



Metro

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

Board Report

File #: 2024-0045, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
JANUARY 25, 2024**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held November 30, 2023.

November 2023 RBM Public Comments – Item 19.1

From: [REDACTED]
Sent: Wednesday, November 22, 2023 12:16 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item 19.1 for Nov 30th meeting

Hello,

I would like to echo my support for Metro to coordinate with LADOT and Caltrans to help improve the speeds of the A and E lines through DTLA. It should take a freeway closure for this to happen. Please prioritize transit riders.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Thursday, November 23, 2023 11:20 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #19.1 - For - Nov 30 2023 - LA Metro BOD Meeting

Hello LA Metro. My name is Faraz, I use the LA Metro buses and trains to go to work, and while I'm in general support of the proposals listed in Item 19.1, I wanted to provide feedback on improving the item:

*Section B-4: Please have the E-Line & A-Line signal prioritization permanent even long after the 10 FWY is fully fixed. And specify that signal prioritization will happen along any at-grade car crossings throughout the E & A train route.

*Section C-1: The monthly cap for LIFE riders should be lifted permanently. And since the 10 FWY is now open, the Metro Board will need to amend this section anyway so that the lifting of the cap will still occur now (and not just during the duration of the freeway closure).

It shouldn't have to take a freeway closure for LA Metro to realize the importance of a strong public transit system. LA Metro should be continuously finding ways for improving faster travel times, increasing frequencies, and increasing accessibility to low-income riders. These proposals listed in this item are great and should be made permanent/expanded upon (in order to truly encourage ridership onto LA Metro).

Thank you for your time.

Sincerely,

[REDACTED]



Mayor Karen Bass
 Council President Paul Krekorian
 Transportation Chair Heather Hutt
 Los Angeles City Hall

Governor Gavin Newsom
 Secretary Toks Omishakin
 Director Tony Tavares
 California State Capitol

11/16/2023

Governor Newsom, Secretary Omishakin, Director Tavares, Mayor Bass, Council President Krekorian, Chair Hutt:

The closure of the 1-10 Freeway for several weeks and the declaration of an emergency gives the City and the State broad powers to deploy the necessary resources to ensure that residents and commuters can travel safely and efficiently through and to Downtown Los Angeles (DTLA). We call on the State of California and Caltrans to fund alternatives to driving and not just fix the freeway. At a time when the California Air

Resources Board has said that Californians must drive 25% less by 2030, and when the NRDC found that less than 20% of Caltrans projects reduce vehicle miles traveled, our State must aggressively fund alternatives to prove that we can—because we must—reduce driving. This includes funding service because mode shift cannot happen without abundant, affordable, and equitable public transit. This is particularly important in the areas most impacted, including historically underserved communities in South Park, South LA, Chinatown, and Boyle Heights, which are now subjected to even more congestion than before due to the I-10 freeway closure.

Therefore, we call on Caltrans to:

- Work with the Los Angeles Department of Transportation (LADOT) to rapidly deploy bus lanes on routes adjacent to the I-10 Freeway.
- Work with LADOT and LA Metro to implement full signal preemption and rail signal gates so that the E/A Lines can be given priority to move quicker through Downtown.
- Fund Metrolink to run all-day service with 15/30 minute headways during rush hour on major routes to get people off the I-10 Freeway.
- Immediately identify excess Caltrans lands that can be used for Park & Ride sites with security and subsidize DASH Commuter Express, Metro Micro, and LA Now buses and operators to shuttle people to work with on-demand or fixed route service.
- Provide additional funding to LADOT, Big Blue Bus, Foothill Transit, Montebello Transit, Long Beach Transit, and LA Metro to increase bus and rail service, particularly for commuters, and make public transit fare-free during this time.
- Prioritize opening a lane for bus-only traffic first along the I-10 through Downtown LA, as well as a carpool-only lane with a minimum of 3 passengers.

In addition, we call on the City of Los Angeles Transportation Committee to schedule an emergency meeting to:

- Fulfill the City motion ([CF 19-1236](#)) that would create full signal preemption for E/A trains in Downtown Los Angeles.
- Call on LADOT to rapidly deploy bus-only lanes along the I-10 Corridor Route with temporary cones, traffic personnel, and enforcement.
- Deploy bus operators to the DASH Commuter Express lines to double bus headways to key job destinations. The City should consider re-deploying diminished LAX FlyAway service to assist in moving people across this area.
- Re-deploy the LA Now on-demand service to the Downtown LA area.
- Make all these services fare-free.

Lastly, we call on the Los Angeles County Metropolitan Transportation Authority to:

- Make rail and bus service fare-free during this time.
- Make Metro Bike free and deploy more stations and bikes around the affected area.
- Accelerate planned headway increases on the A/E Line as soon as possible.
- Re-deploy the Metro Micro fleet to downtown and consider using excess land for Park & Ride.
- Prioritize opening bus-only lanes along the I-10 through Downtown LA, focusing on impacted lines.

Given the emergency declaration - with departments and agencies working around the clock - it is clear that the impact is felt deep and wide across our region and in our neighborhoods. To demonstrate leadership and care, we must also fund the alternatives above. We can show that we can both accomplish the objective of fixing the damage on the 10 freeway, and, more importantly, we also confidently show that our investments in the alternatives will minimize congestion and improve air quality for all of us.

Yours,

Eli Lipmen
Move LA

Romel Pascual
CicLAvia

Neal Richman
Aging & Disability Transit Network

Andres Ramirez
People for Mobility Justice

David Diaz, MPH
Active San Gabriel Valley

Bryn Moncelsi
Climate Resolve

Bart Reed
Transit Coalition

Brooke Wirtschafter
IKAR

John Yi
Los Angeles Walks

Karen Reside
Long Beach Gray Panthers

Eli Akira Kaufman
BikeLA

Chris Chavez
Coalition for Clean Air

Michael Schneider
Streets for All

tamika l. butler
tamika l. butler *consulting*

David Levitus
LA Forward

Marissa Ayala

Alliance for Community Transit - Los Angeles (ACT-LA)

Oscar U. Zarate
Strategic Actions for a Just Economy (SAJE)

Carter Rubin
NRDC (Natural Resources Defense Council)

Cc:

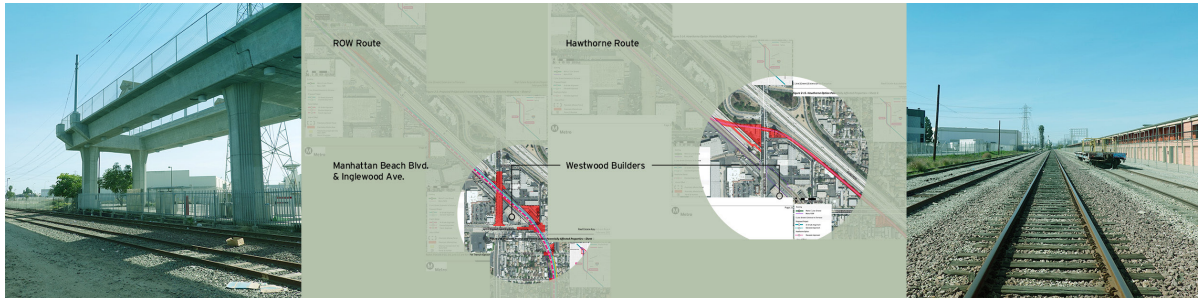
State Senator Maria Elana Durazo
State Senator Lena Gonzalez
State Assemblymember Miguel Santiago
State Assemblymember Laura Friedman
CEO Stephanie Wiggins
Deputy Mayor Randall Winston
General Manager Laura Rubio-Cornejo
City Councilmember Nithya Raman
City Councilmember Traci Park
City Councilmember Katy Young Yaroslavsky
City Councilmember Eunisses Hernandez

Sulma Hernandez
South Los Angeles Transit Empowerment Zone (SLATE-Z)

Cynde Soto
Communities Actively Living Independently & Free (CALIF)

Kevin Mitchell
Redondo Beach ROW Stakeholder
November 30, 2023

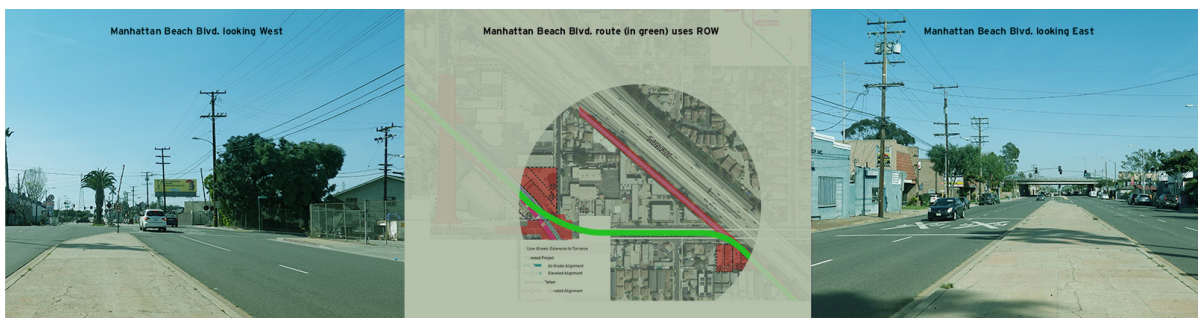
Metro engineers have placed a "POISON PILL" in the C Line Extension Hawthorne route.



From the Marine elevated platform, the Hawthorne route travels 150 yards down the ROW and then makes a hard left crossing over Extra Space Storage and a Chevron station to then cross Inglewood in front of the 405 on ramp. It further takes out Roger's Auto Repair and EMI Signs to then buttress against the freeway though a narrow passage that effects multiple other businesses before crossing Manhattan Beach Blvd.



This is done in spite of the obvious route which would use the ROW up to Manhattan Beach Blvd. There it would then make a left and use the wide boulevard for an eighth-of-a-mile until reaching the freeway.



This avoids all of the disruption and added cost associated with business removal and reduces the footprint with the 405 Caltrans by over half.

A junior engineer would see this in an instant. The Metro Board needs to investigate this \$300-500 million boondoggle. Most of the needed engineering already exists in the current DEIR.

November 2023 RBM General Public Comment

From: [REDACTED]
Sent: Sunday, November 19, 2023 11:16 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

Now, during an affordability crisis, returning fare-free service to Metro would provide immediate monetary relief to riders, acting as an economic stimulus for many of LA's essential workers. Only 5% of Metro's revenue comes from fare collection and 75% of LA Metro's riders are low-income, with the majority of riders making less than \$25,000 per year. When people ride Metro instead of driving, those reductions in pollution, congestion, and traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.

From: [REDACTED]
Sent: Sunday, November 19, 2023 11:18 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

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The electrical grid can't sustain everyone switching to electric cars. We can't make enough renewable energy in time. People need to consume less energy with public transportation. And in a loneliness public health crisis, people need more reason to interact on fast, frequent, reliable public transit.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

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traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.

Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program administration, third party contracts, and fare collection equipment. Even more money is spent on policing contracts which disproportionately criminalize youth of color for fare evasion. This spending is counterproductive, does not help deliver world-class transportation to Angelenos, and should instead be spent providing fast, frequent, and reliable transit service.

Metro eliminated fares for all riders for 22 months during the COVID pandemic, running the largest fare-free transit experiment in the U.S. LA Metro proved that making transit fare-free increases ridership, safety, and helped transit ridership rapidly recover following the end of the pandemic. We need that same urgency now to address our current affordability, inequity, and environmental crises.

Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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From: [REDACTED]
Sent: Sunday, November 19, 2023 3:05 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

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From: [REDACTED]
Sent: Sunday, November 19, 2023 4:01 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

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From: [REDACTED]
Sent: Sunday, November 19, 2023 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

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From: [REDACTED]
Sent: Sunday, November 19, 2023 5:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Fare-Free Metro NOW

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From: [REDACTED]

Sent: Sunday, November 19, 2023 5:52 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: We Need a Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – beyond reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure, well-paying jobs, and sustainable public infrastructure.

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Please support universal fare-free Metro NOW and help all Angelenos get where we need to go!

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, November 19, 2023 7:07 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

With the 10 closing, it's more evident than ever that we need accessible, reliable public transit. I am writing to urge your support for making LA Metro 100% fare-free. When running for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Calling an immediate end to fare collection will ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

Even before the freeway closure, LA had many issues with our reliance on predominant car transport. While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

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From: [REDACTED]
Sent: Sunday, November 19, 2023 7:42 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

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Please support universal fare-free Metro NOW and help working people like me get where we need to go!

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From: [REDACTED]
Sent: Sunday, November 19, 2023 10:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

While Los Angeles' infrastructure forces many workers to be car-dependent, we do have an expansive public transit system consisting of bus and light rail transportation that provides over 47 million rides to Angelenos yearly. Metro ridership continues to recover post-pandemic, with ridership increasing 10% since last September. Meanwhile, the average cost of owning a car exceeds \$12,000 annually – far out of reach for many of LA's essential workers -- and car and truck emissions are responsible for 33% of greenhouse gas emissions. The impacts of Los Angeles' vehicle pollution are felt most acutely in working-class communities of color, whose neighborhoods suffer from the lack of reliable public services, secure well-paying jobs, and sustainable public infrastructure.

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Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program

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Please support universal fare-free Metro NOW and help working people like me get where we need to go! Please. Im tired of driving.

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From: [REDACTED]
Sent: Monday, November 20, 2023 6:31 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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From: [REDACTED]
Sent: Tuesday, November 21, 2023 9:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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From: [REDACTED]
Sent: Tuesday, November 21, 2023 12:29 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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From: [REDACTED]
Sent: Tuesday, November 21, 2023 12:30 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

I could not afford a car and pay my rent for years and was dependent on the metro and my bike. Doing even the simplest of errands by bus takes hours more than by car and the fare adds up quickly when your wages are low. The demand of maintaining my basic needs and health without a car while also working 60 hrs a week caused me to go into the worst major depression episode of my life. I dreaded leaving my house and sacrificing the remainder of my waking hours for basic survival and all of the research and preparation it took for me to ensure that my trips were efficient and remained within budget. I cannot overstate how detrimental unreliable and expensive transit was to my mental health.

Now, during an affordability crisis, returning fare-free service to Metro would provide immediate monetary relief to riders, acting as an economic stimulus for many of LA's essential workers. Only 5% of Metro's revenue comes from fare collection and 75% of LA Metro's riders are low-income, with the majority of riders making less than \$25,000 per year. When people ride Metro instead of driving, those reductions in pollution, congestion, and traffic violence benefit everyone in the County. That's why we all pay for Metro when we pay sales tax, and charging fares from working class riders is unnecessary and regressive.

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From: [REDACTED]
Sent: Friday, November 17, 2023 11:38 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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From: [REDACTED]
Sent: Sunday, November 19, 2023 8:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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From: [REDACTED]
Sent: Tuesday, November 21, 2023 7:27 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Please Support Fare-Free Metro NOW

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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From: [REDACTED]
Sent: Wednesday, November 22, 2023 12:52 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: We Need Fare-Free Metro!

Metro Board Chair Karen Bass,

I am writing to urge your support for making LA Metro 100% fare-free. In your run for Mayor, you campaigned on the promise of universal fare-free transit in Los Angeles. Ending fare collection is the most immediate action Metro can take to ease the financial burden of transportation costs for the multiracial working class that rides Metro and to confront the environmental crises driven by automobile pollution. So far, this promise remains unmet.

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Ending fare collection also allows Metro to focus on delivering transportation services to Angelenos. Metro spends tens of millions of dollars every year on fare subsidy program

From: [REDACTED]

Sent: Wednesday, November 22, 2023 6:13 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

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

From: [REDACTED]

Sent: Wednesday, November 22, 2023 6:13 PM

To: Board Clerk <BoardClerk@metro.net>

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I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Wednesday, November 22, 2023 6:15 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]



MINUTES

Thursday, November 30, 2023

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Karen Bass, Chair

Janice Hahn, Vice Chair

Fernando Dutra, 2nd Vice Chair

James Butts

Jacquelyn Dupont-Walker

Lindsey Horvath

Holly J. Mitchell

Ara J. Najarian

Tim Sandoval

Katy Yaroslavsky

Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Office

CALLED TO ORDER: 10:11 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 7, 9, 10, 11, 12, 13, 14, 17, 19, 20, 21, 22, 23, and 24.

Consent Calendar items were approved by one motion except for Items 11, 19, and 21 which were held by a Director for discussion and/or separate action.

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

**Voting Deviations:*

Item 5 – the following Director voted no: LH

Item 12 – the following Director voted no: LH

Item 14 - the following Directors were conflicted: JH and KRB

Item 17 - the following Director was conflicted: HS

Item 22 - the following Director was conflicted: KRB

Item 24 - the following Director was conflicted: LH

2. SUBJECT: MINUTES 2023-0712

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held October 26, 2023.

3. SUBJECT: REMARKS BY THE CHAIR 2023-0709

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2023-0710

RECEIVED report by the Chief Executive Officer.

JH	FD	KB	JB	JDW	LH	PK	HJM	AJN	TS	HS	KY	KRB
A	P	A	P	P	P	A	P	P	P	A	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: 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM 2023-0618

APPROVED ON CONSENT CALENDAR the programming of up to \$216,817,000 in Regional Transportation Improvement Program funds to the proposed projects and the program amendments.

7. SUBJECT: METRO ACTIVE TRANSPORTATION STRATEGIC PLAN UPDATE 2023-0516

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Active Transportation Strategic Plan Update;
- B. AUTHORIZING the CEO to release the solicitation for Cycle 2 of the Metro Active Transport, Transit, and First/Last Mile Grant Program; and
- C. Metro's policies for Cycle 7 of the State Active Transportation Program.

9. SUBJECT: RAIL TO RAIL ACTIVE TRANSPORTATION CORRIDOR PROJECT 2023-0415

APPROVED ON CONSENT CALENDAR:

- A. INCREASING the Life of Project Budget for the Rail-to-Rail Active Transportation Project (Project) by \$23,100,000, from \$143,284,000 to \$166,384,000; and
- B. AUTHORIZING the Chief Executive Officer to execute agreements, including Contract Modifications, within the Board Approved Life of Project Budget.

10. SUBJECT: TRACK AND TUNNEL INTRUSION PROJECT 2023-0565

APPROVED ON CONSENT CALENDAR increasing the Life of Project (LOP) Budget on the Track and Tunnel Intrusion Project by \$550,224, from \$10,821,772 to \$11,371,996.

11. SUBJECT: SYSTEMS ENGINEERING AND SUPPORT SERVICES CONTRACT 2023-0639

APPROVED UNDER RECONSIDERATION:

- A. an increase in total authorized funding for Contract No.

(continued on next page)

(Item 11 – continued from previous page)

AE47810E0128 with SECOTrans (Joint Venture of Hatch LTK Engineering Services, NBA Engineering Inc., Pacific Railway Enterprises Inc., and Ramos Consulting Services, Inc), for pending and future Task Orders to provide systems engineering and support services for Metro Rail and Bus Transit projects, in the amount of \$19,500,000, increasing the total contract authorized funding from a not-to-exceed (NTE) amount of \$95,282,000 to a not-to-exceed amount of \$114,782,000 through April, 2025; and

- B. the Chief Executive Officer (CEO) or designee to execute individual Task Orders and Contract Modifications within the Board approved contract funding amount.

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

12. SUBJECT: EB SR-91 ATLANTIC TO CHERRY IMPROVEMENTS **2023-0641**

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING a Life-of-Project budget for the EB SR-91 Atlantic to Cherry Improvements in the amount of \$174,187,000; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute project-related agreements, including contract modifications, up to the authorized Life-of-Project budget.

13. SUBJECT: I-605 SOUTH STREET IMPROVEMENTS PROJECT **2023-0640**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. ESTABLISH a Life of Project Budget (LOP) for the I-605 Southbound South Street Improvements Project in the amount of \$33,222,000; and
- B. the Chief Executive Officer to negotiate and execute project related agreements, including contract modifications, up to the authorized Life-of-Project Budget.

14. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR **2023-0605**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO) to award a cost plus fixed fee contract, Contract No. AE104903000, to HDR Engineering, Inc., for advanced engineering and final design services of utility adjustments,

(continued on next page)

(Item 14 – continued from previous page)

freight relocation, and grade crossings for the Slauson/A Line to Pioneer segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$75,407,476, subject to the resolution of protest(s), if any; and

B. Contract Modification Authority (CMA) specific to Contract No. AE104903000 in the amount of \$7,540,748, or 10% of the not-to-exceed contract award value authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

17. SUBJECT: LONG-TERM ADVERTISING - MARIACHI PLAZA STATION 2023-0650

APPROVED ON CONSENT CALENDAR a long-term advertising purchase agreement with Adventist Health White Memorial Hospital (Adventist Health), of up to 12 months, for advertising at Mariachi Plaza Station generating \$97,500 estimated gross sale for Metro. This agreement is not a title sponsorship and will not affect Mariachi Plaza Station’s title/name.

19. SUBJECT: 2024 LEGISLATIVE PROGRAM 2023-0682

APPROVED:

- A. RECEIVING the State and Federal Legislative Report;
- B. ADOPTING the proposed 2024 Federal Legislative Program; and
- C. ADOPTING the proposed 2024 State Legislative Program.

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

19.1.SUBJECT: METRO'S RESPONSE TO I-10 FREEWAY FIRE AND SUBSEQUENT CLOSURE MOTION 2023-0716

WITHDRAWN:

~~APPROVE Motion by Directors Bass, Hahn, Solis, Mitchell, Dutra, and Najarian that the Board direct the Chief Executive Officer to:~~

- ~~A. Amend goal #4 of the 2024 Legislative Program’s State Goals to include provisions for the reimbursement of transit-related services/expenses~~

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~~incurred during a federal or state emergency declaration.~~

~~B. Promote ridership through regional coordination:~~

- ~~1. Coordinate with the City, County, State, and Federal agencies to take the necessary action to support the recovery phase for the communities impacted by the I-10 freeway fire and subsequent closure.~~
- ~~2. Collaborate with Tier 1 transit operators and Metrolink to expand and coordinate services affected by the freeway closure to encourage and promote ridership.~~
- ~~3. Collaborate with local jurisdictions to increase opportunities for bus-priority lanes and bus signal prioritization on lines affected by the closure.~~
- ~~4. Collaborate with local jurisdictions and Caltrans on E-Line & A-Line signal prioritization, including but not limited to closing the eastbound I-10 on-ramp that crosses the A & E Lines right-of-way at Flower Street.~~
- ~~5. Coordinate with local jurisdictions and special traffic operations to support reliable travel for major and special events.~~
- ~~6. Develop a strategy to prepare and implement Integrated Corridor Management (ICM) plans for major freeway corridors in partnership with Caltrans, Los Angeles County Department of Public Works, Los Angeles Department of Transportation, and additional local jurisdictions.~~

~~C. Provide incentives for public transportation and enhance services:~~

- ~~1. Lift the monthly cap on transit rides for participants of the Low-Income-Fare is Easy (LIFE) program for the duration of the freeway closure.~~
- ~~2. For Metro riders, reduce daily parking rates to 10 cents at Metro's Park-and-Ride lots, excluding NFL Game Day promotions, for the duration of the freeway closure.~~
- ~~3. Provide fare-free rides on Metro Bike-Share for the duration of the freeway closure.~~
- ~~4. Launch a marketing campaign to encourage transit ridership while the I-10 freeway is undergoing repairs.~~

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~~5. Beginning November 23, 2023, work to enhance station services and amenities by deploying additional Transit Ambassador teams at key origin stations around the entire system to ensure adequate coverage is available to serve additional transit riders using the system for the duration of the freeway closure; expanding cleaning services at Metro-owned stations and platforms as needed; and improving lighting at Metro-owned parking lots, bus stations, and station platforms, as necessary.~~

~~D. Assess impacts of the freeway closure and ensure reimbursement of eligible expenses:~~

- ~~1. Instruct Metro Real Estate to prepare an inventory of Caltrans-owned properties leased by Metro to ensure compliance with the lease terms and recommend corrective action if needed.~~
- ~~2. Report back to the Board within 30 days of the freeway reopening, on the effectiveness of various travel demand management strategies utilized during the I-10 freeway closure, including a separate report back on how to improve the transponder technology to provide accurate arrival at transit stations, starting with lines affected by the closure.~~
- ~~3. Report back to the Board within 30 days on ridership changes related to the freeway closure.~~
- ~~4. Submit grant applications and conduct any necessary actions, including negotiating and executing grant agreements and signing requests for reimbursements to the California State Transportation Agency, California Department of Transportation, California Office of Emergency Services, and other pertinent agencies to secure State funds for emergency operations and infrastructure protection services, as necessary.~~

20. SUBJECT: P2550 LIGHT RAIL VEHICLE MIDLIFE OFFSITE TESTING 2023-0528

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Contract Modification No. 6 to Contract No. PS183832000P2550 Light Rail Vehicle (LRV) Midlife Modernization with Kinkisharyo International, L.L.C. for Offsite LRV Qualification Testing increasing the total Contract value by \$1,500,000 from \$159,119,493 to \$160,619,493 to enable LRV testing offsite LACMTA property; and

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B. EXECUTE Contract Modifications under this Contract for up to \$1,000,000 per Contract Modification.

21. SUBJECT: TRANSIT OPERATIONS ENGINEERING SUPPORT 2023-0606

AUTHORIZED UNDER RECONSIDERATION the Chief Executive Officer to award and execute Indefinite Delivery/Indefinite Quantity (IDIQ) task order-based Contracts No. AE100331000 and AE100331001 to HNTB Corporation and Gannett Fleming, Inc., respectively, for transit operations engineering support services for a combined not-to-exceed (NTE) amount of \$116,000,000 for the four-year base period, and combined NTE of \$20,000,000 for each of the three one-year options; for a combined NTE total amount of \$176,000,000 subject to resolution of any properly submitted protest(s), if any.

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

22. SUBJECT: ENGINEERING SUPPORT SERVICES FOR VERTICAL TRANSPORTATION SYSTEM AND RELATED SERVICES 2023-0620

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a ten-year firm fixed unit rate Contract No. AE89754000 to Gannett Fleming, Inc. for engineering support services for vertical transportation system and related services, for a not-to-exceed amount (NTE) of \$36,324,570 for the six-year base term, and \$12,187,396 for each of the two, two-year option terms for a total combined NTE amount of \$60,699,362, effective January 1, 2024, subject to resolution of any properly submitted protest(s), if any.

23. SUBJECT: SPACE PLANNING - INSTALLATION SERVICES AND FURNITURE 2023-0632

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 5 to Contract No. PS28069-2000 with M3 Office Inc. in the amount of \$1,500,000 to continue to provide space planning/installation services and furniture increasing the total not-to-exceed contract value from \$7,500,000 to \$9,000,000 and extend the period of performance through December 31, 2024.

24. SUBJECT: A650 HEAVY RAIL VEHICLE ATC SYSTEM UPGRADE 2022-0822

APPROVED ON CONSENT CALENDAR:

A. AUTHORIZING the Chief Executive Officer (CEO) to negotiate, award, and

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execute Contract No. OP116496 to Hitachi Rail for 36 months for an amount not to exceed \$29,312,410, to upgrade the onboard train control system on 70 of Metro’s A650 option order Heavy Rail Vehicles (HRVs) and a contract option for upgrading an additional 4 A650 HRVs, to ensure compatibility with upcoming upgrades to Metro’s wayside signaling and communication systems, subject to the resolution of any properly submitted protest(s), if any; and

B. FINDING that there is only a single source of procurement for the materials and work set forth in Recommendation A above and it is for the sole purpose of delivering, installing, and testing equipment compatible with the anticipated upgrades to Metro’s wayside signaling/communication systems.

**31. SUBJECT: EAST SAN FERNANDO VALLEY LIGHT RAIL PROJECT 2023-0659
RELOCATION PLAN AND ACQUISITION AND
RELOCATION PILOT PROGRAM**

APPROVED:

A. a Pilot Program to reduce hardships to property owners by incorporating streamlined acquisition and relocation procedures for right-of-way delivery for the East San Fernando Valley Light Rail Project; and

B. the East San Fernando Valley Light Rail Project Relocation Plan.

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

32. SUBJECT: CLOSED SESSION 2023-0723

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

1. Kamal Patel v. LACMTA, LASC Case No. 21STCV05686

APPROVED settlement in the amount of \$299,999.

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

B. Conference with Labor Negotiator - Government Code 54957.6

Agency designated representative: Cristian Leiva

Employee organizations: Amalgamated Transit Union, SMART, TCU, AFSCME, Teamsters

NO REPORT.

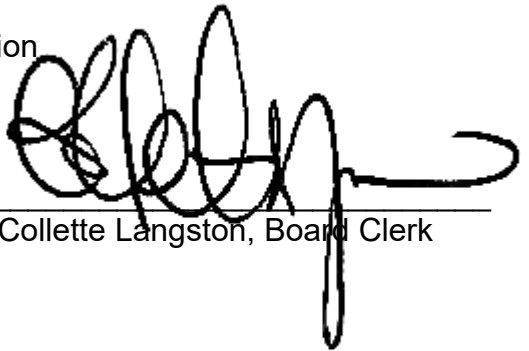
C. Public Employee Performance Evaluation - Government Code Section 54957(b)(1)

Title: Chief Executive Officer

NO REPORT.

ADJOURNED AT 1:08 P.M.

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



Collette Langston, Board Clerk