



Board Report

File #: 2023-0712, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
NOVEMBER 30, 2023**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held October 26, 2023.



COUNCILWOMAN MONICA RODRIGUEZ
SEVENTH DISTRICT

October 25, 2023

% Metro Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

RE: Item 20, East San Fernando Valley (ESFV) Light Rail Project

Honorable Chair Bass and Metro Board Members:

The East San Fernando Valley (ESFV) Light Rail Project (“Project”) is a significant light rail investment for the San Fernando Valley that should improve mobility for many transit dependent and underinvested communities in Los Angeles County. The Project was initially proposed as a singular, contiguous project from the Van Nuys “G” Line Station and terminating at the Metrolink station in Sylmar/San Fernando. However, the Project subsequently was split into two Interim Operating Segments (IOS) - Northern and Southern- when the Final EIR was released and the Record of Decision (ROD) certified. The bifurcation of the project has led to many questions about how the Project will connect to the Sylmar/San Fernando Metrolink station and serve the communities of Sylmar and Pacoima.

Metro is currently doing an additional Shared Right of Way Study (“Study”) that will evaluate how to connect the Northern segment of the project to the Southern segment and that is expected to be completed in Summer 2024. Additionally, the Board is now considering a CEQA Addendum that will allow for the construction of the Southern segment. We ask that as this project moves forward that the Board and Metro staff consider items detailed below.

Additional Pedestrian Crossings in Pacoima

The current project design has resulted in a center-running station platform at Van Nuys Boulevard and San Fernando Road however, a remaining challenge that has not been addressed are the limited pedestrian crossings across Van Nuys Boulevard between Laurel Canyon and San Fernando Road. Under the current proposed plan, pedestrians will have to walk anywhere from 4-6 long valley blocks to cross the tracks and access the station. We ask for the placement of three additional crossing points, potentially pedestrian only, to address the impacts to pedestrian access across Van Nuys Boulevard created by the project.

TPSS Locations

There are two TPSS locations in Pacoima at 13287 Van Nuys Blvd. and 13291 Van Nuys Blvd., and both properties are directly adjacent to single family homes and need to have strong mitigations and buffers. We would like to ensure the noise, vibration, and aesthetics of these structures are addressed and do not negatively impact the residential neighborhood. Mitigations should include but not be limited to, ensuring noise limitations are below 50 DBA within 50 feet of the unit, the inclusion of sound enclosures, distancing from sensitive receptors, and the implementation of landscaping and design elements to mask the structures. We ask that Metro work with a local artist(s) to provide an art element at the TPSS locations. We also need a maintenance plan for these locations to ensure they do not contribute to neighborhood blight.

Sidewalks & Bike Lanes

Negotiations between the city and Metro on how to allocate the limited space in the public ROW landed on accepting 10ft wide sidewalks (in lieu of Mobility Plan required 15ft). We need Metro's continued partnership to consult with the City on any widths that are less than 10ft. Sidewalks must be as wide as possible to support pedestrians and the small businesses who rely on foot traffic.

The project EIR committed to a replacement bike lane mitigation for the one being removed on Van Nuys Blvd. but left flexible where dependent on LADOT guidance. Since then, LADOT and relevant city departments agreed upon, and sent to Metro Terra Bella St. as the location for a replacement Class II bike lane. Metro attempted to get this paid for by the city through First/Last Mile investment, when it was clearly labeled as a mitigation measure. We need Metro commit to a like-for-like replacement of a Class II Bike Lane on Terra Bella Street.

Property Acquisition for Parking

As the originally proposed project has been significantly changed there are many questions about how Sylmar and Pacoima will be served. What was once the midpoint of the line is now the interim, or perhaps permanent, terminus. These areas are being directly impacted by the Southern segment but are not receiving the direct benefits of a station within walking distance. Metro needs to consider this and develop an acquisition or leasing strategy that supports the provision of parking through the construction of structures and leasing of lots so Sylmar and regional residents have the ability to park their vehicle and take the ESFV light rail like they would have been able to under the originally proposed plan that leveraged the Sylmar Metrolink Station Park & Ride. There also must be a plan for replacing the parking lost along Van Nuys Blvd. to support small businesses and allow their customers to patronize their establishments.

Business Interruption Fund/Outreach/Sequencing

We are also very concerned about how the Business Interruption Fund will be deployed to the businesses in Sylmar and Pacoima. They will be impacted by construction of the Southern segment yet it is unclear how they will be compensated for loss of business during construction. We ask that Metro consider at least a 2.5 mile capture area around the new station construction for mitigation measures including financial compensation, signage and direct marketing of businesses.

Additional Elements for Shared Right of Way (ROW) Study

It has come to our attention that there is an additional project alternative being studied, in addition to the completion of the Northern segment as proposed in the ESFV Light Rail Final EIR. It is our strong preference that the project be completed as originally proposed with stations being added at Paxton, Maclay and Sylmar/San Fernando however, we want to also deliver a connection to the Southern segment in a reasonable timeframe. This additional project considers abandoning the Northern segment of the ESFV Light Rail alignment, and instead relying on existing Metrolink service to connect the Southern segment and the Sylmar/San Fernando Metrolink Station by establishing a new Metrolink station at the Van Nuys Boulevard/ San Fernando Road intersection. The scope of work of the Shared Right of Way Study should be expanded to consider the following critical elements:

- **Headways and Travel Time:** Metrolink and Metro have very different headways at both peak and non peak hours of travel. Getting a detailed understanding of how these will interact for riders transferring from Metrolink to Metro and vice versa is important information to have in deciding on a project alternative. Requiring an additional transfer than what the original project proposed will impact the projected travel times riders can expect. The headways analysis should also inform an updated understanding of total travel time for riders who will be taking the originally proposed complete route (Southern and Northern) under the newly proposed alternative.
- **Cost and Subsidy Programs:** Metrolink fares can range from \$2.00 to \$4.25 for traveling between two stations, depending on the distance between the two points, whereas Metro light rail fares are a flat rate of \$1.75 and offer free transfers. A plan for how to ensure the cost does not increase from the Measure M committed version of the Project, should be documented in the study. Metrolink and Metro offer different subsidy and discount programs for students, seniors, and more. How these passes will work between these two systems should be included in the fare analysis.
- **Ticketing Systems:** Metrolink and Metro use different ticketing systems. Possible solutions for transferring between the train and light rail easily should be identified and included in the study.
- **Parking Impacts at Van Nuys Boulevard/ San Fernando Road:** In Pacoima there are many storefronts that do not have parking lots, alley access, or convenient adjacent street access. If this location is now being considered for two stations (Metrolink and Metro), it will likely significantly increase the traffic and impact on parking demand. Those with vehicles seeking to expedite their journey by cutting the new transfer might drive to the station. The study should identify mitigation measures Metro will undertake to address the parking impact, such as leasing parking facilities, constructing parking facilities, facilitating shared parking agreements, and establishing parking restrictions for segments of adjacent streets to encourage turnover.

Those of us elected to represent this corridor have been hard at work, in collaboration with Metro, to move the project forward in a way that centers around inclusivity for Sylmar and Pacoima residents and regional equity. We believe the connection to Sylmar/San Fernando Metrolink station represents a vital transportation link to the western edge of the northeast valley, enabling efficient and affordable access to-and-from local educational institutions such as the Los Angeles Mission College, and job centers around our valley civic centers, and Downtown Los Angeles. We stand committed to continue our partnership with Metro to ensure this project is delivered in a timely manner that benefits all communities including Sylmar and Pacoima.

Sincerely,



MONICA RODRIGUEZ
Los Angeles City Councilwoman, 7th District



IMELDA PADILLA
Los Angeles City Councilwoman, 6th District



CAROLINE MENJIVAR
CA State Senator, 20th District

cc: Stephanie Higgins, CEO, Metro
Gregory Gastelum, ESFV Light Rail Project Manager, Metro
Ivan Gonzales, Right of Way Study Project Manager, Metro



Raymond B. Whitmer
Secretary-Treasurer



CALIFORNIA TEAMSTERS LOCAL 911

PUBLIC, PROFESSIONAL & MEDICAL EMPLOYEES UNION, THE COUNTIES OF LOS ANGELES,
ORANGE, RIVERSIDE, SAN DIEGO, IMPERIAL, SAN LUIS OBISPO, SAN BERNARDINO, SANTA BARBARA AND VENTURA

9900 FLOWER STREET • BELLFLOWER • CALIFORNIA • 90706

(562) 595-4518 • Fax (562) 427-7298 • teamsters911.com

An Affiliate of the International Brotherhood of Teamsters

VIA EMAIL swiggins@metro.net

October 25, 2023

Stephanie N. Wiggins, CEO
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: Thursday, October 26, 2023, 10:00 AM – Metro Board Agenda – Item 41
METRO TRANSIT AMBASSADOR PILOT PROGRAM EVALUATION

Dear CEO Wiggins:

The purpose of this letter is to inform you that Teamsters Local 911 supports the Metro Board of Directors authorizing you to establish a permanent Transit Ambassador Program and transition the program in-house over the next 12 months.

As a labor union that represents in-house essential services for transit riders, Teamsters firmly stands with the Metro's mission and values that prioritize safeguarding the transit community.

It is a fact that most riders want more safety and, as the representatives of workers that help ensure the safety of the Metro transit community, Teamsters finds it appropriate to speak and advocate on this issue.

- We are committed to helping improve perception of safety and improving rider experience for the community we serve.
- We are committed to helping improve face-to-face rider interaction through essential workers who take pride in their careers and who adopt the Metro culture for the long run.
- We are committed to helping improve response times.
- We are committed to helping improve efficiency.
- We are committed to helping workers.
- We know that training, development, wages, benefits and overall improved terms and conditions of employment result in a higher retention rate in workers' careers, which impacts rider safety.
- We know most of the transit agencies in the United States have in-house ambassador programs as part of their public safety program.

Page two
Stephanie N. Wiggins, CEO
October 25, 2023

It is for these reasons above that we support the approval of establishing a permanent Transit Ambassador Program and transitioning the program in-house over the next 12 months.

Sincerely,

A handwritten signature in blue ink, consisting of several overlapping loops and a trailing flourish.

Carlos I. Rubio
President

c: Metro Board of Directors
Raymond B. Whitmer, Secretary-Treasurer

October 2023 RBM Public Comment – Item 41

From: [REDACTED]
Sent: Sunday, October 22, 2023 10:25 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #41 - For - Oct 26 2023 - LA Metro BOD Meeting - Faraz Aqil

Hello LA Metro. My name is [REDACTED], and I support having the Transit Ambassadors become in-house LA Metro employees.

It's better to have their services In-Housed than outsourcing it to private companies. Reasons such as increasing the retention rate (currently at 73%), job protection, and encouraging career advancement within LA Metro will improve morale & allow for more transparency/control compared to a private company. Plus many people like me prefer Transit Ambassadors over armed security police officers and see this as a more cost efficient way of getting more eyes on the ground compared to police officers. I hope we can spend more on Transit Ambassadors and hire less Police Officers (saving LA Metro money since we currently pay over \$150 million for Law Enforcement Officers). And I hope to see more Transit Ambassadors in the future.

Also I noticed a typo in attachment C (Ambassador Evaluation Survey), slide #12. In column about Favor Armed, there's a quote someone says about, "I would feel safer with Ambassadors than with law enforcement officers who carry guns." **This clearly means they don't want armed officers and instead Favor Unarmed Ambassadors.**

Thank you.

Sincerely,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, October 24, 2023 4:45 PM

Subject: Metro Board Meeting 10/26 Agenda Item 41 - Metro Transit Ambassador Pilot Program Evaluation

Importance: High

On behalf of Strive Well-Being Inc., I am writing to express deep concerns regarding [Consent Item 41](#) placed on the Metro Board Meeting Agenda for Thursday, October 26. This Item relates to Metro's Recommendation to establish a permanent Transit Ambassador program and transition the program in-house.

Here are our key concerns for further consideration by the Board:

1. **Lack of Financial Feasibility Analysis:** Metro's representation that in-house delivery can be executed for under \$20 Million a year authorized by the Board is not realistic when it's already cost Metro more than \$23 Million just in the first year of the program.
2. **Job Loss and Displacement of Vulnerable Workers:** The current Ambassador workforce includes mostly individuals from vulnerable backgrounds, such as [second-chancers](#), [minorities](#), [formerly unhoused](#), [veterans](#), and [people with disabilities](#) who may otherwise not be employed directly by Metro due to its stringent hiring criteria. Currently, ~500 ambassadors (348 FTEs) work for the contractors (Strive and RMI).
3. **Financial Impact on Small/Minority Businesses (SBE's) and CBOs:** Metro's recommendation ignores the severe financial impact of premature contract cancellation on multiple Metro-certified Small Business Enterprise (SBE), minority-owned companies, and CBO partners. Such an approach contradicts Metro's policy to support SBE's.
4. **Premature Cancellation of Vendor Contracts.** Metro is proposing to terminate 5-year contracts with Strive Well-Being and RMI International one year into the contract. Both companies and their CBO partners have invested heavily and are directly responsible for the initial success of the program.
5. **Legal Concerns:** Terminating contracts [without cause](#) for the sole purpose of absorbing the Contractors' workforce by Metro raises serious legal, policy, moral, and ethical issues that must be addressed.

Given these concerns, we urge the Metro Board to move Consent Agenda Item 41 for more consideration. Thank you for your attention to this critical matter that impacts so many people.

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

October 2023 RBM General Public Comment

From: [REDACTED]

Sent: Friday, October 6, 2023 12:34 PM

To: Communications <communications@bchd.org>

Cc: Board Clerk <BoardClerk@metro.net>; Jacki Bacharach <jacki@southbaycities.org>; Gorman, Karen <GORMANK@metro.net>

Subject: Public Comment Made at Metro Board Meeting

PUBLIC COMMENT TO ALL AGENCIES ON EMAIL

The hillside grading and retaining wall are deferred maintenance by BCHD. The District let the hill slide unimpeded for 70 years and now a bike path budget got stuck cleaning up the mess. This deferred maintenance is not properly funded by Measure M, and it was not properly represented to Metro by BCHD.

This action of funding BCHD with Measure M funds to repair BCHD's deferred maintenance is a dereliction of oversight by both SBCCOG and Metro's Measure M Oversight Committee.

[REDACTED]

[REDACTED]

[REDACTED]

LA County Taxpayer

From: [REDACTED]

Sent: Monday, October 23, 2023 11:05 PM

To: Board Clerk <BoardClerk@metro.net>; executiveoffice@bos.lacounty.gov

Cc: Eleanor Manzano <cityclerk@redondo.org>; cityclerk@hermosabeach.gov;
cityclerk@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; eharbison@lawndalecity.org;
Kevin Cody <kevin@easyreadernews.com>; Lisa Jacobs <lisa.jacobs@tbrnews.com>; tliu@scng.com;
Garth Meyer <gmeyer@easyreadernews.com>; Gorman, Karen <GORMANK@metro.net>

Subject: Public Comment - Green Line Extension Route Survey Bias

Public Comment - Metro Board and LA County Board of Supervisors
Public Comment - Mayor and Council of Hermosa, Manhattan, Redondo Beach, Lawndale and Torrance
Notification to Metro IG of Biased Business Activity by Metro

SUBJECT: Biased Metro Green Line Survey

I have attached the memo from the Metro CEO to the Board. As an expert witness with extensive experience in polling, surveys and data analysis, I am very concerned about 2 significant topics in the Metro Green Line survey that was fielded in Lawndale, Redondo Beach, and Torrance.

First, the survey is biased to provide a greater level of familiarity with the project than actually exists. It is a well know fact from data analysis that asking a respondent how much they know about a project results in an upward bias. Just as the natural psychological response is to be agreeable and answer yes to questions, the natural bias is represent greater knowledge levels. As such, the survey needed to ask one or more specific questions to reveal true familiarity rather than stated familiarity.

Second, the survey failed to even broach the most significant issue, that of the route. The most significant issue is clearly the significant and non-mitigable damages that Metro seeks to cause to generations of families by adding two 24/7/365 rail lines in the existing right-of-way through Lawndale and Torrance. Had Metro correctly represented the 24/7/365 2-track addition through family neighborhoods vs. an elevated line down Hawthorne Blvd through a commercial area, the results could have been useful.

METRO DELIBERATELY BIASED BOTH QUESTIONS.

The survey results are largely useless due to this deliberate bias. Metro fielded a survey and sought to gain support for its project, and so Metro biased the results. The survey must be re-fielded, this time with a fact-based knowledge question(s) and a full disclosure of the routes.

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



MINUTES

Thursday, October 26, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Karen Bass, Chair

Janice Hahn, Vice Chair

Fernando Dutra, 2nd Vice Chair

Kathryn Barger

James Butts

Jacquelyn Dupont-Walker

Lindsey Horvath

Paul Krekorian

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER AT 10:05 a.m.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 7, 40, 11, 13, 14, 16**, 17, 18, 19, 20, 25, 26, 30, 31, 32, 33, 34, 35, 36, 37, and 44.

Consent Calendar items were approved by one motion except for Items 10 and 41 which were held by a Director for discussion and/or separate action.

**ITEM REQUIRED TWO-THIRDS VOTE OF THE FULL BOARD.

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

*Voting Deviations:

Item 6 – the following Directors were conflicted: JH, KB, KY, and KRB

Item 25 – the following Director was conflicted: KRB

Item 26 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES

2023-0675

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held September 28, 2023.

3. SUBJECT: REMARKS BY THE CHAIR

2023-0672

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2023-0673

RECEIVED report by the Chief Executive Officer.

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

KB = K. Barger	FD = F. Dutra	HJM = H.J. Mitchell	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	PK = P. Krekorian	HS = H. Solis	

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

**5. SUBJECT: LEASE AMENDMENTS WITH PINNACLE TOWERS, LLC 2023-0427
FOR THREE MICROWAVE RADIO STATION LOCATIONS**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO), or designee, to execute ten (10)-year lease amendments commencing retroactive to January 1, 2023 with Pinnacle Towers, LLC, ("Lessor") for microwave radio stations located at:

- 7625 Black Star Canyon Road in Riverside at a rate of approximately \$10,865.88 per month with 3.5% escalations annually for a total of \$1,482,344.53 over the term.
- Building 12, Mt. Lukens Road in Tujunga at a rate of approximately \$11,431.59 per month with 3.5% escalations annually for a total of \$1,559,519.80 over the term.
- 34 Sunset Ridge in Los Angeles at a rate of approximately \$11,431.59 per month with 3.5% escalations annually for a total of \$1,654,955.13 over the term.

6. SUBJECT: BANKING SERVICES 2023-0573

AUTHORIZED ON CONSENT CALENDAR:

- A. the Chief Executive Officer to execute a five-year, firm fixed unit rate Contract No. PS99982000 to Bank of America, N.A. for basic and specialized banking services, in an amount-not-to-exceed \$5,098,207 effective January 1, 2024, subject to resolution of protest(s), if any; and
- B. the payment of up to \$650,000 over the next five years for Federal Deposit Insurance Corporation (FDIC) for assessment fees as mandated by 12 C.F.R. § 327.9 to cover insurance premiums for Metro's deposits. These pass-through FDIC assessment fees shall be payable under Contract No. PS9982000, for a total contract price not-to-exceed \$5,748,207.

7. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM 2023-0597

APPROVED ON CONSENT CALENDAR the Resolution in Attachment A to:

- A. AUTHORIZING the Chief Executive Officer (CEO) or designee to claim \$34,650,803 in fiscal year (FY) 2023-24 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;

(Continued on next page)

(Item 7 – continued from previous page)

- B. APPROVING the regional SGR Project List for FY23-24; and
- C. CERTIFYING that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations, and guidelines.

8. SUBJECT: MEASURE M FIVE YEAR COMPREHENSIVE ASSESSMENT AND EQUITY REPORT

2023-0430

APPROVED:

- A. ADOPTING the Measure M Five Year Comprehensive Assessment and Equity Report; and
- B. RECEIVING AND FILING the Measure M Independent Taxpayer Oversight Committee (MMITOC) Findings and Recommendations to improve the Measure M program.

HORVATH AMENDMENT that the Metro CEO be instructed to report back to the Board in six months with an update on the implementation of the recommendations contained in the 5-Year Assessment, with particular attention paid to the financial and equity criteria mentioned previously.

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

10. SUBJECT: THE IMPACT OF THE BUILD AMERICA BUY AMERICA ACT ON LA METRO'S MAJOR CAPITAL PROJECTS MOTION

2023-0657

APPROVED Motion by Directors Horvath, Bass, Butts, Yaroslavsky, Najarian, and Dutra that the Metro Board instruct the Chief Executive Officer to report to the Board in March 2024 with an evaluation of the applicable provisions of the Build America, Buy America Act, provisions contained in the Infrastructure Investment and Jobs Act and related federal guidance (49 U.S.C. § 5323(j)), and any impact the Act may have on the feasibility of transit projects seeking a Full-Funding Grant Agreement with the FTA.

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

11. SUBJECT: METRO'S ADOPT-A-BIKE PROGRAM

2023-0168

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) to transition the Adopt-A-Bike mini-grant program from a pilot to a permanent program; and
- B. the administration of the Adopt-A-Bike mini-grant program for a second, two-year term, and award grants of \$30,000 each to five selected community-based organizations for a total of \$150,000 starting November 1, 2023 through October 31, 2025.

**12. SUBJECT: COUNTYWIDE PLANNING AND DEVELOPMENT
PLANNING BENCH**

2023-0394

AUTHORIZED the Chief Executive Officer (CEO) to:

- A. AWARD 26 bench Contracts, Nos. PS95050000 through PS95050025 under the Countywide Planning & Development Bench for professional services with the contractors recommended below for a three-year base period in the funding amount of \$30 million, and two, one-year options, in the funding amount of \$10 million for each option year, for a not-to-exceed cumulative total funding amount of \$50 million, subject to resolution of any properly submitted protest(s) if any:

1. Discipline 1 - Transportation Planning:

- 1.1. AECOM Technical Services, Inc.
- 1.2. Cambridge Systematics, Inc.
- 1.3. CR Associates (SBE)
- 1.4. HNTB Corporation
- 1.5. Jacobs Engineering Group, Inc.
- 1.6. Kimley-Horn & Associates, Inc.
- 1.7. Michael Baker International
- 1.8. Mott MacDonald Group, LLC
- 1.9. Parsons Transportation Group Inc.
- 1.10. Steer Davies & Gleaves, Inc.
- 1.11. STV Incorporated
- 1.12. TransLink Consulting, LLC (SBE and DBE)
- 1.13. WSP USA

(Continued on next page)

(Item 12 – continued from previous page)

2. Discipline 2 - Environmental Planning:

- 2.1 Jacobs Engineering Group, Inc.
- 2.2 HNTB Corporation
- 2.3 Impact Sciences, Inc. (SBE and DBE)

- 2.4 Kimley-Horn & Associates, Inc.
- 2.5 Michael Baker International
- 2.6 Parsons Transportation Group Inc.
- 2.7 STV Incorporated
- 2.8 Terry A. Hayes Associates, Inc. (SBE and DBE)

3. Discipline 3 - Economic & Financial Analysis:

- 3.1 AECOM Technical Services, Inc.
- 3.2 Cambridge Systematics, Inc.
- 3.3 ECONorthwest
- 3.4 Ernst & Young Infrastructure Advisors, LLC
- 3.5 Morgner Construction Management (SBE and DBE)

4. Discipline 4 - Sustainability/Active Transportation:

- 4.1 Alta Planning + Design, Inc.
- 4.2 CR Associates (SBE)
- 4.3 Michael Baker International
- 4.4 Toole Design Group Engineering, Inc.

5. Discipline 5 - Demand Modeling & Geographic:

- 5.1 AECOM Technical Services, Inc.
- 5.2 Parsons Transportation Group Inc.
- 5.3 Resource System Group, Inc.
- 5.4 WSP USA

6. Discipline 6 - Research & Surveying:

- 6.1 Resource System Group, Inc.

7. Discipline 7 - Parking Management:

- 7.1 Walker Consultants, Inc.

(Continued on next page)

(Item 12 – continued from previous page)

8. Discipline 8 - Community Design & Land Use:

- 8.1 Anil Verma Associates, Inc. (SBE and DBE)
- 8.2 Gensler
- 8.3 Gruen Associates
- 8.4 Raimi & Associates, Inc. (SBE)

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

* name drawn to vote under Rule of Necessity

13. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION **2023-0445**

APPROVED ON CONSENT CALENDAR:

- A. programming an additional \$2,137,325 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

14. SUBJECT: TAYLOR YARD SENIOR HOUSING - GROUND LEASE TERM EXTENSION **2023-0544**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer, or designee, to amend an existing ground lease with Taylor Yard Senior Housing, L.P. ("TYSH") to extend the 68-year term of the existing ground lease up to seven (7) additional years for a total term of up to 75 years to meet the lending requirements of the State of California Department of Housing and Community Development ("HCD").
- B. FINDING that the recommended amendment to the ground lease is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3); and
- C. AUTHORIZING the CEO or her designee to file a Notice of Exemption with the County Clerk and the State Clearinghouse.

16. SUBJECT: PROGRAMMING LOCAL FUNDS FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

2023-0558

APPROVED ON CONSENT CALENDAR BY TWO-THIRDS VOTE:

- A. DETERMINING the Measure R projects San Fernando Valley North-South Rapidways (Canoga Corridor) and I-5 Capacity Enhancement from SR-134 to SR-170 are complete with surplus Measure R funds remaining in the amount of \$231,417,000;
- B. PROGRAMMING \$231,417,000 of surplus Measure R funds and \$201,312,900 of related Proposition C replacement credits to the San Fernando Valley East Light Rail Transit project; and
- C. PROGRAMMING \$128,549,218 of non-federal funds in the Long Range Transportation Plan in the third decade of Measure R for uses within the Arroyo Verdugo subregion.

17. SUBJECT: METRO EXPRESSLANES NET TOLL REVENUE REINVESTMENT EXPENDITURE PLAN - ROUND 3

2023-0490

APPROVED ON CONSENT CALENDAR the following actions for Round 3 of the Metro ExpressLanes Net Toll Revenue Reinvestment Grant Program, in the amount of \$124,800,000:

- A. A total of \$14,510,000 to Caltrans for improvements to the I-10 and I-110 freeway corridors;
- B. The I-10 recommended projects and funding awards totaling \$28,674,440 and program \$1,266,035 which includes \$920,475 from Round 2, in reserve for the corridor;
- C. The I-110 recommended projects and funding awards totaling \$36,284,255 and program \$8,328,355 which includes \$1,082,560 deobligated from Round 1, in reserve for the corridor;
- D. A total of \$6,000,000 to be deposited into Reserve Accounts - \$2,400,000 for the I-10 and \$3,600,000 for the I-110 to address unforeseeable operational issues;
- E. A total of \$31,740,000 for continued incremental Transit Service improvements;
- F. ADMINISTERING the grant awards and Transit funding with the requirement that funding recipients bear all responsibility for any cost increases;

(Continued on next page)

(Item 17 – continued from previous page)

- G. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into funding agreements with grantees and Transit service providers; and
- H. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the funding agreement with Caltrans for ongoing operations and maintenance (O&M) of the Metro ExpressLanes and other state highway system improvements within the I-10 and I-110 corridors as shown in Attachment E.

18. SUBJECT: PUBLIC PARTICIPATION IN THE SEPULVEDA TRANSIT CORRIDOR PROJECT MOTION **2023-0658**

APPROVED ON CONSENT CALENDAR Motion by Directors Horvath, Bass, Yaroslavsky, Butts, and Najarian that the Metro Board instruct the Chief Executive Officer to:

- A. Work with the PDA teams to publish reports of their community stakeholder meetings on a dedicated website or platform accessible to the public no later than December 1, 2023, to ensure that the information shared in the PDA teams' meetings is available to all interested parties, recognizing that because Metro has not completed an environmental review, the information contained does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required;
- B. Report to the Board in January 2024 with an accounting of the amount of funds that have been budgeted and expended for both the Sepulveda Corridor Transit Corridor Project and the I-405 Express Lane Project; and
- C. Upon completion of the PDA process, report with an evaluation of the efficacy of the PDA model compared to other tried and tested project delivery methods as well as the development of a lessons learned assessment.

19. SUBJECT: LA RIVER PATH - AGREEMENTS **2023-0492**

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

- A. EXECUTE a Master Cooperative Agreement (MCA) with the City of Vernon for the LA River Path Project; and
- B. NEGOTIATE and execute as-needed agreements with other responsible stakeholder agencies, including the railroads.

20. SUBJECT: CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT **2023-0404**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to approve the Addendum and adopt its Findings.

25. SUBJECT: METRO LEADERSHIP ACADEMY **2023-0570**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, firm fixed price Contract No. PS87481000 to Southern Methodist University to serve as the academic partner for the Metro Leadership Academy Program, in the amount of \$1,002,750 for the three-year base term, and \$366,050 for the first one-year option and \$379,550 for the second one-year option, for a total Contract Value of \$1,748,350, subject to the resolution of any properly submitted protest(s), if any.

26. SUBJECT: MULTICULTURAL MARKETING AGENCY SUPPORT SERVICES **2023-0576**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award and execute a four-year firm fixed unit rate Contract No. PS93705000 to Acento Advertising, Inc. for Multicultural Marketing Agency Support Services, for a not-to-exceed amount (NTE) of \$4,295,160 for the two-year base term and \$4,504,680 for the two-year option term, for a total combined NTE amount of \$8,799,840, effective November 1, 2023, subject to the resolution of any properly submitted protest(s).

29. SUBJECT: MARKETING & COMMUNICATIONS QUARTERLY UPDATE **2023-0649**

RECEIVED oral report on marketing and public relations activities to tell the Metro story, with a focus on earned media, as well as social media and content partnerships.

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

**30. SUBJECT: INTEGRATED DATA AND COMMUNICATION SYSTEM
(IDCS)**

2023-0488

APPROVED ON CONSENT CALENDAR authorizing the Chief Executive Officer:

- A. to award a firm-fixed price Contract No. TS83056-2 Integrated Data and Communication System (IDCS) to Siemens Mobility, Inc., for the design, manufacture, test, installation, and commission of the IDCS system for the A650 heavy rail fleet as base contract and the P3010, P2000, and P2550 light rail fleets, and the HR4000 heavy rail fleet as Options. The base contract amount for the A650 fleet is \$5,043,855 inclusive of sales tax; Option 1 for the P3010 fleet is \$18,051,025 inclusive of sales tax; Option 2 for the P2000 fleet is \$4,415,668 inclusive of sales tax; Option 3 for the P2550 fleet is \$4,775,826 inclusive of sales tax; and Option 4 for the HR4000 fleet is \$6,417,348 inclusive of sales tax, for a total Not-to-Exceed (NTE) contract amount of \$38,703,722, subject to the resolution of all properly submitted protest(s), if any.
- B. to increase the Life of Project (LOP) by \$10,456,129 from \$33,971,532 to \$44,427,661.

**31. SUBJECT: ELEVATOR AND ESCALATOR - VERTICAL
TRANSPORTATION MONITORING SYSTEM**

2023-0537

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a sole source firm fixed price Contract No. PS87784000 to Integrated Display Systems LLC, to provide vertical transportation remote monitoring maintenance support software, hardware, design, and onsite installation oversight services for Elevators and Escalators throughout the Metro System, in the amount of \$3,471,433 for the five-year base period, and \$1,968,134 for a one, three-year option term, and \$367,641 for the five-year on-site maintenance support services, for a combined contract amount of \$5,807,208, subject to resolution of any properly submitted protest(s), if any.

32. SUBJECT: UNIFORM RENTAL SERVICES

2023-0557

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. OP44851-20008370 to Prudential Overall Supply, to provide uniform rental services, for a not-to-exceed (NTE) amount of \$3,256,271 for the three-year base period and \$3,575,446 for the one, three-year option, for a total combined NTE amount of \$6,831,717, effective December 1, 2023, subject to the resolution of all properly submitted protest(s), if any. Include an additional \$267,000 in contract authority for closeout activities from Prudential Overall Supply's existing contract.

33. SUBJECT: HIGH SPEED/VOLUME COPIERS & EQUIPMENT FOR METRO COPY CENTER **2023-0574**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 3 to Contract No. PS110638000 with Canon Solutions America, Inc., to continue to provide the lease and maintenance of high-speed copiers and document finishing equipment for the Metro Copy Center, in the amount of \$200,000, increasing the contract not-to-exceed amount from \$1,749,625 to \$1,949,625, and extend the period of performance from February 1, 2024, through April 30, 2024.

34. SUBJECT: CONTRACTED TRANSPORTATION SERVICES - NORTH REGION EXTENSION **2023-0642**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute:

- A. Contract Modification No. 10 to Contract No. OP52365000 with Transdev Services, Inc. (Transdev) in the amount of \$18,212,015 to continue to operate local transit lines in the North Region of Los Angeles County increasing the total not-to-exceed contract value from \$106,316,969 to \$124,528,984, and extend the period of performance from December 4, 2023, to June 30, 2024; and
- B. Individual contract modifications within the Board approved contract modification authority.

35. SUBJECT: BUS LANE ENFORCEMENT PILOT PROGRAM **2023-0458**

APPROVED ON CONSENT CALENDAR:

- A. implementation of a Bus Lane Enforcement Pilot Program on NextGen Tier One Network in partnership with the City of Los Angeles;
- B. the Life of Project (LOP) capital budget of \$11,000,000 for the Bus Lane Improvement Pilot Project;
- C. AUTHORIZING the Chief Executive Officer (CEO) to award a 63-month firm fixed unit price Contract No. OP48185000 to Hayden AI Technologies, Inc. for the purchase of equipment and implementation of a Bus Lane Enforcement System on NextGen Tier One Network in the City of Los Angeles in an amount not-to-exceed \$7,079,570 for the 39-month base term, and \$1,710,000 for the first one-year option and

(Continued on next page)

(Item 35 – continued from previous page)

\$1,710,000 for the second one-year option, for a total not-to-exceed Contract Value of \$10,499,570, effective December 1, 2023, subject to resolution of properly submitted protest(s), if any; and

D. AUTHORIZING the CEO to execute a Memorandum of Understanding (MOU) with the City of Los Angeles on a project partnership of the Bus Lane Enforcement System Pilot Program.

36. SUBJECT: PROCESSING, ADJUDICATION AND COLLECTION OF TRANSIT AND PARKING CITATIONS **2023-0582**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS93508000 to Axiom xCell, Inc. to provide citation processing services for an amount not-to-exceed (“NTE”) \$1,193,892 for the five-year base period, \$316,106 for the first one-year option and \$332,430 for the second one-year option, for a total NTE amount of \$1,842,428, effective January 1, 2024, subject to resolution of protest(s), if any.

37. SUBJECT: MEMBERSHIP ON METRO'S WESTSIDE CENTRAL SERVICE COUNCIL **2023-0584**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro’s Westside Central Service Council.

41. SUBJECT: METRO TRANSIT AMBASSADOR PILOT PROGRAM EVALUATION **2023-0433**

APPROVED AS AMENDED:

- A. RECEIVING AND FILING the Evaluation of the Pilot Transit Ambassador Program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) to establish a permanent Transit Ambassador Program and transition the program in-house ~~over the next 12 months;~~ and

(Continued on next page)

SANDOVAL AND DUTRA AMENDMENT:

C. REPORTING BACK at the April 2024 Board Meeting with a progress report on the transition of the Program, including (i) cost estimates of the in-house program as part of the Metro Fiscal Year 2024-2025 Budget, (ii) potential changes in program operations, and (iii) cost to provide an enhanced Ambassador program with coverage across the entire Metro transit system.

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

44. SUBJECT: RESPONSE TO HOMELESSNESS MOTION

2023-0683

APPROVED Motion by Directors Bass, Hahn, Horvath, Yaroslavsky, Dupont-Walker, and Solis that the Board direct the CEO to:

A. Develop a comprehensive Social Resources and Homelessness Action Plan (Plan) to address homelessness within the Metro transit system and connect people with social services and resources. At a minimum, the Plan should include the following:

- A data snapshot on the state of homelessness on the Metro system, including regional variations subject to confirmed Point-in-Time (PIT) count by LAHSA;
- Key partnerships and/or enhancements to existing County and local jurisdictions programs to provide support services to people experiencing homelessness on the Metro system with funding recommendations;
- Summarize the challenges and strategies for providing necessary services for people experiencing homelessness on the Metro system in the late evening and early morning hours; identify the necessary external partnerships needed to deliver services during these hours;
- Partner with Los Angeles County Departments, local jurisdictions, and/or service providers to enhance unarmed crisis response on Metro properties and stations;
- Key performance indicators and methods to track progress;

(Item 44 – continued from previous page)

- Include a progress update on these efforts as part of the regular, quarterly homeless services report; and
- B. Work with LAHSA and service providers to support homeless intervention by:
- Creating an emergency housing protocol for people experiencing homelessness on Metro to include but not be limited to a set aside for designated bus parking and interim beds at shelters during an emergency event;
 - Requesting inclusion on the LAHSA Coordinated Entry System (CES) Policy Council and the Los Angeles Continuum of Care (LA CoC) Board, a regional planning body that coordinates housing and services funding for homeless families and individuals; and
 - Incorporating the entire Metro System into the annual PIT Count and other relevant data systems and dashboards.

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

45. SUBJECT: CLOSED SESSION

2023-0677

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

1. Pablo Cotzomi v. LACMTA, LASC Case No. 20STCV24802

APPROVED settlement in the amount of \$1.25 million.

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

2. John Napolitano v. LACMTA, LASC Case No. BC692997

APPROVED settlement in the amount of \$1 million.

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

(Continued on next page)

B. Conference with Real Property Negotiators - G.C. 54956.8

1. Property: 777 S. Figueroa Street, Los Angeles, CA
Agency Negotiator: John Beck, Manager, Real Estate and Asset Management
Negotiating Parties: Maguire Properties - 777 Tower LLC
Under Negotiations: Price and Terms

AUTHORIZED staff to negotiate price and terms.

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

2. Property: 865 S. Figueroa Street, Los Angeles, CA
Agency Negotiator: John Beck, Manager, Real Estate and Asset Management
Negotiating Parties: Hancock S-REIT LA Corp.
Under Negotiations: Price and Terms

AUTHORIZED staff to negotiate price and terms,

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

ADJOURNED at 1:50 p.m.

Prepared by: Deanna Phillips
Deputy Board Clerk, Board Administration



Collette Langston, Board Clerk