



Metro

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

## Board Report

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**File #:** 2024-0487, **File Type:** Minutes

**Agenda Number:** 2.

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**REGULAR BOARD MEETING  
JULY 25, 2024**

**SUBJECT: MINUTES**

**RECOMMENDATION**

APPROVE Minutes of the Regular Board Meeting held June 27, 2024.

## June 2024 RBM General Public Comments

**From:** [REDACTED]  
**Sent:** Wednesday, June 26, 2024 3:56 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** [REDACTED]  
**Subject:** General Comments\_062724

Hello Board Members,

In January 2007 a feasibility study was received and filed by Planning and Programming (attached herein) entitled, "Harbor Subdivision Transit Analysis" which was done by Wilbur Smith Associates.

The Executive Summary states regarding light rail on the ROW, "the fact that these modes (LRT, etc.) can only share a right-of-way with freight trains given the provision of either temporal or spatial separation." And posited the shifting of freight times, "to a late night/early morning operating window." For which, "Doing so could increase train noise during a time when nearby residents would be trying to sleep."

So according to this document, LPG freight and light rail can not share the same time and space. By basic logic, this would have the freight trains running at night.

For the C Line Extension to Torrance, Metro owes the public disclosure.

Will you be running freight trains at night?

Please make the public aware of your intentions.

Thank you,

[REDACTED]



**Metro**

Metropolitan Transportation Authority

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**6**

**PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 17, 2007**

**SUBJECT: HARBOR SUBDIVISION TECHNICAL FEASIBILITY ANALYSIS**

**ACTION: RECEIVE REPORT/AUTHORIZE PROCEEDING WITH NEXT PHASE**

**RECOMMENDATION**

- A. Receive and file the Harbor Subdivision Technical Feasibility Analysis Final Report. Attachment A contains the Report's Executive Summary. The full report will be available upon request; and
- B. Authorize the Chief Executive Officer to proceed with the Alternatives Analysis phase of the environmental process as indicated in the 2007 Metro Supplemental Budget Board action.

**ISSUE**

The Harbor Subdivision is an approximately 26-mile rail right-of-way Metro purchased in 1992 from the Atchison, Topeka and Santa Fe Railroad, now Burlington Northern Santa Fe Railroad (BNSF). It extends from just south of downtown Los Angeles to Wilmington. Figure ES-1 in the Executive Summary is a map of the Harbor Subdivision. Under the purchase agreement, BNSF retained freight rail operating rights in perpetuity. Requests, and in particular from Supervisor Burke, have been made as to how this asset could be put into a productive passenger transit operating use. This resulted with the Metro Board through the adoption of the FY 2006 budget, authorizing the completion of a technical feasibility analysis focusing on the transit options that could be operated in the rail corridor both with and without BNSF service. The technical feasibility analysis has been completed. This feasibility analysis examined the viability and issues affiliated with each potential transit mode, without conducting any in-depth environmental review or community outreach and only rough order of magnitude costing and ridership forecasting.

**POLICY IMPLICATIONS**

The results of the feasibility analysis show that there are no fatal flaws to implementing certain types of passenger transit service. However, depending upon the service selected, right-of way may need to be acquired and restrictions on operating hours may need to be negotiated with BNSF. The 2001 adopted Long Range Transportation Plan (LRTP) does not include a project using this rail right-of-way in either the constrained or strategic element. The Harbor Subdivision provides direct access from just south of Downtown Los Angeles to

the Los Angeles World Airports (LAWA) and points to the south including the South Bay cities and terminates in close proximity to the Port of Los Angeles. It could provide high speed passenger transit service to an area that is currently under-served. Now that the technical feasibility analysis has been completed, starting an Alternatives Analysis report would position this project for future funding opportunities should they arise. This corridor as well as others will be considered by the Metro Board as part of the LRTP update.

## **OPTIONS**

The Metro Board could receive the Technical Feasibility Analysis and not proceed into the next phase of the work. This is not recommended as this is one of the few Metro-owned rights-of-way that have no passenger services planned and would serve an area that currently is without high speed transit options.

## **FINANCIAL IMPACT**

The FY 2007 Metro adopted budget contains \$100,000 in Cost Center 4330 under Project # 400229, Task #01.02 to initiate work on the Alternatives Analysis. It will be the Chief Planning Officer and Area Team Director's responsibility to budget sufficient funds in future years to complete this effort.

## **DISCUSSION**

The Harbor Subdivision was purchased in 1992 from the former ATSF Railroad, now BNSF. With the purchase, BNSF retained operating rights in perpetuity. Currently, differing levels of freight activity occur along various segments of the corridor.

In March 2006, Wilbur Smith Associates initiated work on this high-level technical feasibility analysis of passenger service options that could be operated with or without BNSF. The options included: both heavy and light rail; both Federal Railroad Administration (FRA) Compliant and non-FRA compliant Diesel Multiple Unit (DMU), a self propelled diesel powered rail car; Bus Rapid Transit (BRT) and Metro Rapid. The consultant was directed to: (1) identify the feasibility and viability of the service; (2) develop rough order of magnitude cost of all alternatives/technologies for implementing and operating passenger services; (3) identify the most appropriate operator; and, (4) recognize areas where community concern and areas where the community would need further consultation. The scope did not include any community outreach, detailed environmental assessment, costing or modeling of ridership projections. However, during the analysis development, key stakeholders including the City of Los Angeles, Torrance, South Bay Council of Governments and BNSF were contacted to determine their concerns and issues.

## **Analysis Findings**

The Analysis found that all modes, except heavy rail could operate in this rail right-of-way under certain conditions. Depending upon the mode, these conditions could include shifting rail freight traffic to late night/early morning window, the need to acquire right-of-way, etc. It should be noted that the Metro Rapid alternative had similar operating traits in

the rail right-of-way as the BRT. Therefore, it was consolidated under that scenario and not analyzed separately. Additionally, the DMU options served as a substitute for Metrolink. All types of rail service including the DMU options would require that the tracks, signal system and grade crossings be upgraded to accommodate passenger service.

As shown on the matrix on page ES-5 of the Executive Summary, the LRT alternative had the highest capital cost and ridership. The higher capital cost could be attributed to the need to double track the alignment, a trench along Aviation Boulevard adjacent to Los Angeles International Airport (LAX) runways and the need for elevated structures through Alcoa Yard in Torrance to name a few. The high ridership could be attributed to its greater frequency. The BRT had the lowest capital costs due in large part to the assumption of using city streets for almost half of the route where the Harbor Subdivision narrows and doesn't connect directly to Downtown Los Angeles. The BRT ridership figures could also be attributed to its frequency. The non-FRA Compliant DMUs have a shorter route and higher frequencies resulting in lower capital cost and more ridership than the FRA Compliant DMUs.

All alternatives would generate environmental impacts. FRA compliant DMUs and the BRT, however, would generate fewer of them.

### **NEXT STEPS**

Upon Metro Board approval, a scope of work will be developed to procure consultant services to complete the Alternative Analysis for this corridor. This will address the recommendations of the technical feasibility analysis. Metro Board authorization will be sought in either late FY 07 or early FY 08 to award the consultant contract.

### **ATTACHMENT(S)**

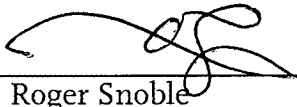
A. Harbor Subdivision Technical Feasibility Analysis Executive Summary

Prepared by: Alan Patashnick, Transportation Planning Manager, South Bay  
Renee Berlin, Director, South Bay



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Carol Inge  
Chief Planning Officer



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Roger Snoble  
Chief Executive Officer

# Executive Summary

## HARBOR SUBDIVISION TRANSIT ANALYSIS

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### ANALYSIS BACKGROUND AND PURPOSE

In 1992, the former Los Angeles County Transportation Commission (LACTC) purchased the majority of the Harbor Subdivision, the mainline of the former Atchison Topeka & Santa Fe Railway (ATSF or Santa Fe) between downtown Los Angeles and the Ports of Los Angeles and Long Beach. As part of that agreement, ATSF retained the right to provide freight rail service on the portion of the line owned by the LACTC, and LACTC retained the right to operate passenger service on the line. Today, the Burlington Northern Santa Fe Railway (BNSF), the successor railroad to the ATSF, still operates freight trains on the line, although the total is a small fraction of what it was at the time of the purchase. Neither LACTC nor its successor agency, the Los Angeles County Metropolitan Transportation Authority (Metro), ran any passenger service on the line. The line studied appears as Figure ES-1 on the following page.

With this analysis, Metro has attempted to investigate the feasibility of the potential deployment of various transit modes on its portion of the Harbor Subdivision. The attempt has been to make use of as much of the 26.36-mile right-of-way as may be practical, realizing that some sections of the line run through primarily industrial land uses. In all, six different transit service alternatives were investigated. The potential environmental constraints for the alternatives were identified and rough order-of-magnitude ridership and costs were estimated. Thirteen potential station locations along the Harbor Subdivision also were preliminarily assessed. Should Metro decide to pursue transit operations on the Harbor Subdivision, a more detailed costing, ridership modeling and environmental analysis would be necessary. Discussions also would need to take place with the BNSF.

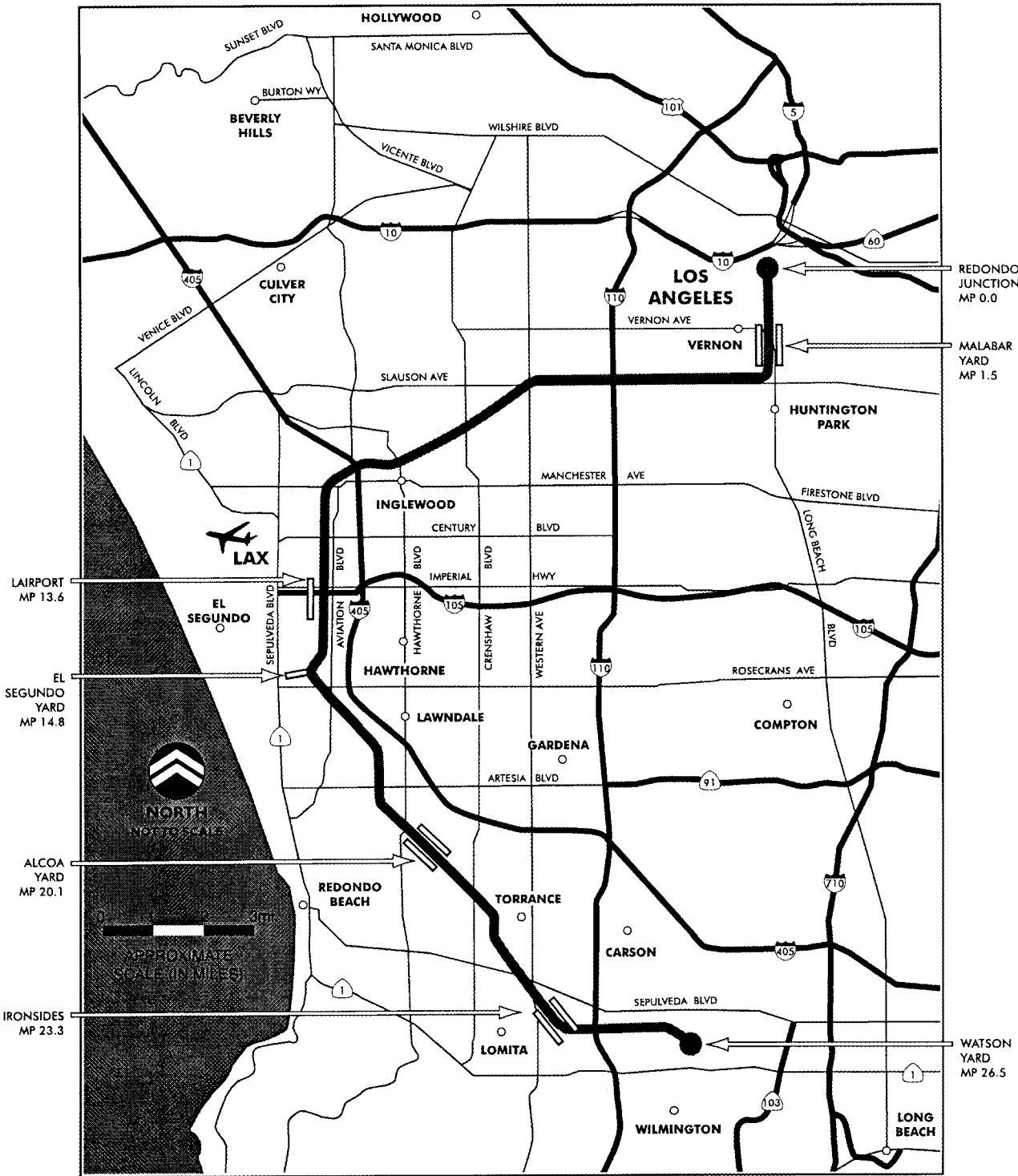
During the course of this analysis, there were some discussions of the analysis's purpose with selected stakeholders. However, no formal public outreach was conducted. Further detailed investigation of the transit service alternatives should include such an effort as well.

### TRANSIT SERVICE ALTERNATIVES

The following transit service alternatives were considered in this analysis for deployment on the Harbor Subdivision:

- ***FRA Compliant DMU's 30"***. Diesel multiple units (DMUs) are self-propelled diesel-powered rail cars that comply with the crashworthiness standards for operation on tracks shared with freight trains and conventional passenger trains, as specified by the Federal Railroad Administration (FRA), the federal agency having the responsibility for oversight of safety issues for the national railroad system. The DMUs would operate between Los Angeles Union Station (LAUS) and Torrance, accessing the Harbor Subdivision via a new flyover of the Alameda Corridor, the BNSF Transcon mainline, and Washington Boulevard. This alternative assumed 30-minute peak period, bi-directional headways. Off-peak and weekend headways would be hourly.
- ***FRA Compliant DMU's 15"***. This alternative was a variant of the first, and assumed 15-minute peak period, bi-directional headways. Off-peak and weekend headways would be hourly.

**HARBOR SUBDIVISION TRANSIT ANALYSIS**



Wilbur Smith Associates

Figure ES-1  
**HARBOR SUBDIVISION**

100011/BASE - 11/27/06



- ***Non-FRA Compliant DMU's 30"***. These are DMUs which do not comply with FRA crashworthiness standards. They can only operate on track shared with freight and other passenger trains on a time-separated basis (temporal separation). The DMUs would operate between the Metro Blue Line crossing of the Subdivision at Long Beach and Slauson Avenues and Torrance. This alternative assumed 30-minute peak period, bi-directional headways. Off-peak headways would be half hourly, and weekend headways would be hourly.
- ***Non-FRA Compliant DMU's 15"***. This alternative was a variant of the non-FRA Compliant DMU's 30" alternative, and assumed 15-minute peak period, bi-directional headways. Off-peak headways would be half hourly, and weekend headways would be hourly.
- ***Light Rail Transit (LRT) 15"***. This analysis assumed that an extension of the Metro Blue Line LRT service could be deployed on the Harbor Subdivision. LRT service would operate between the 7<sup>th</sup> Street/Metro Center station in Downtown Los Angeles and Torrance, accessing the Harbor Subdivision via a new connection between the Metro Blue Line and the Subdivision at Long Beach and Slauson Avenues. This alternative assumed 15-minute, bi-directional headways all-day (6 AM to 12 AM) on weekdays. Weekend headways would be half hourly.
- ***Bus Rapid Transit (BRT) 15"***. This analysis assumed that buses could operate on portions of the Harbor Subdivision in a two-lane busway, in the same way that the Metro Orange Line BRT service operates today on an abandoned railroad right-of-way in the San Fernando Valley. BRT would operate between the Metro Blue Line crossing and Torrance. This alternative assumed 15-minute, bi-directional headways all-day on weekdays. Weekend headways would be half hourly.

The alternatives for the non-FRA Compliant DMU's, LRT, and BRT assumed that BNSF train operations between the Metro Blue Line crossing and the Metro Green Line crossing at Imperial Highway could be confined to a late/night early morning window, when the transit operations would not be running. This assumption was necessary, given the narrowness of the Harbor Subdivision in much of this segment and the fact that these modes can only share a right-of-way with freight trains given the provision of either temporal or spatial separation. Such a shift of freight train operations would require discussion and/or negotiation with the BNSF. The DMU alternatives assumed headways, consistent with the higher levels of service offered by commuter rail services, such as the Southern California Regional Rail Authority's (SCRRA) Metrolink commuter rail service.

The purpose in investigating such a range of transit alternatives was to identify the potential benefits and costs of transit improvements on the Harbor Subdivision. Heavy Rail, like the Metro Red Line, was initially identified as a potential transit mode for deployment on the Harbor Subdivision. However, Heavy Rail would be grade separated, triggering the greatest number of potential surface environmental constraints of all options studied. Accordingly, Heavy Rail was dropped from further analysis.

## POTENTIAL SURFACE ENVIRONMENTAL CONSTRAINTS

The analysis looked at the potential environmental constraints inherent in implementation of DMU, LRT, BRT and Heavy Rail alternatives. Major constraints included noise and vibration impacts that would likely occur as a result of the shifting of freight train traffic between the Metro Blue Line crossing and the Metro Green Line crossing to a late night/early morning operating window. Doing so could increase train noise during a time when nearby residents would be trying to sleep. Other major constraints could be potential visual and safety impacts resulting from transit services near homes in the South Bay Area, as well as right-of-way acquisitions.

## POTENTIAL STATION LOCATIONS

The analysis looked at 13 potential station locations along the Harbor Subdivision. These included:

- Slauson Avenue and Long Beach Avenue
- Slauson Avenue at Broadway
- Slauson Avenue at Figueroa Street
- Slauson Avenue and Normandie Avenue
- Slauson Avenue and Western Avenue
- Crenshaw Boulevard and 67<sup>th</sup> Street
- La Brea Avenue and Florence Avenue
- Century Boulevard and Aviation Boulevard
- Imperial Highway and Aviation Boulevard
- Douglas Street
- Marine Avenue
- The Galleria at South Bay
- Sepulveda Boulevard

A station at Slauson and Long Beach Avenues would provide a connection with the Metro Blue Line. Stations at Imperial Highway and Aviation Boulevard, Douglas Street, and Marine Avenue would provide connections to the Metro Green Line. A station at Crenshaw Boulevard would provide a connection to any future transit improvements proposed for the Crenshaw Corridor. A station at Sepulveda Boulevard was chosen as a southern terminus for costing purposes. The analysis found that all station locations have characteristics that would justify their consideration as possible station stops. Stations were assumed to consist of platforms with minimal shelter and ticket vending machines, rather than park-and-ride locations. No specific station plans were analyzed.

The LRT alternative assumed a northern terminus at the Downtown Los Angeles 7<sup>th</sup> Street/Metro Center station, used by the Metro Blue Line today. The FRA Compliant DMU alternative assumed access to LAUS. The capacity of either location to accommodate additional transit was not analyzed.

The 13 station locations above are conceptual only, and represent a universe of potential sites for this analysis. Each of the individual transit alternatives assumed a subset of these locations for costing purposes. Other station locations are certainly possible. Any decision on potential station locations beyond this analysis would require a detailed environmental assessment and a formal public outreach effort.

## SUMMARY OF FINDINGS

This investigation found that implementation of all six transit service alternatives would be feasible. The major findings are summarized in Table ES-1. The analysis's ridership estimates were based on what Los Angeles area transit services, operating with similar service levels through similar land uses and having similar origins and destinations, are able to attain. These preliminary ridership estimates were sensitive to the length of headways and the convenience of access to Downtown Los Angeles. That is, the shorter the headways and the more direct the access to downtown, the higher the ridership estimate. LRT, with 15-minute frequencies all-day on weekdays and direct access to Downtown Los Angeles, would likely gain the highest average weekday ridership. BRT would have the same service level as LRT, but would not access Downtown Los Angeles directly. Rather, it would connect with the Metro Blue Line at Long Beach and Slauson Avenues. Accordingly, its ridership would likely be lower. Three of the four DMU alternatives would have lesser ridership, a result of lower service levels relative to both LRT and BRT.

Table ES-1: Harbor Subdivision Transit Service Alternatives Matrix						
	FRA Compliant DMU 30"	FRA Compliant DMU 15"	Non FRA Compliant DMU 30"	Non FRA Compliant DMU 15"	LRT 15"	BRT 15"
Total Route Miles	26.7	26.7	20.0	20.0	25.2	20.0 <sup>1</sup>
Miles on Harbor Sub.	23.0	23.0	20.0	20.0	20.0	11.3
Total Capital Cost (2006\$)	\$306.2 million	\$376.9 million	\$326.9 million	\$353.8 million	\$667.8 million \$1.4 billion <sup>2</sup>	\$260.9 million
Operator	Metrolink	Metrolink	Metro	Metro	Metro	Metro
Annual Operating Cost (2006\$)	\$14.5 million	\$18.5 million	\$12.4 million	\$15.2 million	\$14.5 million	\$10.9 million
Avg. Weekday Boardings <sup>3</sup>	4,000	5,000	10,000	12,000	40,000	15,000
Headways Peak	30 minutes	15 minutes	30 minutes	15 minutes	15 minutes	15 minutes
Headways Off-peak	1 hour	1 hour	30 minutes	30 minutes	15 minutes	15 minutes
Headways Weekends	1 hour	1 hour	1 hour	1 hour	30 minutes	30 minutes
Travel Time	Approx. 57"	Approx. 58"	Approx. 42"	Approx. 42"	Approx. 57"	Approx. 40-45" <sup>4</sup>
Major Surface Environmental Constraints	Safety impact in Torrance	Safety impact in Torrance	Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance	Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance	Noise from nighttime freight rail operation on northern portion; visual/safety impact in Torrance	Noise from nighttime freight rail operation on northern portion
Pros	Lower capital cost; moderate operating costs; fewer environmental impacts	Moderate capital cost; fewer environmental impacts	Lower capital cost; moderate operating cost; higher ridership	Moderate capital cost; higher ridership	Highest ridership	Lowest capital and operating costs; higher ridership; fewer environmental impacts
Cons	Lower ridership	Lower ridership; highest operating cost	More environmental impacts	Higher operating cost; more environmental impacts	Highest total capital cost; higher operating cost; more environmental impacts	Variability in travel time due to the use of city streets for almost half of the route
- Total Capital Cost						
- Operating Cost						
- Ridership						
- Environmental Impacts						

<sup>1</sup> Overall route mileage depends on the assumption of a loop at Hawthorne and Sepulveda; the Metro Orange Line has such a loop.

<sup>2</sup> The range of costs shows the difference between the consultant's cost estimate and typical Metro costs.

<sup>3</sup> Ridership was not modeled; figures based upon services with similar operating characteristics and density/demographics.

<sup>4</sup> Variance depends on traffic conditions on Aviation Blvd. and Hawthorne Blvd.

The order-of-magnitude capital costs include estimates for new track and structures, including stations; new grade crossing protection devices replacing existing systems; and rolling stock. The non-FRA Compliant DMU alternatives assumed a new maintenance facility along the Subdivision at Alcoa Yard in Torrance. All other alternatives assumed maintenance of equipment would be performed at existing facilities. No major acquisitions for right-of-way were assumed. FRA Compatible DMUs can share track with freight rail trains, albeit with significant track reconfigurations. The Non FRA Compliant, LRT and BRT alternatives assumed that freight operations between the Metro Blue Line crossing and the Metro Green Line crossing could be pushed to a late night/early morning window, when transit would not be operating. Aside from the flyover of the Alameda Corridor/BNSF Transcon/Washington Boulevard for the FRA Compliant DMU alternatives, no new grade separations or closures of existing crossings were assumed. LRT's cost of construction would be the highest, more than twice that of most of the other alternatives. The high cost was triggered by the need for a double track alignment, a trench along Aviation Boulevard to the east of the Los Angeles International Airport runways<sup>4</sup>, and elevated structures through Alcoa Yard in Torrance<sup>5</sup>, among other things.

Annual operating costs include the costs of running and maintaining the transit alternatives. The analysis relied on figures developed by the SCRRA, operator of the Metrolink commuter rail service, to calculate the FRA Complaint DMU estimate; and on the North County Transit District, operator of the future Escondido-Oceanside Sprinter DMU service, to calculate the Non FRA Compliant DMU estimates. Cost estimates for LRT and BRT were based on LRT and bus cost figures developed for Metro's 2007 budget. BRT would be the least expensive alternative to implement, since it would make use of city streets on a little under half of its route to and from Torrance. The comparatively high FRA Compliant DMU operating cost estimates were driven by longer routes and higher service-mile costs.

All options have the potential for triggering environmental impacts. These are primarily:

- For the non-FRA Compliant DMU, LRT and BRT alternatives, potential noise impacts in Los Angeles may result from the shift of BNSF freight train operations to a late night/early morning window between the Metro Blue Line crossing and the Metro Green Line crossing; the freight train shift could generate noise impacts just when residents would be trying to sleep. FRA Compliant DMUs, on the other hand, would not require shifting freight traffic to a late night/early morning window, and thus would not be likely to generate additional noise impacts at that time. Nor would freight traffic have to be shifted south of the Metro Green Line crossing, as the Non FRA Compliant DMU, LRT and BRT alternatives would operate on separate facilities (apart from the freight tracks) built on the right-of-way. Thus, none of these alternatives would trigger potential late night/early morning noise impacts in the South Bay Area.
- For the Non FRA Compliant DMU, LRT and BRT alternatives, potential visual impacts to some South Bay residents may result from new track near homes.
- For all DMU alternatives and the LRT alternative, potential safety impacts to some South Bay residents may result from either new trains or new track near homes. Residents there today cross the Harbor Subdivision on foot at a designated pedestrian crossing.

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<sup>4</sup> A trench there likely would be a requirement to prevent the LRT electrified overhead contact system from interfering with airplane navigational systems.

<sup>5</sup> These structures would provide for total separation of LRT from freight train activities in Alcoa Yard.

## NEXT STEPS

Deployment of any of the six transit service alternatives appears feasible between Los Angeles and Torrance on the Harbor Subdivision. However, given the narrow right-of-way width restrictions in various segments, deployment of only one alternative is practical, assuming continuing freight rail use of the corridor. No one alternative stands out as clearly superior through the length of corridor. Each has advantages and disadvantages relative to the others. To further refine which alternative makes the most sense for the corridor, further analysis is recommended.

Elements of further analysis should include a traditional travel demand forecast for each alternative. The ridership forecasts appearing in this analysis were based on what Metro and the SCRRA's Metrolink commuter rail service are generating on services running with comparable headways though comparable land uses.

Another element may include phasing of a transit alternative as well as costing, environmental analysis and a public participation component. For example, it might make sense to implement an alternative in just one segment of the route, where the ridership potential is high and implementation costs are low. If the service proves itself by steadily gaining substantial numbers of riders, the service could be expanded as funding becomes available. Such phasing would maximize the benefits while minimizing the costs.

Other elements to be included in additional analysis would be:

- A formal environmental assessment with public participation component, inclusive of community and local concerns relative to potential noise, visual and safety impacts that may be triggered by the transit alternatives.
- Additional discussions with the BNSF for implementation of alternatives which may require temporal separation of freight and certain transit modes on a shared Harbor Subdivision right-of-way.
- More detailed assessments of station locations, including development of conceptual station plans with parking and/or connecting transit access. Included would be an assessment of capacity at the Downtown 7<sup>th</sup> Street/Metro Center station, which would service as a northern terminus for the LRT alternative, as well as at LAUS, the northern terminus for the FRA Compliant DMU alternatives.
- Detailed assessments of maintenance facility options. Specifically assessed would be Metrolink's ability to maintain FRA Compliant DMUs at Taylor Yard; Metro's ability to accommodate additional rolling stock at its Carson LRT maintenance facility; and potential construction of a Non FRA Compliant maintenance facility west of Alcoa Yard.
- More detailed capital cost estimates.

**From:** [REDACTED]  
**Sent:** Tuesday, June 25, 2024 3:52 PM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Poor Lighting inside Heavy Rail Trains (B & D lines)

Dear Metro Board,

As a news photographer for KCBS/KCAL, I am always aware of the lighting around me ... even when just riding Metro. All lighting (even the sun) has what's called a "color temperature". You'll notice when you buy light bulbs for your home that you can buy "warm" or "daylight" bulbs. The heavy rail "B" and "D" lines use "warm" light tubes, the light rail lines all use "daylight" lighting tubes. The warm lighting on the heavy rail lines make these trains seem dark and dingy when riding... the daylight lighting on the light rail lines make the trains seem open, airy, and hospitable. Nowhere has it been more evident to me as when I've ridden heavy rail to the 7<sup>th</sup> Street Station and transferred to a light rail train... All underground, so your eyes can make the even comparison between the two kinds of trains. My ride on heavy rail from Studio City has the complete look of being dark and dingy... As soon as I did my underground transfer at 7<sup>th</sup> Street to a light rail train, it was like I entered an entirely different world... Light, open and airy... Even a cleaner look (while still underground).

Changing out all the warm lighting tubes on the heavy rail trains to daylight tubes would cost some money, but I believe the more inviting look would have a tremendous psychological effect on heavy rail riders. Also, the daylight lighting might just be less conducive to riders with no destination to sleep for the whole run of a train. I would have said all this in Public Comment at one of your Board Meetings, but I'm always working on Thursdays.

Sincerely,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, June 26, 2024 11:32 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** Fwd: Thank you for your inquiry Mark

Public Comment - Metro Board

See the response below from Metro. This is unacceptable behavior by your staff.

----- Forwarded message -----

**From:** [communityrelations@metro.net](mailto:communityrelations@metro.net) <[communityrelations@metro.net](mailto:communityrelations@metro.net)>  
**Date:** Wed, Jun 26, 2024 at 11:18 AM  
**Subject:** Thank you for your inquiry Mark  
**To:** [REDACTED]

Hello,

Thank you for your email and interest in Metro's C Line Extension to Torrance project. We have received your comment and added your contact information to our project email list.

Metro will be preparing the Final Environmental Impact Report (FEIR) over the next 18 to 24 months. The FEIR will respond to all public comments from the Draft EIR (for all alignments studied). During this time period, Metro will engage with local cities, advance design and technical analysis, update cost estimates, and refine the Project funding plan.

This spring we updated the list of frequently asked questions and answers based on the recent project updates and prepared summaries of the most recent community engagement events. To access these documents, please go to the [Project Filing Cabinet](#) (Project Dropbox site).

More information can be found on the project website, [www.metro.net/clineext](http://www.metro.net/clineext)??

Thank you again for your interest in the project.

Metro C Line Extension to Torrance Project

----- Original Message -----

**From:** [REDACTED]  
[REDACTED] 25/2024, 4:27 PM  
**To:** [communityrelations@metro.net](mailto:communityrelations@metro.net)  
**Cc:** [michael.webb@redondo.org](mailto:michael.webb@redondo.org); [jbutts@cityofinglewood.org](mailto:jbutts@cityofinglewood.org); [executiveoffice@bos.lacounty.gov](mailto:executiveoffice@bos.lacounty.gov); [scott.behrendt@redondo.org](mailto:scott.behrendt@redondo.org); [boardclerk@metro.net](mailto:boardclerk@metro.net); [zein.obagi@redondo.org](mailto:zein.obagi@redondo.org); [paige.kaluderovic@redondo.org](mailto:paige.kaluderovic@redondo.org)  
**Subject:** Re: Thank you for your inquiry Mark

Metro staff has failed to interpret Mayor Butts's motion correctly and Metro staff has failed to interpret CEQA correctly. Metro Staff added a new and preferred alternative after

comments were concluded for the DEIR. Thus, Metro has affirmatively denied the public the right to comment on the preferred alternative (hybrid).

Metro is deliberately gaming the CEQA process by attempting to deny the right to comment until the FEIR. As Metro staff is well aware, the clock for the FEIR comments is a mere 10 days, which effectively denies any meaningful analysis or input.

It is time for Metro staff to fully incorporate Director Butts's discussion of his motion. Further, it is time for Metro to amend the DEIR and recirculate it for comment to the public.

[REDACTED]

On Tue, Jun 25, 2024 at 12:38?PM [communityrelations@metro.net](mailto:communityrelations@metro.net)

<[communityrelations@metro.net](mailto:communityrelations@metro.net)> wrote:

Hello,?

Thank you for your email and interest in Metro's C Line Extension to Torrance project. We have received your comment and added your contact information to our project email list.?

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Thank you again for your interest in the project.

Metro C Line Extension to Torrance Project

----- Original Message -----

**From:** [REDACTED]

[REDACTED] 21/2024, 7:00 PM

**To:** [boardclerk@metro.net](mailto:boardclerk@metro.net); [greenlineextension@metro.net](mailto:greenlineextension@metro.net); [gormank@metro.net](mailto:gormank@metro.net); [communityrelations@metro.net](mailto:communityrelations@metro.net)

**Cc:** [zein.obagi@redondo.org](mailto:zein.obagi@redondo.org); [paige.kaluderovic@redondo.org](mailto:paige.kaluderovic@redondo.org); [scott.behrendt@redondo.org](mailto:scott.behrendt@redondo.org)

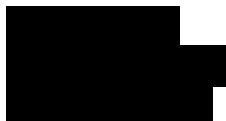
**Subject:** Re: South Bay Area Project Updates

I continue to be very concerned of Metro Staff's error of interpretation of the Greenline motion regarding the Hybrid vs the Hawthorne alternatives guidance. This is especially troubling in light of Director Butts's letter that clarifies both paths are moving ahead in



costing and analysis. Staff appears to be using the Hybrid approach that was rejected by the Directors in favor of the more nuanced Director Butts approach. THIS MUST BE CORRECTED.

Furthermore, Metro Staff has added a never before seen alternative to the DEIR (hybrid) and has as of yet failed to update, study or recirculate the DEIR that the public has been denied the right under CEQA to comment in the DEIR on the hybrid. This too must be corrected.



On Fri, Jun 21, 2024 at 4:32?PM Metro Community Relations <[noreply@metro.net](mailto:noreply@metro.net)> wrote:



### Upcoming Meetings

**Public Safety Advisory Committee Meeting:** Online June 25 at 6PM  
| [Full Details](#)

**Vermont Transit Corridor Project Design Workshop:** June 27 at 6pm | [Full Details](#)

### Meeting Wrap Up

**Airport Metro Connector Project** hosted a community meeting on June 20 to provide updates on construction of the Airport Metro Connector Project (LAX/Metro Transit Station). | [Recording](#) and [PDF](#)

### Project Updates

Rail to River Corridor Project: Active Work Notices | [Full Details](#)

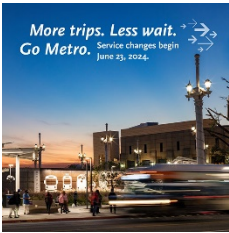
**Vermont Transit Corridor:** Metro has been hosting workshops to gather input on a proposed 12.4-mile light rail line in the Vermont Corridor, stretching from Hollywood Boulevard to 120th Street. Often referred to as "light rail on rubber tires," Bus Rapid Transit lines feature dedicated lanes, busways, traffic signal priority, and more. Metro emphasizes that community input will ensure safe and comfortable experiences for customers. The route will connect commuters to destinations like Hollywood, USC, and Koreatown, and link with the B, C, D, and E rail lines. The project is funded by \$425 million from Measure M, approved in 2016. | [Full Details](#)

## Metro Updates

### Meet Our Metro Ambassadors



Metro Ambassadors are here to support riders on Metro buses, trains and stations, connect you to resources and report maintenance and safety concerns. Metro Ambassadors are one part of our multilayer plan to improve public safety, combined with a team that includes security & law enforcement, homeless and mental health outreach workers and cleaning crews. | [Full Details](#)



### New Metro Schedule Starts on June 23?

Starting June 23, we're enhancing bus and rail services with more frequent and reliable rides. Key changes include extended routes for Lines 217 and 267, increased frequency on multiple lines, and updated schedules. Check the Metro MyBus tool and find new timetables on buses and at Metro Customer Centers starting June 10. | [Full Details](#)



### Join The Facebook Group

The project Facebook pages have been closed out and replaced with Facebook Groups for each of the Los Angeles Regions in the county. Join the conversation on the South Bay Facebook Group by visiting <https://www.facebook.com/groups/metrosouthbay>

## Project Links

Airport Metro Connector | [Project Webpage](#)  
I-105 Express Lanes Project | [Project Webpage](#)  
I-405 between Wilmington and Main | [Project Webpage](#)  
Long Beach-East LA Corridor Mobility Investment Plan | [Project Webpage](#)  
Metro C Line Extension | [Project Webpage](#)  
Rail To Rail Active Transportation Corridor Project (Segment A) |

[Project Webpage](#)

Vermont Transit Corridor | [Project Webpage](#)



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**This email was sent to**  
[menelson@gmail.com](mailto:menelson@gmail.com)

**From:** [REDACTED]

**Sent:** Wednesday, June 26, 2024 4:35 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Public Comment - Regular Meeting - June 27, 2024 - Dr. Daniel Lee

Hello Metro Board of Directors

I am writing both in support of the Metro Ambassadors Program and with a caution. Unlike, the increased presence of law enforcement, Metro Ambassadors have made riders feel safer from day-to-day and more confident when they explore new locations across the county. The Ambassadors themselves, however, are in a precarious position. Because they work for a third-party company and not Metro directly they do not receive the benefits that many other unionized metro jobs do. As such, low income workers are exploited, and formerly incarcerated workers are threatened and asked to do more than their assigned tasks. Instead of investing more money in law enforcement solutions that harass and criminalize youth, unhoused and BIPOC riders the Ambassadors program should be brought in-house and supplemented with case workers who can connect riders with unmet needs to housing and services. These changes plus the additional step of making all metro buses and trains permanently FREE may seem expensive but these moves are far less costly than providing funding for an increase in or for the creation of a new unit of law enforcement and the inevitable lawsuits that will follow.

[REDACTED]

## June 2024 RBM Public Comments – Item 2

**From:** [REDACTED]  
**Sent:** Wednesday, June 26, 2024 7:16 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Cc:** Wiggins, Stephanie <WIGGINSS@metro.net>  
**Subject:** Comments on minutes for Board of Director's meeting for June 27, 2024

Good morning:

This is Dr. Osborne, the retired engineer from Redondo Beach.

I spoke at the last Board of Director's meeting a month ago, but it was before Metro made their presentation on the Green Line. A number of troubling comments were made; and I feel it is necessary to set the record and the minutes straight, particularly as they pertain to the Lawndale area.

Figure 1 **shows the current configuration of the freight line.** Lots of Green space, lots of shade, so vitally necessary with increasing temperatures due to climate change.

Figure 2 shows how the **freight track will be moved** with the Hybrid ROW. It will be closer to the homes on Condon. The so called "**path area**" that Metro presented as a "benefit" is a poor trade for the loss of the much wider expanse of shade and green space.

Figure 3 **shows the location of the additional two tracks of the LRT.** I have not attempted to define it more than that, because there are so many missing and erroneous figures in the DEIR in that area. Metro needs to realize that the ROW is not wide enough.

This cannot be fixed. Please spend your energy on putting the LRT (elevated) on the commercial corridor of Hawthorne Boulevard.

I invite you all to come out to the ROW and see this for yourself. A couple of you have, thank you so much.

Thank you  
[REDACTED]

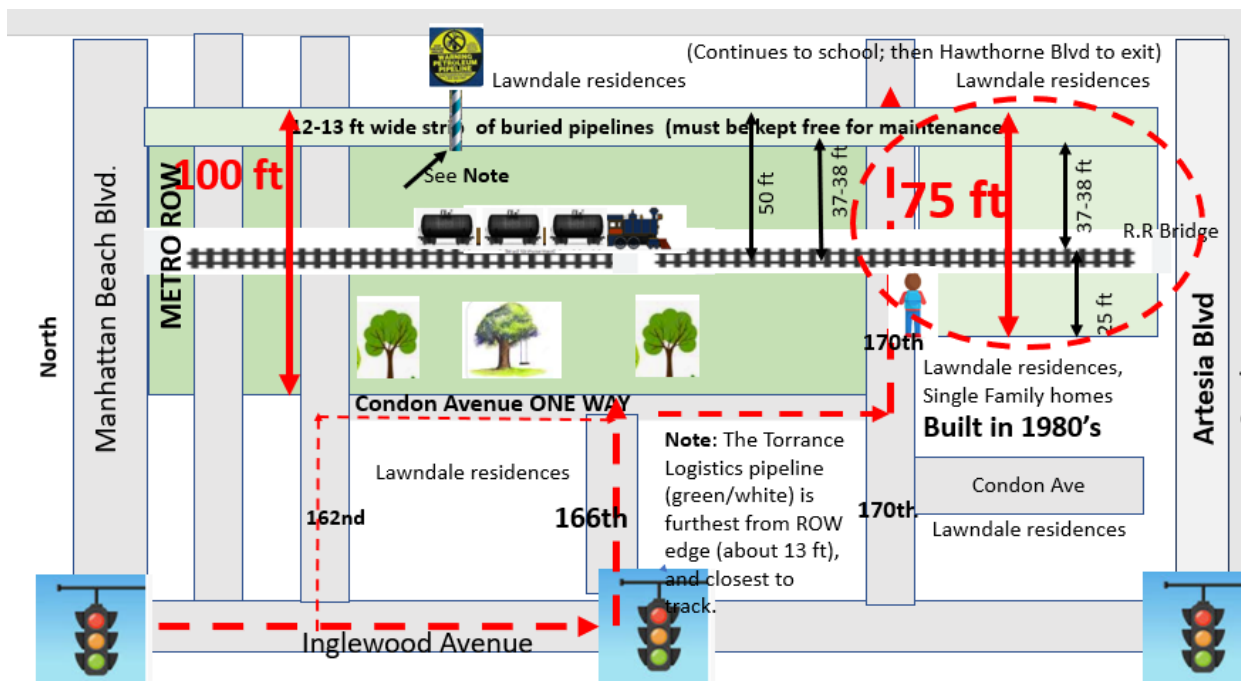


Fig. 1. Follow the red dashed lines for your self-guided drive thru!

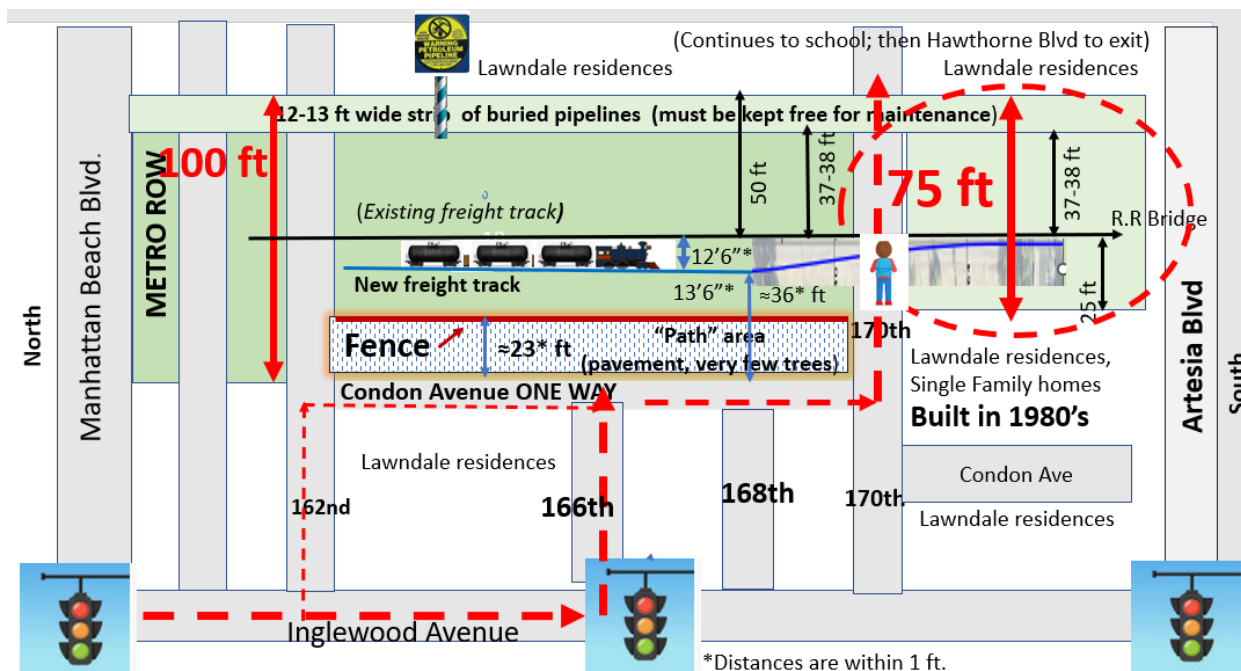


Fig. 2. Lawndale, freight train for Hybrid ROW, showing "path" area.

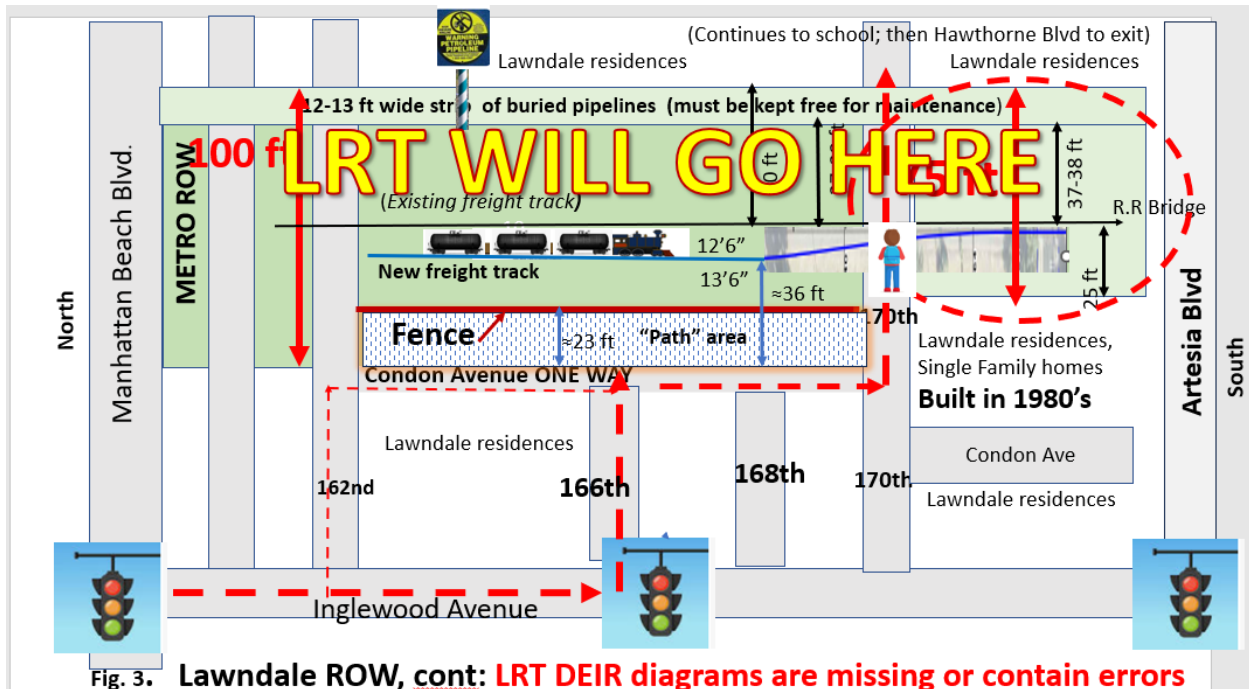


Fig. 3. Lawndale ROW, cont: LRT DEIR diagrams are missing or contain errors



June 20, 2024

The Honorable Karen Bass  
Chair, Los Angeles County Metropolitan Transportation Authority (Metro)  
Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Chair Bass:

BikeLA is in strong support of Metrolink's proposed October 2024 schedule change, which will be presented to the Los Angeles Metro Board of Directors for approval. The proposed schedule promises to significantly expand access to passenger rail service across Southern California, improving the overall passenger experience and making Metrolink a more attractive alternative to driving.

Transportation plays a significant role in creating and maintaining inequality in our region. Our freeways and goods movement infrastructure place disproportionate air quality burdens on low-income communities of color while often failing to meet the mobility needs of those same communities, who are more likely to rely on walking, biking, and transit as primary forms of transportation. The lack of investment in safe and accessible networks for walking and biking supported by public transit is particularly acute in low-income communities of color, which have the highest rates of traffic injuries and fatalities. BikeLA recognizes our role in shaping regional policy to address these disparities and advocates for intentional policies to address inequity.

The proposed changes include increasing the number of train trips on the Orange County Line from nine (9) to fifteen (15) and introducing a clock-face schedule, with trains departing at consistent intervals throughout the day. This change is crucial for enhancing the passenger experience, making it easier for riders to plan their journeys and boosting ridership, particularly during off-peak periods where Metrolink has the highest potential for ridership growth.

Similarly, the 91/Perris Valley Line will see an increase from five (5) to seven (7) trips, also



adopting a clock-face schedule. This increased service level surpasses pre-pandemic levels and demonstrates Metrolink's commitment to evolving from a commuter train service to a passenger rail service. These enhancements provide Southern California residents with more reliable and frequent alternatives to driving, especially along destination-rich corridors such as the Orange County and 91/PVL Lines which operate through the City of Pico Rivera.

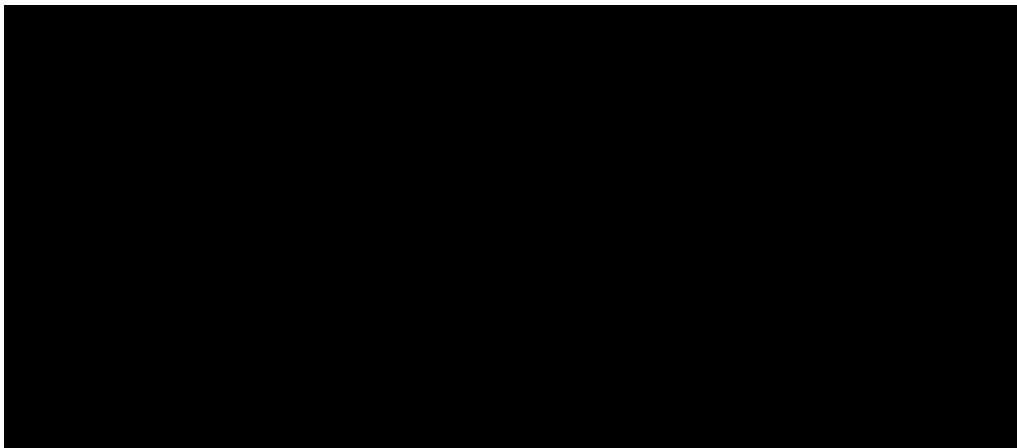
The intercity commuter rail corridor that connects Los Angeles Union Station to Anaheim in Orange County and the Perris Valley in Riverside County currently operates through but does not stop in the City of Pico Rivera. Metrolink's OC Line and the 91/PVL Line, Amtrak's Pacific Surfliner and Southwest Chief, and eventually California High Speed Rail operate through this corridor. In partnership with LA Metro, a feasibility study has been initiated to strategically plan and develop a new station in Downtown Pico Rivera, integrating Pico Rivera into the Southern California commuter railroad network, supporting a multi-modal future that includes passenger rail, light rail, bus rapid transit, and regional bikeways. By adopting the proposed October 2024 schedule, the feasibility study team can demonstrate much greater ridership growth potential with a station in Pico Rivera.

The proposed October schedule aligns perfectly with Pico Rivera's long-range strategic plans, which emphasize building transit-oriented communities and providing reliable transportation alternatives. These efforts are essential to meeting and exceeding statewide goals for reducing vehicle miles traveled and greenhouse gas emissions. Moreover, our plans are consistent with the principles outlined in the State Rail Plan and Metrolink's Southern California Optimized Rail Expansion (SCORE) program, aiming to connect Southern California residents to employment, educational, and recreational opportunities with frequent service across the region.


We urge you to approve the proposed October 2024 schedule change, which will significantly benefit the residents of Pico Rivera and the broader Southern California region.

Thank you for your consideration.

Sincerely,







June 11, 2024

The Honorable Karen Bass  
Chair, Los Angeles County Metropolitan Transportation Authority (Metro)  
Board of Directors  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Chair Bass:

On behalf of the City of Pico Rivera, I write to express our strong support for Metrolink's proposed October 2024 schedule change, which will be presented to the Los Angeles Metro Board of Directors for approval. The proposed schedule promises to significantly expand access to passenger rail service across Southern California, improving the overall passenger experience and making Metrolink a more attractive alternative to driving.

The proposed changes include increasing the number of train trips on the Orange County Line from nine (9) to fifteen (15) and introducing a clock-face schedule, with trains departing at consistent intervals throughout the day. This change is crucial for enhancing the passenger experience, making it easier for riders to plan their journeys and boosting ridership, particularly during off-peak periods where Metrolink has the highest potential for ridership growth.

Similarly, the 91/Perris Valley Line will see an increase from five (5) to seven (7) trips, also adopting a clock-face schedule. This increased service level surpasses pre-pandemic levels and demonstrates Metrolink's commitment to evolving from a commuter train service to a passenger rail service. These enhancements provide Southern California residents with more reliable and frequent alternatives to driving, especially along destination-rich corridors such as the Orange County and 91/PVL Lines which operate through the City of Pico Rivera.

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We urge you to approve the proposed October 2024 schedule change, which will significantly benefit the residents of Pico Rivera and the broader Southern California region.

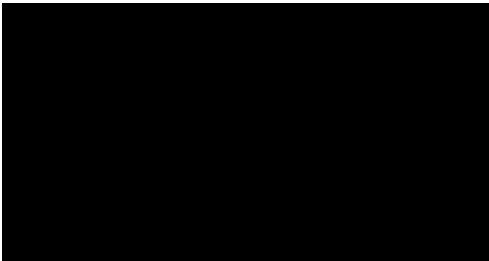
Thank you for your consideration.

Sincerely,

[Redacted signature block]

[Redacted line]

[Redacted signature block]



Mayor Karen Bass, Chair  
Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

June 26, 2024

**Re: Opposition to Transit Police Department Implementation Plan (2024-0169) and  
Proposed Mass Surveillance Technology (2024-0306)**

Dear Mayor Karen Bass,

The ACLU Foundation of Southern California is deeply disturbed by the plans recently released by Metro that would, if implemented, commit the agency to massive public investments in invasive surveillance technologies and institutionalize failed efforts to police our way to safety. In contrast, Metro's new ambassador program saves lives and makes riders feel safer. The agency should not squander its limited resources on security theater when ambassadors produce real results at lower cost. As detailed in this letter, we urge the agency to prioritize long overdue safety strategies<sup>1</sup> on public transit called for by ACT-LA<sup>2</sup> and to reject any future plans that spend limited funds on policing and surveillance.

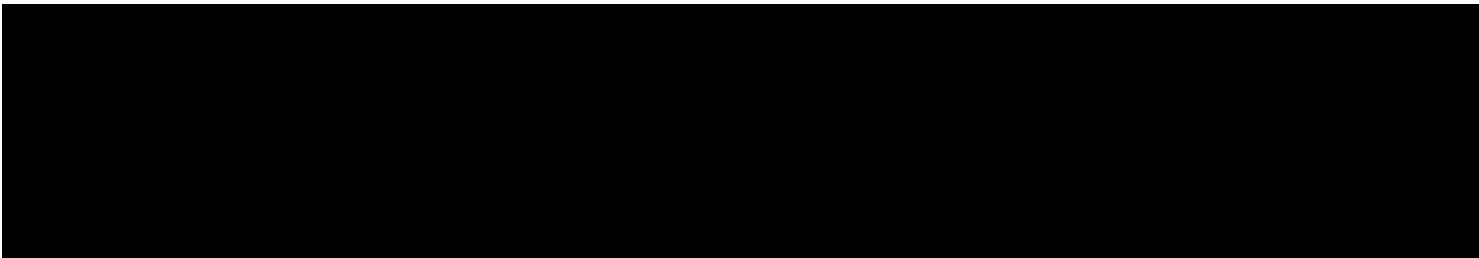
Just days ago, Metro's Chief Executive Officer Stephanie N. Wiggins released a plan for the agency to spend more than \$1 billion over six years to maintain a daily average of 193 pairs of transit police officers on the transit system and recommended the Board create a new transit police department to employ them. These police officers will not be an "engaged, visible presence" as claimed; they will be dispersed in pairs over 2,000+ buses and train cars traversing a transit service area larger than the land mass of many countries.<sup>3</sup> Simultaneously, CEO Wiggins reported that the agency will present plans to the Board for Metro to deploy facial recognition technology with full-body scanners that can see under clothing, integrated with AI

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<sup>1</sup> <https://www.act-la.org/metro-as-a-sanctuary/>

<sup>2</sup> <https://medium.com/@ACTLA/three-ways-metros-police-dollars-would-be-better-spent-a55a3f2e5404>

<sup>3</sup> <https://boardagendas.metro.net/board-report/2024-0169/>



algorithms that Metro positively notes “generates vast amounts of data on passenger movements.”<sup>4</sup>

The agency is aware that neither police nor surveillance are able to provide the outcomes that riders have demanded for decades. According to CEO Wiggins’ report: “[T]he majority of incidents on the Metro system are related to quality-of-life issues. These issues include people who are experiencing homelessness and are sheltering on the system, untreated mental illness, and an opioid epidemic, which require a different approach than traditional law enforcement methods typically provide.” How will a police department house these people? Or treat their mental illnesses? Or support them through their addictions? How does the deployment of invasive face recognition systems respond to these crises? What will artificial intelligence do to intervene positively in these individuals’ lives? Metro leadership certainly cannot answer these questions. Nor can we, since no one can plausibly believe new surveillance networks or police officers can address most of these issues.

It seems clear, therefore, that the true purpose of this retrenchment toward failed policing strategies of the past is less about resolving the causes of these social ills and more to do with easing the anxieties of some riders at the expense of others. Frankly, the agency’s commitment to failed strategies suggests it values appeasing influential police advocates in the media over real safety. With the release of the new plan, future claims made by the agency that it meaningfully supports care-based responses to social issues above security theater may be, understandably, treated with skepticism.

A central function of a transit agency is to provide comfortable and reliable trips for its passengers. By nature, transit agencies have long served the public as technological innovators and investors in new solutions that solve long-standing mobility problems. Solutions to complex problems depend on “bold leadership and action,” along with “innovative approaches to address our current and future needs.”<sup>5</sup> Metro has an opportunity to pivot from police-led strategies that for decades have failed to produce promised results, and instead allocate resources toward newer, well-researched, and more innovative programs that actually work.

Chief among them is the Metro Transit Ambassador program. This program has produced remarkable results despite its low budget allocation. In less than two years, ambassadors have saved over 215 lives and helped over one million people by the agency’s own count.<sup>6</sup> The program is markedly popular with riders: almost two-thirds of riders report that ambassadors make them feel safer and want to see more of them, according to a pilot program evaluation.<sup>7</sup>

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<sup>4</sup> <https://boardagendas.metro.net/board-report/2024-0306/>

<sup>5</sup> <https://libraryarchives.metro.net/dpgtl/longrangeplans/2020-long-range-transportation-plan.pdf>

<sup>6</sup> <https://thesource.metro.net/2024/05/30/why-our-metro-ambassadors-do-what-they-do/>

<sup>7</sup> <https://boardagendas.metro.net/board-report/2023-0433/>

In contrast, Metro does not need to guess at what results an in-house police department would produce. The agency's former transit police department, disbanded thirty years ago, proved "costly, questionable in effectiveness, and complicated to manage," according to a 1996 assessment by Metro staff analysts.<sup>8</sup> While in operation, it prided itself on mass low-level arrests by undercover officers in its GHOST team (Graffiti Habitual Offenders Suppression Team),<sup>9</sup> and during its lifetime, riders did not report feeling any safer or more comfortable riding transit than they do today.

Likewise, the agency knows, or should know, that its proposed mass surveillance systems would be a privacy and civil rights disaster, and that its claim to "address privacy and civil liberty concerns through open dialogue and engagement with community stakeholders" is not credible.<sup>10</sup> No amount of community engagement can offset the enormous potential for abuse associated with police possession of real-time and historical data about everyone's innocuous trips. For example, an audit of the 320 million images collected by the Los Angeles Police Department through its automated license plate readers found that a disturbing 99.9 percent "came from vehicles that were not on a list of those involved in criminal investigation."<sup>11</sup> As the ACLU SoCal has stated in the past, it is unacceptable to force transit riders to choose between their physical privacy and their basic mobility "in exchange for an indeterminate amount of protection against a statistically unlikely threat."<sup>12</sup>

Metro's plans to deploy and expand its surveillance capabilities suggest that it has been seduced by speculative claims that surveillance and artificial intelligence can create the public safety outcomes Metro claims it needs this technology for. It claims without evidence that "AI algorithms" combined with "video feeds" can detect "suspicious behaviors, such as unattended bags, static movement, or erratic movements." Metro concedes that these systems will generate "vast amounts of data on passenger movements, security incidents, and operational efficiency," and again claims without evidence that this data will allow it "to make informed decisions, optimize resource allocation, and enhance system performance." How exactly does "vast" amounts of rider data allow Metro to do this any better than the systems Metro currently has to diagnose operational concerns in the system? Do riders need to sacrifice their privacy for Metro to understand that they want sheltered transit stops, trains that run on time, and expanded bus service?

Considering the above, we urge the agency to spend the funds being considered for in-house officers to instead expand the already successful ambassador program by raising their number from 300 to 2,300 ambassadors. Rather than investing in failed policing strategies of yesteryear, Metro should commit to supporting non-carceral and non-punitive solutions to public safety.

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<sup>8</sup> [https://boardarchives.metro.net/Items/1996/09\\_September/other\\_A\\_0939.pdf](https://boardarchives.metro.net/Items/1996/09_September/other_A_0939.pdf)

<sup>9</sup> <https://www.youtube.com/watch?v=X9oIMlvjhOQ>

<sup>10</sup> <https://boardagendas.metro.net/board-report/2024-0306/>

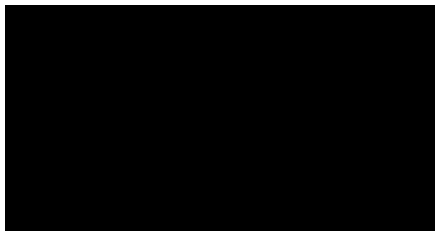
<sup>11</sup> <https://www.latimes.com/california/story/2020-02-13/privacy-risks-automatic-license-plate-readers-lapd>

<sup>12</sup> <https://www.latimes.com/opinion/op-ed/la-oe-tajsar-metro-body-scanners-20180831-story.html>



[REDACTED]





Mayor Karen Bass, Chair  
Metro Board of Directors  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012

June 26, 2024

**Re: Opposition to Transit Police Department Implementation Plan (2024-0169) and  
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Just days ago, Metro's Chief Executive Officer Stephanie N. Wiggins released a plan for the agency to spend more than \$1 billion over six years to maintain a daily average of 193 pairs of transit police officers on the transit system and recommended the Board create a new transit police department to employ them. These police officers will not be an "engaged, visible presence" as claimed; they will be dispersed in pairs over 2,000+ buses and train cars traversing a transit service area larger than the land mass of many countries.<sup>3</sup> Simultaneously, CEO Wiggins reported that the agency will present plans to the Board for Metro to deploy facial recognition technology with full-body scanners that can see under clothing, integrated with AI

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<sup>3</sup> <https://boardagendas.metro.net/board-report/2024-0169/>

algorithms that Metro positively notes “generates vast amounts of data on passenger movements.”<sup>4</sup>

The agency is aware that neither police nor surveillance are able to provide the outcomes that riders have demanded for decades. According to CEO Wiggins’ report: “[T]he majority of incidents on the Metro system are related to quality-of-life issues. These issues include people who are experiencing homelessness and are sheltering on the system, untreated mental illness, and an opioid epidemic, which require a different approach than traditional law enforcement methods typically provide.” How will a police department house these people? Or treat their mental illnesses? Or support them through their addictions? How does the deployment of invasive face recognition systems respond to these crises? What will artificial intelligence do to intervene positively in these individuals’ lives? Metro leadership certainly cannot answer these questions. Nor can we, since no one can plausibly believe new surveillance networks or police officers can address most of these issues.

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Likewise, the agency knows, or should know, that its proposed mass surveillance systems would be a privacy and civil rights disaster, and that its claim to "address privacy and civil liberty concerns through open dialogue and engagement with community stakeholders" is not credible.<sup>10</sup> No amount of community engagement can offset the enormous potential for abuse associated with police possession of real-time and historical data about everyone's innocuous trips. For example, an audit of the 320 million images collected by the Los Angeles Police Department through its automated license plate readers found that a disturbing 99.9 percent "came from vehicles that were not on a list of those involved in criminal investigation."<sup>11</sup> As the ACLU SoCal has stated in the past, it is unacceptable to force transit riders to choose between their physical privacy and their basic mobility "in exchange for an indeterminate amount of protection against a statistically unlikely threat."<sup>12</sup>

Metro's plans to deploy and expand its surveillance capabilities suggest that it has been seduced by speculative claims that surveillance and artificial intelligence can create the public safety outcomes Metro claims it needs this technology for. It claims without evidence that "AI algorithms" combined with "video feeds" can detect "suspicious behaviors, such as unattended bags, static movement, or erratic movements." Metro concedes that these systems will generate "vast amounts of data on passenger movements, security incidents, and operational efficiency," and again claims without evidence that this data will allow it "to make informed decisions, optimize resource allocation, and enhance system performance." How exactly does "vast" amounts of rider data allow Metro to do this any better than the systems Metro currently has to diagnose operational concerns in the system? Do riders need to sacrifice their privacy for Metro to understand that they want sheltered transit stops, trains that run on time, and expanded bus service?

Considering the above, we urge the agency to spend the funds being considered for in-house officers to instead expand the already successful ambassador program by raising their number from 300 to 2,300 ambassadors. Rather than investing in failed policing strategies of yesteryear, Metro should commit to supporting non-carceral and non-punitive solutions to public safety.

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<sup>9</sup> <https://www.youtube.com/watch?v=X9oIMlvjhOQ>

<sup>10</sup> <https://boardagendas.metro.net/board-report/2024-0306/>

<sup>11</sup> <https://www.latimes.com/california/story/2020-02-13/privacy-risks-automatic-license-plate-readers-lapd>

<sup>12</sup> <https://www.latimes.com/opinion/op-ed/la-oe-tajsar-metro-body-scanners-20180831-story.html>

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Sincerely,

A handwritten signature in black ink that reads "Asiyahola Sankara". The script is cursive and fluid, with the first name and last name clearly distinguishable.

Asiyahola Sankara  
Equal Justice Works Fellow

CC: Offices of the Metro Board of Directors  
CEO Stephanie Wiggins



25 June 2024

The Honorable Karen Bass  
Chair  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

RE: Letter of Support – Ride Safe LA

Dear Chair Bass and Directors:

The Transit Coalition (TTC) expresses support for our new initiative, Ride Safe LA, a coalition dedicated to achieving Vision Zero: zero deaths and minimal violence on Metro. TTC expresses strong support for the Transit Community Public Safety Department (TCPSP) Implementation Plan.

Metro's identification of challenges—lack of policy alignment, operational control issues, and escalating costs—highlights the critical need for an in-house public safety team. TCPSP promises enhanced accountability through key performance indicators and a Civilian Review Committee, ensuring transparency and building trust with riders and stakeholders.

The proposed four-week training program for TCPSP officers, emphasizing cultural competency, de-escalation techniques, and community policing, is tailored to meet the unique needs of Metro's diverse ridership. This approach will not only improve safety but also foster positive interactions that enhance the overall rider experience.

The zone-based deployment model will strategically allocate resources to increase visibility and build relationships across Metro's network. By allowing officers to move seamlessly across jurisdictional boundaries and prioritize engaged visibility, TCPSP will proactively address safety concerns and provide timely assistance to riders and employees alike.

Metro's commitment to TCPSP reflects a proactive stance toward maintaining safety, professionalism, and community engagement within our transit system. By establishing TCPSP, Metro can ensure a consistent, people-first approach to public safety that aligns with our shared goal of providing a safe and reliable transit experience for all riders.

The Transit Coalition strongly urges Metro to proceed with the TCPSP Implementation Plan, as it represents a significant step toward creating a safer and more resilient transit system that supports the needs and expectations of Metro riders.

Sincerely,



## June 2024 RBM Public Comments – Item 40

**From:** [REDACTED]

**Sent:** Wednesday, June 26, 2024 4:25 PM


**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Item 40-creation of a Transit Community Public Safety Dept.

My name is Marlene Grossman. I am past chair and now a volunteer board member of Move LA. I urge the board to consider establishing the Transit Community Public Safety Department. We all want to see a transit system that is safe, clean, frequent, and reliable. I know that there is much concern about the recent violent activity impacting transit riders and Metro staff. The current contract arrangement with law enforcement is not fiscally prudent and sufficiently flexible for Metro to keep its customers and staff safe. There must be a better way. I support Item 40 on the agenda to create a Metro police force to be able to hire and train personnel, implement policies approved by the Board and supported by riders, create a customer- and care-centered culture, and keep riders safe. Other large transit operators in the United States have similar Public Safety Departments. I think civilian oversight is important and ask that **Metro's Public Safety Advisory Committee** be that body.

Thank you,

[REDACTED]



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June 24, 2024

Via Email

Metro Board of Directors  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Metro Board of Directors:

In keeping with our previous letter to the Metro Board of Directors concerning TAP Plus which was scheduled as an action item for the May 23<sup>rd</sup> Board Meeting but has been carried over to the June 27<sup>th</sup> meeting due to lack of a quorum; I would like to reaffirm that the Los Angeles County Municipal Operators Association (LACMOA) municipal transit agencies (MUNIS), support TAP Plus, item 41 for your consideration at the June 27, 2024 Board Meeting.

The current regional fare collection system is the result of a long and collaborative process developed over the last 15 years and has consistently served the needs of all our customers and is well regarded among the agencies. TAP provides a seamless fare payment system which gives customers the ability to ride all our systems throughout the county, easily and efficiently.

We are looking forward to the TAP Plus upgrade as it will provide open payment and an account-based system, which will expand our ability to accept more types of fare media such as credit/debit cards and remove the need to load funds on-to TAP cards. These new features are vital as we prepare to transport visitors to the 2028 Olympic venues that are in our various service areas.

Sincerely,





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June 26, 2024

Metro Board of Directors  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

Dear Metro Board of Directors:

On behalf of Long Beach Transit (LBT), I am sending my support for TAP Plus, item 41 for your consideration at the June 27<sup>th</sup> Board meeting.

LBT carries 17 million annual boarding customers across 14 cities in the southeastern Los Angeles County and northwestern Orange County and has been a participant of the regional TAP program since 2014. TAP offers a seamless fare payment system which gives customers access to travel throughout Los Angeles County easily and efficiently across multiple transit agencies.

TAP Plus expands on the current system by offering capabilities to access open payment and account-based programs including debit and credit cards, which will increase accessibility to customers and visitors especially as the region prepares for the upcoming World Cup and Olympic events.

Sincerely,






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## June 2024 RBM Public Comments – Item 41

From: [REDACTED]  
Sent: Thursday, June 20, 2024 10:21 AM  
To: Ramos, Dolores <RamosD@metro.net>  
Subject: Re: Support of Metro TAP Plus Program

Greetings Metro Board members, and staff,

Unfortunately I am unable to attend the meeting in person, but am writing to express my support for the proposal for the enhanced TAP program, "TAP plus". At its July meeting, the San Fernando Valley Service Council received a presentation on this topic and my colleagues and I were very happy to hear about the enhancements.

Adoption of TAP has been a long process and a steep learning curve for many riders, but the upgrades proposed in "TAP Plus" will facilitate the ongoing conversion to electronic fare collection. In particular, I cite the following benefits:

Convenience - especially for new or casual riders. Many people do not know how or where to purchase a plastic TAP card, especially if they are riding bus and not rail. This will avoid the effort of having to find a place to get one! It will also be one less card for people to keep track of .

It will allow riders who have not been able to purchase the plastic TAP card to still access the benefits of riding with TAP.

It will save money and keep plastic from our landfills.

Adoption of the enhancements will be a boon to visitors, new and casual riders who are trying out our system for the first time. This will be of particular importance in preparation for the coming major events in the next few years. I encourage you to approve this proposal.

Thanks for your consideration of this enhancement,

[REDACTED]

**From:** [REDACTED]  
**Sent:** Wednesday, June 26, 2024 7:14 AM  
**To:** Board Clerk <BoardClerk@metro.net>  
**Subject:** AGAINST item 41 TAP plus Board Meeting 6/27/2024

Board members,

I'm a daily bus and train rider and urge you not to execute the contract modification with Cubic.

The TAP system outage this week illustrated that Cubic is a hinderance on the community and their access to equitable transit.

The cost of TAP system operation and development is so high that fare collection only serves to keep Cubic in business. It does not positively impact our transit system and is a drag on future development.

Credit and debit card processing adds even more fees to a bloated system.

Our most vulnerable angelenos should not be forced to bootstrap this company.

Sincerely,

[REDACTED]  
[REDACTED]

**From:** [REDACTED]

**Sent:** Wednesday, June 26, 2024 10:47 AM

**To:** Board Clerk <BoardClerk@metro.net>; Tim.Sandoval@pomona.gov; kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; FourthDistrict@bos.lacounty.gov; MayorButts@cityofinglewood.org; ThirdDistrict@bos.lacounty.gov; councilmember.krekorian@lacity.org; HollyJMitchell@bos.lacounty.gov; Ara Najarian <anajarian@glendaleca.gov>; Sandoval, Timothy <SandovalT@metro.net>; firstdistrict@bos.lacounty.gov; councilmember.yaroslavsky@lacity.org; fdutra@cityofwhittier.org; jdupontw@aol.com; Luke Klipp <LKlipp@bos.lacounty.gov>; Dave Perry <dperry@bos.lacounty.gov>

**Cc:** Marisa Perez <mperez@gatewaycog.org>; mbohlke@sbcglobal.net; Randall Winston <randall.winston@lacity.org>; Justin Orenstein <jorenstein@bos.lacounty.gov>; doug.mensman@lacity.org; Young-Gi Harabedian <ygharabedian@sgvcog.org>; sdelong@cityofwhittier.org; vgomez@bos.lacounty.gov; lantzsh10@gmail.com; Shamdasani, Karishma <KShamdasani@bos.lacounty.gov>; Fish, Bryan Bubba <BFish@bos.lacounty.gov>; jarrett.thompson@lacity.org; andrew.deblock@lacity.org; Tina Backstrom <tina.backstrom@lacity.org>; benjamin.feldman <bfeldman@bos.lacounty.gov>; Kidada Malloy <kidada.malloy@lacity.org>; Englund, Nicole <EnglundN@metro.net>; Wiggins, Stephanie <WIGGINSS@metro.net>; Brandon.Wilson@lacity.org; Chaudhari, Manish <ChaudhariM@metro.net>

**Subject:** Item 41 (TAP Plus File #: 2024-0319): June 27 Regular Board Meeting

To the Metro Board and Board Staff:

Last month Move LA asked that you do not approve the recommendations by staff on the TAP Plus single-source contract with Cubic. We expressed concerns about 1) the lack of transparency in the process, 2) inter-operability in the contract, 3) and accountability over the contractor.

In the past month, after the Item was not heard at the Regular Board meeting, Move LA has had conversations with multiple stakeholders, from riders to community organizations. **First, we want to express our deep appreciation to the TAP Team, who not only invited us to the TAP offices to see firsthand their testing facility but also made a strong commitment to conducting real community outreach on the TAP Plus proposal.** Their efforts have ensured that diverse community voices were heard and considered in this process. The TAP Team attended Move LA's Policy Conference and provided information on TAP Plus to attendees, and conducted outreach at Metro's Service Councils, Move LA's Aging and Disability Transportation Network, the LIFE Administrators, at CicLAvia in South LA, at a June 18th virtual briefing for Move LA and other community organizations, and at several other community meetings with key constituencies.

Second, we strongly advocated for TAP to 'future-proof' the system with this contract by allowing maximum interoperability and reducing vendor lock-in. **As we understand it, the proposed account-based, cloud-hosted system that is part of the TAP Plus upgrade is the keystone for allowing interoperability.** This includes the continued use of a Metro-run CRM system rather than a priority system controlled by the proposed vendor so that TAP does not share valuable user data with a private company, QR codes/readers to increase ease of use and interoperability with other platforms/contracts, software that allows for third-party validator hardware, and the ability to

develop a “master app” that consolidates all Metro products into a more seamless experience for transit users.

Lastly, we requested that penalties/damages be linked to more specific milestones and system performance. We suggest that the final contract language and price be brought to the Board for review and approval in 60 days so that date-specific timelines and performance metrics can be met with transparency and accountability. This ensures that public dollars from Measure R and M are spent effectively.

Ultimately, we believe that this Item should move forward. Rest assured, we will continue to track it closely and look for future briefings, board updates, and an RFI/RFP process that seeks products that increase interoperability and improve the Metro customer experience with an eye toward a more equitable, affordable, and customer-focused transit system.

Thank you,

A large black rectangular redaction box covering the signature and name of the sender.

## June 2024 RBM Public Comments – Item 42

**From:** [REDACTED]

**Sent:** Monday, June 24, 2024 2:55 PM

**To:** Board Clerk <BoardClerk@metro.net>

**Subject:** Item #42 - Item Needs More Consideration - June 27 2024 LA Metro BOD Meeting

Hello there LA Metro, my name is Faraz Aqil (a resident of Downey), I'm a daily LA Metro rider that always pays my fares, and I mostly support the findings found in the Response Bridge to Fareless report and the attachment documents.

After reading them, I'm asking that LA Metro's next steps be instead to support the Phase 2 of the Fareless System Initiative to allow all low-income riders to ride with unlimited free rides. And while I still support LA Metro implementing a free and fareless system, if LA Metro wants to take incremental steps by going through the Phase 2 process, then that's fine by me.

Some interesting facts I found interesting while reading the response report and attachments:

\*When using the 90-day unlimited pass, the average rider did 19.2 trips per month. But when riders used their limited 20 trips (10 round trips) they only used an average of 13.3 trips per a month. That difference of about 6 trips (30.7%) each month shows that when riders are not restricted to fare limits and fare costs, LA Metro's ridership numbers increase significantly.

\*In the April 2024 board report (Attachment A), it says 89% of riders earn less than \$50,000 annually. And since you need a maximum income of \$44,150 for 1 person household to qualify (\$50,450 for 2 person household), this means that over 80% of riders are eligible for the LIFE program. Allowing all low-income riders to use unlimited trips in the LIFE program would be a huge game changer for the vast majority of LA Metro riders since it will make public transportation more accessible and ensures low-income individuals and families can afford public transit thus promoting social equity (Attachment A). Also, "Cost is often a barrier to using public transportation, and removing this barrier can encourage more people to choose sustainable and efficient modes of transit. Increased ridership can have positive economic effects by boosting local businesses around transit hubs." (Attachment A). And as mentioned in the September 2021 board report (Attachment B), "The Task Force's research confirmed what riders already know; that LA Metro's riders are overwhelmingly low-income people of color for whom transit fares are an economic burden and for whom fare enforcement perpetuates racial disparities." And the LIFE program's own survey says that participants spent the money they saved on food, housing cost, and home items & respondents felt better because they worried less about money, felt less stressed, and were able to plan their day more easily. (Attachment C).

\*Also mentioned in Attachment A is that increasing ridership on LA Metro comes with huge benefits such as reducing traffic congestion (leading to smoother traffic flow and less accidents), minimizing the need for extensive road infrastructure, and reducing carbon emissions. (Attachment A). So not only will this will save costs by not needing as much road and highway funding to maintain them, but it will save lives and health costs by reducing the amount of pollutants in the air coming from cars, accidents, and will help to achieve LA County's climate change goals by increasing ridership on buses & trains. It was mentioned in the September 2021 report (Attachment B) that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative.

Therefore with all these facts in mind, it is to LA Metro's benefit that it supports the Phase 2 of the Fareless System Initiative to allow all low-income riders to ride with unlimited free rides.

Thank you for your time.

Sincerely,

[REDACTED]



## **MINUTES**

**Thursday, June 27, 2024**

**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**  
**Monica Benavides, non-voting member**  
  
**Stephanie Wiggins, Chief Executive Officer**

**\*Attended virtually under AB2449 under just cause.**

**\*\*Attended Virtually: Chuck Bader Conference Room, 505 S. Garey Avenue, Pomona, CA**

**CALLED TO ORDER: 10:07 A.M.**



## ROLL CALL

1. APPROVED Consent Calendar Items: 2, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 26, 27, and 28.

Consent Calendar items were approved by one motion except item 28, which was held by a Director for discussion and/or separate action.

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	A

### \*Voting Deviations:

Item 9 – the following Director was conflicted: KB

Item 10 – the following Directors were conflicted: KRB and KY

Item 13 – the following Directors were conflicted: KRB and KY

Item 15 – the following Director voted no: LH

Item 17 – the following Director was conflicted: HJM

Item 26 – the following Director was conflicted: KRB

## 2. SUBJECT: MINUTES

2024-0448

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held May 23, 2024.

## 3. SUBJECT: REMARKS BY THE CHAIR

2024-0422

CARRIED OVER TO JULY 2024:

~~RECEIVE remarks by the Chair.~~

## 4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2024-0423

CARRIED OVER TO JULY 2024:

~~RECEIVE report by the Chief Executive Officer.~~

\*\*\*\*\*

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, A/C = ABSENT/CONFLICT, P = PRESENT

5. **SUBJECT: BOARD OFFICERS**

2024-0428

ELECTED Director Dupont-Walker as Second Vice Chair for FY25.

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

6. **SUBJECT: LOCAL RETURN PROPOSITION A AND MEASURE R  
CAPITAL RESERVE - PALMDALE AND SOUTH PASADENA**

2024-0332

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Cities for their Capital Reserve Account as approved; and
- B. ESTABLISHING new Local Return funded Capital Reserve Accounts for the Cities of Palmdale (Proposition A), and South Pasadena (Measure R).

7. **SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE  
8 FUND PROGRAM**

2024-0333

ADOPTED ON CONSENT CALENDAR:

- A. Findings and Recommendations for allocating fiscal year 2025 (FY25), Transportation Development Act (TDA) Article 8 funds estimated at \$42,918,656 as follows:
  - 1. In the City of Avalon, there are no unmet transit needs that are reasonable to meet. Therefore TDA Article 8 funds in the amount of \$202,757 may be used for street and road projects or transit projects;
  - 2. In the Cities of Lancaster and Palmdale, there are no unmet transit needs that are reasonable to meet; in the Cities of Lancaster and Palmdale, and the unincorporated portions of North County, transit needs can be met by using other existing funding sources. Therefore, the TDA Article 8 funds in the amount of \$10,490,346 and \$10,039,029 (Lancaster and Palmdale, respectively) may be used for street and road projects or transit projects as long as their transit needs continue to be met;

(continued on next page)

3. In the City of Santa Clarita, there are no unmet transit needs that are reasonable to meet; in the City of Santa Clarita and the unincorporated portions of the Santa Clarita Valley, existing transit needs can be met through the recommended actions using other funding sources. Therefore, TDA Article 8 funds in the amount of \$13,956,331 for the City of Santa Clarita may be used for street and road projects or transit projects as long as their transit needs continue to be met;
  4. In the Los Angeles County Unincorporated areas of North County, the areas encompassing both the Antelope Valley and the Santa Clarita Valley, transit needs are met with other funding sources, such as Proposition A and Proposition C Local Return. Therefore, TDA Article 8 funds in the amount of \$8,230,193 may be used for street and road projects or transit projects as long as their transit needs continue to be met; and
- B. A resolution making a determination of unmet public transportation needs in the areas of Los Angeles County outside the Metro service area.

**8. SUBJECT: FISCAL YEAR 2024-25 TRANSIT FUND ALLOCATIONS**

**2024-0337**

**APPROVED ON CONSENT CALENDAR:**

- A. \$3.2 billion in fiscal year 2024-25 (FY25) Transit Fund Allocations for Los Angeles County jurisdictions, transit operators, and Metro Operations. These allocations comply with federal, state, and local regulations and Metro Board approved policies and guidelines;
- B. fund exchanges in the estimated amount of \$3,566,564 of Metro's Transportation Development Act (TDA) Article 4 allocation with Municipal Operators' shares of the Low Carbon Transit Operations Program. Funding will be adjusted based on LCTOP actual allocations;
- C. fund exchanges in the estimated amount of \$1,056,205 of Metro's Proposition (Prop) C 40% allocation with Antelope Valley, Santa Clarita, Burbank, and Glendale's shares of the Low Carbon Transit Operations Program (LCTOP). Funding will be adjusted based on LCTOP actual allocations;
- D. fund exchange in the amount of \$780,652 of Metro's TDA Article 4 allocations with Claremont's share of FY19-FY23 Federal Section 5307 funding;



- E. fund exchange of Federal Section 5307 discretionary fund awarded to the Southern California Regional Transit Training Consortium (SCRTTC) through Long Beach Transit in the amount of \$360,000 with Metro's TDA Article 4 allocation, the second year of a three-year agreement;
- F. fund exchanges in the amount totaling \$15.6 million of Metro's Federal Section 5307 share with Municipal Operators' shares of Federal Sections 5337 and 5339;
- G. an additional \$422,893 to the previously approved amount for the City of Pasadena, to purchase nine buses for servicing lines 177 and 256 in a new amount not to exceed \$4,546,716, as part of the NextGen Bus Plan;
- H. AUTHORIZING the Chief Executive Officer to adjust FY25 Federal Section 5307 (Urbanized Formula), Section 5339 (Bus and Bus Facilities), and Section 5337 (State of Good Repair) allocations upon receipt of final apportionments from the Federal Transit Administration and amend the FY25 Budget as necessary to reflect the adjustments;
- I. ADOPTING a resolution designating Transportation Development Act (TDA) and State Transit Assistance (STA) fund allocations are in compliance with the terms and conditions of the allocations; and
- J. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements and FY25 Budget amendments to implement the above funding programs.

**9. SUBJECT: ANNUAL FINANCIAL AND COMPLIANCE AUDITS OF METRO AND ITS COMPONENT UNITS FY24-29**

**2023-0774**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm-fixed unit rate Contract No. PS108960(2)000 to Crowe LLP (Crowe) to perform annual financial and compliance audits of Metro and its component units in the not-to-exceed (NTE) amount of \$2,096,970 for the five-year base term, and \$464,450 for the one-year option term, for a total combined NTE amount of \$2,561,420, effective July 1, 2024, subject to resolution of all properly submitted protest(s), if any.

**10. SUBJECT: EXCESS LIABILITY INSURANCE PROGRAM**

**2024-0243**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to negotiate and purchase Public Entity excess liability policies with up to \$300 million in limits at a not-to-exceed premium of \$29.9 million for the 12-month period effective August 1, 2024, to August 1, 2025.

**11. SUBJECT: METROLINK FY 2024-25 ANNUAL WORK PROGRAM AND 2024-0282  
REGIONAL RAIL SUPPORTIVE ACTIONS**

**APPROVED ON CONSENT CALENDAR:**

- A. programming the Los Angeles County Metropolitan Transportation Authority's ("Metro") share of the Southern California Regional Rail Authority's (SCRRA) Fiscal Year (FY) 2024-25 Operating, Rehabilitation, and Capital Budget in the amount of \$206,833,18;
- B. the increase of funding to SCRRA for Right-Of-Way (ROW) maintenance along Metro-owned property beyond the 20-foot center of track from \$1,195,916 to \$2,920,232 (addition of \$1,724,316) beginning FY 2024-25 and increasing by the Consumer Price Index thereafter;
- C. additional funding in the amount of up to \$500,000 using FY23 surplus SCRRA-dedicated funds for Metro's share of the San Bernardino Line 25% Fare Reduction Program and extending the program date from June 30, 2023, to June 30, 2025;
- D. EXTENDING the lapsing dates for funds previously allocated to SCRRA for State of Good Repair (SGR) and capital project Memoranda of Understanding (MOUs) as follows:
  - Ticket Vending Machine (TVM) Replacement Project extended from June 30, 2023, to June 30, 2026
  - FY 2016-17 SGR Program extended from June 30, 2024, to June 30, 2025
  - Doran Street Grade Separation Project extended from June 30, 2024, to June 30, 2027
  - Antelope Valley Line (AVL) Plans, Specifications, and Estimates Project extended from June 30, 2025, to June 30, 2026;
- E. the FY 2024-25 Transfers to Other Operators' payment rate of \$1.10 per boarding to Metro and an EZ Pass reimbursement cap to Metro of \$5,592,000;
- F. AMENDING the FY25 Budget to include \$29.29 million for the SCRRA Working Capital Fund; and
- G. AUTHORIZING the Chief Executive Officer to negotiate and execute all necessary agreements between Metro and SCRRA for the approved funding.

**12. SUBJECT: ACCESS SERVICES PROPOSED FISCAL YEAR 2025 BUDGET**

**2024-0325**

APPROVED ON CONSENT CALENDAR:

- A. local funding request for Access Services (Access) in an amount not to exceed \$189,763,812 for FY25. This amount includes:
- Local funds for operating and capital expenses in the amount of \$187,153,892
  - Local funds paid directly to Metrolink for its participation in Access' Free Fare Program in the amount of \$2,609,920
- B. AUTHORIZING the Chief Executive Officer (CEO) to negotiate and execute all necessary agreements to implement the above funding programs.

**13. SUBJECT: REGIONAL RAIL PLANNING AND ENVIRONMENTAL ON-CALL SERVICES BENCH**

**2024-0184**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute Modification No. 3 to the Regional Rail Planning and Environmental On-Call Services Contract Nos. AE56752000 through AE56752005 to exercise the first one-year option term in the amount of \$2 million, increasing the not-to-exceed (NTE) cumulative contract amount from \$25 million to \$27 million and extending the period of performance from August 14, 2024, to August 13, 2025.

**14. SUBJECT: LONG BEACH TO EAST LOS ANGELES (LB-ELA) TASK FORCE**

**2024-0248**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Ratification and Modification No. 34 to Contract No. PS4340-1939 with URS Corporation (an AECOM Entity) to fund the additional LB-ELA Task Force (formerly I-710 Task Force) outreach efforts and technical responses in the not-to-exceed amount of \$477,612, increasing the total contract value from \$68,782,355 to \$69,259,967 and extending the period of performance six months to end on September 30, 2024.



**15. SUBJECT: STATE ROUTE (SR) 138 SEGMENT 13 SAFETY IMPROVEMENTS**

**2024-0276**

APPROVED ON CONSENT CALENDAR:

- A. PROGRAMMING \$2,500,000 in Proposition C 25% or Surface Transportation Block Grant (STBG) for the SR-138 Segment 13; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements for the SR-138 Board-approved projects.

**16. SUBJECT: JOINT DEVELOPMENT POLICY AND EXCLUSIVE NEGOTIATION AGREEMENT**

**2024-0277**

APPROVED ON CONSENT CALENDAR the:

- A. Amended Joint Development Policy; and
- B. Amended Exclusive Negotiations Agreement (ENA) Key Terms for 10K Sites.

**17. SUBJECT: VENICE DIVISION 6 JOINT DEVELOPMENT**

**2024-0281**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Metro Venice Art Collective, LLC (Developer) for a period of 18 months, with the option to extend for an additional three, 12-month periods, for the development of Metro-owned property at the former Division 6 Bus Yard in the Venice Community of the City of Los Angeles (Site), subject to resolution of all properly submitted protest(s), if any.

**18. SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES**

**2024-0310**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program's Master Price Agreement to purchase computer and network equipment, peripherals, and related software and services, for a five-year period for a total expenditure not-to-exceed \$90 million, subject to funding availability effective September 1, 2024. This request is not for a budget increase but is a request to utilize the NASPO cooperative agreement.

**20. SUBJECT: FEDERAL TRANSIT ADMINISTRATION OVERALL  
DISADVANTAGED BUSINESS ENTERPRISE GOAL**

**2024-0326**

APPROVED ON CONSENT CALENDAR:

- A. 31% Overall Disadvantaged Business Enterprise (DBE) goal for Federal Fiscal Years (FFY) 2025 - 2027 for contracts funded, in whole or in part, with Federal Transit Administration (FTA) funds; and
- B. RECEIVING AND FILING an update on the new modernized DBE Program certification and implementation requirements.

**21. SUBJECT: UNSOLICITED PROPOSALS POLICY UPDATE**

**2024-0247**

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the status update on the recommendations from the Unsolicited Proposals Five Year Review; and
- B. ADOPTING the Unsolicited Proposals (UP) Policy Staff Recommendations in response to Board Motion 39.

**23. SUBJECT: TRANSIT SERVICE OPERATION AGREEMENTS**

**2024-0071**

APPROVED ON CONSENT CALENDAR:

- A. EXTENDING the Transit Service Operation Agreement between Metro and the City of Glendale for the Glendale Beeline Route 3, for a period of three years through June 30, 2027, for an amount up to \$2,396,912.85, which is inclusive of FY24 estimated CPI Index cost adjustment;
- B. EXTENDING the Transit Service Operation Agreement between Metro and the City of Los Angeles Department of Transportation (LADOT) for Dash Pico Union/Echo Park 601, Dash El Sereno/City Terrace 602, and Commuter Express 422 (Downtown LA - Van Nuys, Warner Center, Agoura Hills, Thousand Oaks), for a period of three years through June 30, 2027, for an amount up to \$13,171,708.44;
- C. EXTENDING the Transit Service Operation Agreement between Metro and the Palos Verdes Peninsula Transportation Authority (PVPTA) for operation of the Line 225/226, for a period of three years through June 30, 2027, for an amount up to \$731,970.00; and

(continued on next page)



- D. AUTHORIZING the Chief Executive Officer, or their designee, to negotiate and execute all necessary agreements for funding approval in accordance with recommendations A, B, and C.

**24. SUBJECT: ANNUAL APPOINTMENTS TO METRO'S SERVICE COUNCILS**

**2024-0147**

APPROVED ON CONSENT CALENDAR: nominees for membership in Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

**25. SUBJECT: UNLEADED FUEL**

**2024-0187**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to award a five-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. FY119572000 for unleaded fuel to Mansfield Oil Company of Gainesville, Inc., the lowest responsive and responsible bidder, for a three-year base contract with a not-to-exceed amount of \$11,588,606.93 and one two-year option for a not-to-exceed amount of \$7,763,220.01, for a total not-to-exceed contract amount of \$19,351,826.94 inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

**26. SUBJECT: GRAFFITI ABATEMENT MAINTENANCE SERVICES FOR REGIONS 1, 2 AND 3**

**2024-0255**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. OP91160-20028370 for Region 1 to BriteWorks, Inc. to provide graffiti abatement maintenance services in the not-to-exceed (NTE) amount of \$2,644,321 for the three-year base period, and \$1,937,690 for the one, two-year option, for a combined NTE amount of \$4,582,011, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any;
- B. AWARD a firm fixed unit rate Contract No. OP91160-20008370 for Regions 2 and 3 to Bread & Water Landscape, LLC to provide graffiti abatement maintenance services in the NTE amount of \$7,636,800 for the three-year base period, and \$5,559,840 for the one, two-year option, for a combined NTE amount of \$13,196,640, effective August 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- C. EXECUTE individual contract modifications within the Board approved contract modification authority.

**27. SUBJECT: EXERCISE OPTION FOR A650 HEAVY RAIL VEHICLE  
STATIC CONVERTER LOW VOLTAGE POWER SUPPLY  
(LVPS)**

**2024-0288**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 2 to exercise an option for the purchase of 37 Static Converter Low Voltage Power Supply (LVPS) units under Contract No. OP82170000 to Kiepe Electric LLC in the amount of \$1,470,195, increasing the total Contract value from \$472,306 to \$1,942,501 and extending the period of performance by 18 months from October 5, 2024 to April 5, 2026.

**28. SUBJECT: METRO FREEWAY SERVICE PATROL**

**2024-0292**

AUTHORIZED AS AMENDED the Chief Executive Officer to:

- A. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003000-13A to Neighborhood Towing 4U, Inc. for Metro Freeway Service Patrol (FSP) towing services for Beat 7 and Beat 29 in the amount of \$9,432,184, effective July 2024, subject to resolution of any properly submitted protest(s), if any;
- B. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003001-13B to Reliable Delivery Service, Inc., DBA R.D.S. Towing, for FSP towing services for Beat 11 and Beat 28 in the amount of \$8,596,062.16, effective July 2024, subject to resolution of any properly submitted protest(s), if any;
- C. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003002-13C to Hovanwil, Inc., DBA Jon's Towing, for FSP towing services for Beat 24 and Beat 41 in the amount of \$10,212,384.70, effective July 2024, subject to resolution of any properly submitted protest(s), if any;
- D. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003003-13D to Disco Auto Sales, DBA Hollywood Car Carrier Service, for FSP towing services for Beat 27 and Beat 33, in the amount of \$8,623,240.45, effective July 2024, subject to resolution of any properly submitted protest(s), if any;
- E. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003004-13E to Sonic Towing, Inc. for FSP towing services for Beat 36 and Beat 42, in the amount of \$7,837,402.68, effective July 2024, subject to resolution of any properly submitted protest(s), if any; and

(continued on next page)

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- F. AWARD a 54-month firm fixed unit rate Contract No. FS118013 -C0003005-13F to Safeway Towing Services, Inc., DBA Bob's Towing, for FSP towing services for Beat 50, in the amount of \$4,449,861.00, effective July 2024, subject to resolution of any properly submitted protest(s), if any.

**HORVATH AMENDMENT:** For the upcoming RFP, evaluate the feasibility of a pilot program that includes battery-powered, Level 2 EV charging capabilities as a feature to assist motorists.

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	A

**35. SUBJECT: I-605/VALLEY BOULEVARD INTERCHANGE IMPROVEMENT PROJECT RESOLUTIONS OF NECESSITY** 2024-0088

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolutions of Necessity; and
- B. ADOPTING the Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Property Interests ("Property Interests"), and described as follows:
1. Project Parcel I-605-1, 12900 Valley Boulevard, Unincorporated Area of Los Angeles County, CA (APN 8110-023-024 & 025); 26-month Temporary Construction Easement (TCE)
  2. Project Parcels I-605-4-1 and I-605-4-2, 13009 Temple Avenue, Unincorporated Area of Los Angeles County, CA (APN 8563-012-028 & 8563-012-029); Partial fee simple Interest (Fee) and a 26-month TCE.
  3. ~~Project Parcels I-605-5-1 and I-605-5-2, 13001 Temple Avenue, City of Industry, CA (APN 8564-007-008); Fee and a 26-month TCE~~
  4. ~~Project Parcels I-605-8-1 and I-605-8-2, 13000 Temple Avenue, City of Industry, CA (APN 8564-011-015); Fee and a 26-month TCE~~

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	A



**36. SUBJECT: WESTSIDE PURPLE LINE EXTENSION SECTION 3  
PROJECT RESOLUTION OF NECESSITY**

**2024-0395**

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

- A. HOLDING a public hearing on the proposed Resolution of Necessity;  
and
- B. ADOPTING the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire three permanent easements identified as W-5004, W-5004-1 and W-5004-4 and to acquire a 67-month temporary construction easement identified as W-5004-2 from the property identified as (APN: 4324-001-031) (hereinafter called the "Property Interests").

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	A

**37. SUBJECT: STATE ROUTE 71 (SR-71) GAP CLOSURE NORTH  
SEGMENT PROJECT (PHASE 2), DESIGN**

**2024-0406**

APPROVED:

- A. adjustment of the FY25 Budget which currently has \$30 million for SR-71 South Segment Project to provide separate budget line items: \$10 million for the SR-71 North Segment Project and \$20 million for the SR-71 South Segment Project;
- B. the programming of \$10 million in Measure M funds to support design activities for the SR-71 North Segment Project (Phase 2); and
- C. AUTHORIZING the Chief Executive Officer or their designee to execute and/or amend all necessary programming documents and project agreements for Phase 2 design activities.

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

**38. SUBJECT: RESPONSE TO MOTION 34.1 IMPROVING SAFETY FOR  
METRO RIDERS AND EMPLOYEES**

**2024-0306**

RECEIVED AND FILED a status report on strategies to improve safety for Metro riders and employees in response to Motion 34.1.

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	A

**39. SUBJECT: RESPONSE TO MOTION 15.1 ENHANCING METRO'S  
MULTI-LAYERED PUBLIC SAFETY PRESENCE AND  
RESPONSE**

**2024-0424**

RECEIVED AND FILED a report in response to Motion 15.1.

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	A

**40. SUBJECT: TRANSIT COMMUNITY PUBLIC SAFETY DEPARTMENT  
IMPLEMENTATION PLAN**

**2024-0169**

APPROVED:

- A. RECEIVING AND FILING the Transit Community Public Safety Department Implementation Plan; and
- B. APPROVING the establishment of an in-house Transit Community Public Safety Department over a five-year phased transition, utilizing the Enhanced Public Safety Service Model.

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

**41. SUBJECT: TAP PLUS**

**2024-0319**

AUTHORIZED the Chief Executive Officer to:

- A. EXECUTE Modification No. 176 to Contract No. OP02461010001, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of \$66,423,946 for upgrading the current fare payment system to include open payment and account-based functionality and expand its capabilities to improve the customer experience, including acceptance of credit and debit cards as payment on buses and at rail stations for 27 Los Angeles County transit agencies;
- B. EXECUTE Modification No. 155.02 to Contract No. OP02461010MAINT000, with Cubic Transportation Systems, Inc. ("Cubic"), in the amount of \$78,883,737 to support the current fare collection system, as well as the upgrade, and to extend the period of performance for an additional four years from January 1, 2025, to December 31, 2028;

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- C. NEGOTIATE and execute all agreements, contract awards, including contract modifications, not to exceed \$6.5 million for software development and/or integration to implement open payment and account-based functionality; and
- D. AMEND the FY25 Budget by \$33,000,000 to accommodate for the cash flow requirements of FY25 for the first-year implementation of the TAP Plus project.

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

**42. SUBJECT: MOTION 22 RESPONSE: BRIDGE TO FARELESS TRANSIT**

**2024-0285**

CARRIED OVER TO JULY 2024:

~~RECEIVE AND FILE an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 22 Bridge to Fareless Transit.~~

**43. SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION**

**2024-0429**

CARRIED OVER TO JULY 2024:

~~APPROVE Motion by Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass that the Board direct the Chief Executive Officer to:~~

- ~~A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.~~
- ~~B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:~~
  - ~~1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and~~
  - ~~2. Enable social benefit cards (when upgraded to contactless EMV—Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.~~

(continued on next page)



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~~C. Report back in September 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:~~

- ~~1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;~~
- ~~2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;~~
- ~~3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;~~
- ~~4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media~~

~~D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.~~

#### 44. SUBJECT: CLOSED SESSION

2024-0454

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

1. Rocio Flores v. LACMTA, LASC Case No. 19STCV32362

APPROVED settlement in the amount of \$250,000.

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

2. Lawrence Furbush, Sr, et al. v. LACMTA, LASC Case No. 20STCV45168

APPROVED settlement in the amount of \$750,000.

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

(continued on next page)

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3. Sergio Morales, et al. v. LACMTA, LASC Case No.19STCV32582

APPROVED settlement in the amount of \$7,500,000 with \$7,000,000 to Angela Taslakian and \$500,000 to Sergio Morales.

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

AUTHORIZED the abandonment of acquisition and dismissal of litigation in the following matters:

4. LACMTA v. Spectrum Investments Corp., LASC Case No. 23STCV03917

5. LACMTA v. Astra Holdings, LASC Case No. 23STCV03898

6. LACMTA v. 21400 Roscoe, LASC Case No. 23STCV03915

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

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

Significant Exposure to Litigation (One case)

NO REPORT.

**C. Conference with Labor Negotiator - G.C. 54957.6**

Agency Designated Representative: Cristian Leiva and Ilyssa DeCasperis (or designees).

Employee Organizations: ATU, AFSCME, TCU, SMART, and Teamsters

NO REPORT.

**ADJOURNED AT 5:30 P.M.**

Prepared by: Jennifer Avelar

Sr. Administrative Analyst, Board Administration

  
\_\_\_\_\_  
Collette Langston, Board Clerk