is required to review and approve the Title VI Program Update every three years prior to submission to FTA.

Title VI Program Requirements

Metro as a fixed route transit provider that receives Federal financial assistance and operates 50 or more fixed route vehicles in peak service, must include the following in the Title VI Program Update:

1. Notice to Beneficiaries of their civil rights under Title VI;
2. Complaint procedures and complaint form;
3. List of all transit-related complaints, investigations, or lawsuits;
4. Public Participation Plan;
5. Meaningful access to Limited English Proficiency (LEP) persons;
6. Language Assistance Plan;

Title VI Program Requirements continued

7. Minority representation on planning & advisory committees;
8. The provision of assistance to and monitoring of subrecipients;
9. Equity evaluations relating to the site and location of facilities;
10. Service standards and system-wide service policies;
11. The collection and reporting of demographic data;
12. The requirement to monitor transit service and report results;
13. The requirement to evaluate service and fare changes following Board adopted policies

Title VI Program Updates

For this submission, Metro incorporated the following changes to the Title VI Program:

- Updated list of Metro's Title VI transit-related complaints, investigations and lawsuits.
  - No investigations conducted by external entities during this reporting period
  - No lawsuits filed against Metro pertaining to Title VI violations during the reporting period
- Updated the Public Participation Plan, including current demographic data re: Metro stakeholders, public outreach efforts and activities since 2022 submission
- Updated the Language Assistance Plan to include 2025 results of the LEP Four Factor Analysis;
  - The Analysis identified seven languages, however,
  - Ten languages are programmed into the customer integrated voice response system
  - Over 200 languages are made available to Metro customers on a regular basis;

Title VI Program Updates continued

- Updated the demographic data for participants of Metro's planning and advisory committees to identify opportunities to include different perspectives not yet represented in advisory bodies;
- Updated the Title VI Program due dates and status for Metro's subrecipients;
- Provided update to Metro's current Board-adopted service standards and policies;
- Updated demographic data on Metro's stakeholders and distribution of service;
- Provided updated documentation on Metro's service monitoring program;
- Updated the Title VI equity analysis policies. Update included an increase to the low-income threshold to $69,350 for a four-member household in Los Angeles County.
- Documentation of all Title VI equity analyses conducted for Metro's fare and major services changes completed since the last Title VI Program submission

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

File #: 2025-0412, **File Type:** Federal Legislation / State Legislation (Position) **Agenda Number:** 29.

REVISED
EXECUTIVE MANAGEMENT COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: AMERICA'S NEXT SURFACE TRANSPORTATION AUTHORIZATION LEGISLATION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the USA BUILD Initiative (Attachment A) as Metro's official proposal to Congress and the Executive Branch as they consider replacing the Bipartisan Infrastructure Law (BIL) (P.L 117-58) that will expire on September 30, 2026.

HORVATH AND HAHN AMENDMENT:

A. ADD to the USA BUILD Initiative advocacy for the reauthorization the Safe Streets for All Program (SS4A) and substantially increase the level of funding supporting local safety capital improvement projects;

B. ADD to the USA BUILD Initiative advocacy for authorization to increase the transferability of federal highway-formula based revenues from 50% to 75%, providing enhanced flexibility in funding multimodal safety projects and transit capital projects; and

C. ADD to the USA BUILD Initiative advocacy for the authorization of the distribution of CMAQ and STBG funds on a formula basis, ensuring the funds are allocated directly to Metro, providing more certainty and predictability in use of these funds, particularly supporting Metro's transit operations and transit capital projects.

ISSUE

The current surface transportation authorization bill, the BIL, was signed into law by President Biden on November 15, 2021. The BIL expires in less than two years (September 30, 2026). Congress and the Executive Branch are seeking proposals for the next surface transportation authorization bill. Staff have generated the USA BUILD INITIATIVE, which provides detailed information on initiatives Metro would like incorporated into the bill set to be crafted by Congress later this year and next year.

BACKGROUND

Historically, Congress has enacted multi-year surface transportation authorization bills that detail how much and in what manner the federal government will invest in and support the nation's highway and public transportation infrastructure. The most recent surface transportation authorization legislation, the BIL, provided a historic level of investment in both highway and public transportation funding. The BIL is set to expire in September of 2026. Congress has begun the often slow and arduous process of crafting a new bill.

Several key congressional committees will play a critical role in shaping the final bill that will be sent to the President. The House Committee on Transportation and Infrastructure will play a leading role in crafting highway and transit provisions. In the Senate, the work will be primarily divided between two committees, with the Senate Banking Committee holding jurisdiction over transit matters and the Senate Environment and Public Works Committee holding jurisdiction over highway programs. The Senate Commerce Committee will also be involved, given that it has jurisdiction over rail and safety matters.

Two congressional committees will determine how the federal government will finance the next surface transportation authorization bill. In the House, the House Committee on Ways and Means will craft the finance title for the final bill. In the Senate, the Committee on Finance will do the same. It should be noted that for nearly two decades, surface transportation authorization bills have relied on general fund transfers because the Highway Trust Fund (HTF) has become insolvent. This insolvency is directly tied to the fact that the federal gas tax of 18.4 cent per gallon has not been raised or indexed for inflation since 1993. According to a report issued by the Congressional Research Service, the BIL required "$118 billion in general fund transfers to the HTF to keep the fund solvent over the life of the act."

DISCUSSION

Given Metro's strong and successful track record in providing Congress with policy and funding recommendations related to past surface transportation authorization bills, we look forward to advancing the proposals set forth in the USA BUILD INITIATIVE. These proposals, generated by various departments in the agency, are designed to enhance the mobility Metro provides across Los Angeles County. Previously, Metro launched surface transportation authorization initiatives, like the America Fast Forward and Rebuilding America, that demonstrably improved the ability to draw federal funds for the agency from the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and improved the ability to advance Metro's policy priorities, like reforming federal Local Hire rules. The USA BUILD INITIATIVE outlines the agency's support for reforming several key federal transportation programs and is consistent with our agency's Board approved 2025 Federal Legislative Program.

A. The USA Build Initiative includes proposals to strengthen, reform and streamline the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) Program and the Expedited Project Delivery (EPD) Pilot Program. The FTA's CIG and EPD Programs have been essential in funding the expansion of Metro's transit network. In addition, the USA Build Initiative seeks to bolster the utility of the FTA's Small Starts Program by boosting the federal share for projects from $150 million to $200 million.

B. The USA Build Initiative seeks to expand opportunities for the USDOT to provide funds for the 2028 Olympic and Paralympic Games, including permitting the Secretary of Transportation to expedite funding and assistance for the Games.

C. The USA Build Initiative seeks to safeguard the Local Hire reforms made through the Bipartisan Infrastructure Law.

D. , the USA Build Initiative seeks to increase federal funding for federal transit workforce safety programs.

E. Given our agency's national leadership on Workforce Development issues, the USA Build Initiative includes a set of recommendations to bolster federal workforce technical assistance programs and a proposal to include workforce development provisions in forthcoming USDOT grants.

F. The USA Build Initiative, consistent with the agency's proposed Center For Transportation Excellence, seeks to secure federal support for the domestic manufacture of bus and rail rolling stock.

G. Building on the success our agency lead in reforming the Transportation Infrastructure Finance and Innovation Act (TIFIA) program in MAP-21, the USA Build Initiative seeks to achieve further reforms, including making this federal financial tool more friendly for Transit Oriented Development projects.

H. Given the agency's support for commuter rail services provided by Metrolink, the USA Build Initiative seeks to expand the eligibility of commuter rail providers to secure funding through the Federal Railroad Administration's Federal-State Partnership Grant Program.

Staff looks forward to working with a broad range of stakeholders to build broad and sustained support for the provisions detailed in the USA BUILD INITIATIVE.

DETERMINATION OF SAFETY IMPACT

Given that federal funding is used to enhance our agency's state of good repair programs, along with other safety initiatives (grade-crossings), the failure of Congress and the Executive Branch to adopt a new surface transportation authorization bill would have negative impacts on our agency's safety programs.

FINANCIAL IMPACT

Metro's adopted budget for Fiscal Year 2025 (July 1, 2024, to June 30, 2025) documented that

federal funding constituted $1.2 billion (13.5%) of the annual budget. The failure of Congress to adopt a new surface transportation authorization bill with funding levels at or above the authorized funding levels enacted in the BIL would have a negative impact on Metro's budget and compromise the agency's ability to advance several key work streams and meet our significant regional and local transportation objectives, including major capital projects that rely on federal funding.

Impact to Budget

Federal funding, both formula and discretionary, constitutes an important part of the agency's annual budget. The next surface transportation authorization bill is vital to ensuring the free flow of robust federal funding, both with respect to formula funding and discretionary funding. The bill will set forth the manner in which formula funding is apportioned across the United States, and it will also set the amount of funding set aside for key discretionary grant programs, like the FTA's CIG and EPD Programs

EQUITY PLATFORM

Securing high levels of federal transportation funding allows our agency to continue building capital programs that serve to enhance the mobility and quality of life for the ten million individuals who live, work and commute across Los Angeles County. Specifically, robust federal funding can serve to increase access to places of employment, healthcare centers, commercial facilities, and recreational sites, including but not limited to, community centers, sports venues, and arts and cultural centers.

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.* The projects in this report have mixed outcomes, but on a whole, most of the projects in this report will likely decrease VMT in LA County. 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.

Under some project scenarios, an increase in VMT can occur as enhanced transit accessibility stimulates new travel demand, potentially serving as a bridge to more sustainable travel patterns. Conversely, many projects are specifically designed to curb overall vehicle dependence-by providing robust mobility options, increased accessibility, sustainability, and bolstering safety, these initiatives ultimately drive a net reduction in VMT over time.

While individual projects may show variations-a localized rise in VMT in some cases and a decline in others, the comprehensive impact supports our strategic objectives. The suite of projects serves to not only meet current mobility demands but also foster long-term behavioral shifts away from high vehicle usage. Overall, the suite of projects is aligned with our commitment to enhancing transit accessibility, advancing environmental goals, and ensuring public safety. We are confident that this

multi-faceted approach will yield a beneficial net effect on 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

Recommendation supports strategic plan goal #4.2: Metro will help drive mobility agendas, discussions, and policies at the state, regional, and national levels.

ALTERNATIVES CONSIDERED

Staff considered several alternatives in addition to advancing a proposal related to the federal government's next surface transportation authorization bill. Among the most prominent alternatives considered was to end the practice of advancing Metro's own proposal related to the crafting of the next surface transportation authorization bill and instead associate the agency with proposals being advanced by others, like the American Public Transportation Association (APTA). While staff is committed to continuing our collaborative work with other entities, like APTA and the California Transit Association, staff concluded that Metro is best served by having our own proposal tied to the next surface transportation authorization bill.

NEXT STEPS

Should the Board approve the USA BUILD INITIATIVE, staff will promptly begin sharing the document with appropriate Congressional and Executive Branch officials, and key stakeholders from local, regional and national organizations.

ATTACHMENT

Attachment A - USA BUILD INITIATIVE

Prepared by: Raffi Hamparian, Executive Officer for Federal Affairs (213) 922-3769

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Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

★ ★ USA ★ ★

BUILD INITIATIVE

Surface Transportation Authorization Bill

Metro

Stephanie Wiggins
LA Metro, Chief Executive Officer

Working together, the 119th Congress, the U.S. Department of Transportation, and infrastructure agencies like LA Metro have an opportunity to stimulate America's economy by adopting a bold and creative surface transportation authorization bill to replace the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58).

Such a bill can help rebuild America, while smartly and efficiently creating millions of good paying construction, manufacturing and service jobs. These investments will super-charge our national economy by increasing the ability of people and goods to move safely, quickly, and efficiently into and through their hometowns, their state and across America.

In Los Angeles County, LA Metro is already aggressively advancing its work to strengthen America's economy. Powered by Measure M[1], LA Metro is making investments that have and will continue to create over 450,000 jobs over the coming decades and will produce an economic output in excess of $79 billion. These statistics, from the independent and well-respected Los Angeles County Economic Development Corporation, show that there is a smart and sustainable path forward to boldly have the private sector and government agencies, like LA Metro, take the lead in growing America's economic strength for the benefit of all Americans for generations to come.

Metro believes our USA Build Initiative is a practical and reform-minded blueprint for federal officials who are poised to craft our nation's next surface transportation authorization bill. LA Metro believes Congress and the Trump Administration can build on the success of the IIJA through a new surface transportation authorization bill, by maintaining its best elements and reforming other elements to make them more effective. LA Metro supports maintaining the authorized funding levels in the IIJA, with modest increases to reflect inflationary pressures that understandably have a significant impact on building and maintaining America's infrastructure.

Key elements of the USA Build Initiative:

1. Robust federal funding for infrastructure – with American made parts, American sourced materials and American labor
2. Strengthening and streamlining proven and effective federal transportation programs
3. Reforming federal financial tools to build more Transit-Oriented Development
4. Reforming grant programs to recognize the needs of major national events – like the 2028 Olympic and Paralympic Games
5. Strong backing for workforce development programs – including Local Hire programs

The attached document contains specific policy recommendations for the upcoming surface transportation reauthorization effort that would advance these principles.

We believe that the principles embedded in the USA Build Initiative will serve to jump-start efforts to bolster America's infrastructure and create a brighter path forward for all Americans by allowing them to secure their share of the American Dream.

[1]*Measure M was a sales tax overwhelmingly adopted by Los Angeles County voters in 2016 to provide local resources to LA Metro in order to build infrastructure across LA County, the most populous county in the United States of America. Matched with federal funding – Measure M has served as an effective and efficient resource to enhance mobility for the 10 million residents of LA County.*

Table of Contents

Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program 1

- EPD Program Recommendation #1 – Federal Share
- CIG Program Recommendation #1 – Federal Share
- CIG Program Recommendation #2 – Project Oversight
- CIG Program Recommendation #3 – Small Starts
- CIG Program Recommendation #4 – Local Match

Olympic and Paralympic Games 3

- 2028 Games Recommendation #1 – MEGA Program Eligibility
- 2028 Games Recommendation #2 – MEGA Program Prioritization
- 2028 Games Recommendation #3 – Transportation Assistance for Olympic Cities

Local Hire 4

- Local Hire Recommendation – Maintain Existing Federal Authorization for Local, Geographic, and Economic Hiring Preferences

Transit Worker Safety 5

- Transit Worker Safety Recommendation – Expand Federal Transit Worker Safety Provisions

Workforce Development 6

- Workforce Development Recommendation #1 – Revise Federal Share for Local Technical Assistance Programs
- Workforce Development Recommendation #2 – Funding Eligibility
- Workforce Development Recommendation #3 – Report

Center for Transportation Excellence 7

- Center for Transportation Excellence Recommendation #1 – Provide dedicated funding to support domestic rolling stock testing and manufacturing
- Center for Transportation Excellence Recommendation #2 – Increase federal share for procurement of domestically manufactured rolling stock
- Center for Transportation Excellence Recommendation #3 – Allow development of rolling stock testing and manufacturing facilities to be an eligible expense under existing transportation programs

TIFIA Reforms 8

- TIFIA Recommendation #1 – Aligning Underwriting with Market Practices
- TIFIA Recommendation #2 – Streamline Process
- TIFIA Recommendation #3 – Align with Categorical Exclusions
- TIFIA Recommendation #4 – Subsidize Underwriting Fees

Federal-State Partnership Program 9

- Federal-State Partnership Program Recommendation – Expand Eligibility to Commuter Rail

Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program

EPD Program Recommendation #1 – Federal Share

The Expedited Project Delivery pilot program in current law allows the Federal Transit Administration (FTA) to expedite the delivery of CIG projects. Los Angeles Metro is the only grantee that has successfully developed a project under the program and secure a full-funding grant agreement. To encourage other projects to utilize this program and expedite projects, this proposal would increase the available CIG funding share from 25% to 35% for projects in the program.

Increase in federal funding share on EPD Pilot Projects

(a) Section 3005(b)(9)(A) of Fixing America's Surface Transportation Act (P.L. 114-94) is amended by striking "25 percent" and inserting "35 percent."

(b) Section 3005(b)(9)(C) of Fixing America's Surface Transportation Act (P.L. 114-94) is amended by striking "75 percent" and inserting "65 percent."

(c) The amendment made by this Section shall apply to any application for a grant under Section 3005(b) of Fixing America's Surface Transportation Act that is submitted after the date of enactment of this Section.

CIG Program Recommendation #1 – Federal Share

Under current practice, FTA "locks in" the CIG share for a project at the time the recipient seeks approval to enter the engineering phase. This timing means that the CIG share can be fixed several months before actual engineering approval occurs, and prior to the completion of the risk analysis by FTA, which often results in higher project costs. The proposal below would "lock in" the CIG share at the time of actual approval by FTA, after the completion of the risk analysis and other intervening events that could impact project cost.

Timing for determination of New Starts Project Federal Share

(a) Section 5309(d)(2) of title 49, United States Code, is amended by adding the following new subparagraph at the end thereof:

"(C) Determination of Federal Share—The Secretary shall establish the Federal percentage share of the net project cost of a new fixed guideway capital project funded under this Section at the time of the advancement of such project into the engineering phase, following any risk analysis

conducted on the project and reflecting the results of such analysis or other intervening events."

(b) Section 5309(e)(2) of title 49, United States Code, is amended by adding the following new subparagraph at the end thereof:

"(C) Determination of Federal Share—The Secretary shall establish the Federal percentage share of the net project cost of a new core capacity improvement project funded under this Section at the time of the advancement of such project into the engineering phase, following any risk analysis conducted on the project and reflecting the results of such analysis or other intervening events."

CIG Program Recommendation #2 – Project Oversight

The CIG process has become an extended multiyear process at FTA, delaying the development and delivery of CIG projects. The proposal below would reduce project oversight for experienced grantees that have demonstrated success in delivering projects in the CIG program and streamline the CIG process.

Reduced project oversight for experienced grantees

(a) Section 5327(d) of title 49, United States Code, is amended by striking "and" at the end of paragraph (2)(B), by striking the period at the end of paragraph (3) and inserting "; and", and by inserting at the end thereof the following new paragraph:

"(4) a program of reduced and less frequent regular oversight, with semiannual reviews of compliance, for any applicant for funding for a new fixed guideway capital project under Section 5309 if (A) the applicant has entered into two or more full funding grant agreements for new fixed guideway capital projects in the past ten years; (B) the Secretary determines that the applicant has successfully completed, or is in the process of successfully completing, each of such new fixed guideway capital project; and (C) the applicant demonstrates that it satisfies the requirements for expedited technical capacity review set forth in Section 5309(c)(3)(A) and (B)."

(b) The Secretary shall, within 90 days after the date of enactment of this Section, amend the regulations prescribed under Section 5327 of title 49, United States Code, for purposes of implementing the provisions of this Section.

CIG Program Recommendation #3 – Small Starts

The Small Starts program is a critical tool for LA Metro and project sponsors around the country to deliver needed public transportation projects. However, the federal share threshold for projects receiving funding under this program has only grown marginally over the period of the program's existence. LA Metro recommends increasing the federal share threshold to maximize the utility of this key federal funding tool.

Increase federal share threshold for Small Starts projects

Section 5309(a)(6)(A) of title 49, United States Code, is amended by striking "$150,000,000" and inserting "$200,000,000."

CIG Program Recommendation #4 – Local Match

LA Metro is in full support of the American Public Transportation Association's (APTA) recommendation to allow expenditures made by project sponsors to fulfill compliance with the National Environmental Policy Act (NEPA), 42 USC 4321 et seq., made prior to projects entering project development, to be counted toward the local match for projects in the CIG Program. This would include expenditures made for NEPA compliance for small starts, new fixed guideway, expedited project delivery and core capacity projects.

Eligibility of NEPA expenditures for CIG Projects

Section 5309(d)(1) of title 49, United States Code, is amended by adding a new subparagraph (D) as follows:

(D) Eligibility of NEPA expenditures—For purposes of new fixed guideway capital projects under this subsection (d), core capacity improvement projects under subsection (e), and small start projects under subsection (h) of Section 5309, and projects under Section 3005(b) of the Fixing America's Surface Transportation Act, as amended by the Infrastructure Investment and Jobs Act, the expedited project delivery for Capital Investment Grants pilot program, any funds expended by an Applicant prior to entrance into the project development phase shall be eligible for credit toward the local match for the project.

Olympic and Paralympic Games

The 2028 Olympic and Paralympic Games (Games) will be the largest and most spectacular sporting event held in American history. As our nation prepares to host these Games in less than four years, LA Metro is taking on the massive task of working to ensure we have a safe, secure, efficient and accessible transportation network in the Los Angeles mega-region for this global sporting event.

With 12 to 15 million ticketholders projected, these Games will be the largest sporting event held in our nation's history. Effectively delivering a safe, secure, efficient, and accessible mobility system to support these games will require the full support of the federal government, including the development of certain necessary improvements to our transportation infrastructure and the provision of essential transportation services.

While LA Metro is pursuing an ambitious mobility plan for the Games, LA Metro is fully committed, first and foremost, to its existing transit riders. LA Metro is proud to provide transit services to hundreds of thousands of LA County residents daily. It is vitally important to ensure that our work related to the Games does not diminish our current transit services. This is why it is especially important for LA Metro to secure additional federal funds to help ensure that all the efforts LA Metro makes with respect to the Games are additive in nature and do not compromise existing levels of transit services.

2028 Games Recommendation #1 – MEGA Program Eligibility

Eliminate the requirement in the National Infrastructure Project Assistance ("MEGA") Program that public transportation projects must be part of another eligible project to receive assistance under the program.

2028 Games Recommendation #2 – MEGA Program Prioritization

Prioritize funding provided under the National Infrastructure Project Assistance ("MEGA") Program to projects that will support a designated National Special Security Event.

2028 Games Recommendation #3 – Transportation Assistance for Olympic Cities

Update the dates and include S.4348 (117th Cong.), the Transportation Assistance for Olympic Cities Act of 2022, in the surface transportation reauthorization bill.

Local Hire

Traditionally, federal procurement regulations have not permitted agencies, like LA Metro, to require bidders to establish local hiring programs, or to take local hiring directly into account in the bid evaluation process. The historical rationale for this prohibition was that the federal gas tax (18.4 cents per gallon) is collected from around the nation and, therefore, all individuals and companies in the United States should have access to any given project.

LA Metro has held a longstanding policy – as adopted by successive Board-approved Federal Legislative Programs – that federal law was not considering the new reality of how transportation projects are financed, which today, is often through a majority of funds being derived from local dollars. For example, at present and into the future, over 70% of LA Metro's budget for operations and capital projects is and will be funded through tax dollars from LA County residents.

For this reason, dating back to 2011, LA Metro has been a national leader in seeking to reform federal Local Hire prohibitions. This included LA Metro working with key congressional stakeholders to support the Local Hire Act that sought to permit local hiring programs on transportation projects using federal funding. In addition, LA Metro worked successfully to embed language in the Consolidated Appropriations Bill for Fiscal Year 2015 (P.L. 113-235) that explicitly permitted Local Hiring on transportation projects using federal funding. In March of 2015, LA Metro worked with the U.S. Department of Transportation to launch a Local Hire Pilot Program – which was subsequently extended by a notice published in the Federal Register in 2017, for a period of five years.

As a direct result of LA Metro's leadership in working with the White House and Congress, the IIJA (P.L. 117-58) authorized the use of local, geographic and economic hiring preferences for construction labor in projects funded under the federal transportation programs. Project sponsors no longer need to seek and obtain approval from the U.S. Department of Transportation on a project-by-project basis to exercise such local hiring preferences. With this federal Local Hire provision, LA Metro has moved forward to implement successful local hiring programs on its construction projects.

Local Hire Recommendation – Maintain Existing Federal Authorization for Local, Geographic, and Economic Hiring Preferences

To maintain existing policy set in the IIJA and encourage additional project sponsors across the nation to adopt local hiring preferences, we propose maintaining Section 25019 of the IIJA, as currently enacted, in the next surface transportation reauthorization bill.

Transit Worker Safety

According to data from the National Transit Database (NTD), assaults on transit workers increased more than 232% between 2014 and 2024. This trend of increasing assaults on transit workers is unacceptable and provides clear evidence of the need for additional local, state and federal actions to protect transit workers who are providing freedom of movement to millions of Americans every day. LA Metro CEO Stephanie Wiggins has consistently emphasized that all transit riders and workers in LA County and more broadly, across America, deserve a safe transit experience. To quote LA Metro's CEO, "nothing we're working on is more important than addressing public safety on our system."

LA Metro has taken decisive steps to enhance the safety of its transit system – for riders and workers. LA Metro has installed improved bus operator barriers on its entire bus fleet to protect our bus operators. Specifications for future bus procurements by LA Metro now include requirements for bus operator compartments to provide more secure, less reflective and more comfortable work areas to reduce the need for retrofitting later. LA Metro has increased law enforcement, LA Metro Transit Security, LA Metro Ambassadors and private security on our system so that people see an engaged and visible presence of uniformed personnel. LA Metro has enhanced access control by stepping up fare inspections, trespasser checks, and installation of taller fare gates and the TAP-to-Exit program. LA Metro has strengthened our partnerships to address societal issues that affect our system. As a result, our system is becoming safer, cleaner and more comfortable for both our employees and our riders.

The IIJA (P.L. 117-58) created a strong framework for transit agencies across the United States to embrace stronger safety and security practices, including mandatory performance measures for transit agencies subject to the Public Transportation Agency Safety Plan regulation to address assaults on transit workers. The FTA has made considerable progress in taking actions to increase frontline transit worker safety to reverse the troubling trend documented by the NTD figure cited above. LA Metro recommends implementing recommendations made by the Transit Advisory Committee for Safety (TRACS, 2022-2024) in its Advancing Rider and Worker Safety Report (Report22-02) on 2/1/24. TRACS report 22-01, includes published recommendations that define best practices to prevent rider and worker assaults and suggests FTA actions for implementing those recommendations. (*https://www.transit.dot.gov/regulations-and-programs/safety/advancing-rider-and-worker-safety-tracs-final-report*)

Transit Worker Safety Recommendation – Expand Federal Transit Worker Safety Provisions

LA Metro encourages Congress to dedicate additional funding (not diminishing existing funds directed towards operations) towards federal transit worker safety activities pursuant to Urbanized Area Formula Grants (Section 5307), State of Good Repair Grants (Section 5337), Grants for Buses and Bus Facilities (Section 5339), and as recommended in TRACS Report 22-01.

Workforce Development

LA Metro is a national leader on workforce development – receiving the APTA Innovation Award for its forward-thinking programs tied to current and future workforce needs. Mindful that over 50% of the transportation industry workforce will be eligible for retirement in the next 10 years – a pace double that of the nation's entire workforce – LA Metro has invested heavily in several key initiatives designed to highlight and promote transportation as a top-tier career choice. LA Metro is proud to have been a leader to establish, in cooperation with LA County and the SEED Foundation, the SEED School of LA County. The school is the nation's first public boarding school for grades 9-12 to focus specifically on the future workforce needs of the transportation industry. LA Metro provides students with real world learning opportunities that educate, engage, expose and employ students within the transportation and infrastructure industry. LA Metro also has received national accolades for our LA Metro Career Pathways/ Workforce Initiative Now-Los Angeles (WIN-LA) programs, which increased opportunities for LA County residents, including single parents and former foster care youth. LA Metro's Room to Work Program provides job opportunities for those transitioning from homelessness. Most recently, LA Metro has taken decisive steps to boost female participation in the construction workforce that is powering the most ambitious transit capital construction program in the United States.

Workforce Development Recommendation #1 – Revise Federal Share for Local Technical Assistance Programs

Change the federal share for local technical assistance programs from 50% to 100% by revising 23 U.S.C. § 504(e)(2) to read as follows:

(2) Federal share—The Federal share of the cost of activities carried out in accordance with this subsection shall be 100%.

Workforce Development Recommendation #2 – Funding Eligibility

LA Metro encourages Congress to amend all federal transportation grant programs to include a permissible 5% eligibility for workforce development activities relevant to each grant program. This will allow each recipient to allocate up to 5% of each grant for critical workforce development activities related to that grant.

Workforce Development Recommendation #3 – Report

LA Metro encourages Congress to require the Secretary to submit a report to Congress that addresses the following: (1) identification of which recipients (both state and local governmental entities) have dedicated federal-aid funds to workforce development activities; (2) description of workforce development activities supported by federal-aid funds; (3) assessment of workforce needs across all aspects of the infrastructure development industry, including but not limited to the planning, design, construction, operations and technology disciplines; and (4) recommend best practices, using real-world examples, of workforce development activities that have been supported by federal-aid funds and which benefit the communities in which these activities occurred.

Center for Transportation Excellence

LA Metro is catalyzing reinvestment in domestic rail and bus car manufacturing through the development of a vehicle testing center, innovation and training center, and proving ground. The project, known as the "Metro Center for Transportation Excellence (MCTE)," will greatly improve the availability of vehicle development and testing, so transportation agencies and operators can reduce costs and accelerate bus and rail vehicle delivery across Los Angeles and the Western United States, where nearly 13,000 rail cars and 16,000 buses are expected to be procured over the next two decades. MCTE will also function to train the next generation of transit operators, mechanics, technicians and engineers, and estimates the creation of approximately 114,000 jobs directly and indirectly in LA County, with the return of full-scale rail manufacturing to the U.S.

Center for Transportation Excellence Recommendation #1 – Provide dedicated funding to support domestic rolling stock testing and manufacturing

We propose that the next surface transportation reauthorization bill include dedicated funding for the development of rollingstock testing and manufacturing facilities. Eligibility requirements to access such funds should include (1) demonstration that recipients have taken tangible steps towards the development of such facilities, such as identifying a suitable site that is viable to accommodate testing and future buildout, and committing non-federal funding, and (2) demonstration that the facility is in proximity to shipping corridors and markets of identified demand for rolling stock.

Center for Transportation Excellence Recommendation #2 – Increase federal share for procurement of domestically manufactured rolling stock

To recognize the important federal interest in the development of rolling stock testing and manufacturing facilities, we propose that the federal share payable for costs related to these activities receive a 90% federal/ 10% non-federal share, across all eligible funding sources.

Center for Transportation Excellence Recommendation #3 – Allow development of rolling stock testing and manufacturing facilities to be an eligible expense under existing transportation programs

To provide recipients of federal funding greater flexibility in the future to dedicate such funds towards the Center for Transportation Excellence and similar endeavors, we propose expanding the eligibility of existing federal transportation programs to allow for costs related to development of rolling stock testing and manufacturing facilities. Specifically, this change should be enacted in the Bus and Bus Facilities Program under 49 U.S.C. § 5339 and the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program under 49 U.S.C. § 22907. In addition, we propose that the competitive portion of the Bus and Bus Facilities Program under 49 U.S.C. § 5339(b), and the CRISI Program, include set-asides specifically for the purpose of promoting development of rolling stock testing and manufacturing facilities.

TIFIA Reforms

The Bipartisan Infrastructure Law made important reforms to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. LA Metro has been a longstanding supporter of the TIFIA program – working in 2012 with Congress to embed its own initiative to reform the program and ultimately having that provision embedded into MAP-21 under Title 2, Section 2002 – America Fast Forward Financing Innovation Act of 2012. At that time, LA Metro was eager to make the TIFIA program an effective and efficient financial tool for transit projects. Soon thereafter, LA Metro concluded nearly $2 billion in TIFIA agreements for a range of transit projects, from the Crenshaw/LAX transit project to the Westside Purple Line Extension and the Downtown Regional Connector transit projects.

With the nation's most ambitious Transit Oriented Development (TOD) program, LA Metro would like to see reforms included in the next surface transportation authorization bill that will make the TIFIA program a more practical and efficient tool to use when applied to TOD projects. To date, LA Metro has developed over 2,300 housing units – many of them affordable – at over 15 sites across LA County. In the coming years, LA Metro is planning to grow its portfolio to 10,000 housing units by making 20 new properties available for development – with 5,000 of these units being set aside for low-income households. To meet this ambitious goal, LA Metro would support the following reforms to make the TIFIA program more TOD-friendly.

TIFIA Recommendation #1 – Aligning Underwriting with Market Practices

To align TIFIA financing assistance with the needs of TOD projects, LA Metro proposes that the TIFIA statutory authorization and guidance allow for underwriting processes and credit rating requirements comparable to those required by the market for conventionally financed TOD and real estate development projects. As an alternative, LA Metro proposes that the TIFIA statutory authorization permit a project sponsor's balance sheet and programmatic revenue streams to backstop a TOD project's financial assistance.

TIFIA Recommendation #2 – Streamline Process

To align TIFIA financing assistance with the needs of TOD projects and to maximize the opportunity of attracting a diverse financing stack, LA Metro proposes that the TIFIA statutory authorization and guidance provide a streamlined process for TOD projects.

TIFIA Recommendation #3 – Align with Categorical Exclusions

Because TOD projects often have environmental impacts more akin to the activities supported by the U.S. Department of Housing and Urban Development ("HUD") and the U.S. Department of Agriculture ("USDA"), we propose expanding the applicable categorical exclusions for TOD projects to include those categorical exclusions available to HUD and USDA.

TIFIA Recommendation #4 – Subsidize Underwriting Fees

To expand the utility of TIFIA financing assistance to TOD projects, we propose subsidizing the TIFIA loan underwriting fees to allow more typically sized housing projects to apply. By way of background, current TIFIA fees are an impediment to projects with fewer than 400 units.

Federal-State Partnership Program

Commuter rail plays an integral role in the delivery of seamless, cost-effective rail transportation that connects rural and suburban communities within populated regions with economic opportunity and businesses with greater access to the workforce. Commuter rail plays the key connecting system between longer-distance intercity rail and local bus and rail systems that drive ridership into the intercity system, making them more cost-effective and providing more transportation benefit for larger regions and states to leverage federal, regional and local investment. Coordinating investment in the passenger rail system for intercity and commuter service allows for cross-leveraging of funds, increased benefits for all passengers and greater opportunity generated from the investment.

In Southern California, the Metrolink (Southern California Regional Rail Authority, or SCRRA) serves five counties and is the nation's third largest commuter rail operator linking rural, suburban and urban communities along 437 route miles. Regional rail closely parallels congested freeway corridors, providing a high-quality transit alternative that reduces congestion on the freeway system, creating greater capacity and velocity for the movement of people and goods on the freeway system. Metrolink has a strong relationship with the Amtrak/Los Angeles–San Diego–San Luis Obispo Rail Corridor (LOSSAN) system, providing interlined service that connects more population and employment centers to the Intercity Rail system, providing direct benefit to the ridership and economic value of the Intercity Rail system.

The Metrolink system will also play a key role in connecting the planned southern terminus of the Brightline West system with the downtown Los Angeles area through a direct transfer in Rancho Cucamonga. In preparation for the upcoming 2026 FIFA World Cup and Los Angeles 2028 Olympic and Paralympic Games, the Metrolink system will connect the economic opportunity provided in the urban core with employees and visitors from the outlying suburban and rural cities and counties connected to LA County only by Metrolink.

Expanding funding eligibility for commuter rail systems that have direct connection to an intercity rail system will provide opportunity for ridership growth and greater economic benefit provided by existing federal investment in the Intercity Rail system and leverage more funding with state and local funds dedicated to commuter rail system improvements.

Federal-State Partnership Program Recommendation – Expand Eligibility to Commuter Rail

Amend 49 U.S.C. § 24911 to expand eligibility of the Federal-State Partnership Program to "commuter rail passenger transportation" as such term is defined in 49 U.S.C. §24102. This should include expansion of eligible applicants, eligible projects, and all other relevant and conforming changes necessary to allow commuter rail projects and providers to participate in this program.

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

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Metro®

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Surface Transportation Authorization Bill

Executive Management Committee
September 18, 2025

Metro

Introduction

Working together, the 119th Congress, the U.S. Department of Transportation,

and infrastructure agencies like LA Metro have an opportunity to stimulate

America's economy by adopting a bold and creative surface transportation

authorization bill to replace the Infrastructure Investment and Jobs Act (IIJA)

(P.L. 117-58).

Such a bill can help rebuild America, while smartly and efficiently creating

millions of good paying construction, manufacturing and service jobs.

These investments will super-charge our national economy by increasing

the ability of people and goods to move safely, quickly, and efficiently into

and through their hometowns, their state and across America.

Metro

Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program

- **Federal Share Increase CIG funding share from 25% to 35% for EPD projects.**
- **Federal Share Change timing for "locking in" federal share of project cost to actual approval by FTA, after risk analysis. Ensures the federal share is set after assessing potential cost impacts.**
- **Project Oversight Reduce oversight for experienced grantees with successful project history.**
- **Small Starts**
- **Local Match**
- **Allow NEPA compliance expenditures to count towards local match.**

Olympic and Paralympic Games

- **MEGA Program Eligibility**
- **MEGA Program Prioritization**
- **Transportation Assistance for Olympic Cities**

Local Hire

- **Maintain Existing Federal Authorization for Local, Geographic, and Economic Hiring Preferences**

Transit Worker Safety

- **Expand Federal Transit Worker Safety Provisions**

Workforce Development

- **Revise Federal Share for Local Technical Assistance Programs**
- **Funding Eligibility**
- **Report**

- **Provide dedicated funding to support domestic rolling stock testing and manufacturing**
- **Increase federal share for procurement of domestically manufactured rolling stock**
- **Allow development of rolling stock testing and manufacturing facilities to be an eligible expense under existing transportation programs**

TIFIA Reforms

- **Aligning Underwriting with Market Practices**
- **Streamline Process**
- **Align with Categorical Exclusions**
- **Subsidize Underwriting Fees**

Federal – State Partnership Program

- **Expand Eligibility to Commuter Rail**

Thank You.

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

File #: 2025-0446, **File Type:** Appointment **Agenda Number:** 32.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 18, 2025**

SUBJECT: APPOINTMENTS TO METRO SAN FERNANDO VALLEY AND WESTSIDE CENTRAL CITIES SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils (Attachment A).

ISSUE

The terms of two appointees on the San Fernando Valley Service Council and one appointee on the Westside Central Cities Service Council expired on June 30, 2025. Another member of the San Fernando Valley Service Council has been nominated to move from the San Fernando Valley Service Council to fill the vacancy on the Westside Central Service Council, and a replacement is being nominated to fill the seat of the previous member for the remaining term of July 1, 2023 - June 30, 2026.

BACKGROUND

Metro Service Councils (MSCs) were created in 2002 as community-based bodies that improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that representatives who live, work, or represent the region should have a basic working knowledge of public transit service within their area and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions for proposed bus route changes, and considering staff recommendations/public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. If the Metro Board moves an MSC -approved service change to an action item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The nominating authorities have nominated the individuals listed below. If approved by the Board, they will serve the remainder of the three-year terms specified. Attachments A and B provide the nomination letters and a brief list of qualifications for the new nominee.

For reference, the 2023 American Community Survey demographics and 2023 Metro Ridership Survey demographics for the region are compared to what would be each Council's updated composition with the appointment of these nominees. The sex/gender composition for Los Angeles County is taken from the 2022 Census Quick Facts; Census data includes a question that intends to capture current sex; there are no questions about gender, sexual orientation, or sex at birth. This is denoted by an asterisk in the "non-binary/non-conforming" and "prefer to self-describe/decline to state" fields within the tables below.

Lastly, the attendance record over the July 1, 2022 - June 30, 2025, term is provided for incumbent candidates.

San Fernando Valley Service Council

A. Louis Herrera, Reappointment
   Nominated by: Los Angeles Mayor Karen Bass
   Term: July 1, 2025 - June 30, 2028
   Attendance record: of the 30 meetings held during his most recent term, he has attended 22 (73%).

B. Michael Menjivar, New Appointment
   Nominated by: Los Angeles Mayor Karen Bass
   Term: July 1, 2023 - June 30, 2026

C. Marianne Riggins, New Appointment
   Nominated by: Las Virgenes Malibu Council of Governments
   Term: July 1, 2025 - June 30, 2028

With the appointment of these nominees, the San Fernando Valley (SFV) Service Council membership will compare to the region's demographics and ridership as seen in Attachment C, Table 1

The gender makeup of the SFV Service Council will be as seen in Attachment C, Table 2.

Westside Central Cities Service Council

Erin Nash has served on the San Fernando Valley Service Council since February 2021. While they continue to work in the San Fernando Valley service area, they recently relocated to the Westside Central service area. As there is a vacancy on the Westside Central Service Council, the nominating authority has opted to appoint them to the Westside Central Service Council to more closely align with their residence. Their attendance record for their current term of July 1, 2023 - June 30, 2026, on the San Fernando Valley Service Council is provided below.

D. Erin Nash, Appointment
Nominated by: Los Angeles Mayor Karen Bass
Term: July 1, 2025 - June 30, 2028
Attendance record: Of the 30 meetings held during their most recent term on the San Fernando Valley Service Council, they have attended 21 (70%).

With the appointment of this nominee, the Westside Central Cities (WSC) Service Council membership will compare to the region's demographics and ridership as seen in Attachment C, Table 3:

The gender makeup of the WSC Service Council will be as seen in Attachment C, Table 4.

EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities of the respective region's demographics. To further encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, Metro staff shares Service Council membership race/ethnicity and gender demographic makeup compared to that of the residents and riders with each nomination request. This practice has resulted in greater diversity of race/ethnicity and gender over the last several years of the Service Councils. However, approximately half of LA County residents and Metro riders are women, and work is still required to achieve gender equity on some of the Service Councils. The gender representation on all Service Councils is seen in Attachment C, Table 5.

Staff will continue to share demographic information and encourage nominating authorities to consider gender equity when selecting individuals for nomination.

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.

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 makes progress towards fully appointed advisory bodies that enables local area stakeholders to provide input on how Metro's bus service is performing in their communities, thereby contributing to Metro's efforts to improve the customer experience. A fully appointed advisory body increases public engagement and provides transparency

around Metro's decision-making process for service planning. 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

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for these nominees not to be approved for appointment. This would reduce the effectiveness of the Service Councils, as it would increase the challenges of obtaining a necessary quorum for these Service Councils to formulate and submit recommendations to the Board. It would also result in these Service Councils having a less diverse representation of their service areas.

NEXT STEPS

Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service and the customer experience in their areas.

ATTACHMENTS

Attachment A - Nomination Letters
Attachment B - New Appointees' Biographies and Qualifications
Attachment C - Additional Data

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

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

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

ATTACHMENT A

NEW APPOINTEE NOMINATION LETTERS

San Fernando Valley Service Council

LAS VIRGENES - MALIBU
COUNCIL OF GOVERNMENTS

Appointment Notification Letter

Notification of Appointment to the San Fernando Valley Service Council

June 24, 2025

Doris Ramos
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Ramos,

I am writing on behalf of the Las Virgenes-Malibu Council of Governments (COG) Governing Board to formally notify the Los Angeles County Metropolitan Transportation Authority (Metro) of a recent appointment to the San Fernando Valley Service Council.

At the Governing Board meeting held on June 17, 2025, the Las Virgenes-Malibu COG Governing Board unanimously appointed Malibu Mayor Marianne Riggins to serve as the Council's designated representative on the San Fernando Valley Service Council. Mayor Riggins brings a wealth of experience in municipal governance and a strong commitment to regional transportation issues, and we are confident she will be an asset to the Service Council.

Mayor Riggins' email is mriggins@malibucity.org and her mobile number is (805) 405-5709. Please update Metro's records accordingly. Should you require any additional information, feel free to contact me.

Thank you for your attention to this matter.

Sincerely,

Terry Dipple
Executive Director
Las Virgenes-Malibu Council of Governments

KAREN BASS
MAYOR

June 30, 2025

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby reappoint Louis Herrera to serve as a representative on the San Fernando Valley Service Council, for a three year term ending on June 30, 2028. Mr. Herrera's current term expires on June 30, 2025. His resume is attached.

I certify that in my opinion Mr. Herrera is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

KAREN BASS
MAYOR

August 7, 2025

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Mr. Michael Menjivar to serve as a representative on the San Fernando Valley Council, for the term ending June 30, 2028. He will be replacing Erin Nash, who has resigned.

I certify that in my opinion Mr. Menjivar is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

Westside Central Cities Service Council

KAREN BASS
MAYOR

June 30, 2025

Ms. Dolores Ramos
Manager
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Ms. Erin Nash to serve as a representative on the West Los Angeles Council, for the term ending June 30, 2028. She will be replacing Ernesto Hidalgo, who has resigned.

I certify that in my opinion Ms. Nash is especially qualified by reason of training and experience for the work which shall devolve upon her, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

KAREN BASS
Mayor

KB:lap

Attachment

200 N. SPRING STREET, ROOM 303 LOS ANGELES, CA 90012 (213) 978-0600
MAYOR.LACITY.ORG

ATTACHMENT B

Service Council Nominee Qualifications

Michael Menjivar, Nominee to San Fernando Valley Service Council

Michael Menjivar currently works as the Director of Community Relations for LA28. Before joining LA28, Mr. Menjivar worked as Vice President of Government Relations, in Southern California, for Strategies 360, a national public affairs firm. Previously, he was the Director of Strategic Relations for the Central City Association of Los Angeles, the premier advocacy organization for Downtown LA. Prior, he served as Deputy Director of Community Engagement for LAUSD Board President Kelly Gonez. He also previously worked as the Public Policy Organizer for the Southern California Association of Non-Profit Housing (SCANPH), where he organized and led campaign efforts toward housing affordability in LA.

Born and raised in the San Fernando Valley to parents who immigrated from El Salvador, Menjivar is a bilingual English and native Spanish speaker. He earned a Bachelor of Science from UCLA and is a regular volunteer with local groups such as San Fernando Valley Young Democrats and Chapter Director of the New Leaders Council in Los Angeles. He also serves on the Board of Directors for Abundant Housing Los Angeles, LA County Democratic Party Central Committee, as an appointed delegate to the CA State Democratic Party Central Committee, and as Controller of the Democratic Party of the San Fernando Valley.

Marianne Riggins, Nominee to San Fernando Valley Service Council

Marianne Riggins was elected to the Malibu City Council in November 2022. Her term will expire in November 2026.

Marianne's family moved to Malibu permanently in 1968 when she was 18 months old. She attended Point Dume Elementary School (now Malibu Elementary), Malibu Park Junior High School (now Malibu Middle School) and Santa Monica High School. She has also lived in Mammoth Lakes and Bishop, California. For 17 years, Marianne worked at the City of Malibu in both the Planning and Environmental Sustainability Departments.

Marianne is married and has one child who attended Malibu public schools. She has volunteered for many community organizations, including Girl Scouts, Malibu High School Athletic Booster Club, and the SMMUSD Bond Oversight Committee and Facility District Advisory Committee, and has been involved in many other community activities.

Additional Data

Table 1: San Fernando Valley (SFV) Service Council membership compared to the region's demographics.

SFV Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SFV Council Region	41.3%	39.6%	11.2%	0.2%	3.7%	0.2%	2.2%
SFV Region Ridership	73%	9%	8%	1%	8%	1%	1%
SFV Membership (No.)	44% (4)	33% (3)	11% (1)	0% (0)	11% (1)	0% (0)	0% (0)

Table 2: San Fernando Valley (SFV) Service Council membership compared to the region's gender.

SFV Sex/Gender	Male/Man	Female/Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SFV Region Ridership	49%	48%%	2%	1%
SFV Membership (No.)	66% (6)	22% (2)	11% (1)	0% (0)

Table 3: Westside Central Cities (WSC) Service Council membership compared to the region's demographics.

WSC Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
WSC Council Region	41.0%	31.1%	13.8%	0.1%	9.0%	0.1%	4.8%
WSC Region Ridership	67%	8%	6%	1%	17%	1%	1%
WSC Membership (No.)*	27% (3)	45% (5)	0% (0)	0% (0)	18% (2)	9% (1)	0% (0)

**Note: Table does not add to the exact number of Councilmembers as it incorporates each race Councilmembers self-identified with; some Councilmembers identify with more than one race.*

Table 4: Westside Central Cities (WSC) Service Council membership compared to the region's gender.

WSC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	**	**
WSC Region Ridership	48%	49%	2%	1%
WSC Membership (No.)	44% (4)	33% (3)	11% (1)	11% (1)

Table 5: Gender representation on all Service Councils

Sex/Gender	Male/Man	Female/Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
GWC Membership (No.)	66% (6)	33% (3)	0% (0)	0% (0)
SFV Membership (No.)	66% (6)	22% (2)	11% (1)	0% (0)
SGV Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)
SBC Membership (No.)	66% (6)	22% (2)	0% (0)	0% (0)
WSC Membership (No.)	44% (4)	33% (3)	11% (1)	11% (1)

REGIONAL SERVICE COUNCILS

APPOINTMENTS TO METRO SERVICE COUNCILS

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 18, 2025

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley and Westside Central Service Councils.

ISSUE & DISCUSSION

ISSUE

The terms of two appointees on the San Fernando Valley Service Council and one appointee on the Westside Central Cities Service Council expired on June 30, 2025. A member of the San Fernando Valley Service Council is being appointed to fill the vacancy on the Westside Central Service Council.

DISCUSSION

If approved by the Board, the nominees will each serve the remainder of the three-year term tied to the seat on the Council they have been nominated to.

Metro

Nominating Authorities

Westside Central and San Fernando Councils' nominating authorities and the number of seats they provide nominations for are listed below. The responsible nominating authorities that have forwarded nominations for approval are highlighted below.

Region	Nominating Authorities
San Fernando Valley	Cities of Burbank, Glendale, San Fernando (2) ***City of Los Angeles Mayor (4)*** LA County 3rd District Supervisor (1) LA County 5th District Supervisor (1) ***Las Virgenes-Malibu Council of Governments (1)***
Westside Central	***City of Los Angeles Mayor (4)*** LA County 2nd District Supervisor (1) LA County 3rd District Supervisor (1) Westside Cities Council of Governments (3)

Metro

Demographics

With these nominees, the Service Council composition and representation will be:

Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer/ Amer Ind	Other
SFV Council Region	41.3%	39.6%	11.2%	0.2%	3.7%	0.2%	2.2%
SFV Region Ridership	73%	9%	8%	1%	8%	1%	1%
SFV Membership (No.)	44% (4)	33% (3)	11% (1)	0% (0)	11% (1)	0% (0)	0% (0)
WSC Council Region	41.0%	31.1%	13.8%	0.1%	9.0%	0.1%	4.8%
WSC Region Ridership	67%	8%	6%	1%	17%	1%	1%
WSC Membership (No.)*	27% (3)	45% (5)	0% (0)	0% (0)	18% (2)	9% (1)	0% (0)

**Note: Table/percentages does not add to the exact number of Council seats as each race Councilmembers self-identified with is incorporated; some current Councilmembers identify as multi-racial.*

Sex/Gender	Male/ Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe/ Decline to respond
Los Angeles County	49.6%	50.4%	*	*
SFV Membership (No.)	66% (6)	25% (2)	13% (1)	0% (0)
WSC Membership (No.)	44% (4)	33% (3)	11% (1)	11% (1)

Metro

File #: 2025-0617, **File Type:** Contract **Agenda Number:** 33.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a one-year firm fixed price contract, Contract No. OP126710000, to Merak North America for the purchase of 18 P3010 Light Rail Vehicle (LRV), Heating Ventilation Air Conditioning (HVAC) Assemblies in the amount of $1,408,500, effective date September 29, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the acquisition of 18 HVAC units for float spares in support of revenue service and the upcoming component overhaul program consisting of 10 HVAC units overhauled monthly over a five-year period.

Execution of the component overhaul project includes an HVAC exchange program by staff removing the presently installed HVACs and replacing them with overhauled HVAC equipment to meet the production schedule, consisting of 10 overhauls per month over five years. The HVAC equipment provides a comfortable (heat or cool) air supply to Metro's passengers. In-service failure of the HVAC equipment is considered an operational safety hazard to both passengers and train operators, resulting in the vehicle being removed from service until repaired.

BACKGROUND

The P3010 LRV fleet consists of 235 rail cars manufactured by Kinkisharyo International, LLC. The fleet was placed in revenue service between 2016-2023, operating on all of Metro's light rail lines A, C, E, K, and L lines. The fleet is Metro's newest and most reliable light rail LRV fleet with consistent performance, reliability, and safety, amassing over 102,815,659 fleet miles.

The HVAC equipment is mounted onto the LRV rooftop and is rarely turned off, providing either cooling or heating for the LRV operator and passenger compartments. The design life of the HVAC equipment is 30 years of routine maintenance, and component-level overhauls are performed at the 600,000-mile target interval.

DISCUSSION

There are two HVAC units mounted onto the vehicle's rooftop that are subject to harsh outdoor environments (e.g., heat, cold, dust, and debris) with the high probability of declining reliability and service delays.

The HVAC Original Equipment Manufacturer (OEM) identified a preventive maintenance overhaul at the 600,000-mile interval when specific components within the HVAC equipment are overhauled or replaced to ensure sustained reliability and safety. Purchase of 18 new HVAC units served two purposes 1) available for the Divisions (shops) to install in the event of in-service equipment failures 2) float spares for the component overhaul project spanning over 5-year production schedule.

Approval of this Board action will ensure sufficient spare float stock is available to support the forthcoming overhaul production schedule, while assuring vehicle availability during the overhaul. It will also maintain passenger and operator comfort in a climate-controlled environment while riding the P3010 LRV fleet.

DETERMINATION OF SAFETY IMPACT

Operator and passenger comfort and safety are of the utmost importance for Metro. Passengers expect clean, safe, and reliable vehicles in a comfort-controlled environment. The HVAC equipment provides heating or cooling to the compartments. Should the HVAC equipment become inoperable, the LRV is removed from service as Metro's operating procedures deem the unsafe for continued operations.

FINANCIAL IMPACT

Funding of $500,000 for the Contract is included in the FY26 Budget in Rail Feet Services Cost Centers for P3010 light rail fleet, Project 214009, and Account 50441.

Impact to Budget

Funding for this effort includes operating eligible sources, such as Prop A35, Measure M, and STA. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

The P3010 fleet is Metro's largest fleet and operates on all A, C, E, K, and L lines. Purchasing 18 HVAC units will prevent service disruptions from vehicle unavailability due to decreased fleet availability from spare parts during the forthcoming overhaul program. All Metro's passengers riding the P3010 LRVs have access to climate-controlled vehicles throughout all weather seasons, particularly during the winter and summer months. This investment ensures a comfortable ride for those riding on Metro Rail, including many low-income, transit-dependent, and historically marginalized communities who rely on Metro Rail as their primary means of transportation.

The Diversity & Economic Opportunity Department (DEOD) did not recommend a Disadvantaged

Business Enterprise (DBE) goal for this procurement.

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 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 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 fleet purchase of 18 HVAC units proactively supports Strategic Goal 1: Provide high quality mobility options that enable people to spend less time traveling as the forthcoming HVAC overhaul project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's light rail system. The recommendation supports Metro's Strategic Plan Goal 5): Provide Responsive, Accountable, and Trustworthy governance within the Metro organization.
Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative considered is to defer the procurement for the 18 spare HVAC units, but this will negatively impact on the upcoming fleet overhaul project due to insufficient spare units to sustain the production schedule of five LRVs or 10 kits per month. This alternative is not recommended as HVAC equipment is vital to sustain a positive operator and customer experience. If the HVAC were to fail, the LRV is pulled from revenue service for repairs, as Metro Operations will not allow the vehicle to remain in service without central heat and air conditioning.

NEXT STEPS

Upon Board Approval, the upcoming component overhaul project will have the necessary spares to move forward and meet the production schedule deadlines of five kits or 10 overhauls per month over a 5-year project.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services
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Reviewed by: Conan Cheung, Chief Operations Officer, Transit Operations (213) 418-3034

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

PROCUREMENT SUMMARY

HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES/ OP126710000

1.	**Contract Number**: OP126710000	
2.	**Recommended Vendor**: Merak North America	
3.	**Type of Procurement (check one):** ☒ **IFB** ☐ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates**:	
	A. Issued: March 28, 2025	
	B. Advertised/Publicized: March 28, 2025	
	C. Pre-Bid Conference: N/A	
	D. Bids Due: May 12, 2025	
	E. Pre-Qualification Completed: May 22, 2025	
	F. Ethics Declaration Forms Submitted to Ethics: May 12, 2025	
	G. Protest Period End Date: September 25, 2025	
5.	**Solicitations Downloaded**: **19**	**Bids Received**: **1**
6.	**Contract Administrator**: **Uriel Villa**	**Telephone Number**: **(213) 922-1025**
7.	**Project Manager**: **Richard Lozano**	**Telephone Number**: **(213) 792-8047**

A. Procurement Background

This Board Action is to approve the award of Contract No. OP126710000 to Merak North America for the purchase of 18, P3010 Light Rail Vehicle, Heating Ventilation Air Conditioning (HVAC) Assemblies. Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

Invitation for Bids (IFB) No. OP126710000 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Disadvantaged Business Enterprise (DBE) goal for this procurement due to the lack of subcontracting opportunities.

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

- Amendment No. 1, issued on April 18, 2025 amended several Contract terms and conditions and extended the bid due date;
- Amendment No. 2, issued on May 1, 2025 extended the bid due date;

A total of 19 firms downloaded the IFB and were included in the planholders' list. A pre-bid conference was not held for this procurement. There were three (3) questions received for this IFB and responses were provided prior to the bid due date.

A single bid was received on May 12, 2025 from Merak North America. Staff conducted a market survey of planholders to determine why no additional bids were

received. Three responses were received. Reasons given for not submitting bids included limited resources to support the contract, inability to provide the requested unit, and a firm mistakenly downloading the solicitation. The results of the market survey indicated that the decisions of the firms not to propose were based on individual business considerations and as such, the solicitation could proceed to be awarded as a competitive award.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The single bid received is listed below:

1. Merak North America (Merak)

Merak's bid was determined to be responsive and responsible to the minimum qualification requirements of the IFB.

C. Price Analysis

The procurement was released as a competitive Invitation for Bid (IFB) solicitation that was advertised and open to all bidders, so a Price Analysis is required. The Price Analysis revealed a 2.96% variance between the Independent Cost Estimate (ICE) and the bid price. Therefore, based on the Price Analysis, ICE, a Technical Analysis Memo, and expectation of adequate price competition, the recommended bid has been determined fair and reasonable.

Bidder Name	Metro ICE	Bid Amount
Merak North America	$1,368,000.00	**$1,408,500.00**

D. Background on Recommended Contractor

The recommended firm, Merak, located in Westminster, Maryland, has been in business for 25 years, and is a leader in the field of Heating, Ventilation and Air Conditioning (HVAC) for Railway Vehicles. Merak specializes in the manufacturing of HVAC systems for Railway Vehicles. Merak's client lists include Washington Metropolitan Area Transit Authority, Long Island Rail Road, and Metro North.

Merak HVAC systems are currently in use on Metro's P3010 Light Rail Vehicles and performance has been satisfactory.

DEOD SUMMARY

HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES/ OP126710000

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 lack of subcontracting opportunities. It is expected that Merak North America will perform the services of this contract with their 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

HVAC ASSEMBLIES FOR P3010 LIGHT RAIL VEHICLES

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 18, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a one-year firm fixed price contract, Contract No. OP126710000, to Merak North America for the purchase of 18 P3010 Light Rail Vehicle (LRV), Heating Ventilation Air Conditioning (HVAC) Assemblies in the amount of $1,408,500.00, effective date September 29, 2025, subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Merak North America

NUMBER OF BIDS/PROPOSALS

Bidders	Bid Amount
Merak North America	$1,408,500.00

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) does not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement.

Metro

Discussion

ISSUE

This procurement is for the purchase of eighteen (18) new Heating Ventilation Air Conditioning (HVAC) units to be utilized as "float" spares in support of both revenue service fleet availability and the forthcoming component overhaul program.

DISCUSSION

The HVAC equipment provides comfortable (heat or cool) air supply to Metro's passengers and train operator. Of note, in service failure of the HVAC equipment is considered an operational safety hazard resulting in the vehicle removal from service until repaired. There are two HVAC units per LRV subject to harsh outdoor environments e.g., (heat, cold, dust and debris) with high probability of declining reliability and service delays upon equipment failure.

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

File #: 2025-0616, **File Type:** Contract **Agenda Number:** 34.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) $3,120,000, subject to the resolution of any properly submitted protest (s), if any.

ISSUE

The Original Equipment Manufacturer (OEM), Wabtec, identified and established an equipment overhaul schedule for coupler assembly at a 5-year interval. These projects are at 90% completion with the next cycle of overhauls beginning early 2026, including the coupler assembly overhaul.

BACKGROUND

The A650 Heavy Rail Vehicle (HRV) Fleet consists of 26 based-buy vehicles and 74 option-buy vehicles for a combined 32 years of revenue service operations. The option-buy fleet is currently undergoing a Component Overhaul Program for five major systems, inclusive of friction brakes, traction motor, gearbox, semi-permanent drawbar, and low voltage power supply replacement due to parts obsolescence. This overhaul is not routine maintenance but a complete teardown, inspection, and replacement of worn parts with new ones. The coupler assembly provides mechanical and electrical coupling between railcars, as there are 2 couplers per HRV. Overhauling couplers at this interval minimizes equipment failures while maintaining the fleet in a constant state of good repair. This procurement is for the overhaul of the HRV Coupler Assembly, encompassing the overhaul of 100 couplers, or 50 kits, including spares.

DISCUSSION

The A650 fleet component overhaul projects consist primarily of the repair and replacement of vehicle wear items that require overhaul or replacement of the vehicle's 30-year design life. Since the option fleet is at mid-life, the fleet is now programmed for a modernization overhaul. Of note, the

component overhaul program consists of those items not included in the modernization overhaul, as they are technically preventive maintenance overhauls, including coupler assembly overhaul.

Metro's Transit Vehicle Engineering (TVE), along with Rail Fleet Services (RFS) staff, performed a technical review of the OEM component overhaul tasks and are in concurrence with the scope and overhaul schedule as described in the Heavy Repair Maintenance Manual. TVE developed the Statement of Work (SOW), ensuring the Contractors are following the Federal Transit Administration (FTA), Association of American Railroads (AAR), California Public Utilities Commission (CPU), and Metro's Corporate Safety Standards for this project.

The coupler assembly consists of mechanical and electrical components, including the mechanical coupler assembly, buffer, electrical cables, and coupler head assembly for trainline functions. Wear and tear of these components is expected, which prompts periodic overhauls accomplished by a Contractor with specialized training, tools, and equipment.

DETERMINATION OF SAFETY IMPACT

The A650 coupler assembly is an integral component of the HRV, as the mechanical/electrical interface between trains is used for safe and reliable operations. Timely replacement of these components will ensure that safety is preserved by overhauling the coupler assemblies into new conditions as defined by the OEM, while achieving regulatory compliance with state and federal regulations.

FINANCIAL IMPACT

Funding in the amount of $500,000 for the coupler assembly overhaul project is included in the FY26 budget under approved Capital Project (CP 214007) in the amount of $11,000,000 Life-of-Project (LOP) in cost center 3942, Rail Fleet Service Maintenance.

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 Operating Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's HRV fleet provides vital transportation services throughout Center City and the County of Los Angeles via the B and D lines, which connect downtown Los Angeles to North Hollywood, and will connect Koreatown and the Wilshire/Western area to Century City and Westwood with the future D Line extension. The B and D subway system includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. Implementation of the coupler overhaul campaign safeguards the A650 fleet availability and reliability,

thereby ensuring continued service on the B and D Lines as well as minimizes service disruptions for transit riders.

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 certified firms that perform this service. Dellner, Inc. listed two non-certified firms to perform the services of this contract.

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 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 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 A650 fleet coupler assembly overhaul supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. This component-level overhaul project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's subway system. The recommendation supports Metro Strategic Plan Goal 5: Provide Responsive, Accountable, and Trustworthy governance within the Metro organization. CMA and Contract extension safeguard overhaul production continuity while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

An alternative is to defer the coupler assembly overhaul. However, this alternative is not recommended as the coupler is a vital and safety-sensitive component that could cause mechanical failure with no coupling for multiple trains and create a risk to passenger safety.

NEXT STEPS

Upon Board approval, staff will execute Contract No. RR127894000 for the A650 HRV Coupler Assembly Overhaul with Dellner, Inc.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services
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Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

PROCUREMENT SUMMARY

A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL/RR127894000

1.	**Contract Number**: RR127894000	
2.	**Recommended Vendor**: Dellner, Inc.	
3.	**Type of Procurement (check one):** ☐ **IFB** ☒ **RFP** ☐ **RFP–A&E** ☐ **Non-Competitive** ☐ **Modification** ☐ **Task Order**	
4.	**Procurement Dates** :	
	A. Issued : January 31, 2025	
	B. Advertised/Publicized: January 31, 2025	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: March 24, 2025	
	E. Pre-Qualification Completed: March 24, 2025	
	F. Ethics Declaration Forms submitted to Ethics: March 25, 2025	
	G. Protest Period End Date: September 23, 2025	
5.	**Solicitations Downloaded**: 9	**Bids/Proposals Received**: 2
6.	**Contract Administrator**: Jessica Omohundro	**Telephone Number**: (213) 922-4790
7.	**Project Manager**: Richard Lozano	**Telephone Number**: (213) 792-8047

A. Procurement Background

This Board Action is to approve Contract No. RR127894000 for the inspection, overhaul, testing, and transportation of one hundred (100) A650 Couplers or fifty (50) kits in support of Metro's A650 Heavy Rail Vehicles (HRV). Board approval of contract award is subject to the resolution of any properly submitted protest(s), if any.

On January 31, 2025, Request for Proposals (RFP) No. RR127894 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE) or a Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of small businesses that perform these services.

Three (3) amendments and one (1) set of clarifications were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on February 7, 2025, Contract Administrator change;
- Amendment No. 2, issued on February 20, 2025, extended proposal due date;
- Amendment No. 3, issued on July 14, 2025, Best and Final Offer (BAFO).

A total of nine (9) firms downloaded the RFP and were included in the planholders' list. There were two (2) questions received for this RFP, and responses were provided prior to the proposal's due date.

A total of two (2) proposals were received by the due date of March 24, 2025.

Although the two (2) responding firms are the only known railcar coupler manufacturers, Metro staff conducted a market survey of the firms on the planholders list to determine why no other proposals were received. One firm indicated they declined to participate because of their limited access to some of the specialized components necessary for the overhaul services. The rest of the nonrespondent planholders were suppliers or distributors interested in providing parts and components to support the overhaul, but not the performance of the overhaul services.

The results of the market survey indicated that the decisions of the firms not to propose were based on individual business considerations and as such, the competitive solicitation could proceed to be awarded.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Transit Vehicle Engineering, Rail Vehicle Maintenance, and Rail Quality Assurance conducted a comprehensive technical evaluation of the proposals received.

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

- Proposed Work Scope 30 percent
- Technical Capability 20 percent
- Past Performance 15 percent
- Project Management 15 percent
- Price 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar overhaul procurements. Several factors were considered when developing these weights, giving the greatest importance to the proposed scope of work.

Of the two (2) proposals received, both were determined to be within the competitive range and are listed in alphabetical order:

1. Dellner, Inc.
2. Wabtec Passenger Transit

No firms were determined to be outside the competitive range, and no firms were excluded for further consideration.

Evaluations were conducted on May 19, 2025 of the two (2) proposals received and both determined to be responsive, responsible, and qualified to perform the services based on the RFP requirements. The PET conducted technical fact-finding meetings and a full technical evaluation of the proposals. The proposals were found to be technically acceptable and in compliance with requirements of the RFP.

A Best and Final Offer (BAFO) was issued on July 14, 2025 requesting a BAFO proposal. The PET members met on July 28, 2025, to discuss and finalize the BAFO scoring and upon the completion of the evaluation process, found Dellner, Inc. to be the most qualified to perform the necessary work highlighted in our Scope of Services.

Qualifications Summary of Firms within the Competitive Range:

Dellner, Inc.

Dellner, Inc. is a global leader in rail vehicle connection systems with over 80 years of experience and a presence in more than 20 countries. As an OEM and trusted provider of coupler overhaul services for major transit agencies worldwide, Dellner offers in-house engineering, machining, testing, and quality assurance capabilities. Their North American facilities and established supply chain enable efficient sourcing and support, making them well-qualified for the A650 Coupler Overhaul.

Wabtec Passenger Transit

Wabtec Passenger Transit is a leading provider of rail technology and services with extensive experience supporting transit agencies across North America. With over a century of industry expertise, Wabtec specializes in the overhaul and maintenance of critical rail systems, including couplers, braking systems, and propulsion equipment. As an OEM and authorized service provider for multiple transit fleets, Wabtec offers robust in-house capabilities for engineering, testing, remanufacturing, and quality assurance capabilities. Their U.S.-based facilities and strong supply chain infrastructure ensure timely delivery, technical accuracy, and lifecycle support, making Wabtec well-qualified to perform the A650 Coupler Overhaul.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	**Dellner, Inc.**				
3	Proposed Work Scope	83.33	30.00%	25.00	
4	Technical Capability	92.25	20.00%	18.45	
5	Past Performance	93.80	15.00%	14.07	
6	Project Management	91.33	15.00%	13.70	
7	Price	100.00	20.00%	20.00	
8	**Total**		**100.00%**	**91.22**	**1**
9	**Wabtec Passenger Transit**				
10	Proposed Work Scope	82.00	30.00%	24.60	
11	Technical Capability	90.65	20.00%	18.13	
12	Past Performance	94.00	15.00%	14.10	
13	Project Management	86.33	15.00%	12.95	
14	Price	90.65	20.00%	18.13	
15	**Total**		**100.00%**	**87.91**	**2**

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate competition, price analysis, an Independent Cost Estimate (ICE), technical evaluation, fact finding, and negotiations. The negotiated amount is 1.46% greater than Metro's ICE due current market conditions and anticipated cost increases.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Dellner, Inc.	$3,120,000.00	$3,075,000.00	$3,120,000.00
2.	Wabtec Passenger Transit	$3,476,700.00	$3,075,000.00	$3,441,409.46

D. Background on Recommended Contractor

Dellner, Inc., established in 1987, is a trusted manufacturer and service provider specializing in automatic and semi-permanent couplers for rail passenger transit applications. Headquartered in Charlotte, NC, with a full-service overhaul and repair facility in Roseville, CA, Dellner supports over 40 North American transit authorities as well as major rail vehicle manufacturers and maintainers. With more than 25 years of experience, the company has evaluated, repaired, and overhauled at least 500 couplers of similar design, size, and capacity to those specified for light rail vehicles, demonstrating proven capability and deep industry expertise in passenger rail systems.

Dellner, Inc. has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL/RR127894000

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 certified firms that perform this service. Dellner, Inc. listed two non-certified firms to perform the services of this contract.

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

A650 HEAVY RAIL VEHICLE (HRV) COUPLER ASSEMBLY OVERHAUL

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 18, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a 66-month firm fixed price contract, Contract No. RR127894000 to Dellner, Inc. for the A650 Heavy Rail Vehicle (HRV) Coupler Overhaul in the amount Not-To-Exceed (NTE) $3,120,000.00 subject to the resolution of any properly submitted protest(s), if any.

Metro

ISSUE & DISCUSSION

AWARDEE

Dellner, Inc.

NUMBER OF BIDS/PROPOSALS

1) Dellner, Inc. - $3,120,000

2) Wabtec Passenger Transport - $3,441,409.00

DEOD COMMITMENT

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 certified firms that perform this service. Dellner, Inc. listed two non-certified firms to perform the services of this contract.

Metro

ISSUE & DISCUSSION

ISSUE

The A650 HRV fleet consist of 100 vehicles requiring coupler overhaul on a 5-year cycle as defined by the original equipment manufacturer. This is the 5th overhaul cycle ensuring coupler equipment reliability and passenger safety while meeting regulatory safety standards.

DISCUSSION

This procurement is for the overhaul of coupler equipment (2-per HRV) consisting of thorough cleaning, inspection, replacement of worn parts followed by a comprehensive test program ensuring the overhaul brings the coupler assembly to like new condition.

Metro

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

File #: 2025-0437, **File Type:** Contract **Agenda Number:** 37.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 18, 2025**

SUBJECT: CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 19 to Contract No. OP30433488, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH) for the A650 Heavy Rail Vehicle (HRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) amount by $11,930,792 from $8,615,474 to $20,546,266, and extending the period of performance from October 5, 2025, to June 30, 2031; and

B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

ISSUE

This contract modification will approve funding for continued Technical and Program Management Support Services that HATCH is providing for the A650 Refurbishment contract with Woojin IS. Additional funding is needed for HATCH due to the change in the A650 vehicle contractor after the termination of the previous contractor, Talgo, Inc. This change in contractor resulted in additional costs, including re-procurement support, reworking vehicles that were previously modified under the terminated Overhaul and Critical Component Replacement Program (OCCRP) contract, additional vehicle systems that became obsolete in the 8 years between contracts, additional travel, and inflation. Refurbishing the existing A650 fleet is critical to comply with Metro's Rail Fleet Management Plan and to meet future service needs.

BACKGROUND

The A650 Option Buy fleet consists of 74 HRVs originally manufactured by Breda Costruzioni Ferroviarie. The fleet's average age is nearly 25 years, and many obsolete components require refurbishment to maintain a State of Good Repair through the 2028 Olympics and beyond.

In September 2016, the Board authorized a contract for the midlife overhaul of 74 A650 Option Buy HRVs. HATCH (previously known as LTK Engineering Services) was awarded the Technical and Program Management Support Services (TPMSS) contract for the A650 OCCRP. Concurrently, Talgo was awarded the OCCRP contract. The TPMSS contract value increased in subsequent Board actions to $8,615,474. However, in the Spring of 2022, Talgo's contract was terminated.

In March of 2024, the Board authorized a new contract with Woojin IS for the Refurbishment of the A650 vehicles. Metro continued its contract with HATCH for support services for the Refurbishment of the A650 HRVs.

DISCUSSION

The Refurbishment contract with Woojin is significantly more complex than the OCCRP contract with Talgo. Additional components and systems have become obsolete on the A650 vehicles in the eight years between the two contract issuances, requiring those components to be included in the Refurbishment contract scope. Vehicles that were modified during the OCCRP contract will also need to be carefully reverted back to their original configurations in order to deliver a unified A650 fleet. These complexities, combined with inflation, additional travel, and inspections needed due to the design and prototype vehicles being manufactured in South Korea, resulted in the Refurbishment TPMSS costs being significantly higher than the original OCCRP TPMSS costs. This estimated cost was developed by the Project Team and reflected in the additional LOP awarded in February 2024.

Therefore, a contract modification is now required to properly align funding with contract OP30433488 and permit uninterrupted support services for the A650 Refurbishment contract. The contract with HATCH to support the A650 Refurbishment is already in place, and the Board has already authorized the additional consultant funding. No material change is being made to the contract or the project approach with Hatch as they continue to provide TPMSS services for the remainder of the A650 Refurbishment contract.

DETERMINATION OF SAFETY IMPACT

The approval of this NTE contract value increase will have a direct and positive impact on system safety, service quality, system reliability, maintainability, and overall customer satisfaction. The continued A650 TPMSS support services will ensure that the A650 Refurbishment Program will be executed safely and reliably.

FINANCIAL IMPACT

Board approval of the action will have no budget impact for FY26, as the budget is included in CP 214010. The overall Board-approved LOP for the A650 Refurbishment contract with Woojin is $264,662,611.20, inclusive of $19,621,538.46 allocated for Professional Services.

Impact to Budget

The funding source for this action is Prop A Rail Set Aside 35%, which is eligible for Rail Capital and

Operating Projects. Staff is also pursuing additional Federal, State, and Local funding sources, such as Cap and Trade and similar sources, as they become available to meet the funding needs for the project.

EQUITY PLATFORM

The A650 Option vehicles will be used on the B Line, the current D Line, and the upcoming D (Purple) Line Extension. Approving the recommendations in this Board report will improve service reliability and provide a more comfortable experience on these lines that serve the majority of Equity Focus Communities (EFCs) who rely on public transportation. Based on the 2019 Customer Survey, the B and D heavy rail lines serve the following:

- Ridership Demographic:
  - 27.7% below the poverty line
  1. 56.4% had no car available

- Rider Ethnicity:
  - Latino 38.9%;
  1. Black 13.1%;
  2. White 25.8%;
  3. Asian/Pacific Islander 15.2%;
  4. Other 6.5%

HATCH Associates Consultants made a 30.74% Disadvantaged Business Enterprise (DBE) commitment on this contract, and the current level of DBE participation is 23.82%, representing a 6.92% shortfall of the DBE commitment. HATCH has a shortfall mitigation plan on file and is implementing corrective measures, as identified in Attachment C. This shortfall is as expected at this phase of the project, since DBE participation in rail vehicle acquisition projects is typically backloaded with inspection and commissioning tasks being performed by DBE firms.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational 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

These recommendations support Metro Strategic Plan Goal No. 5) to “provide responsive, accountable, and trustworthy governance within the Metro organization”. This goal strives to position Metro to deliver the best possible mobility outcomes and improve business practices so that Metro can perform more effectively and adapt more nimbly to the changing needs of our customers.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work as an alternative. This approach is not recommended as Metro does not have sufficient resources and subject matter experts available to perform this work. This approach is not recommended due to the lack of staff capabilities listed above.

The Board may choose not to authorize the increase of Contract value for this project; however, this alternative is not recommended by Metro staff because the A650 HRV Refurbishment Program is critical to having sufficient vehicles to meet future service needs for PLE Sections 2 and 3, as well as the 2028 Olympic and Paralympic Games.

NEXT STEPS

Upon Board approval, staff will execute Contract Modification No. 19 to increase the contract NTE amount by $11,930,792 with HATCH, and a new task order shall be awarded for the continued TPMSS services for the A650 Refurbishment Contract.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification Log
Attachment C - DEOD Summary

Prepared by: Ray Saito, Senior Manager, Project Control, (213) 922-3141
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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

PROCUREMENT SUMMARY

CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES / CONTRACT NO. OP30433488

1.	**Contract Number**: OP30433488			
2.	**Contractor**: HATCH Associates Consultants, Inc.			
3.	**Mod. Work Description**: Increase the Not-To-Exceed(NTE) contract price by $11,930,792 from $8,615,474 to $20,546,266.			
4.	**Contract Work Description**: Consulting Services for the A650 Heavy Rail Vehicle Refurbishment and Critical Component Replacement Program			
5.	**The following data is current as of**: August 5, 2025			
6.	**Contract Completion Status**		**Financial Status**	
	Contract Awarded:	11/1/16	**Original Not-to-Exceed Contract Award Amount:**	$3,897,599
	Notice to Proceed (NTP):	11/23/16	**Total of Modifications Approved:**	18
	Original Complete Date:	09/23/20	**Pending Modifications (including this action):**	1
	Current Est. Complete Date:	10/05/25	**Current Contract Value (with this action):**	$8,615,474
7.	**Contract Administrator**: Elizabeth Martin-Maldonado		**Telephone Number**: 213-922-1041	
8.	**Project Manager**: David McDonald		**Telephone Number**: 213-922-3221	

A. Procurement Background

This Board Action is to approve Contract Modification No. 19 to increase the total authorized funding for Contract No. OP30433488, to HATCH Associates Consultants, Inc. (HATCH) for technical and program management support for Metro's A650 Heavy Rail Vehicle (HRV) Refurbishment and Critical Component Replacement Program, in the NTE amount of $11,930,792, increasing the Contract total from an NTE amount of $8,615,474, to an NTE amount of $20,546,266 and extending the Period of Performance to June 30, 2031.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is cost plus fixed fee.

Contract OP30433488 was executed on November 1, 2016 with LTK Engineering (LTK) and on October 30, 2020, LTK merged into HATCH and all terms and conditions under Contract No. OP30433488 were assigned and assumed by HATCH on July 1, 2023, for a 46 month period of performance for a total NTE amount of $3,897,599 to provide technical and program management support to Metro's A650 Project Team on the A650 HRV Overhaul Program Project.

The contract period of performance was extended five times:

- Contract Modification No. 01 dated January 23, 2018 – Extended the Period of Performance from August 31, 2020, to July 5, 2021.
- Contract Modification No. 4 dated July 09, 2019 – Extended the Period of Performance from July 5, 2021, to May 5, 2022.
- Contract Modification No. 13 dated April 24 09, 2022 – Extended the Period of Performance from May 5, 2022, to July 5, 2022.
- Contract Modification No. 14 dated June 27, 2022 – Extended the Period of Performance from July 5, 2022, to March 5, 2025.
- Contract Modification No. 18 dated August 5, 2025 – Extended the Period of Performance from March 5, 2025, to October 5, 2025.

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

Hatch Associates Consultants, Inc. made a 30.74% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 79% complete and the current DBE participation is 23.82%, representing a 6.92% shortfall of the DBE commitment. Hatch has a shortfall mitigation plan on file and contends, and Metro's PM concurred that the shortfall is due to Metro's cancellation of its contract with the previous car builder, which resulted in Hatch being unable to fully utilize Virginkar & Associates, Inc (VAI) to the listed commitment. Hatch reported that it expects to fully mitigate the shortfall by utilizing VAI for inspection of the A650 railcars that are currently being performed.

(Refer to Attachment C – DEOD Summary)

B. Cost/Price Analysis

A Request for Proposal was issued to HATCH on July 20, 2025. Metro received a proposal on July 31, 2025. Staff completed negotiations on August 5, 2025. The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), negotiations, and a technical evaluation. The negotiation of the NTE amount comprised validation of HATCH and its subcontractor's current labor rates, audited labor overhead, travel and other direct costs, and a negotiated fixed fee for this is cost-plus-fixed-fee contract type. The approved labor rate for each consultant is based on actual cost with payroll documentation, which has resulted in a fair and reasonable determination. The factors affecting the NTE amount were anticipated level of effort, travel and other direct costs, which have been

reviewed and negotiated by the Contracting Officer to align with the A650 HRV Overhaul Program's extended project schedule. The negotiated amount is a 5.4% reduction from the initial proposed amount; however, it is still 6.2% higher than the ICE. The primary contributing factor to this variance is attributed to the ICE not accounting for the fixed fee used in this contract.

Proposal Amount	Metro ICE	Negotiated Amount
$12,610,126	$11,235,560	$11,930,792

D. Contractor Information

Hatch Associates Consultants, Inc., is a leader in providing consultant support services to the infrastructure, energy and mining and metals sectors. Hatch engineering expertise includes areas such as rail vehicle engineering, rail systems engineering, revenue systems and technology, zero-emissions transportation, operations planning and simulations, systems assurance, intercity and high-speed rail, rail corridor development and transit advisory services.

In addition to providing technical and program support for the A650 HRV Overhaul Program, Hatch currently provides program management consulting services for Metro's P3010 New LRV procurement and the HR4000 & HR5000 New Heavy Rail Vehicle procurements, and P2550 Light Rail Vehicle Overhaul campaign.

ATTACHMENT B

CONTRACT MODIFICATION/CHANGE ORDER LOG

CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNIAL AND PROGRAM MANAGMEENT SUPPORT SERVICES / CONTRACT NO. OP30433488

Mod. no.	Description	Status (approved or pending)	Date	Dollar Amount
1	Update Exhibit 1 add new staff and extend PoP from 46 to 56 months from 8/31/20 to 7/5/21.	Approved	01.23.18	$597,238
2	Update Exhibit 1 with Exhibit 1.1 to add new staff	Approved	01.03.19	
3	Update Exhibit 1.1 with Exhibit 1.2 to add new staff	Approved	04.26.19	
4	Update Exhibit 1.2 with Exhibit 1.3 to add new staff, extend PoP from 56 to 66 months from 7/5/21 to 5/5/22 and increase NTE amount	Approved	07.09.19	$993,693
5	Update Exhibit 1.3 with Exhibit 1.4 to add new staff	Approved	09.16.19	
6	Update Exhibit 1.4 with Exhibit 1.5 to add new staff	Approved	11.26.19	
7	Update Exhibit 1.5 with Exhibit 1.6 to add new staff	Approved	05.19.20	
8	Update Exhibit 1.6 with Exhibit 1.7 to add new staff	Approved	08.31.20	
9	Update Exhibit 1.7 with Exhibit 1.8 to add new staff	Approved	11.04.20	
10	Update Exhibit 1.8 with Exhibit 1.9 to add new staff	Approved	05.05.21	
11	Update Exhibit 1.9 with Exhibit 1.10 to add new staff	Approved	09.14.21	
12	Update Exhibit 1.10 with Exhibit 1.11 to add new staff	Approved	11.18.21	
13	Extend PoP from 66 to 68 months from 5/5/22 to 7/5/22	Approved	04.26.22	

14	extend PoP from 68 to 100 months from 7/5/22 to 3/5/25 and increase NTE amount	Approved	06.27.22	$3,126,944
15	Update Exhibit 1.11 with Exhibit 1.12 to add new staff	Approved	11.02.22	
16	Update Exhibit 1.12 with Exhibit 1.13 to add new staff	Approved	02.07.23	
17	Administrative Changes	Approved	06.30.23	
18	Update Exhibit 1.13 with Exhibit 1.14 to add new staff extend PoP from 100 to 107 months from 3/5/25 to 10/5/25	Approved	08.05.25	
19	**Increase the Not-to-Exceed Contract Price by $11,930,792 and extend the Period of Performance to June 30, 2031**	**Pending**	**Pending**	$11,930,792
	Modification Total:			$16,648,667
	Original Contract:			**$3,897,599**
	Total:			$20,546,266

DEOD SUMMARY

CONSULTANT SUPPORT SERVICES FOR THE A650 HEAVY RAIL VEHICLE (HRV) OVERHAUL PROGRAM, TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES / CONTRACT NO. OP30433488

A. Small Business Participation

HATCH Associates Consultants, Inc. (HATCH) made a 30.74% Disadvantaged Business Enterprise (DBE) commitment. Based on payments, the project is 79% complete and the current DBE participation is 23.82%, representing a 6.92% shortfall.

HATCH has a shortfall mitigation plan on file. HATCH reported that due to Metro's cancellation of its contract with the previous car builder, HATCH has been unable to further utilize Virginkar & Associates, Inc. (VAI) as originally committed to which Metro's project manager concurred. HATCH further reported that it anticipates fully mitigating the shortfall by engaging VAI for ongoing inspection services of the A650 railcars currently in progress. Metro will continue monitor HATCH's efforts to meet its DBE commitment.

Small Business Commitment	**30.74% DBE**	**Small Business Participation**	**23.82% DBE**

	DBE Subcontractors	**Ethnicity**	**% Committed**	**Current Participation[1]**
1.	Ramos Consulting Services	Hispanic American	12.39%	11.84%
2.	Virginkar & Associates, Inc.	Subcontinent Asian American	18.35%	11.98%
		Total	**30.74%**	**23.82%**

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this 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.

VEHICLE ACQUISITION, MAINTENANCE, AND ENGINEERING

CONSULTANT SUPPORT SERVICES FOR CONTRACT OP30433488

Metro

Operations, Safety, & Customer Experience Committee Meeting
September 18, 2025

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. EXECUTE Contract Modification No. 19 to Contract No. OP30433488, a cost plus fixed-fee contract with HATCH Associates Consultants, Inc. (HATCH) for the A650 Heavy Rail Vehicle (HRV) Overhaul Program Consultant Support Services, increasing the Not-To-Exceed (NTE) amount by $11,930,792 from $8,615,474 to $20,546,266, and extending the period of performance from October 5, 2025 to June 30, 2031; and
B. EXECUTE individual contract modifications within the Board-approved contract modification authority.

Metro

ISSUE & DISCUSSION

PROJECT: A650 Heavy Rail Vehicle (HRV) Overhaul Program, Technical and Program Management Support Services

AWARDEE : HATCH(Previously LTK Engineering)

DEOD COMMITMENT: DBE Participation Goal is 20%. HATCH is expected to meet and comply to this requirement with a 30.74% commitment.

Metro

ISSUE & DISCUSSION

ISSUE

- Additional funding needed for Hatch due to change in A650 vehicle contractor after the termination of the Overhaul and Critical Component Replacement Program (OCCRP) with Talgo.
- Change in contractor resulted in additional costs, including reworking vehicles that were previously modified in the OCCRP contract, additional vehicle systems that became obsolete in the 8 years between contracts, additional travel and inflation.
- Refurbishing existing A650 fleet critical to comply with Metro's Rail Fleet Management Plan and to meet future service needs.

Metro

ISSUE & DISCUSSION

DISCUSSION

- Refurbishment contract with Woojin is significantly more complex than the OCCRP contract with Talgo, due to newly obsolete systems and reverting vehicles modified by Talgo for a unified A650 fleet.
- These complexities require additional funding for Professional Services.
- Additional Professional Services cost was anticipated and approved by the Board as part of the LOP for the Refurbishment contract with Woojin.
- Contract modification is needed to assign approved LOP to contract OP30433488 and permit uninterrupted Professional Services for the A650 Refurbishment contract.
- Period of Performance must be extended to 2031 to include technical support during the Final Acceptance and Warranty phases.

Metro

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

File #: 2025-0445, **File Type:** Motion / Motion Response **Agenda Number:** 39.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 18, 2025

SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT QUARTERLY UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING the quarterly update on the Transit Community Public Safety Department (TCPSD) Implementation Plan; and

B. AUTHORIZING the resolution affirming Metro's commitment to meet the minimum recruitment and training standards set by the California Commission on Peace Officer Standards and Training (POST), as required for membership in the POST Program.

ISSUE

In alignment with Metro's mission and comprehensive safety and security framework, staff continue to implement the plan to stand up Metro's Transit Community Public Safety Department (TCPSD). This report serves as a status report to the Board on implementation progress of the new department. Staff is also recommending approval of a resolution (Attachment A) committing Metro to follow POST's minimum recruitment and hiring standards. Approval of the resolution is a necessary step for Metro to then join POST as a member agency. While Metro is committing to adhere to all POST minimum hiring and training requirements, it also plans to enhance those standards with additional training aligned with its care-based, integrated public safety approach.

BACKGROUND

At its June 2024 meeting, the Board adopted the TCPSD Implementation Plan and approved the department's phased establishment over five years. The Board directed staff to report quarterly on the implementation progress.

Following the Board's approval of the Implementation Plan, Metro's CEO assembled an interdepartmental task force to support the program rollout. The task force was composed of members of Metro's key departments, including Homeless Outreach Management and Engagement, Customer Experience, System Security and Law Enforcement, Chief People Office, and the Office of

the Chief of Staff. Additionally, the CEO brought on a consultant to coordinate all activities related to standing up the TCPSD. Since the hiring of the Chief of Police and Emergency Management, the task force has been refined and is being led under his leadership. This team meets bi-weekly to coordinate efforts and ensure that progress is being made in implementing all work plan elements. A summary of progress made since the last quarterly report is detailed below.

DISCUSSION

Phase One activities for the TCPSD were recently completed, including the recruitment and appointment of William Scott as Chief of Police and Emergency Management position, the establishment of a transition team, the initial formulation of hiring and recruitment strategies for sworn officers and non-sworn positions, and the development of procurement and facility plans.

The CEO assembled an advisory board of highly qualified professionals to form the Transition Team Advisory Group. The transition team members provide strategic advice on program/policy development, training, and operational protocols. The Advisory Group includes national experts from diverse fields with extensive experience in law enforcement, mental health, social services, and public safety reform.

Upon his arrival, Chief Scott started working on an integrated organizational structure and a new, comprehensive but simplified name for TCPSD. Reviewing the actions and work by the Board and the Public Safety Advisory Committee (PSAC), coupled with listening sessions by Chief Scott, the need for a formal name of the new department is needed to more easily communicate the integrated nature of the new department. The proposed name is the Department of Public Safety (DPS).

Staff have moved on to Phase Two of the implementation plan, which includes resource planning, recruitment, and training. Furthermore, as part of this phase, staff have developed a department mission and vision statement that will guide future progress and support in the hiring and attraction of personnel.

The following provides details of the progress made since the last quarterly update in March 2025.

Hiring and Recruitment Progress

Hiring of Sworn Officers
A structured hiring process for sworn officers has been established, with key positions identified for recruitment in the current fiscal year. Metro staff collaborated with consultants from Mercer and Unisource to review job specifications, establish competitive salary ranges, and outline benefit options for sworn personnel. In alignment with POST (Peace Officer Standards and Training) guidelines, Metro is adhering to all mandatory hiring requirements. These include a written exam for new recruits, as well as background checks, psychological evaluations, and medical examinations for all candidates. Contracts have been secured to support these processes and facilitate the hiring of an initial cohort of sworn officers. Additionally, Requests for Proposals (RFPs) are being prepared to support ongoing recruitment needs.

The POST Program

The mission of POST is to promote professionalism within California law enforcement by upholding the highest standards of quality, integrity, and accountability. California State PUC Section 30504 authorizes Metro to form a transit police department and requires that Metro adhere to the standards for recruitment and training of peace officers as established by POST. These minimum selection and training standards apply to newly hired peace officers, reserve officers, and public safety dispatch personnel.

In addition to following the POST hiring and recruitment requirements, California law enforcement agencies can choose to participate as members in the POST Program. Joining the POST program is voluntary, and there is no cost to the agency. Over 600 agencies have joined this program, which has provided its members with access to many benefits, including management counseling services, development of new training courses, reimbursement for eligible training, quality leadership training programs, and a variety of training resources, including training videos.

Even though, per state law, Metro must follow the hiring requirements set by POST for its individual recruits, it is not required that Metro join POST as a member agency. Joining POST as a member agency requires following all of POST's hiring requirements as well as following POST regulations, which include a requirement to have continuous professional training every 24 months, for peace officers holding certain ranks to complete supervisory training courses, and to undergo any inspections by the assigned POST regional consultant. Not all police agencies decide to join POST. Staff believes that it is in Metro's interest to join POST as a member agency to bring credibility to the new department, to ensure that its officers have the most up-to-date training, and to take advantage of the benefits and resources offered by POST to its member agencies.

Metro staff recommends that the Board authorize the attached resolution (Attachment A), formally committing Metro to comply with the minimum recruitment and hiring standards established by POST. Approval of this resolution is a required first step for Metro to then apply for membership in the POST Program. The resolution commits Metro to compliance with California Penal Code Sections 13510, 13512, and 13522. Respectively, these statutes allow POST to adopt rules establishing and upholding minimum standards, recruitment, and training of peace officers, allow POST to inquire and report on adherence to those standards, and allow Metro to apply, through POST, for California state aid. If the resolution is approved, Metro would then transmit the resolution to POST along with a letter requesting that Metro become a member agency in the POST Program.

From a compliance perspective, Metro must already comply with the minimum hiring and training requirements set by POST, based on the CPUC Code authorizing the formation of a transit police department. Committing to these hiring and training requirements by adopting this resolution is consistent with state law.

By joining the POST Program as a member agency, Metro's new department and its officers can gain access to numerous benefits at no cost. By agreeing to comply with POST minimum recruitment and hiring standards, Metro will attract and retain candidates that meet the high standards for professional integrity set by POST and will enable Metro to compete with other POST member agencies for the highest quality candidates. Furthermore, by becoming a POST member agency, Metro's sworn officers will be provided with diverse training opportunities, including field officer training, crisis intervention and behavioral health courses, de-escalation techniques, and leadership

development.

Additionally, Metro will be eligible to receive reimbursement for certain POST training programs as referenced in the resolution (Attachment A), including access to new training courses as they are developed. While Metro will adhere to all POST minimum hiring and training requirements, it also plans to enhance those standards with additional training aligned with its care-based, integrated public safety approach.

Furthermore, once agencies join the POST program, they are assigned regional consultants who can assist with issues pertaining to the selection and training of peace officers. POST also sets member agency training standards for continuing education training for sworn officers of all tenures and of all ranks. Having these standards will greatly benefit Metro as it establishes its own in-house public safety department and will ensure the department's training stays consistent with that of agencies across the state of California. These training standards and continuous education will not conflict with any supplemental training developed by Metro to promote a care-based approach to public transit safety.

Transition Team Advisory Group

The Transition Team Advisory Group met on April 1 with Metro staff to receive an update on the TCPSD implementation plan, learn about new safety elements that have been implemented on the Metro system, and participate in a discussion on care-based strategies. Staff gave a detailed presentation on the challenges and issues pertaining to mental health incidents on the Metro system and the various models being explored to implement an integrated care-based strategy. Breakout groups were then held with Metro staff and members of the Transition Team Advisory Group to get input, guidance, and feedback on the various strategies, challenges, and approaches under consideration. Follow-up discussions will take place at future Transition Team Advisory Group meetings.

On July 10, Chief Scott held an introductory meeting with the advisory group. The Transition Team Advisory Members will continue to meet regularly with Metro staff to provide input and feedback on the development of training policies, crisis intervention strategies and policies, hiring and recruitment processes, key performance indicators and other metrics of success to ensure that the TCPSD holistically meets the needs of riders, employees, and the community.

On September 9, Chief Scott met with the Advisory Group and presented and received feedback on the Vision, Mission, Values statements, and the job specifications. The feedback was overwhelmingly supportive and positive. Advisory Group members commented that the Vision, Mission, and Values statements, along with the job specifications, were clear and concise and felt that they would assist the agency with establishing the public safety culture of care, compassion, and effectiveness that was envisioned by the Metro Board of Directors. There were several positive comments regarding the connection between the statement of DPS's core values and its commitment to providing excellent service to communities and employees. Members of the group offered several recommendations, most of which will be incorporated.

Crisis Interventionist and Crisis Response Teams

Staff has initiated several key steps in the development of the crisis response program that will be housed in the TCPSD to support the provision of a care-based response to individuals suffering from behavioral health crises on the Metro system and have continued a review of evidence-based practices for community-based crisis intervention.

Police-Mental Health Collaboration (PMHC) is a broad framework that promotes a reduction of force, redirects people from the criminal justice system toward appropriate resources, and enhances overall safety. A variety of communities utilize programs under the PMHC umbrella. Staff engaged several of them, including LAPD's Mental Evaluation Unit (MEU), LA Sheriff's Mental Evaluation Team (TMET), LA Department of Mental Health's Emergency Outreach and Triage Division, Bay Area Rapid Transit (BART), and Eugene, Oregon's Crisis Assistance Helping Out On The Streets (CAHOOTS) program. Staff visited BART at the end of August to participate in in-depth discussions with their staff, as well as join their teams for ride-alongs to make firsthand observations. LAPD's MEU currently provides POST-certified Mental Health Intervention Training (MHIT) to officers, and they have shared the training manual and POST certification requirements with Metro staff. Staff also attended the week-long MHIT at the end of May.

Staff also drafted four separate job descriptions to begin defining key crisis intervention positions, as Metro will look to recruit a network of professionals. The crisis response teams will supplement Metro's contracted homeless outreach teams and focus on addressing behavioral health crises. One of the key positions is a Senior Director, Special Projects, who was hired on August 4th and is a clinically licensed practitioner who will directly oversee the operations of the Crisis Response Teams.

Lastly, staff obtained instructor certification for Nonviolent Crisis Intervention training through the Crisis Prevention Institute. Evidence-based training modules will be developed and offered to a range of Metro staff, providing trauma-informed care approaches, mental health crisis response, verbal de-escalation strategies, cultural responsiveness, inclusive engagement, and autism spectrum considerations.

Procurement

Staff have developed a comprehensive procurement approach to ensure Metro can acquire the necessary resources and tools to stand up the new department. This multi-year strategy includes utilizing existing contracts, piggybacking on other competitively bid contracts executed by other agencies, utilizing other government contracts, as well as developing scopes of work that will be used for new competitive procurements.

Some existing contracts, such as background investigation services, psychological assessments, medical evaluations, and police academy training, have been modified or are in the process of being modified and extended so that new recruits and sworn officer candidates can be appropriately vetted and hired this fiscal year. Staff has also issued a contract with the National Testing Network, so that applicants can take the written assessment test consistent with Peace Officer Standards and Training (POST) requirements, a key step in the hiring process. Staff is also in the process of issuing a new contract with Lexipol to facilitate the development of best practice policies and procedures that are used by police departments across the country.

Furthermore, staff are beginning to assess and define technology needs for the TCPSD. Immediate priorities for these efforts will revolve around the readiness of Metro's Communications and Dispatch systems to meet operational demands. Other items that must be addressed include records and evidence management, integration with other existing Metro systems, as well as technology requirements for new public safety vehicles.

Lastly, staff are also working on a solicitation package to establish a bench for background services and psychological services, key steps in the hiring process. Staff anticipates returning to the Board in the coming months with recommendations to enter into contracts for hiring, equipment, and other long-lead items necessary for the Department.

Emergency Security Operations Center (ESOC)

Metro's Emergency Security Operations Center (ESOC) has been fully operational within both the Security Operations Center (SOC) and the Emergency Operations Center (EOC) since June. This encompasses 24/7 operations within the SOC and activation of the EOC for emergencies or special events.

The SOC transitioned from a controlled readiness testing period of internal systems to a constant 24/7 readiness state, which entails visibility of closed-circuit television (CCTV) systemwide, radio monitoring of first responder partners for awareness, and routine notifications of calls for service (via radio, phone call, Transit Watch, or through CCTV monitoring) to coordinate incident response on the Metro system. Additionally, the SOC expanded its Unified Operations Command to include Contract Security liaisons partnering with Metro Security, LAPD, and LASD to streamline dispatching, coordination, and communication during calls for service. These advancements are key components as staff build the infrastructure and operational capacities needed for an integrated, balanced public safety ecosystem under one department.

Draft Department Vision, Mission, and Values

PSAC Feedback
Chief Scott met with the PSAC leadership in July 2025. Staff has worked on drafting an overall vision, mission, and values statement for the new department, taking into account feedback from the Public Safety Advisory Committee (PSAC), gathered during past committee meetings, as well as community listening sessions. PSAC was briefed on the new department at their June 2024 and May 2025 meetings. Additionally, three PSAC listening sessions were held in September and October 2024 to discuss the implementation plan and desired traits for a new Chief of Police and Emergency Management.

PSAC committee members emphasized that increased visibility of uniformed presence is necessary to make people feel safe. Members emphasized the need for cross-training sworn officers to handle mental health, homelessness, and other issues. Members emphasized the need for robust care-based strategies as well as care-based workers on the system.

The feedback shared by PSAC members is reflected in our refined vision, mission, and values

statements. The TCPSD ecosystem will maintain an engaged and visible presence of personnel, focused on ensuring the safety of riders and employees throughout the system. The core values developed for the department - including safety, respect, and empathy - encompass the feedback and input received by PSAC members. Staff are presenting the draft Department *Vision, Mission, and Values to the Faith Leaders Roundtable, the Transition Team Advisory Group, and PSAC this month.*

Vision
The Metro TCPSD is a comprehensive and integrated public safety ecosystem. This approach incorporates 21st-century policing strategies, physical security, crisis intervention, and intentional, care-based community-centered engagement, including Ambassadors, Community Intervention Specialists, and Homeless Outreach Teams, across our transit system to ensure everyone is safe and feels safe.

Mission
The mission of the Metro TCPSD is to provide a safe transit experience for riders and employees through our engaged and visible public safety ecosystem personnel, technology, enforcement, and partnerships with community stakeholders.

TCPSD is committed to employee and transit community safety, and to protecting and enhancing the well-being of everyone using our system and facilities.

Our mission prioritizes safety, compassion, empathy, and context when engaging with vulnerable populations, including individuals experiencing mental health or substance use challenges.

Core Values
Metro TCPSD is committed to the agency's core value that "Everyone Deserves a Safe Metro". TCPSD employees are accountable for living up to a culture of providing excellent care-based and balanced public safety service to our transit communities and our employees.

- ***S***afety - Safety comes first in our every action.
- ***E***ngagement - Engaging our riders and employees is vital to understanding their safety needs.
- ***R***espect - Treating every member of our transit community with dignity and respect.
- ***V***igilant - Leveraging technology to be attentive, proactive, and responsive to public safety needs.
- ***I***ntegrity - Serving the transit community and our employees with integrity in all we say and do.
- ***C***ollaborative - Collaborating to deliver transformative care-based public safety.
- ***E***mpathy - Acting with empathy, compassion, and with a genuine understanding and context of the safety needs of our diverse transit community and our employees.

The TCPSD core values embody a culture in which TCPSD employees are accountable for providing excellent, care-based, and balanced public safety service to our transit communities and to our employees.

On September 4, 2025, Chief Scott presented the aforementioned refined TCPSD Vision, Mission,

and Values statements as well as the rationale for renaming TCPSD to the Metro Department of Public Safety (DPS) to the PSAC. Feedback and comments from the PSAC were unanimously positive and supportive of the refined Vision, Mission, and Values statements, and the renaming of TCPSD to the Metro DPS.

Specifically, several PSAC members commented that they were very pleased that their individual and collective input and advice had been incorporated into the refined Vision, Mission, and Values statements. PSAC members publicly acknowledged that wording in the Mission statement, such as "We prioritize safety, compassion, empathy, and context when engaging with vulnerable populations...." is directly attributable to PSAC input. Several PSAC members stated publicly that they appreciated that their recommended language was included. PSAC members also commented on the clarity of the refined Vision, Mission, Values statements and the renaming to Metro DPS, and how they felt the clarity would help establish and reinforce a care-based and collaborative public safety culture among DPS employees.

Stakeholder Coordination

TCPSD created a strategic stakeholder plan for Chief Scott's first year of duty. This plan ensures that the new Chief will be able to engage with riders, key internal and external stakeholders, and media, in order to keep the public informed about the new vision and the progress the agency has made towards creating a comprehensive and integrated public safety ecosystem.

These engagements will be prioritized to support the timely execution of the implementation plan and key milestones; build trust & confidence in the Department; support immediate operational improvements; and/or support TCPSD recruitment and workforce development needs. These engagements are already underway and continue to provide TCPSD with critical feedback from our transit stakeholders.

Staff continues to meet with representatives from police agencies and care-based entities in the Los Angeles County area and elsewhere in California to better understand public safety best practices, strategic procurement approaches, hiring and recruitment processes and challenges, and other key topics for TCPSD implementation. Staff met with the Los Angeles Unified School District (LAUSD) Safety Police representatives and officers in the spring to discuss procurement processes and approach, utilization of LAUSD school police facilities for the physical agility test for new recruits, and police academy options. Staff will continue to connect with other police departments to learn best practices as it progresses in establishing its in-house police department.

At the PSAC meeting on May 1, System Security and Law Enforcement Deputy Chief Robert Gummer provided incoming members with a refresher on TCPSD, including a background overview, progress to date, and current action items. Staff will continue to engage the PSAC as new milestones are met.

Chief Scott was introduced to all Metro employees at an all-hands meeting on July 25, where he presented an update on the implementation of the new police department and unveiled the new name for the department: the Department of Public Safety.

On August 14, Chief Scott met with the Accessibility Advisory Committee, where he introduced himself to the members and presented his vision for the Department. On September 4, Chief Scott presented to the Public Safety Advisory Committee, where he shared his vision and top priorities over the next 12 months. Chief Scott will be presenting to the Community Advisory Council on September 24.

DETERMINATION OF SAFETY IMPACT

The TCPSD will improve safety as it will allow for increased visibility, better accountability, and enhanced community engagement across the entire Metro transit system.

EQUITY PLATFORM

The TCPSD will implement safeguards, training, and oversight based on agency priorities, promoting equitable treatment of riders per the Board-approved Bias-Free Policing Policy and supporting a transit policing style with engaged visibility. Metro is incorporating feedback from the Transition Team Advisory Group, which includes national experts from diverse fields with extensive experience in law enforcement, mental health, social services, and public safety reform. In addition, staff continues to brief the Public Safety Advisory Committee on the progress of TCPSD. Furthermore, developing the crisis response program as an additional layer for homeless outreach teams and sworn officers will ensure that there is a dedicated group to assist individuals experiencing mental health crises on the system. Staff is basing the program on the PMHC framework and actively engaging with various agencies through discussions and ride-alongs to tailor community-based crisis intervention to the needs of Metro and its riders.

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.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through operational activities that will improve and further encourage transit ridership through enhancing safety on the Metro system and providing an improved customer experience. 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 of committing to improving security. Based on

the In-House Public Safety Feasibility Study findings, transitioning to the in-house Department of Public Safety would enhance safety.

NEXT STEPS

Staff will continue to actively engage employees and the public during the implementation of the TCPSD. Staff will report back to the Board quarterly with progress updates.

ATTACHMENTS

Attachment A - POST Resolution

Prepared by: Imelda Hernandez, Senior Manager, Transportation Planning, (213) 922-4848

Reviewed by: William Scott, Chief of Police and Emergency Management, (213) 922-5448

Digitally approved by *Stephanie Wiggins*, Chief Executive Officer

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ACCEPTANCE OF STANDARDS OF COMMISSION ON PEACE OFFICER STANDARDS AND TRAINING

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY TRANSPORTATION AUTHORITY ACCEPTING THE REQUIREMENTS OF SECTIONS 13510, 13512, AND 13522 OF THE CALIFORNIA PENAL CODE RELATING TO THE RECRUITMENT AND TRAINING OF PEACE OFFICERS.

WHEREAS, on June 27, 2024, the Board of Directors of the Los Angeles County Metropolitan Transportation Authority (Metro) approved the establishment of the Transit Community Public Safety Department (now known as the Department of Public Safety); and

WHEREAS, the Department of Public Safety must adhere to the standards for recruitment and training set by the California Commission on Peace Officer Standards and Training (POST); and

WHEREAS, POST also provides resources and benefits to over 600 member agencies in the State of California; and

WHEREAS, the Department of Public Safety is recommending Metro join POST in order to receive the numerous benefits available to member agencies; and

WHEREAS, POST requires the governing body of Metro approve a resolution committing to adhere to the minimum standards for recruitment and training established by POST in order become a member agency.

NOW THEREFORE,

Section 1: The governing body of Los Angeles County Metropolitan Transportation Authority declares that it desires to qualify to receive aid from the State of California under the provisions of Section 13522, Chapter 1 of Title 4, Part 4 of the California Penal Code.

Section 2: Pursuant to Sections 13510 and 13512 of said Chapter 1, the Los Angeles County Metropolitan Transportation Authority will adhere to the standards for recruitment and training established by the Commission on Peace Officer Standards and Training.

Section 3: The Commission and its representatives may make such inquiries as deemed necessary to ascertain that the peace officer personnel of the Los Angeles County Transportation Authority adhere to the standards for recruitment and training established by the California Commission on Peace Officer Standards and Training.

Attachment A

COLLETTE LANGSTON

LACMTA Board Clerk

DATED: September 25, 2025

Quarterly Update on Transit Community Public Safety Department (TCPSD) Implementation Plan

Operations, Safety, and Customer Experience Committee Meeting
September 18, 2025

Metro

5-Year Phased Transition Approach

Phase One activities for the TCPSD were recently completed:

- ✓ Recruitment and appointment of the Chief of Police and Emergency Management position
- ✓ Establishment of a transition team,
- ✓ Initial formulation of hiring and recruitment strategies for sworn officers and non-sworn positions
- ✓ Development of procurement and facility plans.

Phase 1 - Transition

Transition Team
External Coordination
Internal Coordination
Chief of Police Recuritment

COMPLETED

Phase 2 Resource Planning/Recruitment/Training

Orgainizational Framework
Integration with Ecosystem
Recruitment
Training
Resources

Phase 3 Monitoring and Evaluation

Performance Measurements
Civilian Oversight Commission
Accreditation

Metro

Hiring and Recruitment Progress

Hiring of Sworn Officers

- A structured hiring process for sworn officers has been established, with key positions identified for recruitment in the current fiscal year.
- Metro staff collaborated with consultants to review and develop job specifications, establish competitive salary ranges, and outline benefit options for sworn personnel. **Metro is adhering to all mandatory hiring requirements in alignment with POST (Peace Officer Standards and Training).**
- Contracts have been executed to support these processes and facilitate the hiring of an initial cohort of sworn officers.

Crisis Interventionist & Crisis Response Teams

- Staff drafted four separate job descriptions to begin defining key crisis intervention positions for review and consideration.
- The crisis response teams will be in addition to Metro's contracted homeless outreach teams and will focus on addressing mental health crises
    - A Senior Director for Special Projects, a clinically licensed practitioner who will directly oversee the operations of the Crisis Response Teams, was hired on August 4.

Metro

POST Program

- The mission of POST is to promote professionalism within California law enforcement agencies by upholding the highest standards of quality, integrity and accountability. POST has minimum hiring and recruitment standards for sworn officers that must be followed in order for agencies to join POST as a member agency. **Joining the POST program is voluntary, and there is no cost to the agency to join.**
    - Over 600 agencies have joined this program, which has provided its members with access to many benefits, including various types of training.
    - Even though, per state law, Metro must follow the hiring requirements set by POST for its individual recruits, it is not required that Metro join POST as a member agency.
- Metro staff is recommending that the Board approve the resolution on the Board agenda which commits Metro to complying with the minimum recruitment and hiring standards established by POST.
- **Approval of this resolution is a required step for Metro to then apply for membership in the POST Program.**

Metro

Transition Team Advisory Group & Procurement

Transition Team Advisory Group

- On April 1, the Advisory Group met with Metro staff to receive an update on the TCPSD implementation plan, learn about new safety elements that have been implemented, and participate in a discussion on care-based strategies.
- On July 10, Chief Scott held an introductory meeting with the Advisory Group.
- On September 9, Chief Scott met with the Advisory Group and presented, and received feedback on, the Vision, Mission, Values statements, and the job specifications.

Procurement

- Some existing contracts have been modified or are in the process of being modified and extended so that new recruits and sworn officer candidates can be appropriately vetted and hired starting this fiscal year.
- Staff are beginning to assess and define technology needs, with immediate priorities revolving around the readiness of Metro's Communications and Dispatch systems to meet operational demands.
- **Staff anticipates returning to the Board in the coming months with recommendations to enter into contracts for hiring, equipment, and other long-lead items.**

Metro

Draft Department Vision, Mission, & Values

- Staff has worked on drafting an overall vision, mission, and values statement for the new department, taking into account feedback from the Public Safety Advisory Committee (PSAC) committee members who emphasized:
  - Increased visibility of uniformed presence is necessary to make people feel safe.
  - The need for cross-training sworn officers to handle mental health, homelessness, and other issues.
  - The need for robust care-based strategies as well as care-based workers on the system.

Vision

The Metro TCPSD is a comprehensive and integrated public safety ecosystem. This approach incorporates 21st-century policing strategies, physical security, crisis intervention, and intentional, care-based community-centered engagement, including Ambassadors, Community Intervention Specialists, and Homeless Outreach Teams, across our transit system to ensure everyone is safe and feels safe.

Mission

The mission of the Metro TCPSD is to provide a safe transit experience for riders and employees through our engaged and visible public safety ecosystem personnel, technology, enforcement, and partnerships with community stakeholders.

Metro

Draft Department Vision, Mission, & Values

Core Values

Metro TCPSD is committed to the agency's core value that "Everyone Deserves a Safe Metro". TCPSD employees are accountable for living up to a culture of providing excellent care-based and balanced public safety service to our transit communities and our employees.

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- ***C***ollaborative – Collaborating to deliver transformative care-based public safety.
- ***E***mpathy – Acting with empathy, compassion, and with a genuine understanding and context of the safety needs of our diverse transit community and our employees.

Metro

Staff are presenting the draft Department *Vision, Mission, and Values* to the Faith Leaders Roundtable, the Transition Team Advisory Group, and PSAC this month.

Stakeholder Coordination

- **TCPSD created a strategic stakeholder plan for Chief Scott's first year of duty.**
    - Engagements will be prioritized to support the timely execution of the implementation plan and key milestones; build trust & confidence in the Department; support immediate operational improvements; and/or support TCPSD recruitment and workforce development needs.
- Staff continues to meet with representatives from police agencies in the Los Angeles County area and elsewhere in California.
- Staff met with the Los Angeles Unified School District (LAUSD) Safety Police representatives and officers.
- Other engagements also included:
    - PSAC on May 1
    - Accessibility Advisory Committee on August 1
    - PSAC on September 1
    - Community Advisory Council on September 24

Metro

Next Steps

- **With the approval of the POST resolution, Metro will apply for membership in the POST Program.**

- Continue to actively engage employees and the public during the implementation of the TCPSD.

- Prepare recommendations to enter contracts for hiring, equipment, and other long-lead items that will be needed by the TCPSD.

Metro