

Metro

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



Metro[®]

Agenda - Final

Thursday, January 16, 2020

11:30 AM

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

Executive Management Committee

James Butts, Chair

Eric Garcetti, Vice Chair

John Fasana

Paul Krekorian

Sheila Kuehl

Hilda Solis

John Bulinski, non-voting member

Phillip A. Washington, Chief Executive Officer

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(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER**ROLL CALL**

7. **SUBJECT: METRO AFFORDABLE HOUSING POLICIES AND TOOLS** [2019-0848](#)

RECOMMENDATION

- A. RECEIVE AND FILE Metro Affordable Housing Policies and Tools; and
- B. ADOPT the proposed amendments to the 2020 State Legislative Program Goals.

Attachments: [Attachment A - Summary of Completed and Pipeline Joint Development Portfolio Presentation](#)

(ALSO ON PLANNING & PROGRAMMING COMMITTEE)

12. **SUBJECT: MOBILITY ON DEMAND PILOT PROJECT** [2019-0833](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Modification to Contract No. PS121778000 to exercise a six-month extension to the existing contract with NoMad Transit LLC, to continue to operate the Mobility on Demand ("MOD") pilot project with enhanced service design for additional research at an increase in contract value not to exceed \$1,530,332, increasing the contract value from \$2,506,410 to \$4,036,742, and, at the discretion of the Chief Executive Officer, add an additional six months of service for a not to exceed amount of \$2,097,293, increasing the contract from \$4,036,742 to up to \$6,134,035, with no further options to extend.

Attachments: [Attachment A - Third Quarter Report](#)
[Attachment B - Preliminary Research Findings](#)
[Attachment C - Service Areas Map](#)
[Attachment D - Procurement Summary](#)
[Attachment E - Contract Modification Log](#)

(ALSO ON PLANNING & PROGRAMMING COMMITTEE)

12.1. SUBJECT: MOBILITY ON DEMAND PILOT PROJECT[2020-0043](#)**RECOMMENDATION**

APPROVE Najarian motion that staff conduct an analysis of the mobility on demand pilot program that includes, but is not limited to, the following:

A. Drivers' fully-burdened salaries; MTA staffing and budgetary costs associated with the program; fully burdened cost per trip; compliance with Federal funding requirements; extrapolation of potential future cost increases due to AB5, and any other costs/charges.

B. The completed analysis should return to the Board in March and in the interim, the Board authorizes the extension of the existing pilot utilizing the remaining first year funds.

(ALSO ON PLANNING & PROGRAMMING COMMITTEE)

23. SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE[2020-0016](#)**RECOMMENDATION**

RECEIVE AND FILE Transit Safety and Security Report.

Attachments: [Attachment A - System-Wide Law Enforcement Overview October & November](#)
[Attachment B - MTA Supporting Data October & November 2019](#)
[Attachment C - Key Performance Indicators October & November 2019](#)
[Attachment D - Transit Police Summary October & November 2019](#)

(ALSO ON OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE)

37. SUBJECT: STATE AND FEDERAL REPORT[2020-0020](#)**RECOMMENDATION**

RECEIVE AND FILE State and Federal Legislative Report.

38. SUBJECT: STATE LEGISLATION[2020-0021](#)**RECOMMENDATION**

ADOPT staff recommended positions:

- A. Senate Bill 732 (Allen) - Transactions and use tax: South Coast Air Quality Management District. **SUPPORT**
- B. Assembly Bill 1350 (Gonzalez) - Free youth transit passes: eligibility for state funding. **WORK WITH AUTHOR**

42. SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES[2019-0873](#)**RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program to purchase computer and network equipment, peripherals, and related software and services, for a five-year period for a total expenditure not-to-exceed \$30,000,000, subject to funding availability effective Feb 1, 2020.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - DEOD Summary](#)

43. SUBJECT: ESTABLISH K-12 U-PASS PRICING AND CONTINUE REGIONAL U-PASS PROGRAM[2019-0879](#)**RECOMMENDATION**

APPROVE

1. The establishment of a K-12 pricing structure for the Universal Student Pass (U-Pass) Program for homeless student services programs at \$0.75 per boarding to match the college program, capped at \$24 per month for Metro boardings to match the existing K-12 Reduced Fare monthly pass.
2. The continuation of the Regional U-Pass Program for College/Vocational schools at the existing rate, which is each agency's college fare rate, up to \$0.75 per Boarding, capped at \$43 per month to match the College/Vocational Reduced Fare monthly pass.
3. The establishment of a Regional K-12 pricing structure for homeless student services programs, which is each agency's K-12 fare up to \$0.75 per boarding, capped at the highest monthly K-12 fare rate of all agencies used by the institution's students or \$40 per month, which is the highest monthly K-12 fare in the region, if no K-12 monthly fare exists at those agencies

Attachments: [Attachment A - File #:2016-0333, Board Report on Approve Adoption of Univers
Presentation U-Pass K-12](#)

45. SUBJECT: BRIDGE HOUSING AT VAN NUYS STATION[2020-0045](#)**RECOMMENDATION**

Direct the Chief Executive Officer (CEO) to:

- A. Enter into a no-fee lease agreement with the City of Los Angeles (COLA) with a term ending August 15, 2023 for temporary bridge housing on a portion of the Van Nuys Orange Line Station parking lot;
- B. Re-inventory Metro-owned properties to identify other opportunities for the City of Los Angeles's A Bridge Home Program (ABH) facilities and report back to the March 2020 Executive Management Committee;
- C. Conclude the project is statutorily exempt from CEQA pursuant to Public Resources Code Sections 21080.27 and 21080, Subdivision (b)(4), and CEQA Guidelines Section 15269, Subdivision (c); and
- D. Authorize Metro staff to file a Notice of Exemption with the County Clerk.

Attachments: [Attachment A - MOL Improvements](#)

SUBJECT: GENERAL PUBLIC COMMENT[2020-0040](#)

RECEIVE General Public Comment

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

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



Board Report

File #: 2019-0848, **File Type:** Informational Report

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE

JANUARY 15, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JANUARY 16, 2020

SUBJECT: METRO AFFORDABLE HOUSING POLICIES AND TOOLS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

- A. RECEIVE AND FILE Metro Affordable Housing Policies and Tools; and
- B. ADOPT the proposed amendments to the 2020 State Legislative Program Goals.

ISSUE

Housing undersupply and affordability continues to worsen and homelessness continues to increase in Los Angeles County. In an effort to help address these crises, Metro Joint Development plans to undertake a thorough and thoughtful examination of its policies to assess what Metro could do to address the deepening crisis, particularly through the Joint Development program policy and process. Thoughtful consideration of the potential policy enhancements is needed to ensure that development is feasible and preserves Joint Development program's community-focused approach.

BACKGROUND

At its July 2015 meeting, the Metro Board adopted an updated Joint Development Policy, which, among other things, established a goal that 35% of the housing units in Metro's joint development portfolio be affordable to residents earning 60% or less than the Area Median Income for Los Angeles County, as established by the US Department of Housing and Urban Development. In an effort to provide further subsidy to support such affordable housing, the 35% goal was supported by a corollary provision that allows proportional discounts (up to 30%) to the fair market/rental value of Metro-owned property used for joint development purposes.

Prior to the adoption of the new affordable housing goal, approximately 29% of housing units in Metro's joint development portfolio were affordable. Since adoption of the new policy, the percentage of completed affordable units has increased to approximately 34%, and should increase to 36% when projects that are currently in negotiations are completed. A summary of the portfolio is provided as Attachment A.

Even though Metro's efforts to date are producing significant amounts of affordable housing, there continue to be numerous challenges to producing housing units across the full spectrum of need at levels that are impactful. These challenges often involve inadequate or nonexistent funding sources that are necessary to compensate developers for the covenanted, below market rents required in affordable housing projects.

Meanwhile, housing affordability continues to worsen, and homelessness continues to increase. According to the California Housing Partnership Corporation, as of April 2018, Los Angeles County has a shortfall of 516,946 homes affordable to lower income renters. Additionally, rents in Los Angeles County have increased 25% since 2013, while incomes have only increased by 10%. Today, 56% of Los Angeles households spend more than 30% of their income on housing, the threshold at which households are considered at risk of becoming homeless. In last year's homeless count, individuals experiencing homelessness in the county have increased 12% to 58,936 individuals.

In October 2019 the California Department of Housing and Community Development issued an updated Regional Housing Needs Assessment (RHNA) determination of 1.34 million new homes in the six-county Southern California region over the next eight years. In November 2019, Southern California Association of Governments (SCAG) adopted a draft allocation methodology for this RHNA allocation. The assessment calls for the construction of approximately 819,000 new homes in LA County, of which 27% are needed for very low-income households earning less than 50% of Area Median Income. While the LA region has been constructing significant amounts of housing, in the last 8 years only 11% of the new units have been affordable, where the need is greatest. To make matters worse, 13% of subsidized units are at high risk of losing their affordability in the next 5 years due to expiring affordability covenants on those properties.

Considering these pressures, Metro Joint Development will be undertaking a thorough examination of its policies to assess what more Metro may be able to do to address the situation.

DISCUSSION

Over the next six months, Joint Development staff, with support from technical consultants, will undertake an assessment of the current Joint Development policy and identify opportunities for strengthening Metro's commitment to meeting the County's housing needs. The effort seeks to identify interventions and policy changes that will ultimately be most impactful to achieve these goals. These interventions will consider real market conditions, developer concerns, funding constraints and other Joint Development policy goals, which include preservation of properties for existing and future transit uses; increasing transit ridership; engaging with and reflecting the needs and desires of the communities surrounding Metro Joint Development projects; producing projects with high quality design; and, observing fiscal responsibility. In addition, the evaluation will consider measures supported by the Transit Oriented Communities (TOC) Policy to stabilize and enhance existing communities in partnership with local jurisdictions through policies such as inclusionary zoning, rent control or rent stabilization, just-cause eviction and other anti-displacement measures.

Potential changes/additions to the existing policy that will be evaluated include, but are not limited to:

- Changing the percentage goal for affordable housing portfolio-wide;
- Adding target ranges of affordability levels to portfolio-wide goal;

- Changing the requirements for and amount of ground lease discount available to developers;
- Setting per site minimum levels of affordable housing (a “floor”) for each Joint Development project that includes a housing component;
- Exploring alternative means of allowing developers to achieve affordable housing requirements, including Community Land Trusts (CLTs) and other types of shared equity and inclusive development models;
- Adjusting the metrics used to track housing goals, including accounting for micro-units and co-housing;
- Adjusting requirements of the Metro Affordable Transit Connected Housing (MATCH) and Transit Oriented Communities Small Business (TOC-SB) Loan Programs;
- Seeking reasonable and impactful legislative changes; and
- Assessing opportunities to address regional housing needs and greenhouse gas reductions.

In addition to affordable housing, there are a wide range of community benefits that Metro strives to achieve in its Joint Development program. For example, the Joint Development program encourages local hire through application of its Project Labor Agreement and Construction Careers Policy; the inclusion of Community Based Organizations (CBOs), Small/Disadvantaged Business Enterprise (SBE/DBE), and Disabled Veteran Business Enterprises as part of development teams; the presence of local-serving, legacy businesses as commercial tenants; and on- and off-site improvements that enhance the public realm and transit connectivity. As staff revisits policies around land discounts, the broader series of potential community benefits, and related trade-offs, will be considered as well.

Process

In the next few months, Joint Development staff, working with consultants, will conduct listening sessions and one-on-one meetings with local industry and policy stakeholders, including:

- Developers (including developers who are working or have worked on projects with Metro)
- Metro Board staff
- Cities/County/SCAG
- Non-Profits Organizations focused on affordable housing
- Other affordable housing stakeholders such as community-based organizations, philanthropic organizations, academics, large employers, etc.

Through these conversations and consultant technical analysis, the team will complete a high-level evaluation of the potential strengths and weaknesses of potential policy interventions and recommend a shortlist of policies for more detailed evaluation. Joint Development staff will then facilitate a series of roundtables stakeholders to identify preliminary policy recommendations for the Board.

2020 Legislative Program

Through the policy evaluation process staff will also identify any state legislative measures that may

facilitate or otherwise impact development of housing on Metro-owned land or provide better housing outcomes in LA County more generally. At its December 2019 meeting, the Board approved Motion 38.1, which requested that staff prepare a supplemental legislative program to address the supply and affordability of housing in Los Angeles County. The following measures are proposed to supplement the State legislative program goals presented in that meeting:

GOAL #10.16: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY.

Proposed Activities:

Support legislation, initiatives, and programs that

- Reduce the costs and time to deliver affordable housing
- Compliment Metro's TOC Policy;
- Stabilize and enhance housing affordability in existing communities.
- Provide resources to Metro, LA County jurisdictions and other partner agencies to develop land use policies that support equitable transit-oriented communities;
- Support legislation and funding opportunities that incentivize and support the development of affordable and transit-adjacent housing;
- Work with legislators and the Governor's office to preserve and increase the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals;
- Identify and pursue opportunities to consolidate and streamline applying for transportation infrastructure and transit-oriented development grants; and,
- Seek to program modifications that recognize Metro's land discount as a significant contribution to affordable projects.

Over the course of next year's legislative session Metro Government Relations, working with Joint Development, will bring specific legislation to the Board for consideration if it is not specifically covered by these goals. Additionally, legislation is expected next year that would revive proposals that have been previously considered by the Legislature. These include proposals to require density increases around transit projects, linking land use decisions to transportation funding as well as specific proposals relating to the implementation of the State's Sustainable Communities Strategy. As these proposals develop, staff will both keep the Board apprised of those developments and work with staff and the Board offices to develop any positions that would be appropriate for the Board to consider.

Equity Platform

The evaluation will invoke all four pillars of the equity platform. With the support of a consultant, we will start by defining and understanding the problem; bringing all stakeholders into the conversation; advancing changes that deliver beneficial outcomes to low-income households; and establishing an

on-going system for monitoring these outcomes.

DETERMINATION OF SAFETY IMPACT

The proposed assessment of affordable housing policies and tools and amendment of the legislative agenda will have no impact on safety.

FINANCIAL IMPACT

There is no financial impact related to this receive and file and amendment of the legislative agenda.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The evaluation and amendment of the legislative agenda will fulfill both Strategic Plan Goal 3.2, by seeking to catalyze transit-oriented communities with affordable housing and helping to stabilize neighborhoods, and Strategic Plan Goal 3.4 by playing a leadership role in addressing homelessness.

NEXT STEPS

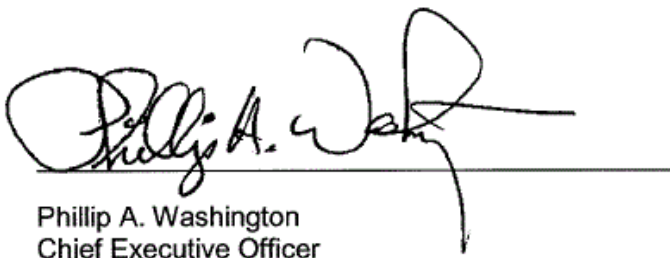
Based on the findings from this process, staff will return to the Board no later than September 2020 with a summary of the study results and recommendations for updating the Joint Development policy.

ATTACHMENTS

Attachment A - Summary of Completed and Pipeline Joint Development Portfolio

Prepared by: Wells Lawson, Senior Director, Countywide Planning & Development, (213) 922-7217
Greg Angelo, Senior Director, Countywide Planning & Development, (213) 922-3815
Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313
Michael Turner, DEO, Government Relations, (213) 922-2122
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A
COMPLETED / IN PROGRESS JOINT DEVELOPMENT PROJECTS WITH HOUSING

Project	Rental		For Sale	Total Units	% Afdb	Year Complete
	Market Rate Rental	Affordable Rental				
COMPLETED						
Hollywood/Western	-	60	-	60	100%	2004
Wilshire/Vermont	359	90	-	449	20%	2005
Hollywood/Vine Apartments	300	75		375	20%	2009
Hollywood/Vine Condominiums			143	143	0%	2009
Wilshire/Western			186	186	0%	2009
Westlake/MacArthur Park (Phase A)	-	90	-	90	100%	2012
One Santa Fe	350	88	-	438	20%	2014
Taylor Yard (Lots 1, 2A, 3, 4 & 5)	-	263	95	358	73%	2014-2018
1st & Boyle - Santa Cecilia	-	80	-	80	100%	2016
Subtotal - Completed	1,009	746	424	2,179	34%	
IN NEGOTIATIONS (Current Proposals, subject to change)						
Vermont/Santa Monica		190		190	100%	
Mariachi Plaza		60		60	100%	
Chavez/Fickett		60		60	100%	
Expo/Crenshaw	320	81		401	20%	
1st/Lorena		49		49	100%	
1st/Soto		66		66	100%	
Chavez/Soto		77		77	100%	
Taylor Yard Lot 2B		42		42	100%	
North Hollywood	1216	311		1527	20%	
Subtotal - In Negotiations	1,536	936	-	2,472	38%	
TOTAL	2,545	1,682	424	4,651	36%	

Updated 12/12/2019



Next stop: building communities.

**RECEIVE AND FILE
Metro Affordable Housing Policies and Tools**

Legistar Item: 2019-0848



Recommendation

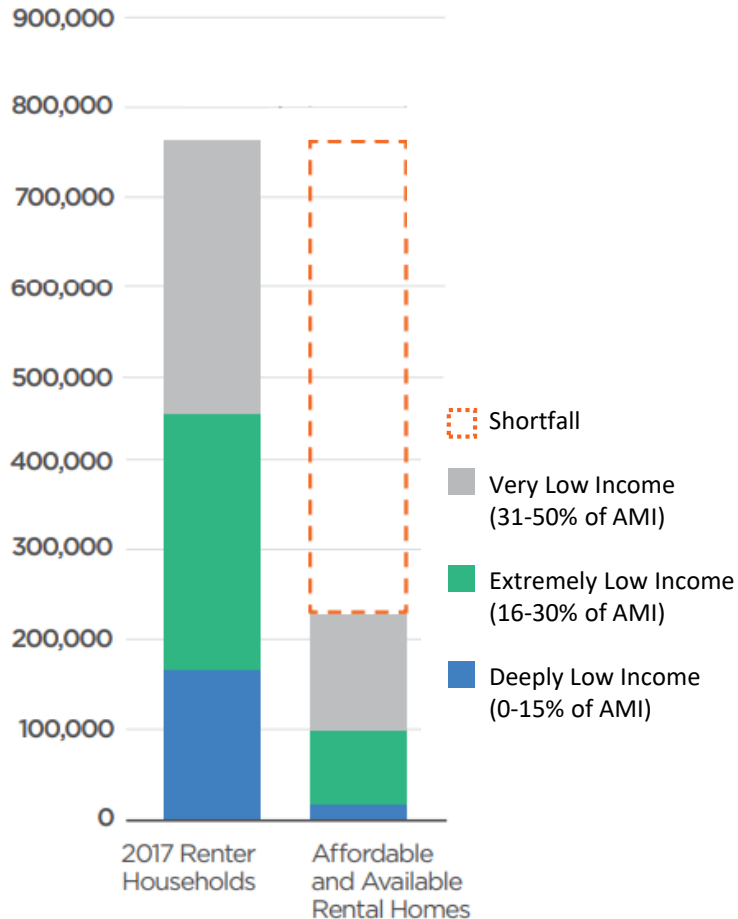


- A. RECEIVE AND FILE Metro Affordable Housing Policies and Tools;
and
- B. ADOPT the proposed amendments to the 2020 State
Legislative Program Goals.

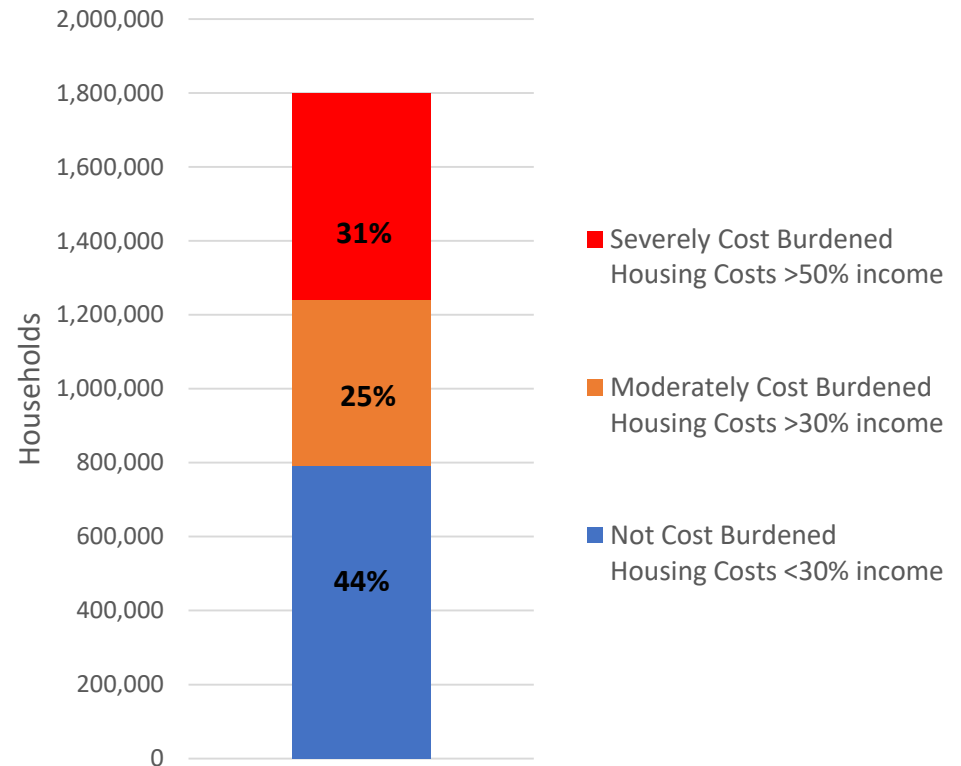
County Context



Affordable Housing Shortfall



Los Angeles County Households Cost Burden



Current Joint Development Policy

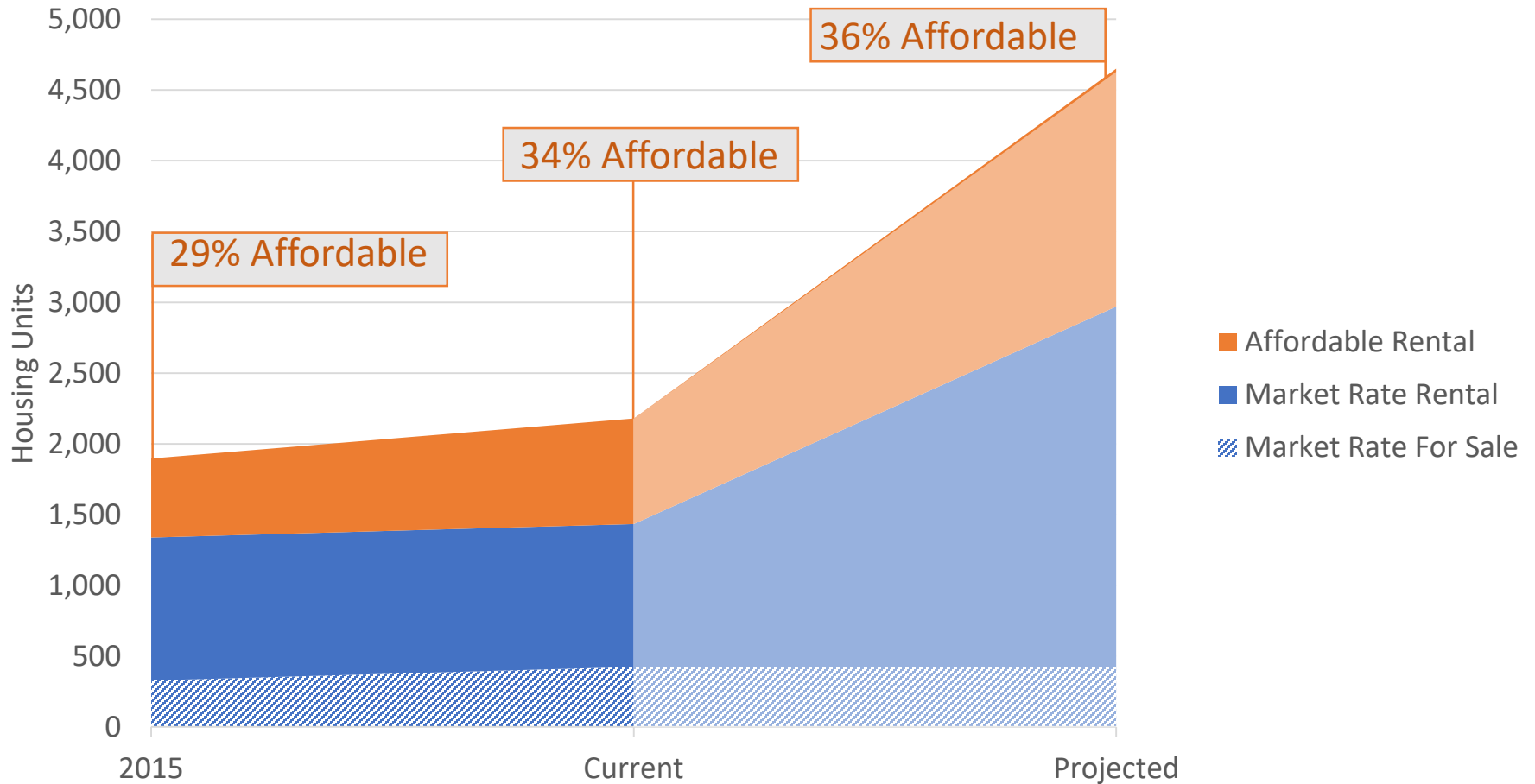


- **Policy Update Adopted by Board in February 2016**
- **Establish a portfolio-wide goal of 35% affordable housing units.**
 - “Affordable” defined as 60% AMI or below.
 - Current portfolio is 34% affordable (36% including pipeline)
- **Allow for proportional discounting to projects on Metro-owned land.**
 - Maximum discount is 30%

Metro Affordable Housing Portfolio



COMPLETED / IN PROGRESS JOINT DEVELOPMENT PROJECTS



Affordable Housing Policy Next Steps



- Case Studies and Research
- Policy Brainstorm
- Feasibility Testing
- Roundtable Discussions
- Report Back to the Board

Amendment to 2020 Legislative Agenda



NEW GOAL #10.16: ADVOCATE FOR POLICIES AND FUNDING THAT INCREASE THE SUPPLY AND AFFORDABILITY OF HOUSING IN LOS ANGELES COUNTY.

Support legislation, initiatives, and programs that

- Reduce the costs and time to deliver affordable housing;
- Stabilize and enhance housing affordability in existing communities;
- Support planning for equitable transit-oriented communities;
- Incentivize and support the development of affordable and transit-adjacent housing; and
- Preserves and increases the ability of the Joint Development Program to deliver on its portfolio approach to achieving housing goals.



Board Report

File #: 2019-0833, **File Type:** Contract

Agenda Number: 12.

REVISED

PLANNING & PROGRAMMING COMMITTEE

JANUARY 15, 2020

EXECUTIVE MANAGEMENT COMMITTEE

JANUARY 16, 2020

SUBJECT: MOBILITY ON DEMAND PILOT PROJECT

ACTION: EXECUTE CONTRACT OPTION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a Modification to Contract No. PS121778000 to exercise a six-month extension to the existing contract with NoMad Transit LLC, to continue to operate the Mobility on Demand (“MOD”) pilot project with enhanced service design for additional research at an increase in contract value not to exceed ~~\$1,530,332~~ \$2,180,332, increasing the contract value from \$2,506,410 to ~~\$4,036,742~~ \$4,686,742, and, at the discretion of the Chief Executive Officer, add an additional six months of service for a not to exceed amount of ~~\$2,097,293~~ \$2,747,293, increasing the contract from ~~\$4,036,742~~ \$4,686,742 to up to ~~\$6,134,035~~ \$7,434,035, with no further options to extend.

ISSUE

In 2018, Metro partnered with NoMad Transit LLC to provide a pilot on-demand, shared-ride service that launched on January 28, 2019 with a duration of one year, and an option to extend for a second year. This pilot is providing research insights to inform MicroTransit, expanding the availability of ride-hailing services to users who would not otherwise have access, promoting sustainability and congestion reduction through shared rides, and growing the reach of Metro fixed-route services. The Board has received quarterly reports regarding the service operations over the 2019 calendar year.

In October 2018, the Board authorized the execution of a 12-month contract in an amount not-to-

exceed \$2,506,410, with the option to renew for an additional year at a baseline amount of \$2,506,410, to be negotiated based on the initial 12-month pilot period for a total amount of \$5,012,820.

Year one of the contract will close having spent \$1,939,448 of the \$2,506,410 contract authority, leaving a balance of \$566,962. Staff recommends (a) applying the first-year remaining balance of \$566,962 to the first six months of the second contract year, (b) executing a six-month extension in an amount not to exceed ~~\$1,530,332~~ \$2,180,332 (c) delegating authority to the Chief Executive Officer to execute a subsequent six-month extension in an amount not to exceed ~~\$2,097,293~~ \$2,747,293 for a total not to exceed amount of ~~\$3,627,625~~ \$4,927,625. Staff has applied for grant funding which may become available early in 2020 that could be applied to the contract or to the MicroTransit program.

BACKGROUND

As reported to the Board in the Third Quarter Report (Attachment A), ridership and efficiency of the service have been steadily increasing and the service now provides nearly 2500 rides per week at a rate of approximately 2.6 rides per driver hour.

Grantee partners in the Seattle area are serving over 7000 rides per week at a rate of over 5 rides per driver hour. The higher ridership and efficiency numbers are attributed to longer operating hours that include evenings and weekends, more robust outreach, and shorter trip lengths. The second year of the Los Angeles pilot aims to test if longer operating hours and additional outreach efforts can increase adoption and efficiency in line with what is being seen in Seattle.

Subsidy

The pilot has created an excellent service that extends the reach of Metro fixed route transit. Such a service is not expected to be price competitive with Metro's most efficient bus and rail offerings but can offer a tool to maintain and increase ridership as competitors come into the marketplace. Bearing that in mind, staff has calculated an average trip subsidy and attempted to compare it with other modes.

At the close of Q3, MOD ride subsidies were averaging about \$13 per ride, and 2.5 miles in length. By comparison, an infrequent bus route can cost up to \$21 per ride and only provide service nearly once an hour. Access Services trips have a subsidy of \$39 per ride, regardless of length. They also require booking a day in advance and pick up times are subject to negotiation depending on vehicle availability. Access Services trips average ten miles in length (much longer than MOD trips), but Access Services pays the same price for rides of any distance, and 35% of the trips are less than five miles. MOD ride subsidies and customer service are therefore an improvement over Access Services rides. Metro also subsidizes park and ride parking and Metro Bike Share at rates comparable to MOD.

Mode	Avg. trip length	Max wait time	On-demand?	Subsidy per ride	Convenience
Mobility on Demand	2.5 miles	20 min	Yes	\$13	High
Access Services*	10 miles	N/A	24 hrs in advance	\$39	Medium
Infrequent bus**	2.36 miles	60 min	No	\$21	Low
Park & Ride	N/A	0 min	Yes	\$12***	High
Bike Share	1 mile	0 min	Yes	\$8	Medium

*Shorter trips have the same subsidy as Access Services pays its vendors per trip

**Metro Bus 607 (with current lowest route performing index of Metro Bus lines)

***In addition, park and ride lots are a barrier to transit oriented development and pedestrian access

Research Findings

Survey data suggests that the average first last mile travel time has been cut in half for Metro riders on NoMad compared to their previous mode. Fifty percent of NoMad rides are less than nine minutes in length and 95% are less than 22 minutes. Data also suggests that around 9% of users were new to transit altogether, 46% of trips were a first last mile trip shifted from private vehicles or private ride hailing, 33% of trips from buses, and 14% from walking or rolling. Additional research findings are included in Attachment B.

Requests for wheelchair accessible vehicles continue to account for about 1% of total rides. By comparison, 0.5% of Metro Bus trips are made by people in wheelchairs. NoMad call center trips continue to account for about 1% of the total trips booked, while 48% of Metro Bus riders and 27% of Metro Rail riders do not have smart phones.

Initial research findings have been collected through surveys administered by the independent evaluator, though results are not statistically significant. Preliminary data suggest that the median income of the users is around \$50,000 and the racial makeup is 35% white, 30% Latinx, 23% Asian, 6% Black, 1% American Indian, and 6% Other. The survey respondents were 52% male, 45% female and 3% non-binary. Additional research will be analyzed and used to determine if the second six months of the contract will be executed.

DISCUSSION

Due to the success of the first year of the pilot, and the potential for additional critical research findings and increased adoption in a second year, staff is recommending an additional six-months to a year of the pilot with updates to the service design to optimize customer experience and increase adoption by target riders. Service in the second year would include the following modifications:

- In order to comply with Assembly Bill 5 (AB5), Independent Driver Partners will now be employees, receive compensation for the mileage they travel in their personal cars, and may elect to receive health care or a benefits stipend.
- Marketing services will be enhanced to strengthen grassroots awareness and increase adoption by riders who are low income, do not have smart phones, or have disabilities.
- Service days and hours will be extended to include evenings and weekends (currently service is only operational from 6AM to 8PM on weekdays). Exact hours will be determined based on utilization, customer feedback and budget considerations.
- ~~In order to accommodate the increased costs associated with the employee model and extended service hours, g~~ Geographic coverage will continue in North Hollywood, ~~be focused on the El Monte and Compton service areas, as shown on maps included in Attachment C.~~
- Service design will remain subject to change per mutual agreement based on iterative operational feedback.

Provided that the contractor will be converting their independent contractor driver partners to operator employees in the new year to be compliant with AB5 the increased price of a driver hour has been included in the modification total.

Outreach and marketing for the upcoming year will be more robust and community focused in order to increase adoption by target populations. Outreach will include opportunities for engagement and feedback to help Metro understand the needs of these communities from a new mobility standpoint.

DETERMINATION OF SAFETY IMPACT

The MOD pilot project will not have any adverse safety impacts on Metro employees or patrons. It may have a positive safety benefit by reducing personal driving trips and increasing trips made with professional drivers.

FINANCIAL IMPACT

There will be no financial impact to the FY2020 budget as the additional funds would not be needed until FY2021. The funds required for FY2021 would be budgeted through the FY2021 budget process. Staff has applied for additional grant funding for the second year of service.

Impact to Budget

The current year funding for this action will come from General Fund revenues and Grant revenues. These funds are eligible for Bus and Rail Operating projects. No other funds were considered

because these funds are programed for this use.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff's recommendation supports the following goals form Metro's Strategic Plan:

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

The project increases access to Metro fixed route services with a platform that provides excellent customer experience and shortens travel times for riders who must transfer.

Goal 2: Deliver outstanding trip experiences for all users of the transportation system.

The project provides seamless journeys and expands access to on-demand transportation to riders who use wheelchairs, do not have smart phones, or do not have the financial means to use private services.

Equity Platform Framework

The project is addressing inequity in new mobility options by providing access to people who would not otherwise be able to use on-demand rideshare platforms like Uber and Lyft. The project allows people without smartphones or bank account, and people who use wheelchairs to experience the benefits of on-demand mobility and seamless access to Metro fixed route offerings. MOD is offered in low income areas to encourage use by low income riders and will be marketed in this way as well.

ALTERNATIVES CONSIDERED

The Board may decide not to authorize the CEO to exercise the contract options with NoMad Transit. This alternative is not recommended as it does not allow Metro to explore additional research inquiries or continue to provide high quality trip experiences as identified in Metro Vision 2028.

NEXT STEPS

Upon Board approval, Metro staff will execute the Modification to Contract No. PS121778000 to extend the contract with NoMad Transit LLC for the MOD pilot, as originally contemplated in the October 2018 Board Report. Service would continue for an additional six months. During those six months, the Chief Executive Officer will determine if the service should continue for an additional six months, terminating no later than the end of January 2021. There are no additional contract options to extend after this date. Updates on the pilot operations will continue to be provided to the Board.

ATTACHMENTS

Attachment A - Third Quarter Report

Attachment B - Preliminary Research Findings

Attachment C - Service Areas Map

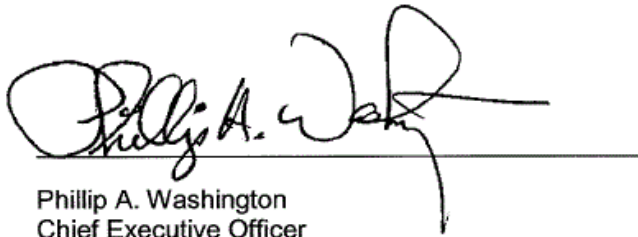
Attachment D - Procurement Summary

Attachment E - Contract Modification Log

Prepared by: Marie Sullivan, Manager, Transportation Planning, (213) 922-5667

Reviewed by: Joshua Schank, Chief Innovation Officer, (213) 418-3345

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051



Phillip A. Washington
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

NOVEMBER 25, 2019

TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: JOSHUA L. SCHANK *JLS*
CHIEF INNOVATION OFFICER

**SUBJECT: MOBILITY ON DEMAND: THIRD QUARTER REPORT AND
ASSEMBLY BILL 5 COMPLIANCE**

Metro's Mobility on Demand pilot has completed nine months of service and more than 45,000 rides. This on-demand, shared-ride pilot is delivered through a partnership with ride share company Via. It makes ride-hailing services available to users who would not otherwise have access, promotes sustainability and congestion reduction through shared rides, and expands the reach of Metro fixed-route services. Additional information about the service can be found in Attachment A.

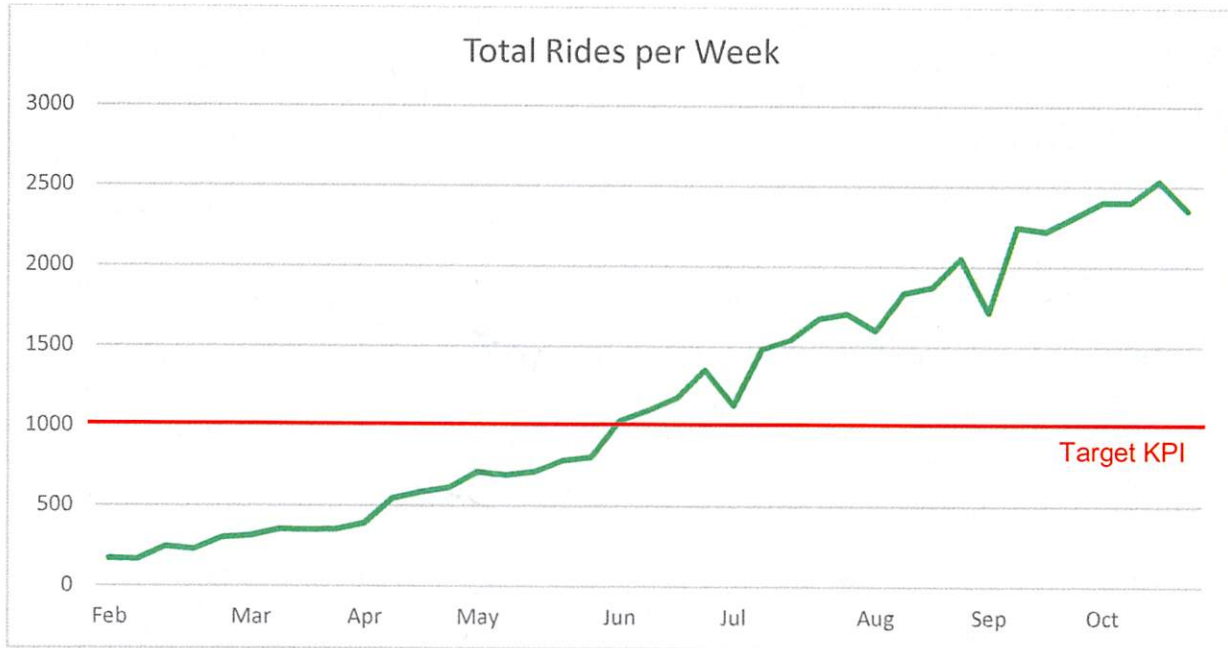
The pilot has now been operational for nine months; the third quarter (Q3) concluded October 25, 2019. Since the second quarter report was delivered to the Board in September, ridership has continued to grow far beyond the original target Key Performance Indicators (KPIs). The utilization per service hour has also continued to rise, exceeding the target 2.5 rides per driver hour near the close of the third quarter.

A new California Law (AB 5) changes the test that determines whether drivers and other workers are employees and goes into effect on January 1, 2020. Staff is amending the contract with Via to require drivers to be employees. Staff is pursuing a potential second year of this short-term research pilot, which would adjust the service design based on findings from the first year.

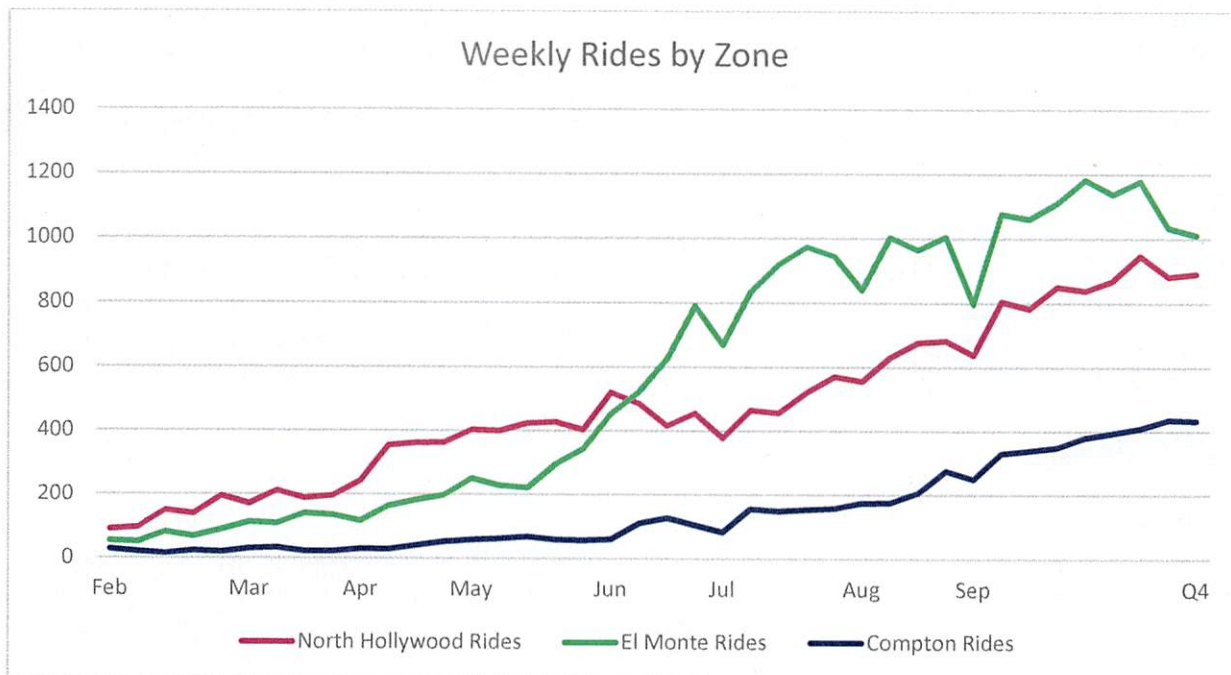
PERFORMANCE

Ridership

Since service launched in January, the number of rides has increased from 160 in the first week of service to 2,336 per week at the close of the third quarter, a nearly 15-fold increase since the beginning of the pilot. The steadily increasing ridership is a likely indicator of customer satisfaction and efficacy of the service.



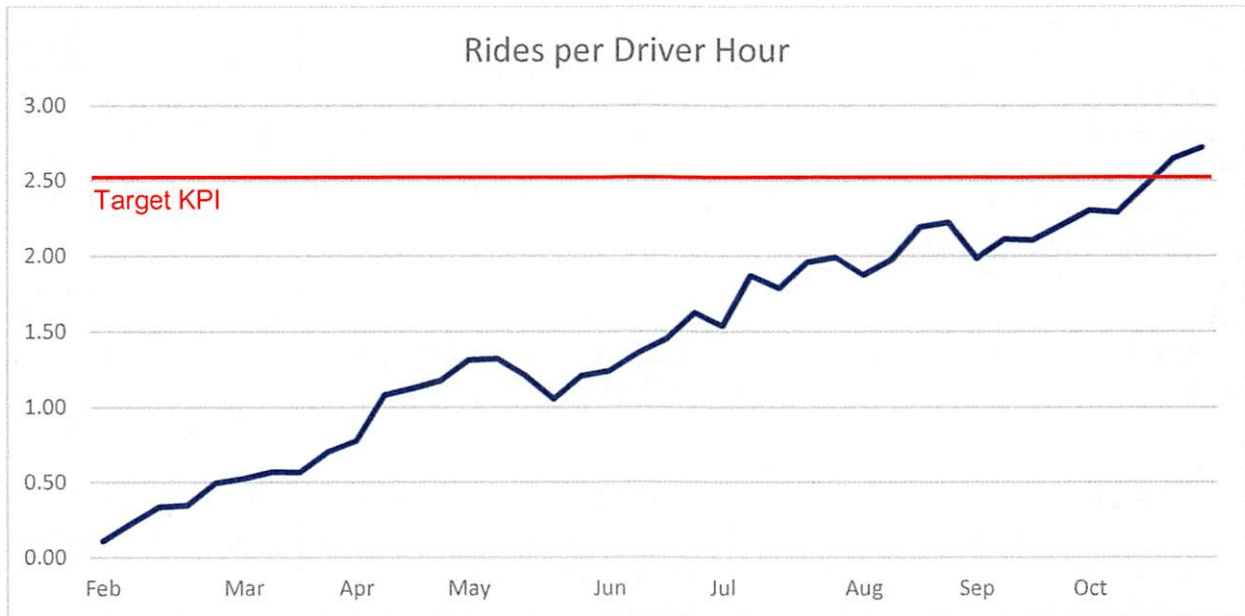
The El Monte service area continues to be the most popular zone. The Artesia/Compton zone has lower ridership, likely due to the New Blue service closures. Rail service for the southern segment of the A Line (Blue) was suspended from January 2019 to June 2019. Service for the northern segment of the A Line was suspended in June 2019 and reopened on November 2, 2019.



Rides per Driver Hour

The ratio of rides to driver hours has vastly improved since the launch of the service.

Utilization was at 0.1 rides to driver hours in Week 1 and by Week 12, Via had 1.2 rides to driver hours, a tenfold increase over the quarter. The ratio continued to climb over the second quarter reaching nearly two rides per driver hour by the end of the second quarter. The close of the third quarter saw a ratio of 2.7 rides per driver hour, exceeding the performance goal of 2.5.



Key Performance Indicators

As detailed in the chart below, three out of the four target KPIs were met and exceeded in Q3.

KPI	Target	Q1 end	Q2 end	Q3 end	Target Met?
Avg wait time	10 min	7 min	9 min	11.5 min	No
Avg Customer Rating	4.5	4.9	4.9	4.8	Yes
Rides/ driver hour	2.5	1.12	1.8	2.7	Yes
Weekly rides	1000	585	1675	2336	Yes

In the final weeks of Q3, the rides/driver hour goal was met, but the average customer wait time slipped over the 10-minute goal. This 10-minute goal has been met for a vast majority of the service operation. This highlights the tradeoff between service quality and efficiency, and Via will continue to adjust the service supply to balance both.

Customer Payment and Fares

The free transfer fare has continued through Q3 and will remain in effect until the completion of the first year of service. This means that while customers are not paying Via for the service, but all Via customers are paying to ride Metro, the net fare remains \$1.75.

Subsidy

At the close of Q3, ride subsidies were averaging about \$13 per ride, and 2.5 miles in length. By comparison, an infrequent bus route can cost up to \$21 per ride for a ride of similar length and only provide service about once an hour. Access Services trips have a subsidy of \$39 regardless of length, require booking a day in advance, and pick up times are subject to negotiation depending on vehicle availability. While Access Services trips average ten miles in length (much longer than MOD trips), Access Services pays their contractors same price for rides of any distance, and 35% of the trips are less than five miles.

Reaching hard to reach populations

Requests for wheelchair accessible vehicles continue to account for about 1% of total rides. By comparison, 0.5% of Metro Bus trips are made by people in wheelchairs. Via call center trips continue to account for about 1% of the total trips while 48% of Metro Bus riders and 27% of Metro Rail riders do not have smart phones.

Research

The Eno Center for Transportation, as well as University of California Los Angeles, University of Oregon, and University of Washington are analyzing both qualitative and quantitative data from the pilot that will inform a final project report. That data will help to determine whom the pilot has been able to serve, and if the benefits have been in line with the project goals.

Findings to inform MicroTransit

Findings from the partnership with Via are being shared with the MicroTransit team to provide insights in preparation for the launch of MicroTransit in 2020.

Lessons from Seattle

The Via service in the Seattle area has seen even higher adoption and efficiency with over 7,000 rides per week and over five rides per driver hour. The Seattle area service differs in that the service additionally runs during evenings and weekends, the rides are provided in a dedicated, branded fleet of consistent vehicles, transit patrons can tap their transit passes on a card reader inside the vehicles, and the service zones are contiguous for more efficient operation. Metro staff is exploring the possibility of implementing several of these features in a potential second year of the Via partnership.

NEXT STEPS

Assembly Bill 5 Compliance

The Governor signed AB5 in September 2019, which will require many workers classified as independent contractors to become company employees. Metro asked Via to change the driver employment model under the contract from independent contractors to employees. Via has agreed to work with Metro to change the model on

January 1, 2020. Metro is working with Via to ensure that any updates to the contract documents that need to be made are completed in advance of January 1, 2020.

Contract Option

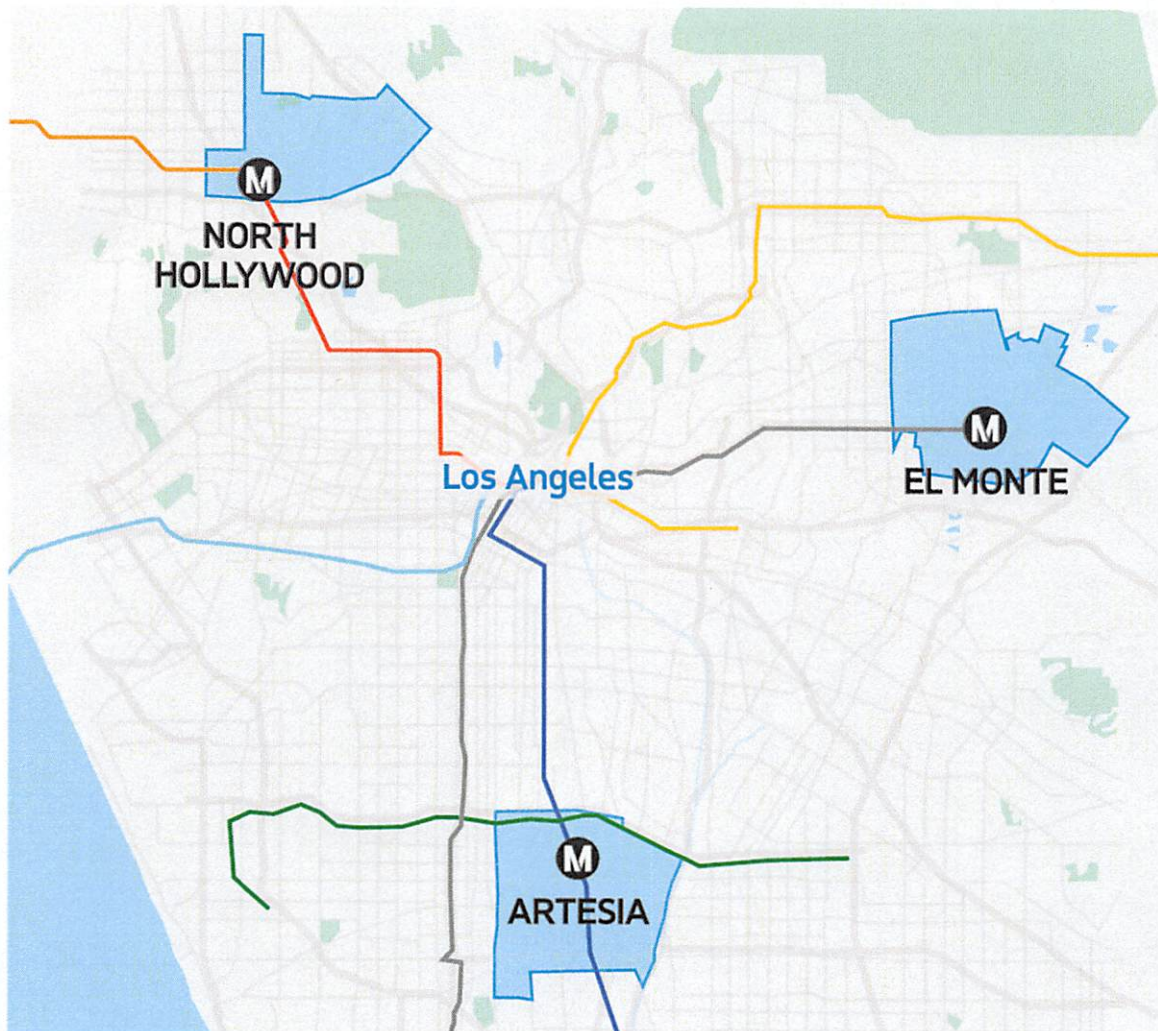
The contract for the pilot with Via has a base term of one year, with an option to extend to a second year. Metro is now negotiating a potential second year of the pilot contract with Via. Assuming consensus is reached on a second year, staff will bring a recommendation to the Board for a second year of service in early 2020. The design of a second year of service will take into account the findings from the first year of the service and will seek to improve customer experience and to increase marketing and outreach efforts to low-income patrons and patrons without smart phones.

If the Board approves a negotiated second year of the pilot, the additional research learnings would continue to inform the service design for MicroTransit throughout the potential second year. The pilot would not extend beyond a second year as the contract with options will expire January 28, 2021.

Attachment A – Background

Metro's Mobility on Demand (MOD) pilot is funded in part by a Federal Transit Administration (FTA) MOD Sandbox Demonstration Grant. The goals of this pilot are to test the viability of using on-demand technology to connect people to Metro's transit system (current and new customers) and to open access to transportation network companies (TNCs) to more people by making the service more accessible.

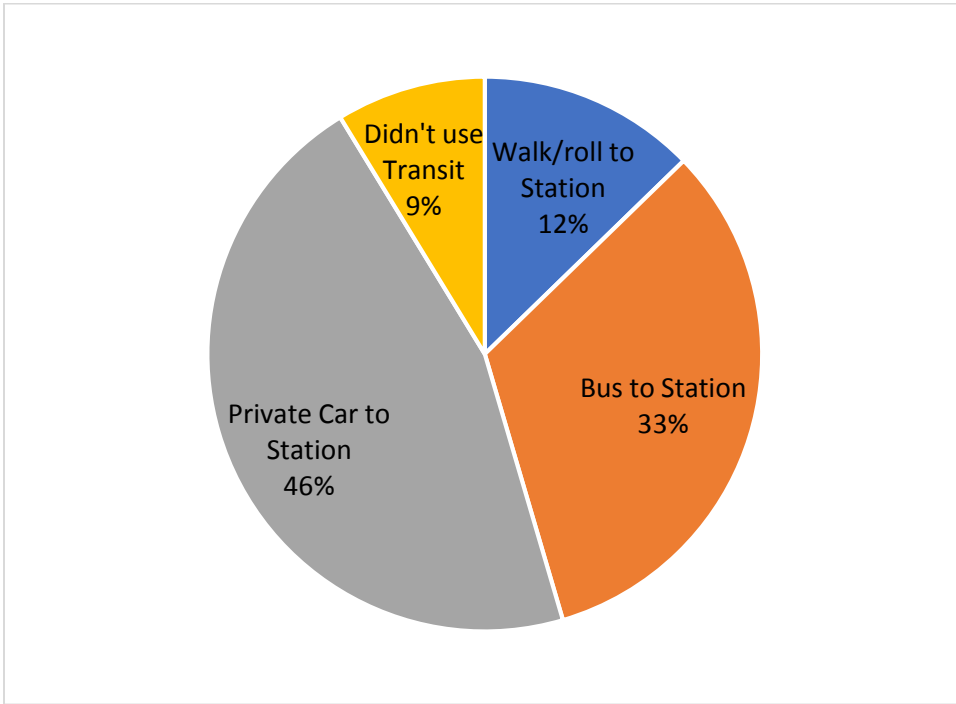
Metro launched a service partnership with Via on Monday, January 28, 2019 in three zones around the Metro North Hollywood, El Monte, and Artesia Stations. Under this pilot, Via provides first and last mile rides to or from transit stations. The service operates Monday through Friday from 6am to 8pm. Zones were set with a radius of one to 1.5 miles at service launch. Thereafter in April of 2019, the zones were expanded to a radius of two to 2.5 miles to capture additional potential riders and improve mobility for the surrounding neighborhoods.



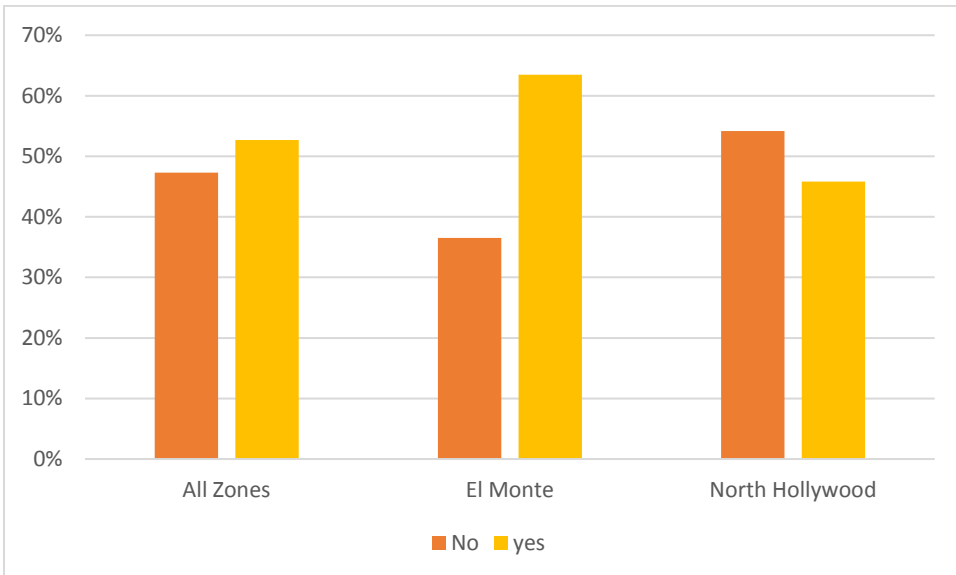
Attachment B - Mobility on Demand Preliminary Research Findings

Mode Shift

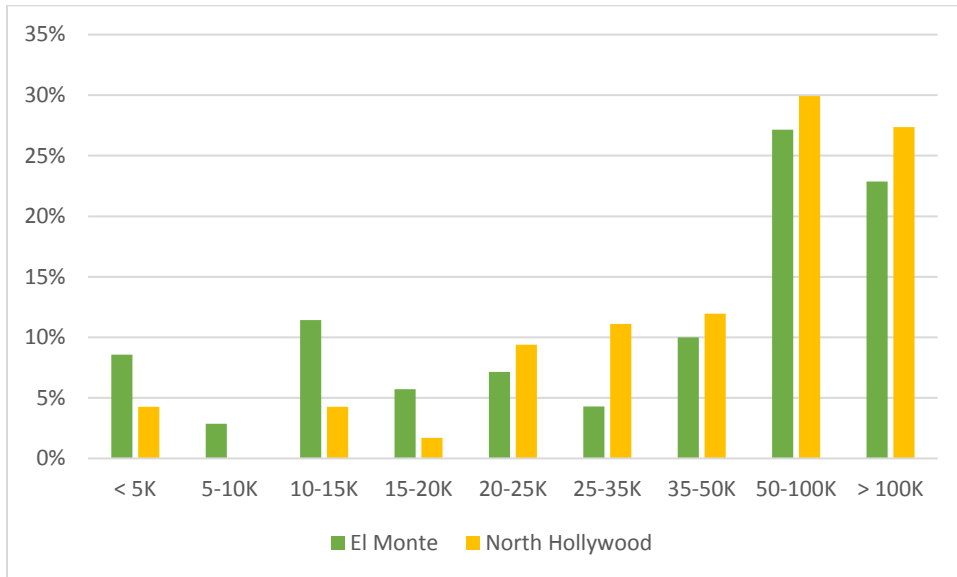
How did you get to/from the station before using Via?



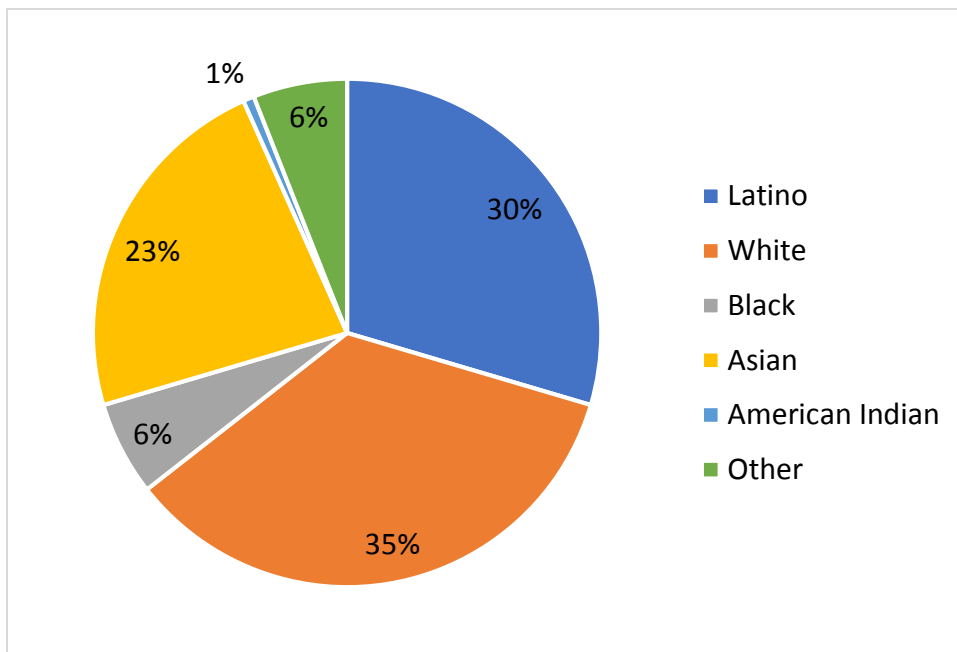
Do you have a car available you could have used to make this trip?



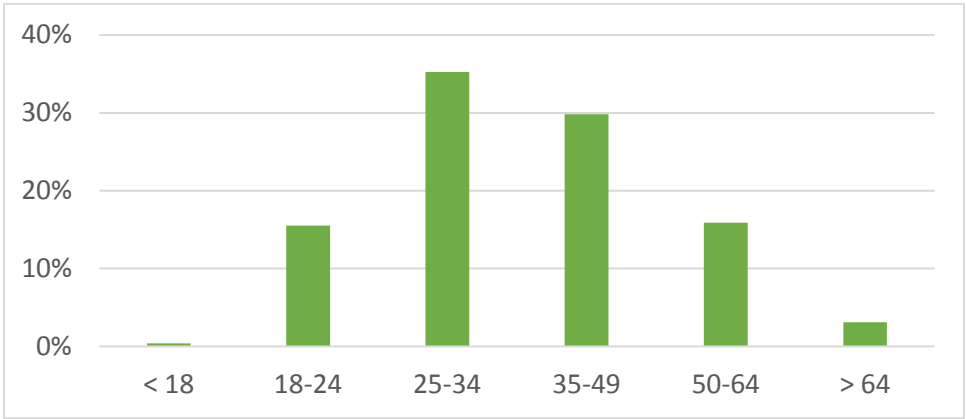
What is your annual household income?



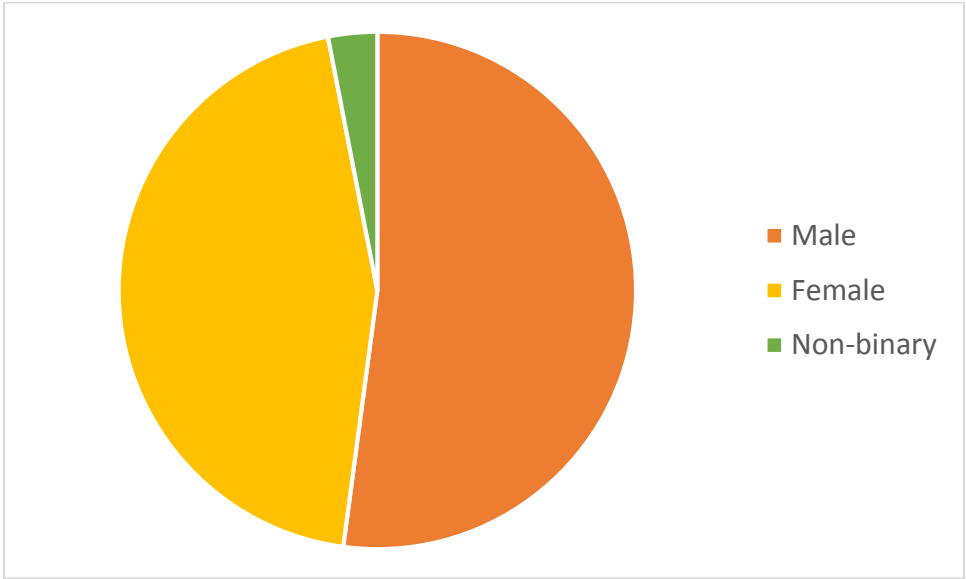
Do you identify as...?



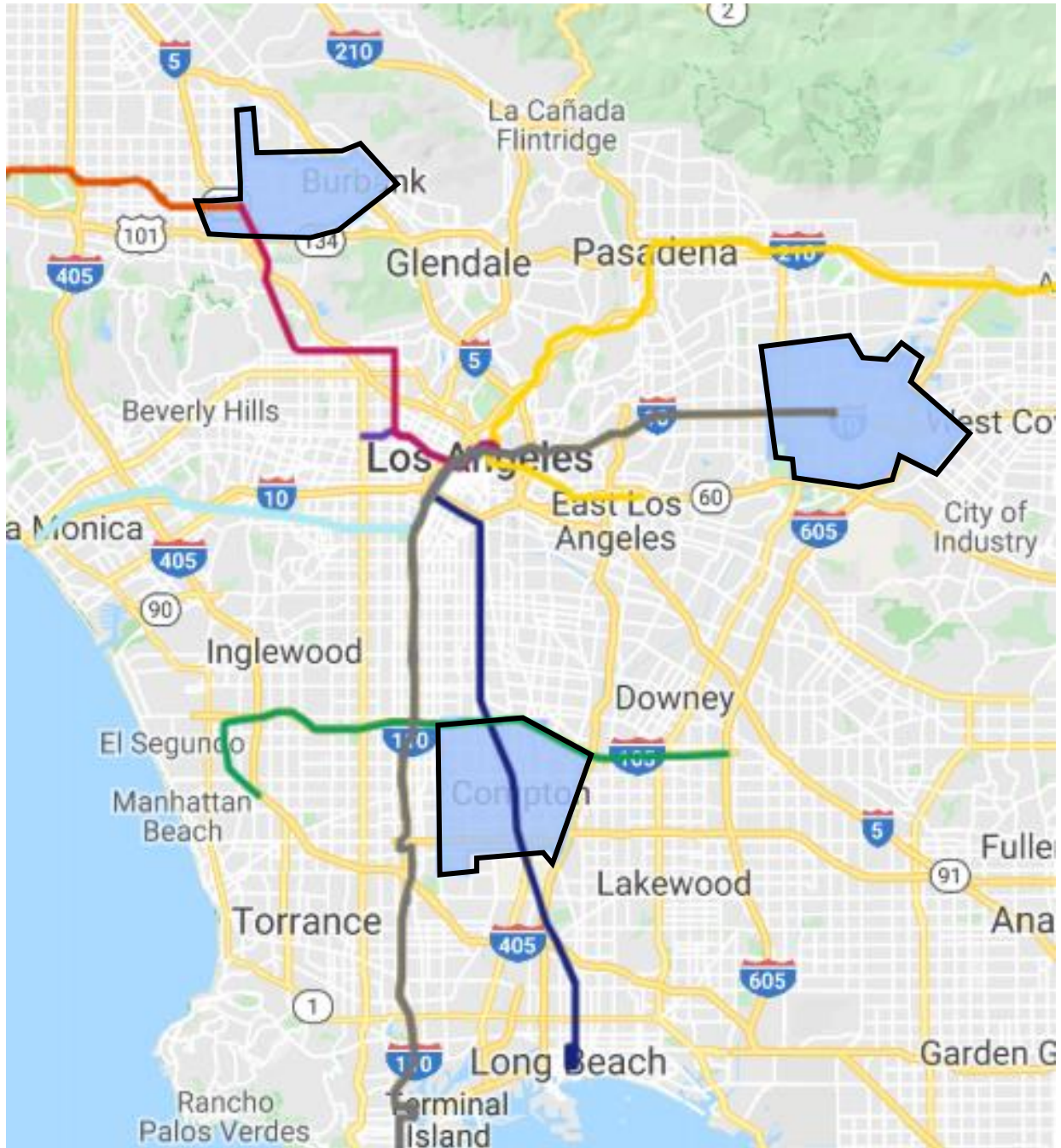
What is your age?



What is your gender identity?



Attachment C – Service Areas



PROCUREMENT SUMMARY

MOBILITY ON DEMAND PILOT PROJECT / CONTRACT NO. PS121778000

1.	Contract Number: PS121778000		
2.	Contractor: NoMad Transit LLC		
3.	Mod. Work Description: Six-Month Term Extension to continue the pilot project with enhanced service design for additional research		
4.	Contract Work Description: Mobility on Demand pilot project		
5.	The following data is current as of: 12/19/19		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	10/25/18	Contract Award Amount: \$2,506,410
	Notice to Proceed (NTP):	12/18/18	Total of Modifications Approved: \$0
	Original Complete Date:	1/28/20	Pending Modifications (including this action): \$1,530,332 \$2,180,332
	Current Est. Complete Date:	7/28/20	Current Contract Value (with this action): \$4,036,742 \$4,686,742
7.	Contract Administrator: Carolina Coppolo		Telephone Number: 213.922.4471
8.	Project Manager: Marie Sullivan		Telephone Number: 213.922.5667

A. Procurement Background

This Board Action is to approve the Contract Modification issued to extend the Contract six months in support of the Mobility on Demand (MOD) pilot project. The Contractor will continue to operate the MOD pilot project with enhanced service design for additional research.

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

On October 25, 2018, the Board awarded a contract to NoMad Transit LLC to operate a first and last mile pilot service to/from the North Hollywood, Artesia, and El Monte stations, with an option to extend for a second year.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical evaluation. The contractor will be converting their independent contractor driver partners to operator employees in the option term to be compliant with AB5. The negotiated amount includes the increased hourly driver rate.

Proposal Amount	Metro ICE	Modification Amount
\$2,097,293 \$2,747,293	\$2,460,036 \$2,930,110	\$1,530,332 \$2,180,332

CONTRACT MODIFICATION/CHANGE ORDER LOG

MOBILITY ON DEMAND PILOT PROJECT / CONTRACT NO. PS121778000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Exercise Option Year with enhanced service design for additional research	Pending	Pending	\$1,530,332 <u>\$2,180,332</u>
	Modification Total:			\$1,530,332 <u>\$2,180,332</u>
	Original Contract:			\$2,506,410
	Total:			\$4,036,742 <u>\$4,686,742</u>



Board Report

File #: 2020-0016, **File Type:** Informational Report

Agenda Number: 23.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2020**

SUBJECT: MONTHLY UPDATE ON TRANSIT SAFETY AND SECURITY PERFORMANCE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE Transit Safety and Security Report.

ISSUE

This report reflects October and November 2019 performance data as reported under the transit policing deployment strategy which is a combination of in-house fare compliance officers, private security for fixed assets and a multi-agency law enforcement deployment strategy by the Los Angeles Police Department (LAPD), Los Angeles County Sheriff's Department (LASD), and Long Beach Police Department (LBPD). The information in this report summarizes Crimes Against Persons, Crimes Against Property, and Crimes Against Society data under Uniform Crime Reporting (UCR) Program, average emergency response times, assaults on bus operators, and Metro's fare compliance and homeless outreach efforts. The Six Key Performance Indicators (KPI) are Uniform Crime Reporting guidelines, Average Emergency Response Times, Percentage of Time Spent on the System, Ratio of Staffing Levels vs Vacant Assignments, Ratio of Proactive vs Dispatched Activity, and Number of Grade Crossing Operations.

BACKGROUND

UCR is a National Incident-Based Reporting System from the US Department of Justice. It captures crime offenses in one of three categories: Crimes Against Persons, Crimes Against Property, and Crimes Against Society.

DISCUSSION

Crime stats are as follows:

Crimes Against Persons

For the month of October 2019, crimes against persons decreased by 10 crimes system-wide

compared to the same period last year.

For the month of November 2019, crimes against persons decreased by 15 crimes system-wide compared to the same period last year.

Crimes Against Property

For the month of October 2019, crimes against property decreased by 13 crimes system-wide compared to the same period last year.

For the month of November 2019, crimes against property decreased by 64 crimes system-wide compared to the same period last year.

Crimes Against Society

For the month of October 2019, crimes against society increased by 20 crimes system-wide compared to the same period last year.

For the month of November 2019, crimes against society increased by 17 crimes system-wide compared to the same period last year.

Bus Operator Assaults

There were 10 bus operator assaults reported in October, which is the same compared to the same period last year.

There were 6 bus operator assaults reported in November, which is 6 fewer compared to the same period last year.

Average Emergency Response Times

Emergency response times averaged 5.05 minutes for the month of October and 4.24 minutes for the month of November.

Crime Victimization Survey

In December, SSLE staff met with Metro's Countywide Planning & Development Department's Technical Services Team to begin planning for a National Crime Victimization Survey in coordination with the Department of Justice standards to include training for SSLE staff on how to develop and implement this program. Staff will meet on a bi-weekly basis and will provide monthly updates on our expected timeline and progress.

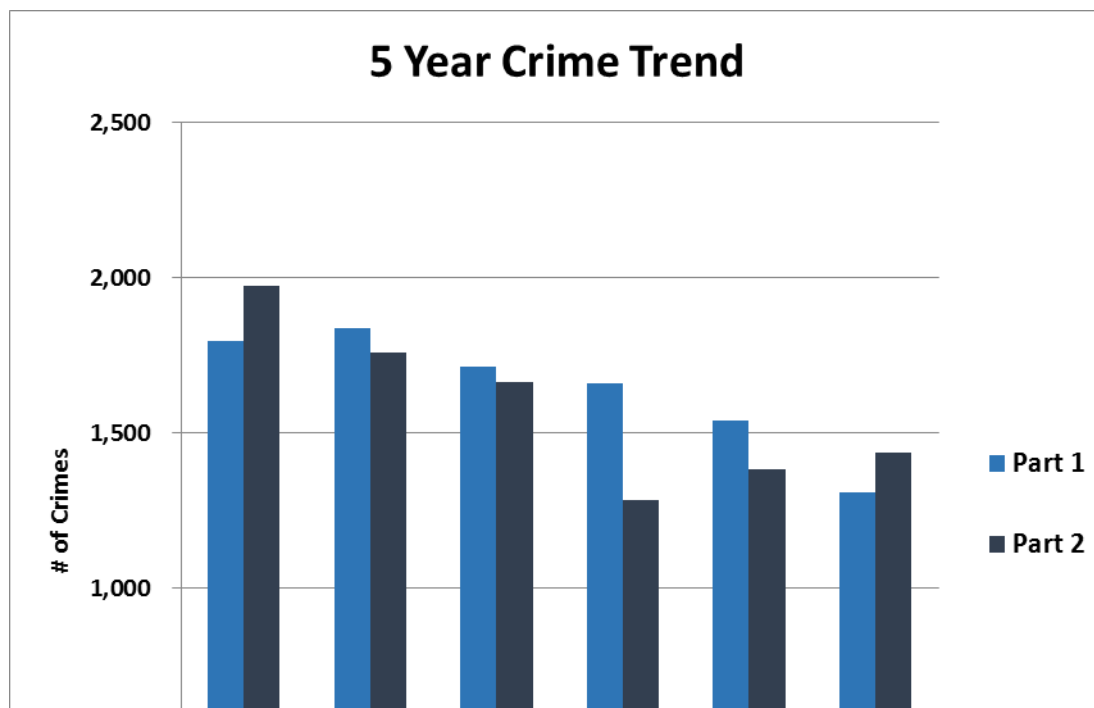
Five-Year Crime Trend

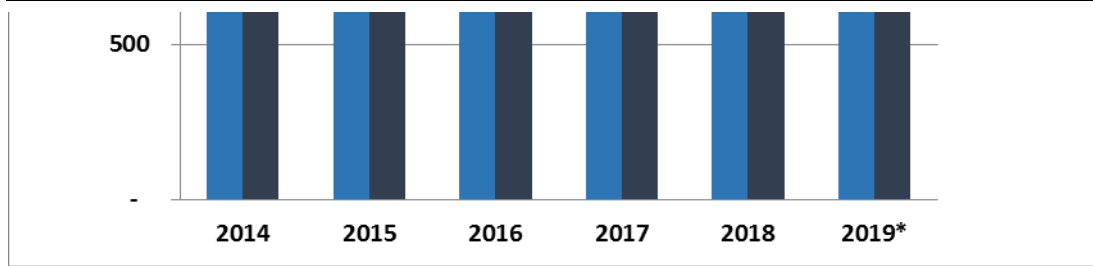
Metro has experienced a steady decline in Part 1 and 2 crimes over the past 5 years as seen in the table and graph below. One of the reasons behind this steady decline may be attributed to our multi-policing model with the Los Angeles Police Department, Los Angeles County Sheriff's Department, and Long Beach Police Department. More recently, Metro has implemented a surge strategy in our law enforcement deployments to help with the increase in homeless population that rides on our bus and rail systems.

From 2014 to 2019, Part 1 crimes have decreased by 27%, Part 2 crimes have decreased by 27%,

and total crimes have also decreased by 27%.

	2014	2015	2016	2017	2018	2019*
Part 1	1,795	1,836	1,714	1,660	1,541	1,308
Part 2	1,975	1,761	1,663	1,283	1,384	1,439
Total Crime	3,770	3,597	3,377	2,943	2,925	2,747





* December 2019 data not included

Physical Security Improvements

The Systems Security and Law Enforcement division continues to provide a secure and safe environment for our patrons and employees. The New Blue Line North construction was completed in November, and we were successful in assisting the construction team in this effort. We continue to work closely with the LAPD, LA Sheriff and Metro to provide coverage for the bus-only lanes and the heavily-trafficked area South of Olympic Blvd.

The New Blue Line North construction team was confronted with multiple thefts of copper wire along the tracks during August. Metro Construction and Security teamed up to deploy law enforcement, contract security and Metro personnel along the Blue Line to thwart the thefts, and the thefts were

stopped with this enhanced deployment.

We deployed the Thruvision explosive detection device in October and November at two rail stations; and will continue to deploy the device randomly throughout our system. We worked closely with the Los Angeles Police Department and Metro Security to develop a concept of the operation for the deployment.

We continue to improve our new Transit Watch application, and we hope to have the prototype ready this winter.

The Red Line ancillary area surge continues, and we are making progress with securing our underground rail stations.

Emergency Management: October and November 2019

The Office of Emergency Management has the responsibility of comprehensively planning for, responding to and recovering from large-scale emergencies and disasters that impact Los Angeles County Metropolitan Transportation Authority and our stakeholders.

- **Saddleridge, Tick, and Getty Fires** - Emergency Management Department provided situational awareness to all Metro department leads. The Emergency Operations Center was on standby for all three fires and maintained communication with LA City and LA County Emergency Management Agencies.
- **October 13, 2019 - Division 13 Bus Operations Hazardous Material Release Functional Exercise:** Conducted a two-phase exercise with Division 13 Transportation and Maintenance staff with participation from LAFD and LAPD Hazardous Materials units. Phase one objective was a full facility evacuation with accountability for all staff at the off-site assembly area. Phase two objectives were a HazMat response to an unknown chemical on a bus, an improvised chemical release device reported on a second bus, in addition to testing internal and external communications with Metro departments and partner agencies.
- **October 17, 2019 - Great California Shakeout:** Emergency Management Department coordinated the Enterprise-wide participation in the annual earthquake drill. All buses and trains were stopped for 30 seconds as announcements were made to thousands of passengers riding our system. All 27 Divisions and locations including Gateway Headquarters, participated in the drop, cover and hold-on drill. The California Governor's Office of Emergency Services presented Metro with a certificate for its participation.
- **Emergency Plans** - Emergency Site Plans (ESP) for all Divisions and Locations were completed, approved and signed by each site Director.
- **November 16, 2019 - Annual Notification Drill:** All 12,087 employees were notified through Metro's emergency notification system, via phone call, text and/or email. Receipt of notification responses were received from 4,882 (40%) of staff.

-
- **November 23, 2019 - Active Shooter Functional Exercise:** Emergency Management in collaboration with LAPD SWAT and Air Support conducted an active shooter on the Gateway building rooftop, exercise. The scenario of the exercise was modeled after the Las Vegas Mandalay Bay mass shooting. During the exercise Emergency Management and Transit Security tested Metro's lockdown procedures along with mass notification and the Public Announcement (PA) System. Mass notification was tested for stakeholders within the building in addition to external stakeholders in the Union Station Gateway Campus. Transit Security also swept the building floors to simulate searching for the armed intruder.

ATTACHMENTS

Attachment A - System-Wide Law Enforcement Overview October and November 2019

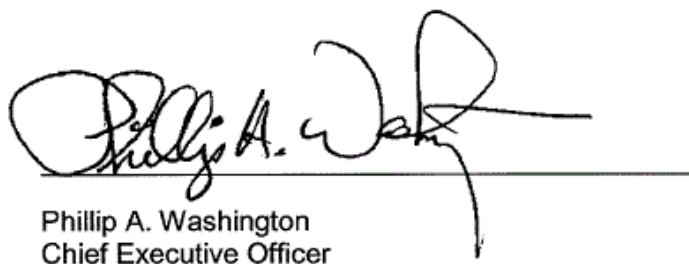
Attachment B - MTA Supporting Data October and November 2019

Attachment C - Key Performance Indicators October and November 2019

Attachment D - Transit Police Summary October and November 2019

Prepared by: Jimmy Abarca, Senior Administrative Analyst, System Security and Law Enforcement, (213) 922-2615

Reviewed by: Aston T. Greene, Interim Chief, System Security and Law Enforcement, (213) 922-2599



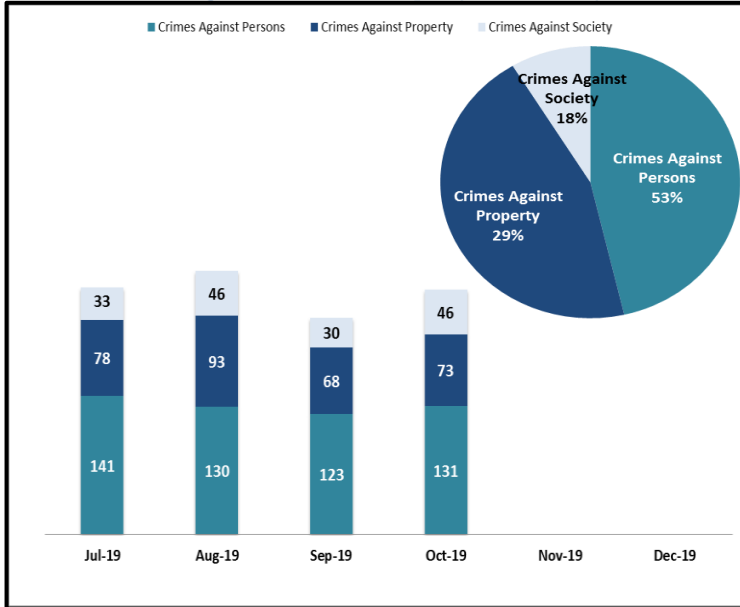
Phillip A. Washington
Chief Executive Officer

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

OCTOBER 2019

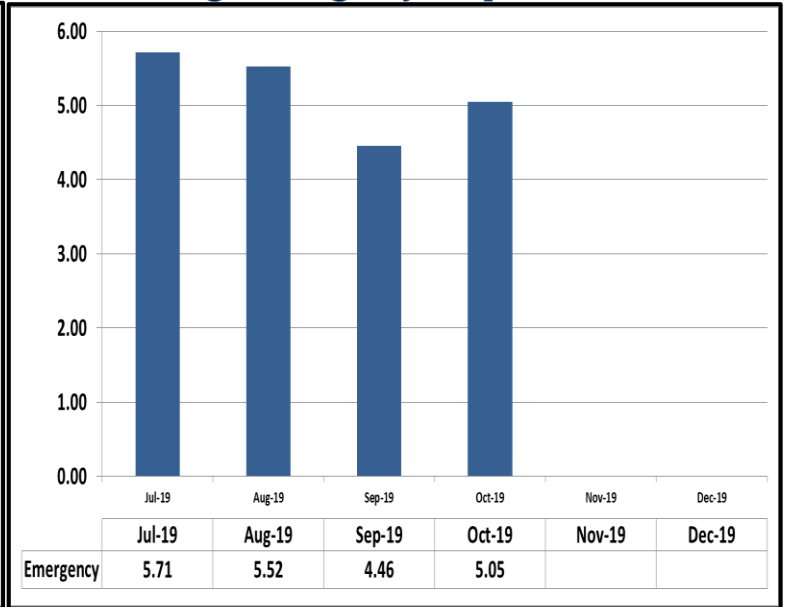
Attachment A

Crimes Against Persons, Property, and Society



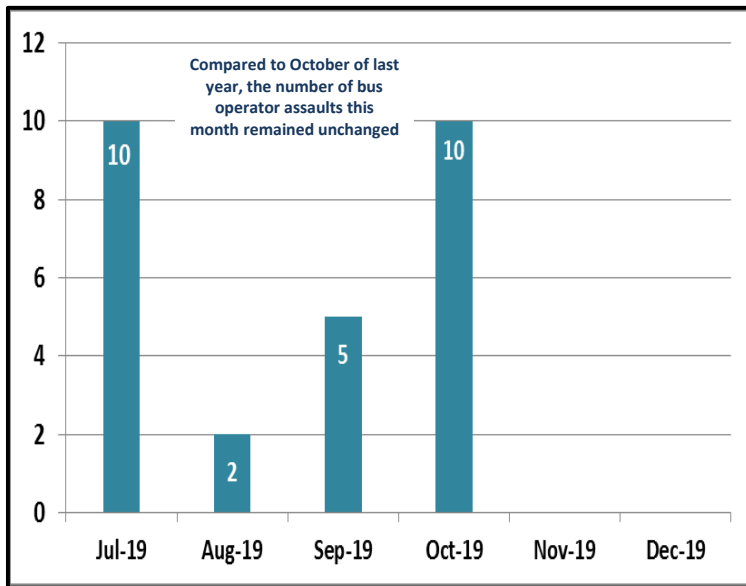
When compared to the same period last year, Crimes Against Persons decreased by 10 crimes, Crimes Against Property decreased by 13 crimes, and Crimes Against Society increased by 20 crimes.

Average Emergency Response Times

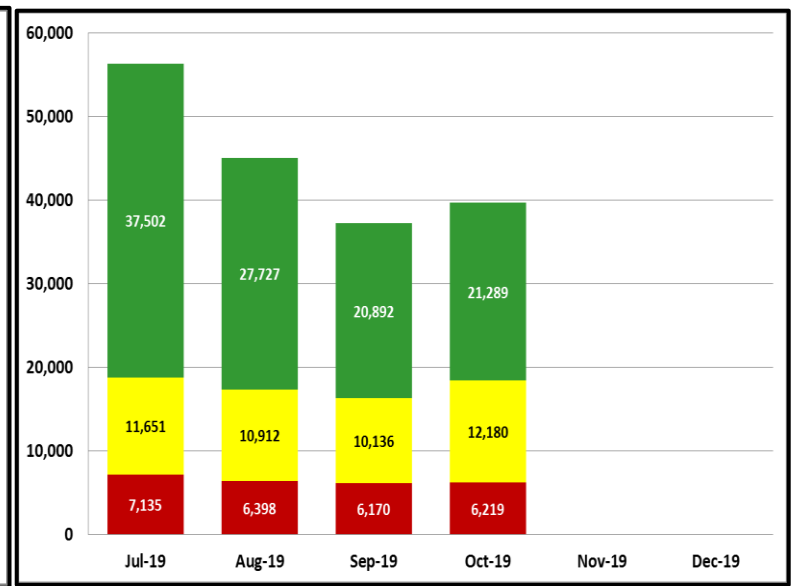


Average emergency response time was 5.05 mins.

Bus Operator Assaults



Fare Compliance



Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

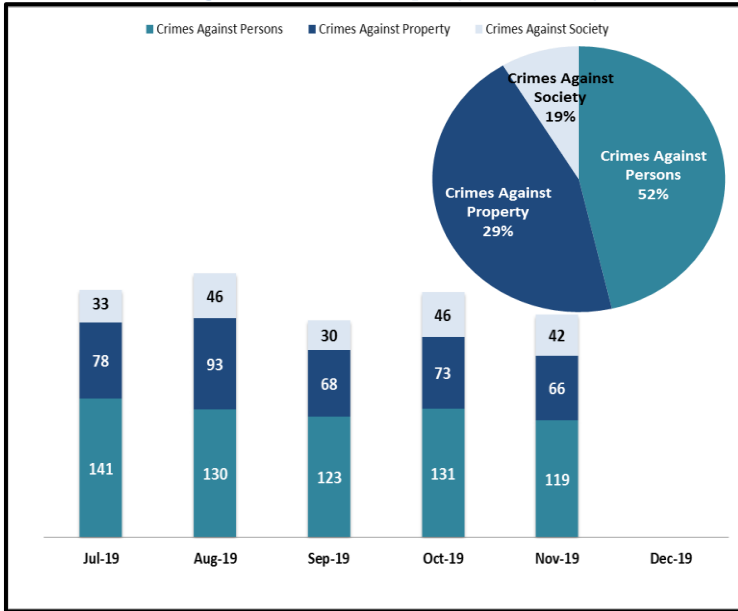
Red Checks- Occurs when a patron has invalid fare

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

NOVEMBER 2019

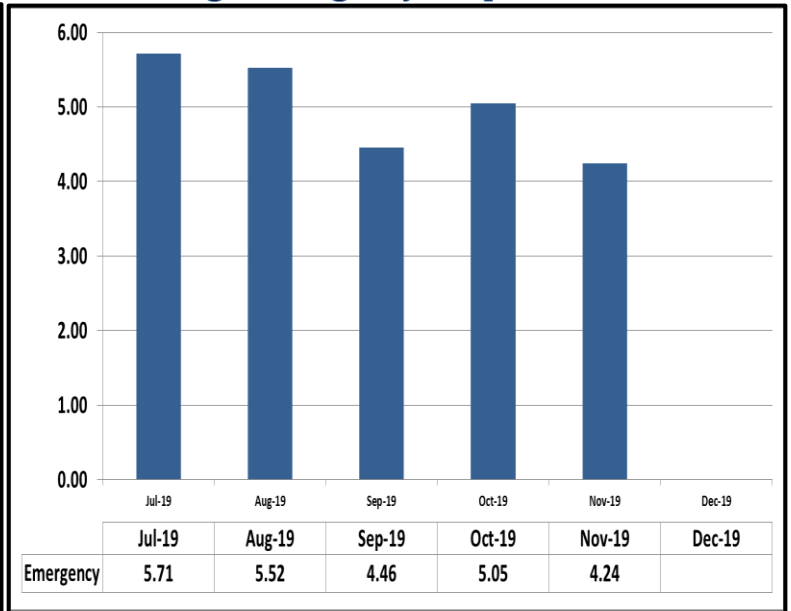
Attachment A

Crimes Against Persons, Property, and Society



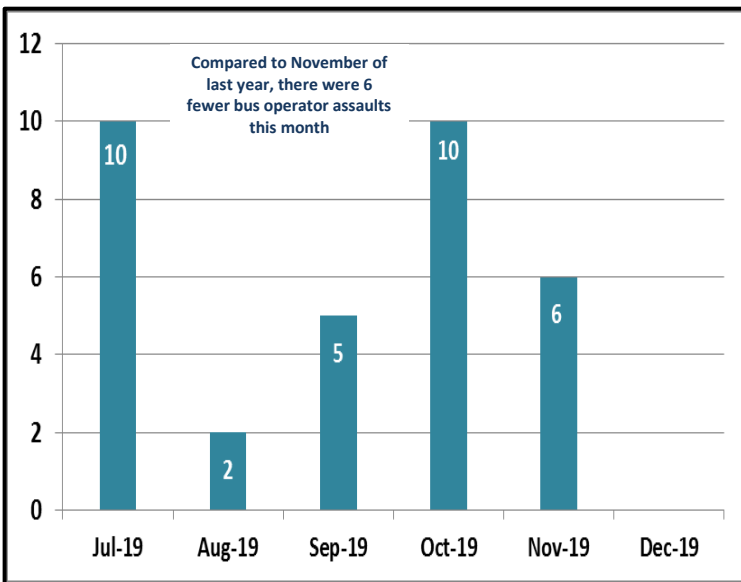
When compared to the same period last year, Crimes Against Persons decreased by 15 crimes, Crimes Against Property decreased by 64 crimes, and Crimes Against Society increased by 17 crimes.

Average Emergency Response Times

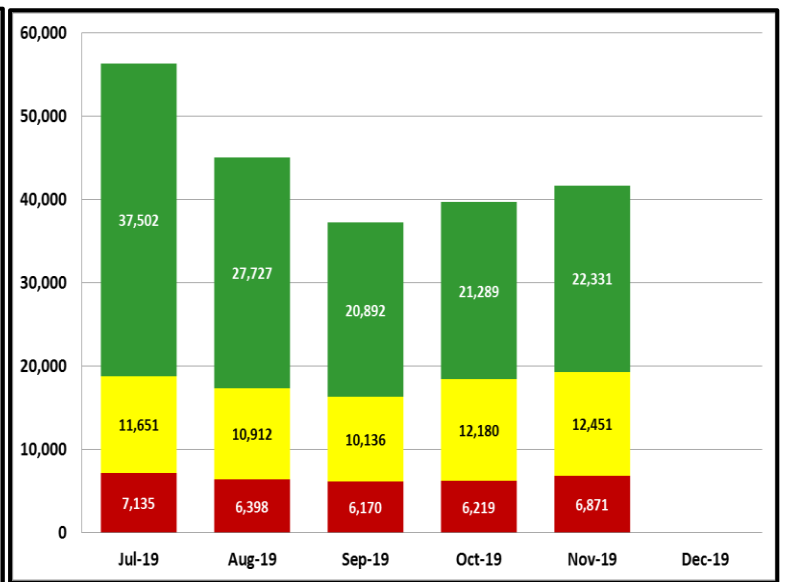


Average emergency response time was 4.24 mins.

Bus Operator Assaults



Fare Compliance



Green Checks- Occurs when a patron has valid fare

Yellow Checks- Occurs when a patron has valid fare, but did not tap at transfer station

Red Checks- Occurs when a patron has invalid fare

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPDP	FYTD
Homicide	0	0	0	0
Rape	0	0	0	0
Robbery	1	0	0	9
Aggravated Assault	0	1	1	6
Aggravated Assault on Operator	0	0	0	0
Battery	0	2	4	20
Battery Rail Operator	0	0	0	0
Sex Offenses	0	1	0	3
SUB-TOTAL	1	4	5	38
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPDP	FYTD
Burglary	0	0	0	1
Larceny	0	0	0	10
Bike Theft	0	0	0	0
Motor Vehicle Theft	0	0	0	2
Arson	0	0	0	0
Vandalism	0	1	2	7
Other	0	0	0	0
SUB-TOTAL	0	1	2	20
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPDP	FYTD
Weapons	0	2	0	9
Narcotics	0	6	1	24
Trespassing	0	1	0	6
SUB-TOTAL	0	9	1	39
TOTAL	1	14	8	97

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	0	0	0	6
Pico	0	0	0	0
Grand/LATTC	0	0	0	0
San Pedro St	0	0	0	0
Washington	1	0	0	1
Vernon	0	0	0	1
Slauson	0	0	0	8
Florence	0	0	0	5
Firestone	0	0	1	2
103rd St/Watts Towers	0	0	0	0
Willowbrook/Rosa Parks	0	0	3	19
Compton	4	1	4	24
Artesia	0	0	1	8
Del Amo	0	0	0	2
Wardlow	0	0	0	1
Willow St	2	1	1	6
PCH	0	0	0	4
Anaheim St	0	0	0	2
5th St	0	0	0	1
1st St	2	0	0	2
Downtown Long Beach	1	1	0	4
Pacific Av	0	0	0	1
Blue Line Rail Yard	0	0	0	0
Total	10	3	10	97

ARRESTS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Felony	1	9	9	109
Misdemeanor	10	37	44	341
TOTAL	11	46	53	450

CITATIONS				
AGENCY	LAPD	LASD	LBPDP	FYTD
Other Citations	1,307	35	36	5,598
Vehicle Code Citations	1,152	8	151	4,519
TOTAL	2,459	43	187	10,117

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPDP	FYTD
Routine	6	53	7	294
Priority	5	56	33	399
Emergency	3	9	20	107
TOTAL	14	118	60	800

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPDP
Dispatched	18%	1%	3%
Proactive	82%	99%	97%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	88%
Blue Line-LASD	54%
Blue Line-LBPDP	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPDP	FYTD
Washington St	6	0	0	25
Flower St	6	0	0	15
103rd St	0	0	0	2
Wardlow Rd	0	0	3	10
Pacific Ave.	0	0	1	2
Willowbrook	0	32	0	131
Slauson	3	9	0	28
Firestone	0	6	0	18
Florence	0	16	0	44
Compton	0	14	0	114
Artesia	0	0	0	12
Del Amo	0	7	0	14
Long Beach Blvd	0	0	0	1
TOTAL	15	84	4	416

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	
Long Beach Police Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	6	18
Aggravated Assault	0	3	6
Aggravated Assault on Operator	0	0	0
Battery	0	1	17
Battery Rail Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	1	10	43
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	1	0	7
Bike Theft	0	1	1
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	3
SUB-TOTAL	1	1	11
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	2	8
Narcotics	0	1	11
Trespassing	0	1	1
SUB-TOTAL	0	4	20
TOTAL	2	15	74

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	5	27
Misdemeanor	0	50	164
TOTAL	1	55	191

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	7	60	228
Vehicle Code Citations	2	2	57
TOTAL	9	62	285

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	2	89	389
Priority	12	86	358
Emergency	2	14	51
TOTAL	16	189	798

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	4%
Proactive	82%	96%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	0	0	1	3
Douglas	0	0	0	0
El Segundo	0	0	0	1
Mariposa	1	0	0	1
Aviation/LAX	0	1	0	1
Hawthorne/Lennox	1	0	0	2
Crenshaw	2	0	0	7
Vermont/Athens	0	0	0	6
Harbor Fwy	0	0	0	3
Avalon	1	0	0	4
Willowbrook/Rosa Parks	4	1	0	23
Long Beach BI	1	0	2	11
Lakewood BI	1	0	0	7
Norwalk	0	0	1	7
Total	11	2	4	76

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	90%
Green Line-LASD	83%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	7	2	12
Aggravated Assault	1	0	6
Aggravated Assault on Operator	0	0	0
Battery	3	0	20
Battery Rail Operator	0	0	0
Sex Offenses	0	0	4
SUB-TOTAL	11	2	42
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	4	0	32
Bike Theft	2	1	11
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	0	2
SUB-TOTAL	7	1	46
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	2
Narcotics	0	0	0
Trespassing	2	0	3
SUB-TOTAL	2	1	5
TOTAL	20	4	93

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	2	14
Misdemeanor	12	2	43
TOTAL	14	4	57

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	15	2	95
Vehicle Code Citations	55	0	101
TOTAL	70	2	196

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	7	52	204
Priority	53	37	329
Emergency	5	1	36
TOTAL	65	90	569

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	11%
Proactive	79%	89%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	88%
Expo Line-LASD	83%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	132	0	365
Santa Monica	N/A	6	103
Culver City	N/A	0	4
TOTAL	132	6	472

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	3
Pico	0	0	0	0
LATTC/Ortho Institute	0	0	0	18
Jefferson/USC	0	0	0	4
Expo Park/USC	0	0	1	3
Expo/Vermont	2	1	0	7
Expo/Western	1	0	0	7
Expo/Crenshaw	1	0	0	5
Farmdale	0	0	0	7
Expo/La Brea	2	1	0	9
La Cienega/Jefferson	2	0	0	4
Culver City	1	1	0	5
Palms	2	2	0	4
Westwood/Rancho Park	0	1	0	1
Expo/Sepulveda	0	0	0	4
Expo/Bundy	0	2	1	11
26th St/Bergamot	0	0	0	2
17th St/SMC	1	0	0	2
Downtown Santa Monica	0	0	1	7
Expo Line Rail Yard	0	0	0	0
Total	13	8	3	103

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	4	13
Aggravated Assault	1	17
Aggravated Assault on Operator	0	0
Battery	19	73
Battery Rail Operator	0	0
Sex Offenses	1	8
SUB-TOTAL	25	111
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	14	48
Bike Theft	2	6
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	4
SUB-TOTAL	16	58
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	5	13
SUB-TOTAL	5	13
TOTAL	46	182

ARRESTS

AGENCY	LAPD	FYTD
Felony	33	126
Misdemeanor	100	400
TOTAL	133	526

CITATIONS

AGENCY	LAPD	FYTD
Other Citations	649	2,515
Vehicle Code Citations	250	861
TOTAL	899	3,376

CALLS FOR SERVICE

AGENCY	LAPD	FYTD
Routine	13	19
Priority	65	147
Emergency	6	13
TOTAL	84	179

DISPATCHED VS. PROACTIVE

AGENCY	LAPD
Dispatched	27%
Proactive	73%
TOTAL	100%

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	4	3	1	27
Civic Center/Grand Park	2	0	1	3
Pershing Square	1	0	0	14
7th St/Metro Ctr	2	1	0	14
Westlake/MacArthur Park	2	3	0	24
Wilshire/Vermont	1	0	1	14
Wilshire/Normandie	0	0	0	1
Vermont/Beverly	1	1	1	14
Wilshire/Western	1	3	1	9
Vermont/Santa Monica	2	0	0	10
Vermont/Sunset	1	0	0	5
Hollywood/Western	2	0	0	9
Hollywood/Vine	0	1	0	6
Hollywood/Highland	1	2	0	9
Universal City/Studio City	0	1	0	5
North Hollywood	3	1	0	16
Red Line Rail Yard	0	0	0	0
Total	23	16	5	180

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

Red Line- LAPD	82%
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LEGEND

Los Angeles Police Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	1	1
Robbery	0	0	7
Aggravated Assault	0	2	6
Aggravated Assault on Operator	0	0	0
Battery	3	1	11
Battery Rail Operator	0	0	0
Sex Offenses	0	1	2
SUB-TOTAL	3	5	27
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	2	16
Bike Theft	0	0	5
Motor Vehicle Theft	0	0	2
Arson	0	0	0
Vandalism	0	3	11
SUB-TOTAL	2	5	34
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	1
Narcotics	0	1	5
Trespassing	0	1	1
SUB-TOTAL	0	2	7
TOTAL	5	12	68

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	2	20
Misdemeanor	5	15	81
TOTAL	7	17	101

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	14	23	229
Vehicle Code Citations	2	2	51
TOTAL	16	25	280

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	3	190	543
Priority	20	87	539
Emergency	6	11	66
TOTAL	29	288	1,148

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	25%	4%
Proactive	75%	96%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	1	4
Azusa Downtown	0	0	0	1
Irwindale	0	1	1	5
Duarte/City of Hope	0	0	0	5
Monrovia	2	0	0	5
Arcadia	1	0	0	1
Sierra Madre Villa	2	0	0	4
Allen	0	0	0	3
Lake	0	0	0	3
Memorial Park	0	1	0	4
Del Mar	0	0	0	1
Fillmore	0	0	0	1
South Pasadena	0	0	0	2
Highland Park	0	0	0	3
Southwest Museum	0	0	0	1
Heritage Square	0	1	0	1
Lincoln/Cypress	0	1	0	2
Chinatown	1	0	0	2
Union Station	0	0	0	2
Little Tokyo/Arts Dist	0	0	0	3
Pico/Aliso	1	0	0	2
Mariachi Plaza	0	0	0	1
Soto	1	0	0	5
Indiana (both LAPD & LASD)	0	2	0	3
Maravilla	0	0	0	1
East LA Civic Ctr	0	1	0	1
Atlantic	0	0	0	2
Total	8	7	2	68

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	89%
Gold Line-LASD	66%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	78	0	344
Arcadia Station	0	4	47
Irwindale	0	3	11
Monrovia	0	2	28
City of Pasadena	0	31	82
Magnolia Ave	0	0	0
Duarte Station	0	0	6
City Of Azusa	0	5	46
South Pasadena	0	7	59
City Of East LA	0	12	37
Figueroa St	36	0	156
TOTAL GOAL= 10	114	64	816

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	0
Robbery	1	3
Aggravated Assault	2	4
Aggravated Assault on Operator	0	0
Battery	1	10
Battery Bus Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	4	18
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	3	5
Bike Theft	0	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	2
SUB-TOTAL	4	9
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	8	27

ARRESTS

AGENCY	LAPD	FYTD
Felony	0	7
Misdemeanor	7	19
TOTAL	7	26

CITATIONS

AGENCY	LAPD	FYTD
Other Citations	285	902
Vehicle Code Citations	166	773
TOTAL	451	1,675

CALLS FOR SERVICE

AGENCY	LAPD	FYTD
Routine	4	4
Priority	20	73
Emergency	3	7
TOTAL	27	84

DISPATCHED VS. PROACTIVE

AGENCY	LAPD
Dispatched	18%
Proactive	82%
TOTAL	100%

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	1	1	0	7
Laurel Canyon	0	0	0	0
Valley College	0	0	0	0
Woodman	0	0	0	0
Van Nuys	1	1	0	4
Sepulveda	0	0	0	0
Woodley	0	0	0	1
Balboa	0	0	0	1
Reseda	0	0	0	1
Tampa	0	0	0	1
Pierce College	2	0	0	2
De Soto	0	0	0	0
Canoga	0	1	0	2
Warner Center	0	0	0	0
Sherman Way	0	1	0	1
Roscoe	0	0	0	1
Nordhoff	0	0	0	2
Chatsworth	0	0	0	4
Total	4	4	0	27

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM

Orange Line- LAPD	89%
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LEGEND

Los Angeles Police Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	0
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	0	0	1
Battery Bus Operator	0	0	0
Sex Offenses	0	0	0
SUB-TOTAL	0	0	3
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	2
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	2
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	1	2
Trespassing	0	0	0
SUB-TOTAL	0	1	2
TOTAL	0	1	7

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	0	1
Misdemeanor	10	1	43
TOTAL	11	1	44

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	294	0	1,023
Vehicle Code Citations	307	0	1,059
TOTAL	601	0	2,082

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	1	2	9
Priority	2	1	33
Emergency	0	0	2
TOTAL	3	3	44

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	15%	1%
Proactive	85%	99%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	1	2
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	0	0	0	1
37th St/USC	0	0	0	0
Slauson	0	0	0	0
Manchester	0	0	0	0
Harbor Fwy	0	0	0	1
Rosecrans	0	0	0	0
Harbor Gateway Transit Ctr	0	0	0	2
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	1
Total	0	0	1	7

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	90%
Silver Line- LASD	85%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	4	2	26
Aggravated Assault	5	3	31
Aggravated Assault on Operator	0	0	2
Battery	19	8	101
Battery Bus Operator	10	0	25
Sex Offenses	6	0	17
SUB-TOTAL	44	13	202
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	12	6	80
Bike Theft	0	1	6
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	2	7	20
SUB-TOTAL	14	14	106
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	5
Narcotics	0	17	47
Trespassing	0	0	4
SUB-TOTAL	0	18	56
TOTAL	58	45	364

LASD's Crimes per Sector		
Sector		FYTD
Westside	3	6
San Fernando	2	3
San Gabriel Valley	5	16
Gateway Cities	21	53
South Bay	14	47
Total	45	125

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	2	7
West Valley	0	1
North Hollywood	2	8
Foothill	0	0
Devonshire	0	3
Mission	0	3
Topanga	0	2
Central Bureau		
Central	12	46
Rampart	7	15
Hollenbeck	1	3
Northeast	1	2
Newton	5	26
West Bureau		
Hollywood	1	4
Wilshire	2	14
West LA	0	4
Pacific	0	5
Olympic	6	22
Southwest Bureau		
Southwest	4	32
Harbor	2	2
77th Street	8	26
Southeast	5	14
Total	58	239

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	13	47
Misdemeanor	6	93	310
TOTAL	6	106	357

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	18	95	428
Vehicle Code Citations	0	50	166
TOTAL	18	145	594

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	7	130	421
Priority	27	151	711
Emergency	5	17	76
TOTAL	39	298	1,208

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	35%	2%
Proactive	65%	98%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	91%
LASD BUS	72%

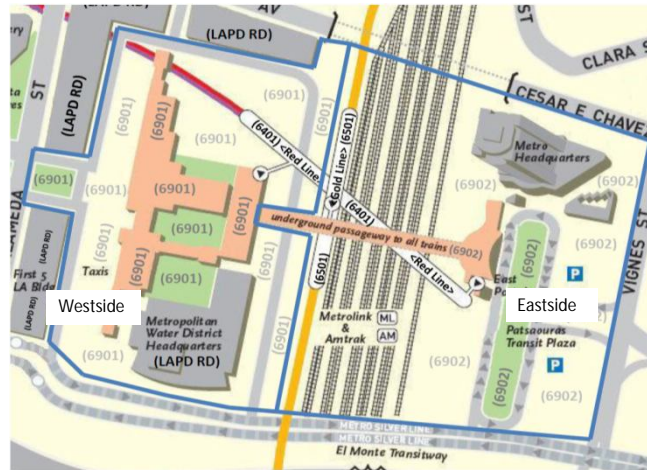
LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

UNION STATION

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - OCTOBER 2019

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	3
Aggravated Assault	1	6
Aggravated Assault on Operator	0	0
Battery	1	26
Battery Rail Operator	0	0
Sex Offenses	0	4
SUB-TOTAL	3	39
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	4	21
Bike Theft	1	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	5	26
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	3	13
SUB-TOTAL	3	13
TOTAL	11	78



ARRESTS		
AGENCY	LAPD	FYTD
Felony	2	14
Misdemeanor	8	56
TOTAL	10	70

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	10	85
Vehicle Code Citations	2	58
TOTAL	12	143

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	13	38
Priority	33	172
Emergency	3	10
TOTAL	49	220

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	21%
Proactive	79%
TOTAL	100%

PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	88%

LEGEND	
Los Angeles Police Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	0
Rape	1	0	0	1
Robbery	2	5	0	16
Aggravated Assault	0	0	0	6
Aggravated Assault on Operator	0	0	0	0
Battery	2	1	0	23
Battery Rail Operator	0	0	0	0
Sex Offenses	0	0	0	3
SUB-TOTAL	5	6	0	49
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPD	FYTD
Burglary	0	0	0	1
Larceny	1	1	0	12
Bike Theft	0	0	0	0
Motor Vehicle Theft	0	0	0	2
Arson	0	0	0	0
Vandalism	0	4	0	11
Other	0	0	0	0
SUB-TOTAL	1	5	0	26
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPD	FYTD
Weapons	0	2	0	11
Narcotics	0	8	2	34
Trespassing	1	2	0	9
SUB-TOTAL	1	12	2	54
TOTAL	7	23	2	129

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	1	0	0	7
Pico	2	0	0	2
Grand/LATTC	0	0	0	0
San Pedro St	0	0	0	0
Washington	0	1	1	3
Vernon	0	0	0	1
Slauson	0	0	0	8
Florence	3	4	0	12
Firestone	1	0	2	5
103rd St/Watts Towers	2	0	0	2
Willowbrook/Rosa Parks	1	1	7	28
Compton	1	0	1	26
Artesia	0	0	2	10
Del Amo	0	0	0	2
Wardlow	0	0	0	1
Willow St	0	0	1	7
PCH	0	0	0	4
Anaheim St	0	0	0	2
5th St	0	0	0	1
1st St	0	0	0	2
Downtown Long Beach	0	0	1	5
Pacific Av	0	0	0	1
Blue Line Rail Yard	0	0	0	0
Total	11	6	15	129

ARRESTS				
AGENCY	LAPD	LASD	LBPD	FYTD
Felony	3	5	5	122
Misdemeanor	9	58	47	455
TOTAL	12	63	52	577

CITATIONS				
AGENCY	LAPD	LASD	LBPD	FYTD
Other Citations	982	83	30	6,693
Vehicle Code Citations	751	9	176	5,455
TOTAL	1,733	92	206	12,148

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPD	FYTD
Routine	10	52	5	361
Priority	18	70	39	526
Emergency	1	12	13	133
TOTAL	29	134	57	1,020

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPD
Dispatched	19%	3%	3%
Proactive	81%	97%	97%
TOTAL	100%	100%	100%

PERCENTAGE OF TIME ON THE RAIL SYSTEM	
Blue Line-LAPD	90%
Blue Line-LASD	69%
Blue Line-LBPD	70%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Washington St	30	0	0	55
Flower St	11	0	0	26
103rd St	0	0	0	2
Wardlow Rd	0	0	1	11
Pacific Ave.	0	0	0	2
Willowbrook	0	28	0	159
Slauson	0	0	0	28
Firestone	0	4	0	22
Florence	0	8	0	52
Compton	0	9	0	123
Artesia	0	4	0	16
Del Amo	0	4	0	18
Long Beach Blvd	7	0	0	8
TOTAL	48	57	1	522

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	
Long Beach Police Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	1	1
Robbery	0	2	20
Aggravated Assault	1	0	7
Aggravated Assault on Operator	0	0	0
Battery	1	4	22
Battery Rail Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	2	7	52
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	1	1
Larceny	2	1	10
Bike Theft	0	0	1
Motor Vehicle Theft	0	1	1
Arson	0	0	0
Vandalism	0	1	4
SUB-TOTAL	2	4	17
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	9
Narcotics	0	2	13
Trespassing	0	0	1
SUB-TOTAL	0	3	23
TOTAL	4	14	92

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	7	34
Misdemeanor	1	31	196
TOTAL	1	38	230

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	1	32	261
Vehicle Code Citations	1	2	60
TOTAL	2	34	321

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	3	91	483
Priority	6	71	435
Emergency	0	12	63
TOTAL	9	174	981

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	19%	4%
Proactive	81%	96%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	0	0	0	3
Douglas	0	0	0	0
El Segundo	2	0	0	3
Mariposa	0	0	0	1
Aviation/LAX	0	0	0	1
Hawthorne/Lennox	2	0	0	4
Crenshaw	0	1	0	8
Vermont/Athens	0	0	0	6
Harbor Fwy	2	0	0	5
Avalon	2	0	0	6
Willowbrook/Rosa Parks	0	0	1	24
Long Beach Bl	2	1	2	16
Lakewood Bl	0	1	0	8
Norwalk	1	1	0	9
Total	11	4	3	94

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	89%
Green Line-LASD	85%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	2	0	14
Aggravated Assault	0	0	6
Aggravated Assault on Operator	0	0	0
Battery	3	2	25
Battery Rail Operator	0	0	0
Sex Offenses	1	0	5
SUB-TOTAL	6	2	50
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	1
Larceny	8	0	40
Bike Theft	2	1	14
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	2
SUB-TOTAL	10	1	57
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	2
Narcotics	0	0	0
Trespassing	1	0	4
SUB-TOTAL	1	0	6
TOTAL	17	3	113

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	2	0	16
Misdemeanor	8	9	60
TOTAL	10	9	76

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	18	18	131
Vehicle Code Citations	6	0	107
TOTAL	24	18	238

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	27	81	312
Priority	39	24	392
Emergency	4	2	42
TOTAL	70	107	746

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	20%	14%
Proactive	80%	86%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	88%
Expo Line-LASD	89%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Exposition Blvd	140	0	505
Santa Monica	0	1	104
Culver City	0	0	4
TOTAL	140	1	613

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
7th St/Metro Ctr	2	0	1	6
Pico	0	0	0	0
LATTC/Ortho Institute	0	0	0	18
Jefferson/USC	1	1	0	6
Expo Park/USC	0	1	0	4
Expo/Vermont	0	1	0	8
Expo/Western	1	2	0	10
Expo/Crenshaw	0	2	0	7
Farmdale	2	0	0	9
Expo/La Brea	0	1	0	10
La Cienega/Jefferson	0	1	0	5
Culver City	1	1	0	7
Palms	0	0	0	4
Westwood/Rancho Park	0	0	0	1
Expo/Sepulveda	0	0	0	4
Expo/Bundy	0	1	0	12
26th St/Bergamot	0	0	0	2
17th St/SMC	1	0	0	3
Downtown Santa Monica	0	0	0	7
Expo Line Rail Yard	0	0	0	0
Total	8	11	1	123

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME

CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	3	16
Aggravated Assault	1	18
Aggravated Assault on Operator	0	0
Battery	13	86
Battery Rail Operator	0	0
Sex Offenses	2	10
SUB-TOTAL	19	130
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	15	63
Bike Theft	0	6
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	5
SUB-TOTAL	16	74
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	3	16
SUB-TOTAL	3	16
TOTAL	38	220

ARRESTS

AGENCY	LAPD	FYTD
Felony	37	163
Misdemeanor	94	494
TOTAL	131	657

CITATIONS

AGENCY	LAPD	FYTD
Other Citations	408	2,923
Vehicle Code Citations	111	972
TOTAL	519	3,895

CALLS FOR SERVICE

AGENCY	LAPD	FYTD
Routine	74	87
Priority	66	131
Emergency	5	11
TOTAL	145	229

DISPATCHED VS. PROACTIVE

AGENCY	LAPD
Dispatched	36%
Proactive	64%
TOTAL	100%

CRIMES PER STATION

STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	5	2	3	37
Civic Center/Grand Park	0	2	0	5
Pershing Square	0	0	0	14
7th St/Metro Ctr	2	3	0	19
Westlake/MacArthur Park	2	1	0	27
Wilshire/Vermont	0	1	0	15
Wilshire/Normandie	1	1	0	3
Vermont/Beverly	0	0	0	14
Wilshire/Western	0	1	0	10
Vermont/Santa Monica	0	0	0	10
Vermont/Sunset	0	0	0	5
Hollywood/Western	0	0	0	9
Hollywood/Vine	3	3	0	12
Hollywood/Highland	3	0	0	12
Universal City/Studio City	1	1	0	7
North Hollywood	2	1	0	19
Red Line Rail Yard	0	0	0	0
Total	19	16	3	218

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM

Red Line- LAPD	85%
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LEGEND

Los Angeles Police Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	1
Robbery	0	0	7
Aggravated Assault	1	1	8
Aggravated Assault on Operator	0	0	0
Battery	2	2	15
Battery Rail Operator	0	0	0
Sex Offenses	0	0	2
SUB-TOTAL	3	3	33
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	0	18
Bike Theft	1	0	6
Motor Vehicle Theft	0	0	2
Arson	0	0	0
Vandalism	1	2	14
SUB-TOTAL	4	2	40
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	2
Narcotics	0	0	5
Trespassing	0	0	1
SUB-TOTAL	0	1	8
TOTAL	7	6	81

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	5	26
Misdemeanor	3	9	93
TOTAL	4	14	119

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	15	16	260
Vehicle Code Citations	1	2	54
TOTAL	16	18	314

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	13	177	733
Priority	16	84	639
Emergency	2	16	84
TOTAL	31	277	1,456

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	14%	4%
Proactive	86%	96%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	1	0	0	5
Azusa Downtown	0	0	0	1
Irwindale	0	1	0	6
Duarte/City of Hope	0	0	0	5
Monrovia	0	0	0	5
Arcadia	1	0	0	2
Sierra Madre Villa	0	0	0	4
Allen	1	0	0	4
Lake	0	0	1	4
Memorial Park	0	0	0	4
Del Mar	0	0	0	1
Fillmore	0	0	0	1
South Pasadena	0	0	0	2
Highland Park	1	1	0	5
Southwest Museum	1	1	0	3
Heritage Square	0	0	0	1
Lincoln/Cypress	0	0	0	2
Chinatown	0	0	0	2
Union Station	0	1	0	3
Little Tokyo/Arts Dist	0	1	0	4
Pico/Aliso	0	0	0	2
Mariachi Plaza	1	0	0	2
Soto	0	0	0	5
Indiana (both LAPD & LASD)	0	0	0	3
Maravilla	0	0	0	1
East LA Civic Ctr	0	1	0	2
Atlantic	0	0	0	2
Total	6	6	1	81

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Gold Line-LAPD	90%
Gold Line-LASD	75%

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
Marmion Way	81	0	425
Arcadia Station	0	1	48
Irwindale	0	4	15
Monrovia	0	1	29
City of Pasadena	0	22	104
Magnolia Ave	0	0	0
Duarte Station	0	0	6
City Of Azusa	0	13	59
South Pasadena	0	4	63
City Of East LA	0	2	39
Figueroa St	44	0	200
TOTAL GOAL= 10	125	47	988

LEGEND
Los Angeles Police Department
Los Angeles County Sheriff's Department

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	1
Rape	0	0
Robbery	1	4
Aggravated Assault	1	5
Aggravated Assault on Operator	0	0
Battery	1	11
Battery Bus Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	3	21
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	5
Bike Theft	0	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	0	9
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	0	0
SUB-TOTAL	0	0
TOTAL	3	30

ARRESTS		
AGENCY	LAPD	FYTD
Felony	1	8
Misdemeanor	1	20
TOTAL	2	28

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	250	1,152
Vehicle Code Citations	208	981
TOTAL	458	2,133

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	7	11
Priority	16	89
Emergency	0	7
TOTAL	23	107

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	18%
Proactive	82%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	90%

LEGEND	
Los Angeles Police Department	

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	0	7
Laurel Canyon	0	0	0	0
Valley College	0	0	0	0
Woodman	0	0	0	0
Van Nuys	1	0	0	5
Sepulveda	1	0	0	1
Woodley	0	0	0	1
Balboa	1	0	0	2
Reseda	0	0	0	1
Tampa	0	0	0	1
Pierce College	0	0	0	2
De Soto	0	0	0	0
Canoga	0	0	0	2
Warner Center	0	0	0	0
Sherman Way	0	0	0	1
Roscoe	0	0	0	1
Nordhoff	0	0	0	2
Chatsworth	0	0	0	4
Total	3	0	0	30

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	1
Aggravated Assault	0	0	2
Aggravated Assault on Operator	0	0	0
Battery	0	0	1
Battery Bus Operator	0	0	0
Sex Offenses	2	0	2
SUB-TOTAL	3	0	6
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	2
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	2
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	2
Trespassing	0	0	0
SUB-TOTAL	0	0	2
TOTAL	3	0	10

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	1
Misdemeanor	3	0	46
TOTAL	3	0	47

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	307	0	1,330
Vehicle Code Citations	348	0	1,407
TOTAL	655	0	2,737

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	6	1	16
Priority	6	0	39
Emergency	1	0	3
TOTAL	13	1	58

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	16%	0%
Proactive	84%	100%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
El Monte	0	0	0	2
Cal State LA	0	0	0	0
LAC/USC Medical Ctr	0	0	0	0
Alameda	1	0	0	1
Downtown	1	0	0	2
37th St/USC	0	0	0	0
Slauson	0	0	0	0
Manchester	0	0	0	0
Harbor Fwy	0	0	0	1
Rosecrans	1	0	0	1
Harbor Gateway Transit Ctr	0	0	0	2
Carson	0	0	0	0
PCH	0	0	0	0
San Pedro/Beacon	0	0	0	1
Total	3	0	0	10

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	90%
Silver Line- LASD	82%

LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	5	0	31
Aggravated Assault	6	3	40
Aggravated Assault on Operator	2	0	4
Battery	20	2	123
Battery Bus Operator	3	1	29
Sex Offenses	4	3	24
SUB-TOTAL	40	9	251
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	13	2	95
Bike Theft	0	0	6
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	2	0	22
SUB-TOTAL	15	2	123
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	4	9
Narcotics	0	10	57
Trespassing	0	1	5
SUB-TOTAL	0	15	71
TOTAL	55	26	445

LASD's Crimes per Sector		
Sector		FYTD
Westside	1	7
San Fernando	2	5
San Gabriel Valley	2	18
Gateway Cities	14	67
South Bay	7	54
Total	26	151

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	1	8
West Valley	0	1
North Hollywood	1	9
Foothill	0	0
Devonshire	0	3
Mission	0	3
Topanga	2	4
Central Bureau		
Central	11	57
Rampart	5	20
Hollenbeck	0	3
Northeast	1	3
Newton	3	29
West Bureau		
Hollywood	2	6
Wilshire	3	17
West LA	2	6
Pacific	0	5
Olympic	6	28
Southwest Bureau		
Southwest	12	44
Harbor	0	2
77th Street	6	32
Southeast	0	14
Total	55	294

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	10	57
Misdemeanor	3	76	389
TOTAL	3	86	446

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	3	77	508
Vehicle Code Citations	3	35	204
TOTAL	6	112	712

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	29	111	561
Priority	9	115	835
Emergency	4	15	95
TOTAL	42	241	1,491

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	21%	2%
Proactive	79%	98%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	89%
LASD BUS	75%

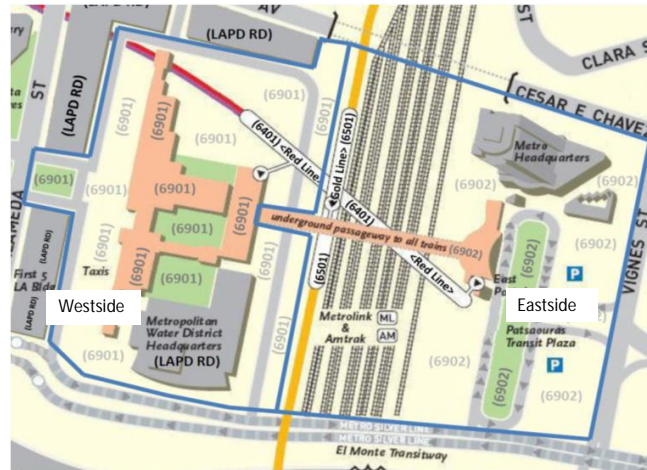
LEGEND	
Los Angeles Police Department	
Los Angeles County Sheriff's Department	

UNION STATION

ATTACHMENT B

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - NOVEMBER 2019

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	4
Aggravated Assault	0	6
Aggravated Assault on Operator	0	0
Battery	10	36
Battery Rail Operator	0	0
Sex Offenses	0	4
SUB-TOTAL	11	50
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	4	25
Bike Theft	0	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	4	30
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	0
Narcotics	0	0
Trespassing	4	17
SUB-TOTAL	4	17
TOTAL	19	97



ARRESTS		
AGENCY	LAPD	FYTD
Felony	6	20
Misdemeanor	14	70
TOTAL	20	90

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	10	95
Vehicle Code Citations	0	58
TOTAL	10	153

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	37	75
Priority	35	207
Emergency	1	11
TOTAL	73	293

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	48%
Proactive	52%
TOTAL	100%

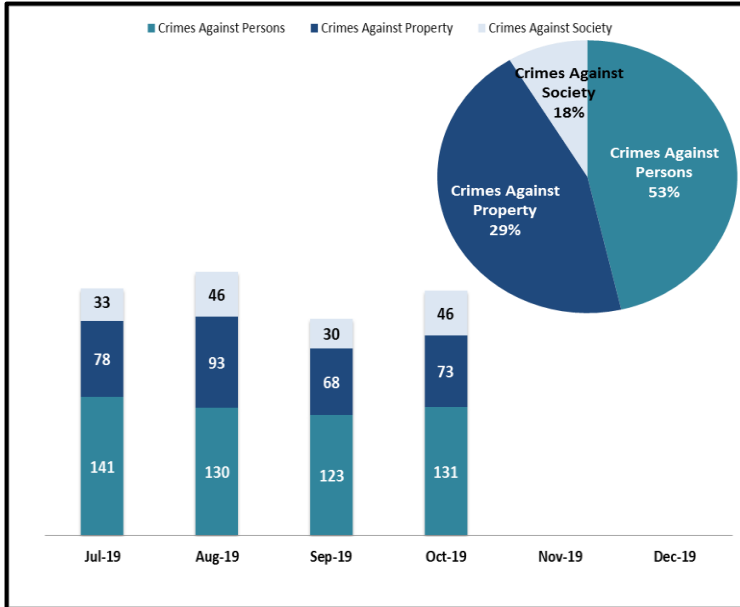
PERCENTAGE OF TIME SPENT AT UNION STATION	
LOCATION	LAPD
Union Station	91%

LEGEND	
Los Angeles Police Department	

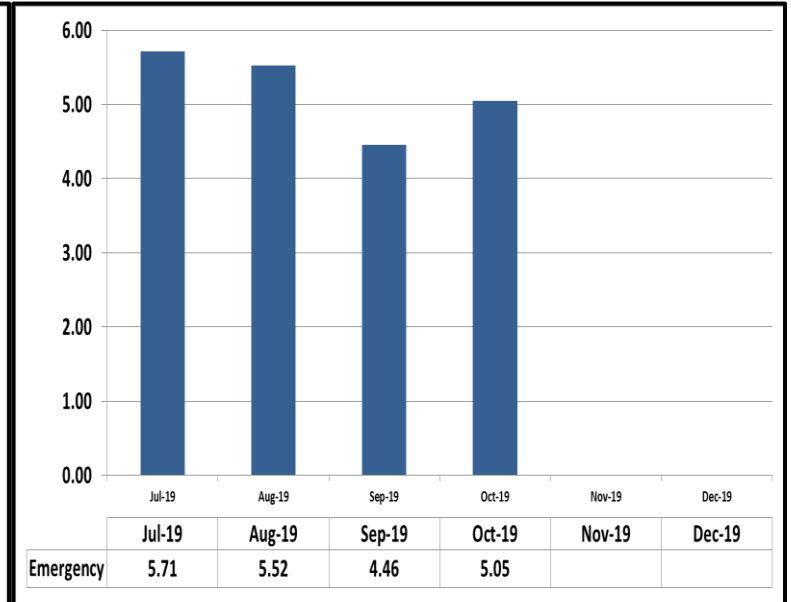
KEY PERFORMANCE INDICATORS

OCTOBER 2019

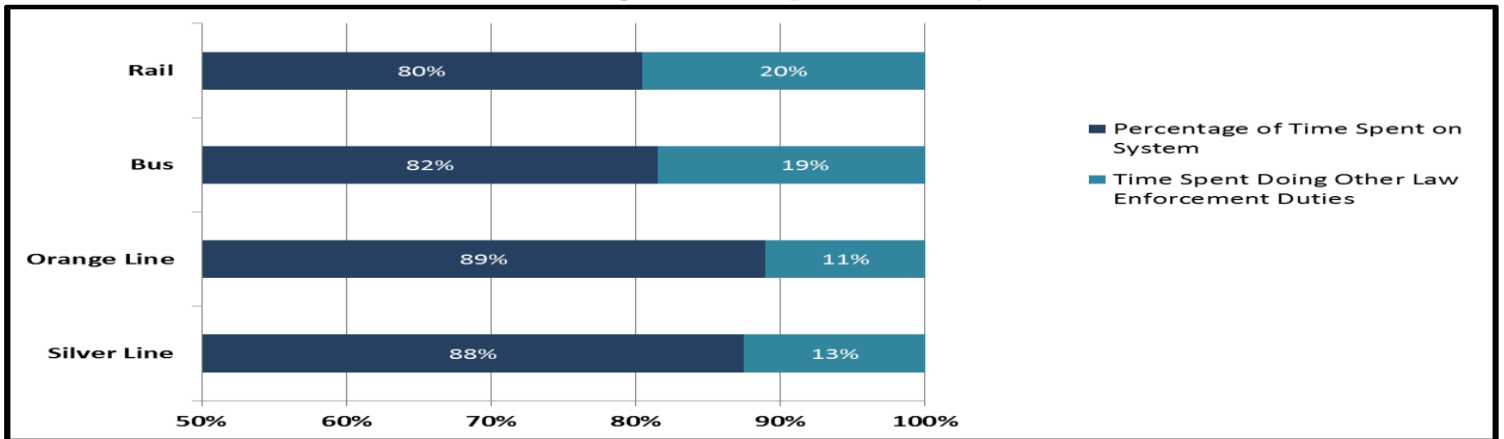
Crimes Against Persons, Property, and Society



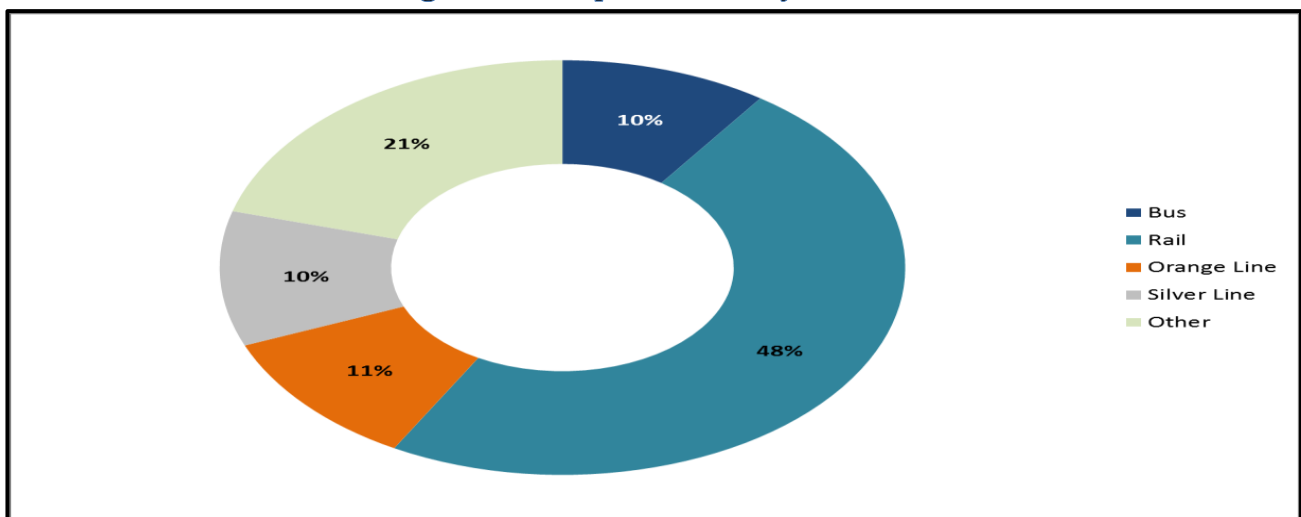
Average Emergency Response Times



Percentage of Time Spent on the System



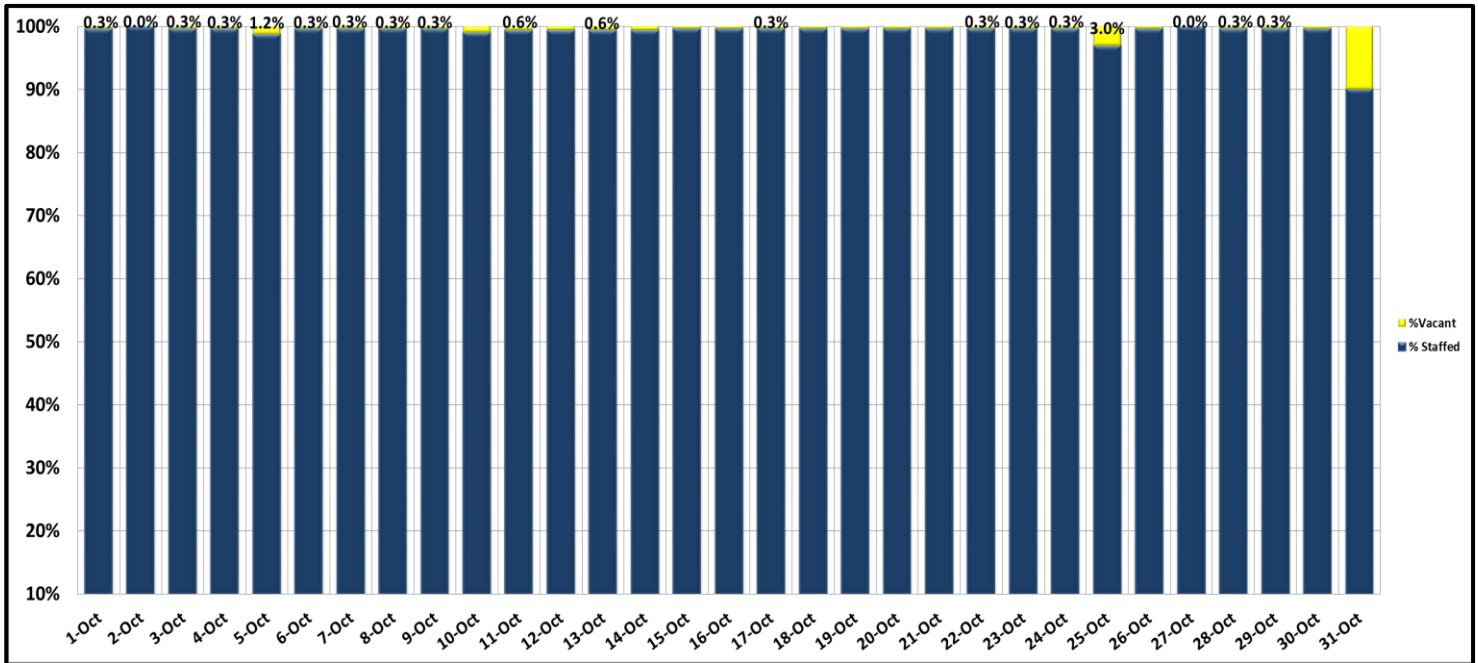
Percentage of Time Spent on the System as a Whole



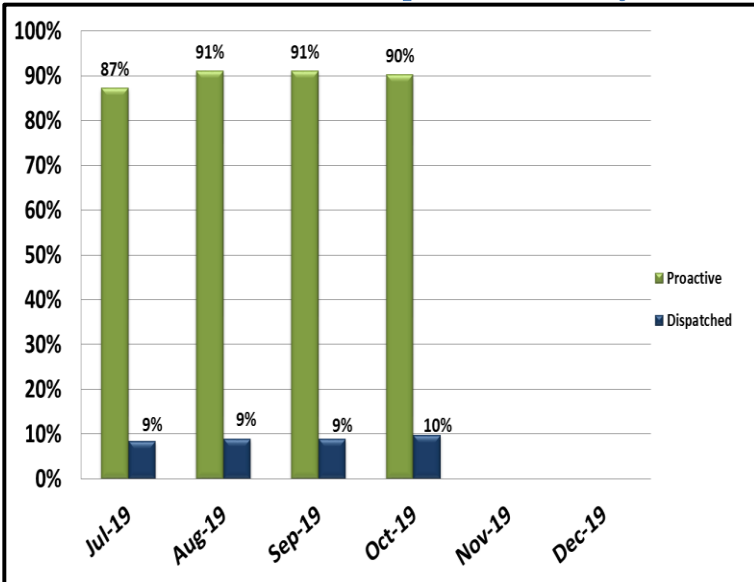
KEY PERFORMANCE INDICATORS

OCTOBER 2019

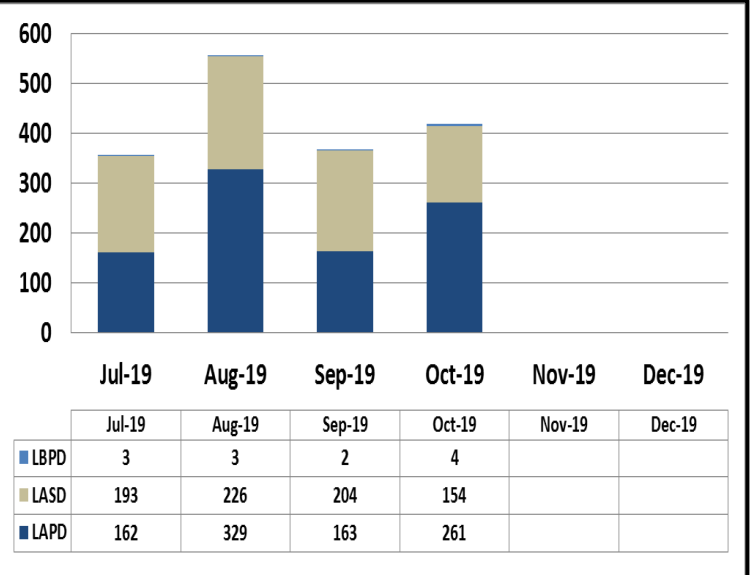
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



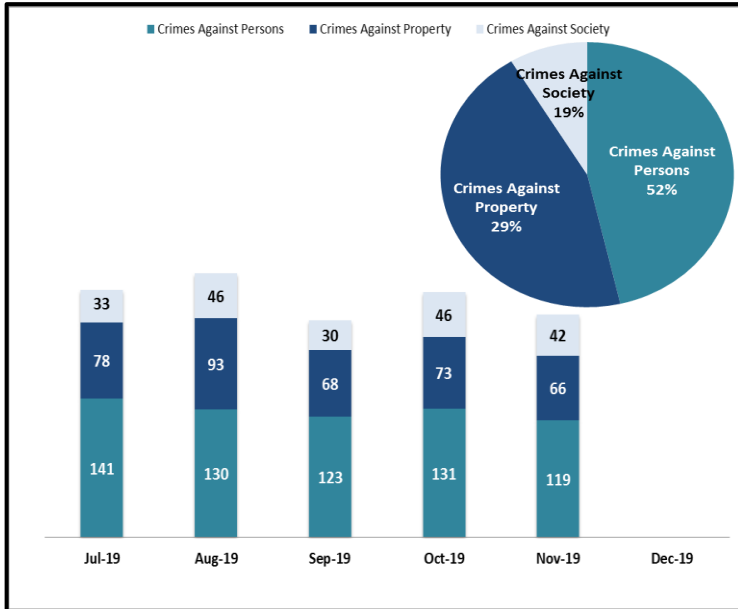
Grade Crossing Operation Locations October:

1. Blue Line Stations (103)
2. Expo Line Stations (138)
3. Gold Line Stations (178)

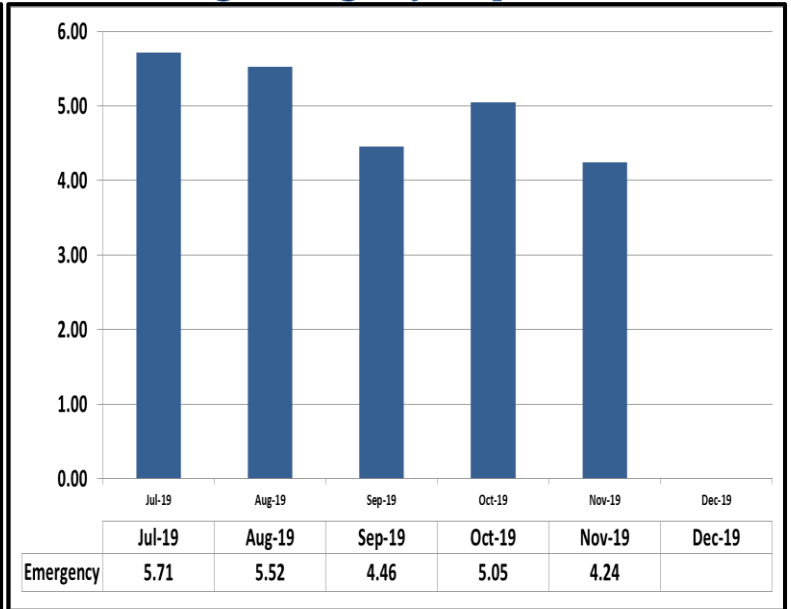
KEY PERFORMANCE INDICATORS

NOVEMBER 2019

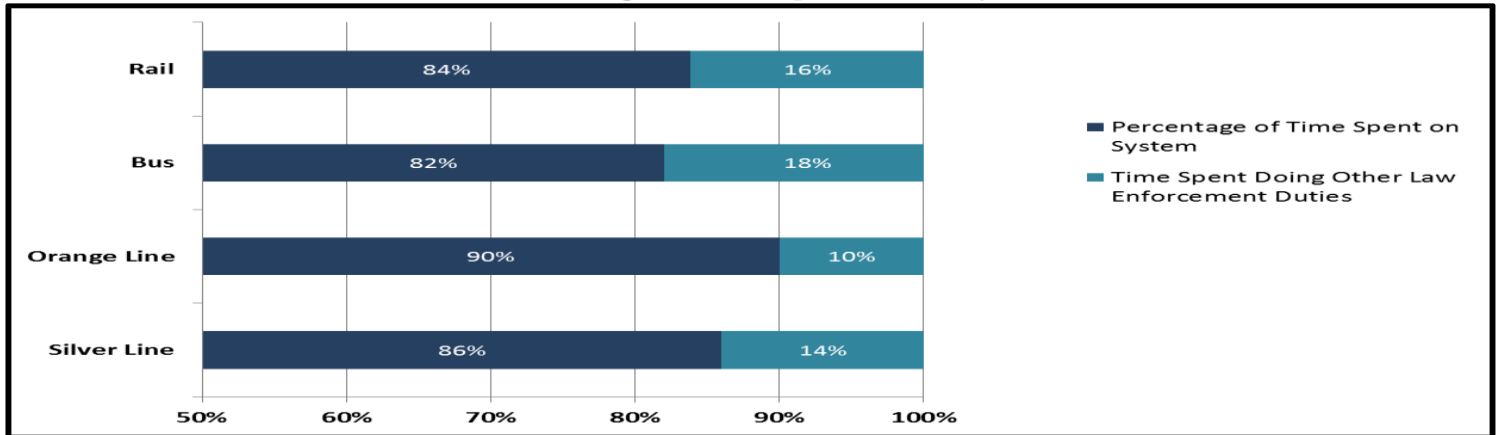
Crimes Against Persons, Property, and Society



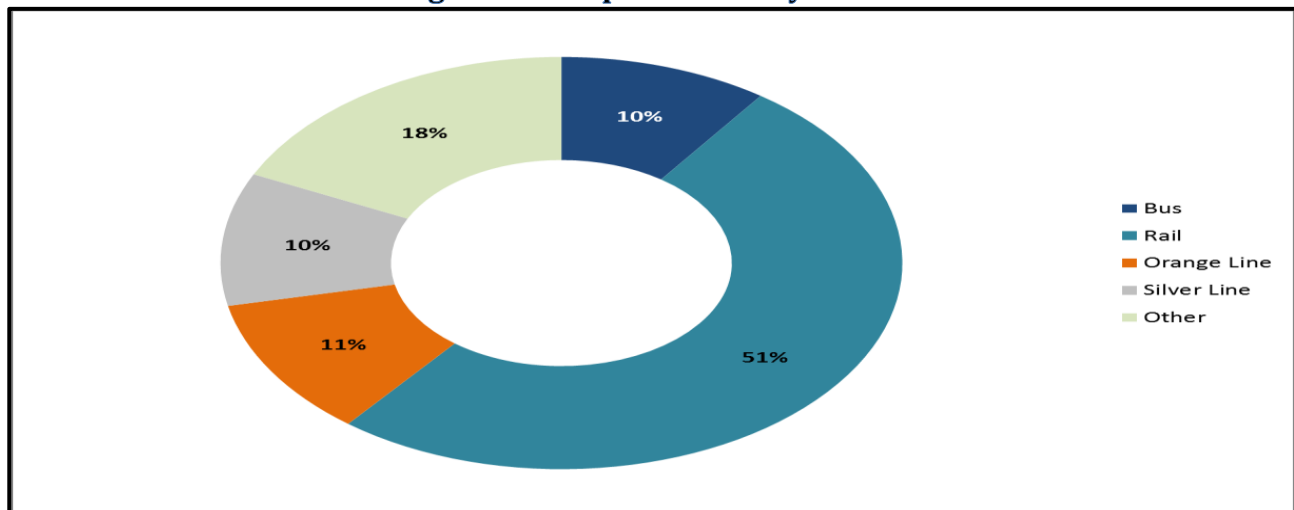
Average Emergency Response Times



Percentage of Time Spent on the System



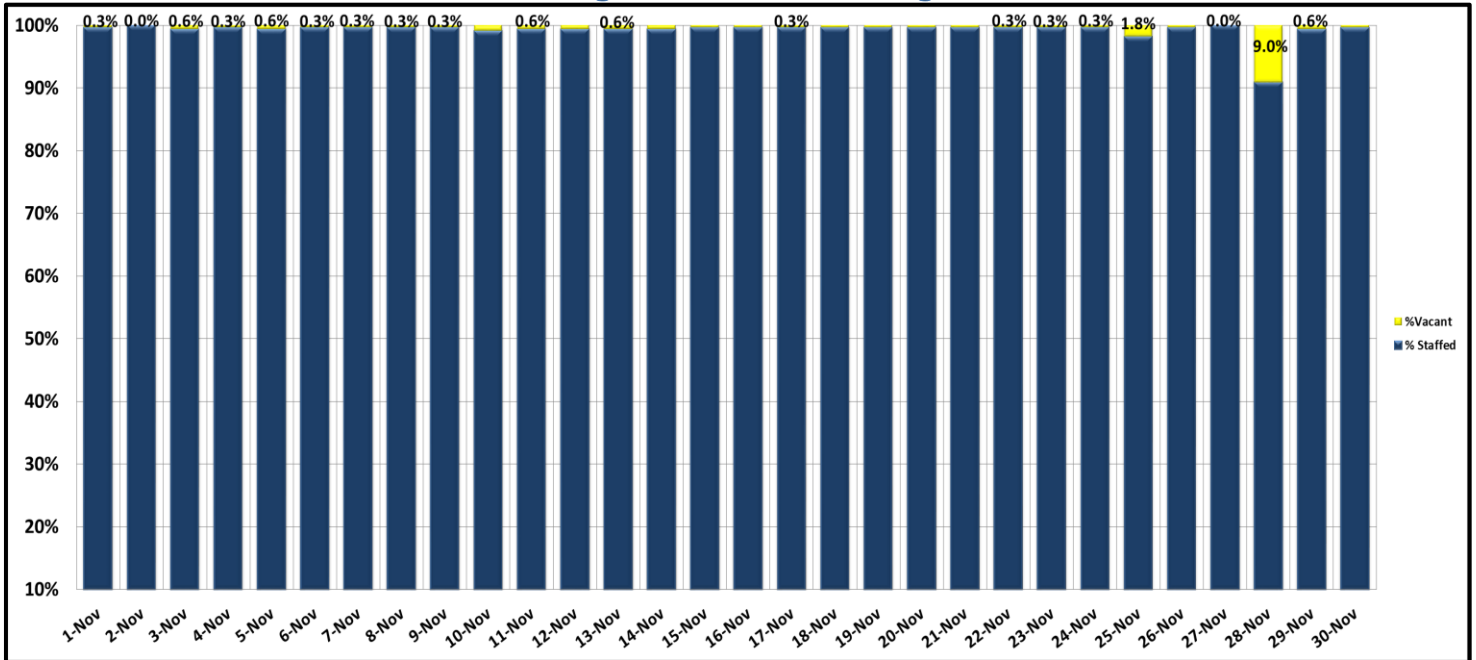
Percentage of Time Spent on the System as a Whole



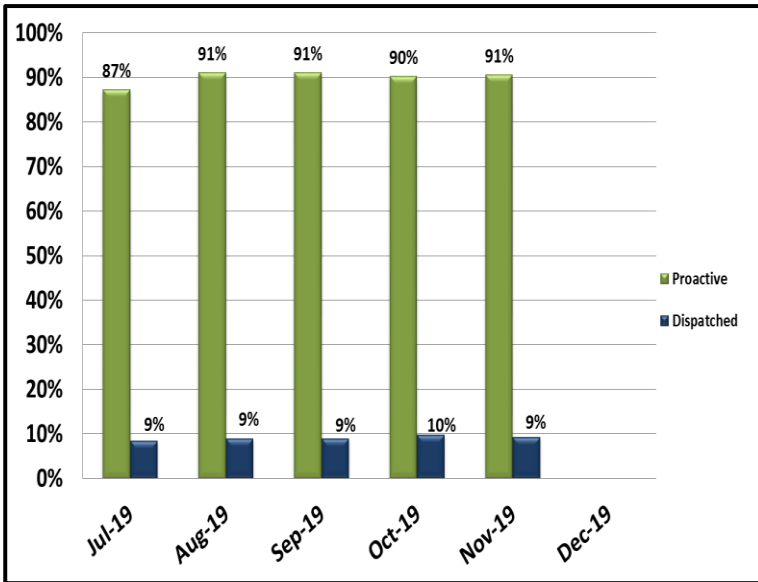
KEY PERFORMANCE INDICATORS

NOVEMBER 2019

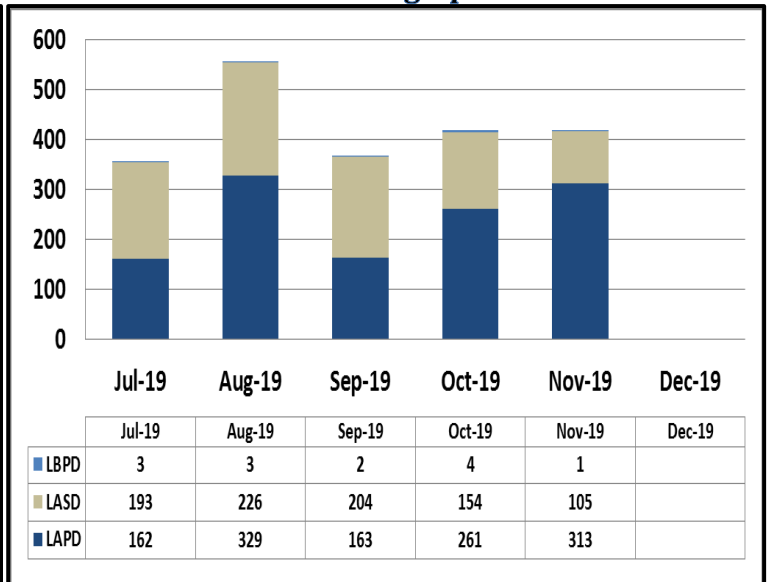
Ratio of Staffing Levels vs Vacant Assignments



Ratio of Proactive vs Dispatched Activity



Grade Crossing Operations



Grade Crossing Operation Locations November:

1. Blue Line Stations (106)
2. Expo Line Stations (141)
3. Gold Line Stations (172)

Transit Police

Monthly Crime Report



Attachment D

	2018	2019
	October	October
CRIMES AGAINST PERSONS		
Homicide	0	0
Rape	0	1
Robbery	24	29
Aggravated Assault	24	20
Aggravated Assault on Operator	1	0
Battery	70	62
Battery Rail Operator	9	10
Sex Offenses	13	9
SUB-TOTAL	141	131
CRIMES AGAINST PROPERTY		
Burglary	2	0
Larceny	60	48
Bike Theft	10	8
Motor Vehicle Theft	0	0
Arson	0	0
Other	1	0
Vandalism	13	17
SUB-TOTAL	86	73
CRIMES AGAINST SOCIETY		
Weapons	2	6
Narcotics	18	27
Trespassing	6	13
SUB-TOTAL	26	46
TOTAL	253	250
ENFORCEMENT EFFORTS		
Arrests	230	482
Citations	2,021	4,999
Fare Checks	352,123	39,688
Calls for Service	992	1,372

Transit Police

Monthly Crime Report



Attachment D

	2018	2019
	November	November
CRIMES AGAINST PERSONS		
Homicide	1	0
Rape	0	2
Robbery	30	22
Aggravated Assault	37	14
Aggravated Assault on Operator	2	2
Battery	53	63
Battery Rail Operator	10	4
Sex Offenses	1	12
SUB-TOTAL	134	119
CRIMES AGAINST PROPERTY		
Burglary	2	1
Larceny	107	49
Bike Theft	8	4
Motor Vehicle Theft	1	1
Arson	0	0
Other	2	0
Vandalism	10	11
SUB-TOTAL	130	66
CRIMES AGAINST SOCIETY		
Weapons	4	8
Narcotics	15	22
Trespassing	6	12
SUB-TOTAL	25	42
TOTAL	289	227
ENFORCEMENT EFFORTS		
Arrests	247	448
Citations	1,868	3,903
Fare Checks	253,588	41,653
Calls for Service	967	1,426



Metro

Board Report

File #: 2020-0021, File Type: Federal Legislation / State Legislation (Position)

Agenda Number: 38.

**REVISED
EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2020**

SUBJECT: STATE LEGISLATION

ACTION: ADOPT STAFF RECOMMENDED POSITIONS

RECOMMENDATION

ADOPT staff recommended positions:

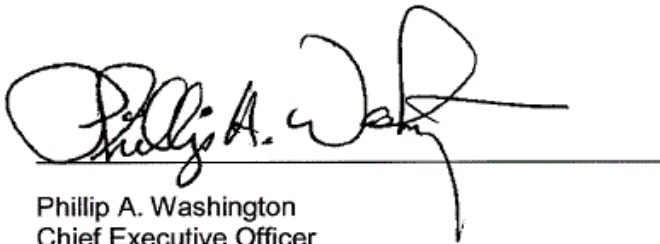
- A. ~~Senate Bill 732 (Allen) – Transactions and use tax: South Coast Air Quality Management District.~~ **SUPPORT**
- B. Assembly Bill 1350 (Gonzalez) - Free youth transit passes: eligibility for state funding. **WORK WITH AUTHOR**

ATTACHMENT

- ~~Attachment A – Senate Bill 732 (Allen) Legislative Analysis~~
- Attachment B - Assembly Bill 1350 (Gonzalez) Legislative Analysis

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

ATTACHMENT B

BILL: ASSEMBLY BILL 1350
AS AMENDED 1/6/2020

AUTHOR: ASSEMBLYMEMBER LORENA GONZALEZ (D-SAN DIEGO)

SUBJECT: FREE YOUTH TRANSIT PASSES: ELIGIBILITY FOR STATE FUNDING.

STATUS: ASSEMBLY TRANSPORTATION COMMITTEE
HEARING SCHEDULED: JANUARY 13, 2020

ACTION: WORK WITH AUTHOR

RECOMMENDATION

Staff recommends that the Board of Directors adopt a WORK WITH AUTHOR position on Assembly Bill 1350 (Gonzalez) as amended January 6, 2020.

ISSUE

This bill was amended on January 6, 2020 to add provisions related to transportation funding to the Public Utilities Code.

Specifically the bill would:

- Require transit agencies to offer free youth transit passes to persons under 18 years of age in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program.
- Require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.

DISCUSSION

AB 1350 (Gonzalez) is a two-year bill that was recently amended. The amendments of January 6, 2020 would require that transit agencies to provide free fares for students under the age of 18 in order to receive funding from the State Transit Assistance Program Transportation Development Act and the Low Carbon Transit Operations Program to a requirement.

The Board has previously supported efforts to assist students in particular who ride our system. The Board's support has been directed towards creating incentives or increased funding. AB 1350 takes a different approach by creating a mandate. It should also be noted that as a part of our Congestion Reduction initiative, Metro is pursuing a strategy that could achieve a similar objective. Staff would suggest that while we would support increasing assistance for those in need who ride our system there may be other ways to achieve this objective. We would like to work with the Assembly Member to explore more appropriate to identify additional state funding or other mechanisms that could be provided rather than pursuing this objective through a mandate.

Staff is working internally with relevant Metro departments to evaluate the impacts of the enactment of this legislation to Metro's current funding allocations under the TDA and LCTOP, and the administration of U-Pass, Reduced Fare and System Security programs. Staff will also work through the California Transit Association to address potential concerns with the proposal.

For these reasons, staff recommends that the Board adopt a WORK WITH AUTHOR position on AB 1350 (Gonzalez).

DETERMINATION OF SAFETY IMPACT

Allowing free rides on a transit system may have impacts to safety and security on our system. We would like to work with the author to address those concerns should the legislation proceed.

FINANCIAL IMPACT

The estimated financial impact of this action is still being evaluated.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Staff recommendation supports strategic plan goal # 4.2: Metro will help drive mobility agendas, discussions and policies at the state, regional and national levels.

ALTERNATIVES CONSIDERED

Staff has considered adopting either a support or oppose position on the bill. A support or oppose position would be inconsistent with Metro's Board approved 2020 State Legislative Program Goal #1: ensure the state continues to secure, protect and fully fund the major transportation programs in the state with existing commitments.

NEXT STEPS

Should the Board decide to adopt a WORK WITH AUTHOR position on this legislation; staff will communicate the Board's position to the author and work to ensure inclusion of the Board's priorities in the final version of the bill. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.



Board Report

File #: 2020-0008, **File Type:** Contract

Agenda Number: 41.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2020**

SUBJECT: WEST SANTA ANA BRANCH P3 BUSINESS CASE FINANCIAL ADVISORY SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 3 to Task Order No. PS 50315-3049000 with Sperry Capital Inc. in the amount of \$1,258,650 to continue to support P3 Business Case Development for the West Santa Ana Branch LRT, increasing the not-to-exceed Task Order value from \$2,077,010 to \$3,335,660;
- B. INCREASE Contract Modification Authority (CMA) by \$267,605 from \$100,000 to \$367,605 in support of any unforeseen required additional level of effort

ISSUE

Task Order No. PS50315-3049000 currently provides for P3 Financial Advisory Services to support development of a P3 Business Case for the West Santa Ana Branch Light Rail Transit Project (“WSAB” or “the Project”).

Staff is requesting a modification in the amount of \$1,258,650 for Task Order No. PS50315-3049000 to support pre-procurement activities for the Project, including finalization of a P3 Business Case, and development and structuring of procurement and commercial documents. Staff is requesting an increase in CMA by \$267,605 to account for any additional unforeseen expenses or required level of effort, to be utilized with appropriate justification.

BACKGROUND

The P3 Business Case is a comprehensive approach, utilized as a best practice worldwide by public agencies for major capital investments to identify, assess and make a recommendation on the appropriate procurement option for a project that is likely to best achieve the project objectives and maximize value for money. A P3 business case will identify and assess a range of alternative procurement models (i.e., models that are different than the traditional design-bid-build or design-build approaches) and make a recommendation on an optimal procurement model to be pursued along with a credible plan for implementation.

Key tasks in support of a P3 Business Case include:

1. Review and analyze existing project information
2. Shortlist procurement options for assessment
3. Qualitative assessment of procurement options
4. Market soundings and industry engagement
5. Project cost identification and financial modelling
6. Risk assessment and quantification
7. Quantitative Value for Money Assessment
8. Funding and affordability analysis

DISCUSSION

Metro awarded Task Order No. PS50315-3049000 to support development of a Business Case Report for WSAB in February 2018. At that time, Metro was considering a defined range of alternatives for the project, and had established a well-developed schedule for further project definition and development through the conceptual engineering and environmental clearance process. Since then, the project has been rescoped due to community feedback regarding the alignment and configuration and additional project information has been developed, adding to the complexity of the effort, and resulting in a prior contract modification.

A full value-for-money analysis for the WSAB project alignment from Artesia to Downtown remains underway. Project team analysis has also identified that overall costs for an accelerated project were greater than anticipated in the Measure M Expenditure Plan, resulting in a funding gap. This information has been previously presented to the Board in quarterly staff updates on the "Pillar Projects."

Based in part on findings from high-level risk and financial assessments on various project alternatives authorized by the previous Task Order modification, taking into account the funding gap, Metro has identified a defined scope (alignment, configuration, and termini) for the West Santa Ana Branch that is likely the most feasible option for early delivery of the project.

This project option, which was not developed at the time the Task Order, or prior Task Order modification was issued, must now be incorporated into the draft Business Case. As a result, OEI and its P3 Financial Advisory Consultant must reorient financial analysis supporting a final P3 Business Case to incorporate this newly defined scope option. This contract modification will allow Metro to ensure the Business Case analysis fully considered the defined interim operating segment (IOS) alternatives, in addition to the ongoing analysis on the full Downtown-Artesia alignment.

This will support Metro staff's efforts to confirm P3 value for money and support structuring of the P3 solicitation and contract documents, activities which will occur in parallel. This effort will support a P3 commercial structure and procurement that can optimize project value. It will also support efforts to identify and obtain federal financial support.

This modification will have no impact on the ongoing environmental process, which will evaluate the entire proposed WSAB alignment, from Downtown to Artesia, including the two Interim Operating Segments. After the release of the draft environmental document, the Board will select the Locally Preferred Alternative to be carried forward into the final environmental document.

Based on the expected schedule for project development, staff anticipates additional tasks and deliverables will be required to support a robust Business Case Report. These have been outlined in a supplemental statement of work.

DETERMINATION OF SAFETY IMPACT

This action will have no impact on safety for Metro.

FINANCIAL IMPACT

This Task Order is allocated to Cost Center 2031 - Public Private Partnerships, account 50316. Funding of \$5,558,000 was budgeted for P3 Professional Advisory Services under this account in FY 2020. To date in FY 2020, \$4,069,196 has been encumbered and \$1,457,806.63 has been expended, with \$4,100,193.37 remaining in the budget. Since sufficient value remains on the underlying contract and in the fiscal year budget, the cost center manager and Chief Innovation Officer will be accountable for budgeting the cost.

IMPACT TO BUDGET

The current year funding for this action will come from General Fund revenues. These funds are eligible for Bus and Rail Operating projects. No other funds were considered for this project. Since this is a multi-year project, it will be the responsibility of the department to budget for these funds in future years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Metro Vision 2028 Strategic Plan identifies five goals to guide Metro's work and initiatives. This modification supports the following goals.

- ***Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.***
Allowing Metro's P3 Financial Consultants to support further P3 Business Case Development for the expanded scope of the WSAB project definition will allow Metro to seek ways to deliver this project faster, to identify potential project savings, and to ensure project performance throughout its lifecycle.
- ***Goal 2: Deliver outstanding trip experiences for all users of the transportation system.***

A key benefit of P3 delivery is higher guaranteed project performance (reliability, safety, cleanliness, etc.).

- **Goal 5. Provide responsive, accountable, and trustworthy governance within the Metro organization.**

P3s have been shown to achieve higher levels of schedule and funding certainty, supporting Goal 5.2 to exercise good public policy judgment and sound fiscal stewardship

ALTERNATIVES CONSIDERED

Staff considered limiting analysis to the existing level of reliability. However, this would not have supported a Business Case Report offering identification of key value drivers or reliability for commercial structuring and procurement.

Staff also considered moving forward without a full Business Case, but has noted that to execute a high-quality P3 transaction requires the due diligence presented in a robust Business Case. Moving forward with incomplete information would likely undermine the success of a P3 transaction.

Staff's assessment indicated that none of these options were a cost-effective or financially sound option for Metro.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 to Task Order No. PS 50315-3049000 with Sperry Capital Inc. to finalize the Business Case for the West Santa Ana Branch LRT project on the identified project scope.

ATTACHMENTS

Attachment A - Procurement Summary

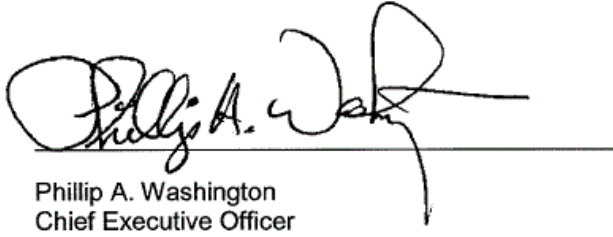
Attachment B - Task Order Modification/Change Order Log

Attachment C - DEOD Summary

Prepared by: Colin Peppard, Senior Director, Special Projects, (213) 418-3434

Reviewed by: Debra Avila, Chief, Vendor/Contract Management Officer, (213)
418-3051

Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

Financial Advisory Services: Business Case Development and Pre-Procurement Support for the West Santa Ana Branch Light Rail Transit Project/PS50315-3049000

1.	Contract Number: Task Order No. PS50315-3049000		
2.	Contractor: Sperry Capital Inc.		
3.	Mod. Work Description: To finalize the Business Case for the West Santa Ana Branch Light Rail Transit Project.		
4.	Task Order (TO) Work Description: Financial Advisory Services: Business Case Development and Pre-Procurement Support for the West Santa Ana Light Rail Transit Project Agreement.		
5.	The following data is current as of: 12/13/19		
6.	TO Completion Status		Financial Status
	TO Awarded:	02/23/18	TO Award Amount: \$1,000,000
	Notice to Proceed (NTP):	02/23/18	Total of Modifications Approved: \$1,077,010
	Original Complete Date:	02/28/20	Pending Modifications (including this action): \$1,258,650
	Current Est. Complete Date:	12/31/21	Current TO Value (with this action): \$3,335,660
7.	Contract Administrator: Lily Lopez		Telephone Number: (213) 922-4639
8.	Project Manager: Colin Peppard		Telephone Number: (213) 418-3434

A. Procurement Background

This Board Action is to approve Modification No. 3 to Task Order No. PS50315-3049000 to provide financial advisory services in order to prepare a P3 Business Case for the West Santa Ana Branch Light Rail Transit Project, as well as to assist with other pre-procurement activities, including general strategic advisory on the procurement process for the project to help maximize achievement of Metro's project goals. This Modification will require the Contractor to continue finalizing the Business Case for the West Santa Ana Branch Light Rail Transit Project and will also extend the period of performance through December 31, 2021.

This Task Order Modification was processed in accordance with Metro's Acquisition Policy. The contract/task order type is firm fixed price. All other terms and conditions remain in effect.

On February 23, 2018, Task Order No. PS50315-3049000 in the amount of \$1,000,000 was issued to Sperry Capital Inc., under the Public-Private Partnership Technical Bench, Discipline 6 (Financial Analysis) for Financial Advisory Services:

Business Case Development and Pre-Procurement Support for the West Santa Ana Light Rail Transit Project.

Refer to Attachment B – Task Order Modification/Change Order Log for modifications issued to date.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate (ICE), cost analysis, and technical analysis. Metro’s ICE overestimated the level of effort required to conduct the value for money assessment and business case development. All labor rates remain unchanged from the original task order.

Proposal Amount	Metro ICE	Negotiated Amount
\$1,258,650	\$1,338,025	\$1,258,650

ATTACHMENT B

**TASK ORDER MODIFICATION/CHANGE ORDER LOG
PUBLIC-PRIVATE PARTNERSHIP TECHNICAL BENCH/
TASK ORDER NO. PS50315-3049000
TASK ORDER LOG VALUE ISSUED TO DATE**

Mod. No.	Description	Status (approved or pending)	Date	Amount
1	Provided supplemental market sounding, preliminary financial analysis, project risk analysis and FTA expedited project delivery grant support.	Approved	01/22/19	\$99,970
2	To finalize the Business Case for the West Santa Ana Branch Light Rail Transit Project.	Approved	04/25/19	\$977,040
3	To continue finalizing the Business Case for the West Santa Ana Branch Light Rail Transit Project and extending the period of performance through December 31, 2021.	Pending	Pending	\$1,258,650
	Task Order Modification Total:			\$2,335,660
	Original Task Order Amount:		02/23/18	\$1,000,000
	Total:			\$3,335,660

DEOD SUMMARY

Financial Advisory Services: Business Case Development and Pre-Procurement Support for the West Santa Ana Light Rail Transit Project/PS50315-3049000

A. Small Business Participation

Sperry Capital Inc. (Sperry), an SBE Prime, made a 34.63% Small Business Enterprise (SBE) commitment. The project is 93% complete and Sperry is exceeding its SBE commitment with a current SBE participation of 36.31%. DEOD reached out to Sperry about the under-utilization of their SBE subcontractor, NWC Partners, Inc. (NWC). Sperry indicated that NWC is a specialty consulting firm and the expected tasks that were envisioned for NWC have not materialized to the degree anticipated in the initial scope. Sperry also indicated they expect increased utilization of NWC on Contract Modification No. 3 with the additional task of Federal Financial Instrument Support.

Small Business Commitment	34.63% SBE	Small Business Participation	36.31% SBE
----------------------------------	-------------------	-------------------------------------	-------------------

	SBE Subcontractors	% Committed	Current Participation¹
1.	Sperry Capital Inc. (SBE Prime)	31.26%	35.96%
2.	NWC Partners, Inc.	3.37%	0.35%
	Total	34.63%	36.31%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing wage is no applicable to this modification

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.

**Board Report**

File #: 2019-0873, **File Type:** Contract**Agenda Number:** 42.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2020****SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES
ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program to purchase computer and network equipment, peripherals, and related software and services, for a five-year period for a total expenditure not-to-exceed \$30,000,000, subject to funding availability effective Feb 1, 2020.

ISSUE

In July 2014, the Board of Directors approved the acquisition of computer hardware, software, and services through the Western States Contracting Alliance (WSCA) Master Price Agreement, for a five-year period beginning on Aug 1, 2014, in an amount not-to-exceed \$22,500,000. The Board of Directors approval has expired. The contract was successfully utilized over the last five years. As of July 2019, 124 awards were executed and a total of \$20,400,992.11 had been expended.

The recent growth of Metro's technology infrastructure (e.g., computer & server processing equipment, network & data telecommunication equipment, electronic file storage systems, audio visual & security systems) are being driven through the delivery of current Transit, Highway, Regional Rail, Program Management and Union Station Projects. Based on current and planned projects scheduled for the next five years, we are requesting a Board authority level required to meet these needs.

BACKGROUND

The National Association of State Procurement Officials (NASPO, formally WSCA), is a non-profit association dedicated to advancing public procurement through leadership, excellence, and integrity. It is made up of the directors of the central purchasing offices in each of the 50 states, the District of Columbia and the territories of the United States. By leveraging their national negotiation and buying

power (over 12 billion dollars in sales annually), NASPO delivers the highest valued, reliable and competitively sourced contracts offering public entities outstanding prices.

They work and negotiate directly with the original equipment manufacturers (OEM), to negotiate the best competitive pricing. Overall, working through NASPO program provides the best overall value, best prices, best terms and condition (including quality, delivery, return policy, insurance, performance, and warranty) and best solutions, that exceeds those possible for any single state.

In addition to cooperative contracts and collective buying power, Metro will have other benefits. These benefits include participating in NASPO training, education, professional development, research, innovative procurement strategies, conferences, procurement best practices and collaboration with other members to achieve success as public procurement leaders.

With their vast years of experience and no membership or administrative application of fees, NASPO has become the nation's premier public purchasing cooperative and the largest public purchasing cooperative in the country.

DISCUSSION

Use of NASPO has shown to be effective in streamlining computer product acquisitions by leveraging buying power to obtain lower pricing and lower administrative costs through shortened processing time. For example, by leveraging the competitive process that NASPO has already gone through, purchasing equipment through the NASPO Master Price Agreement can be accomplished in approximately 1-2 weeks versus the 6-8 weeks or longer for the Metro bid process. Based on the reduced administrative time savings, more timely purchasing cycle time and competitive volume pricing achieved, staff is recommending continued use of this procurement vehicle to sustain these objectives. Furthermore, items typically purchased under NASPO are Metro ITS standard equipment such as Dell computers, IBM servers, Cisco network devices, and the engineering implementation services related to this equipment.

Metro has significantly increased its use of computers to streamline and automate many of its business processes and functions to increase efficiency and reduce cycle time. Due to the dependence on computer technology to support its business operations, a replenishment process has been established to optimize and maintain the effective operation of Metro's inventory of computers, servers and network equipment and related software applications. Non-replacement of aging computer hardware and software systems will ultimately result in increased system unavailability affecting the ability of Metro to efficiently support its daily business operations, such as transit operations, vehicle maintenance, inventory management, human resources, and procurement.

DETERMINATION OF SAFETY IMPACT

Procurement is a critical component for all project delivery success. Technology supports all areas of communications, day to day business operations and security. The ability to grow, enhance and

maintain the state of good repair of our technology equipment and services are critical to ensuring the confidential, integrity and availability of Metro's information systems and data and safety to our patrons.

FINANCIAL IMPACT

There is no increased cost, however, Metro should realize a decrease in costs for implementing this change.

Impact to Budget

Funding for these services are included under the Information Technology and Services departmental budget through various preapproved operating and capital budgets sourcing from a combination of local operating, state and federal funding sources. Since this is a multi-year project, the Project Manager and Chief Information Technology Officer are responsible for budgeting the cost in future years.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Metro Vision 2028 Strategic Goal 5 - Provide responsive, accountable and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The alternative is to formally compete individual procurements via Invitation for Bids (IFBs) or Requests for Proposals (RFPs). This process is more time consuming and expensive when compared to the benefits of utilizing vendors already selected under a competitive contracting process conducted by the National Association of State Procurement Officials (NASPO).

NEXT STEPS

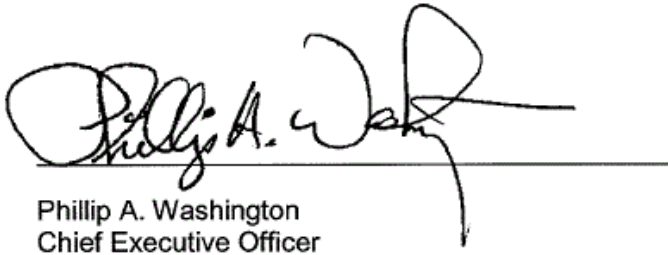
Upon Board approval, staff will move forward in the procurement of computers, servers and network equipment and related software through the National Association of State Procurement Officials (NASPO).

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: Bill Balter, Sr. Director - ITS PMO, (213) 922-4511

Reviewed by: Bryan Sastokas, Chief Information Technology Officer, (213) 922-4510
Debra Avila, Chief, Vendor/Contract Management (213) 418-3051



Phillip A. Washington
Chief Executive Officer

PROCUREMENT SUMMARY

NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS (NASPO)

1.	Contract Number: N/A	
2.	Recommended Vendor: National Association of State Procurement Officials	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: N/A	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: N/A	
	E. Pre-Qualification Completed: N/A	
	F. Conflict of Interest Form Submitted to Ethics: N/A	
	G. Protest Period End Date: N/A	
5.	Solicitations Picked up/Downloaded: N/A	Bids/Proposals Received: N/A
6.	Contract Administrator: Mark Lu	Telephone Number: 213-922-4689
7.	Project Manager: Bill Balter	Telephone Number: 213-922-4511

A. Procurement Background

NASPO ValuePoint is the cooperative contracting arm of the National Association of State Procurement Officials (NASPO), a non-profit organization formed in 1947, comprised of the Chief Procurement Officials of all 50 states and the U.S. Territories, to promote public procurement throughout the country. The NASPO ValuePoint Master Agreements are competitively solicited using a Lead State™ model, supported by a Sourcing Team™ comprised of multiple state procurement representatives and subject matter experts; leveraging the expertise and buying power of the many states and other participating entities.

B. Evaluation of Proposals

Price evaluations are performed at the individual purchase order level in accordance with the technical requirements listed for the projects.

C. Cost/Price Analysis

Most favorable pricing is obtained through competition performed by NASPO, and prices will be deemed fair and reasonable at the individual purchase order level.

D. Background on Recommended Contractor

NASPO ValuePoint Master Agreements are used by participating states and local governmental agencies. Master Agreements have been negotiated with all major IT related equipment and service providers.

DEOD SUMMARY

NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS (NASPO)

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) will not establish a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goals for the National Association of State Procurement Officials (NASPO) ValuePoint cooperative purchasing program. Only NASPO approved contractors and suppliers can bid on solicitations.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is not applicable to this contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. Project Labor Agreement/Construction Careers Policy is applicable only to construction contracts that have a construction contract value in excess of \$2.5 million.



Board Report

File #: 2019-0879, **File Type:** Program

Agenda Number: 43.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2020**

SUBJECT: ESTABLISH K-12 U-PASS PRICING AND CONTINUE REGIONAL U-PASS PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE

1. The establishment of a K-12 pricing structure for the Universal Student Pass (U-Pass) Program for homeless student services programs at \$0.75 per boarding to match the college program, capped at \$24 per month for Metro boardings to match the existing K-12 Reduced Fare monthly pass.
2. The continuation of the Regional U-Pass Program for College/Vocational schools at the existing rate, which is each agency's college fare rate, up to \$0.75 per Boarding, capped at \$43 per month to match the College/Vocational Reduced Fare monthly pass.
3. The establishment of a Regional K-12 pricing structure for homeless student services programs, which is each agency's K-12 fare up to \$0.75 per boarding, capped at the highest monthly K-12 fare rate of all agencies used by the institution's students or \$40 per month, which is the highest monthly K-12 fare in the region, if no K-12 monthly fare exists at those agencies

ISSUE

As part of an ongoing effort to pursue strategies to increase student transit ridership, motion 49.1 requested an assessment of the feasibility of piloting a Universal Community College Student Transit Pass Program (See Attachment A).

The U-Pass Pilot Program ran for two years from Fall 2016 through Summer 2018 and U-Pass became a permanent program effective Fall 2018.

DISCUSSION

Since the launch of the U-Pass program, Metro has increased its partnerships from four schools to 21 schools (425%) and has increased participants 72% from 7,402 riders to 12,752 riders.

The U-Pass program was originally designed to partner with community colleges, universities and trade schools to utilize technology and improve accessibility to reduced fares to increase student ridership, while keeping costs low for students. Students of participating schools can purchase semester passes online or on campus. They receive a sticker with an embedded TAP chip, which turns their student ID into a TAP card that can be renewed each semester. Schools partner with Metro in co-branded marketing efforts and collect payments from students to fund the program. At the end of the semester, the schools are only billed for actual rides taken by students at the reduced rate of up to \$0.75 per boarding and the maximum charge is capped at the equivalent of \$43 per student per month (\$10.03 per week) to match the existing College/Vocational Reduced Fare.

Staff has created boilerplate Memoranda of Understanding (MOUs) approved by County Counsel and standard administrative procedures to make the U-Pass Program easy to implement, while also placing a high value on allowing schools to administer the program in the way that works best on their individual campuses.

As of Fall 2019, Metro launched the first K-12 Pilot Program at Manual Arts High School (MAHS). Through a grant from the 11th Hour Schmidt Family Foundation administered by Move LA and LA Promise Fund, passes were purchased for the Junior class at MAHS for the entire academic year (40 weeks) at a cost equivalent to the K-12 monthly reduced fare rate of \$24 per month or \$5.60 per week. Participation in the K-12 Pilot Program requires completion of Metro's K-12 application, which includes parental permission.

Los Angeles Unified School District (LAUSD) and Pasadena Unified School District (PUSD) have both contacted Metro to get permission to use the U-Pass program format to purchase passes for their homeless student populations as required under the McKinney-Vento Homeless Assistance Act. LAUSD has an estimated 18,000 homeless students and PUSD has an estimated 850 homeless students that receive free services from the district. As a result of tokens being phased out in November 2019, providing this assistance has become more challenging for schools and districts. Because this student population is more fluid and transit pass usage is likely to be less consistent, the U-Pass format of the school or district paying a per boarding cost capped at the equivalent of the monthly pass cost would work better than purchasing monthly passes for all participants.

Staff is recommending implementing the U-Pass option for homeless student services programs at K-12 schools by doing the following:

1. Invoice K-12 schools the at the same per boarding rate as the colleges, which is the agency's student rate up to \$0.75 per boarding (per the chart below, there are four agencies that have a K-12 fare lower than \$0.75, and the remaining U-Pass agencies and Metro would be invoiced at \$0.75 per boarding); and
2. Cap the average monthly cost at the board-approved K-12 monthly reduced fare rate,

which is currently \$24 per month or \$5.60 per week. If the Board changes the K-12 monthly fare rate in the future, the K-12 U-Pass monthly cap would also change accordingly.

Other Transit Agencies' K-12 Per Boarding Fare	
Culver CityBus	\$0.50 per boarding
GTrans	\$0.70 per boarding
Montebello Bus	\$0.75 per boarding
Pasadena Transit	\$0.50 per boarding
Torrance Transit:	\$0.50 per boarding

The pricing structure above does not represent a change in either the U-Pass per boarding rate or the K-12 monthly fare rate. Currently, the \$24 K-12 monthly fare rate only covers boardings on Metro and the U-Passes are valid on Metro and ten additional transit agencies. Therefore, if the K-12 U-Passes are used on regional transit agencies, and the cost to cover the Metro boardings and reimburse boardings on other agencies exceeds the \$24 monthly cap, then staff is recommending that the additional charges be handled as outlined in the following section.

Regional U-Pass

Metro currently has signed reimbursement agreements with ten additional transit agencies, where the agency adds U-Pass products to their fareboxes and Metro reimburses the agency for the fare for all U-Pass boardings at the end of each semester at the U-Pass rate or their current college rate, whichever is lower. These agencies are: Big Blue Bus, Culver CityBus, Glendale Beeline, GTrans, LADOT DASH, Long Beach Transit, Norwalk Transit, Montebello Bus, Pasadena Transit and Torrance Transit. Additional transit agencies have also expressed interest in joining the U-Pass Program. These boardings are included at no additional charge under the college U-Pass, and thus far the cost to reimburse other transit agencies has not exceeded the revenue collected for those boardings. Staff will continue to work with regional transit agencies and Metro's Office of Management and Budget (OMB) to determine if future pricing adjustments need to be made to the college Regional U-Pass based on the cost of reimbursing the other agencies and will seek Board approval if fare adjustments are required. Under this recommendation, K-12 Boardings would be reimbursed at the agency's K-12 per boarding fare up to \$0.75.

However, due to the lower monthly fare cap for K-12 boardings, the lower revenue generated by the K-12 U-Pass may not be enough to reimburse the other transit agencies at their full rate without charging additional costs to the participating schools or districts. Staff is proposing that the cost for Metro boardings be capped at the equivalent of the Metro K-12 monthly reduced fare rate, which is \$24 per month or \$5.60 per week. If the cost to reimburse additional transit agencies exceeds \$24 per month, staff is proposing that the institution be invoiced for the overage, with the total average cost capped at the monthly K-12 rate of the agencies used during the semester pass period, if one exists. For instance, if a school's students used only Metro and Torrance Transit, the cost would be

capped at the monthly equivalent of \$30 per month (\$7 per week) per student (see agencies' established K-12 monthly rates below). If a K-12 monthly rate has not been established by the agency or if the boardings were used on multiple agencies, staff is recommending the total cost be capped at an average of \$40 per month (\$9.33 per week) per student, which is the highest monthly K-12 fare in the region (see chart below). As of Spring 2019, 91% of all Regional U-Pass boardings were used on Metro services, and the total amount reimbursed to other agencies was only \$101,947.10 of over \$1.2 million collected in U-Pass Fare Revenue.

Other Transit Agencies' Monthly K-12 Reduced Fare	
Big Blue Bus	\$30 Youth 30-Day Pass
Foothill Transit	\$36 31-Day Pass
Glendale Beeline	\$22 31-Day Pass
Long Beach Transit	\$40 Monthly Student Pass
Montebello Bus	\$30 Monthly Student Pass
Torrance Transit	\$30 Monthly Student Pass

DETERMINATION OF SAFETY IMPACT

This program does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval of this request will have no impact on safety.

FINANCIAL IMPACT

In FY '19, the U-Pass Program generated \$2.7 million in total revenue and paid \$112,595 in reimbursements to other agencies.

Impact to Budget

The funding source for the MCS programs is Enterprise Fund operating revenues including sales tax and fares. The source of funds for this action, operating revenues, is eligible to fund bus and rail operating and capital expenditures.

The continued expansion and support of the U-Pass program may warrant an evaluation of the staffing for future years as part of the budget process.

ALTERNATIVES CONSIDERED

1. Metro will continue to offer the regular monthly College/Vocational and K-12 Reduced Fare Passes for students and schools not participating in the U-Pass pilot program.

NEXT STEPS

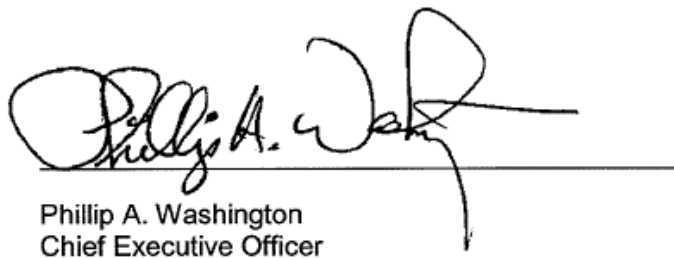
1. Establish long-term contracts with new K-12 U-Pass schools to support homeless student services programs.
2. Continue to grow ridership at all partner schools by 10% each year.
3. Continue to seek additional funding to further reduce the cost of the program to schools and will work with schools to identify other sources of funding such as grants, parking fees and/or fines, student association fees, and/or activity fees and/or referendums and as a means of subsidizing the program.
4. Continue to partner with schools to address transit service and service alignment issues.

ATTACHMENTS

Attachment A - File #:2016-0333, Board Report on Approve Adoption of Universal College Student Transit Pass (U-Pass) Pilot in response to Motion 49.1

Prepared by: Devon Deming, Dir. of Metro Commute Services, (213) 922-7957
Jocelyn Feliciano, Communications Manager, (213) 922-3895

Reviewed by: Yvette Rapose, Chief Communications Officer, (213) 418-3154



Phillip A. Washington
Chief Executive Officer

**Board Report**

File #:2016-0333, **File Type:**Program

Agenda Number:

**REGULAR BOARD MEETING
MAY 26, 2016****SUBJECT: COMMUNITY COLLEGE STUDENT TRANSIT PASS PILOT PROGRAM - MOTION
49.1****ACTION: APPROVE ADOPTION OF UNIVERSAL COLLEGE STUDENT TRANSIT PASS
(U-PASS) PILOT PROGRAM****RECOMMENDATION**

Adopt the Universal College Student Transit Pass (U-Pass) Pilot Program.

ISSUE

As part of an ongoing effort to pursue strategies to increase student transit ridership, motion 49.1 requested an assessment of the feasibility of piloting a Universal Community College Student Transit Pass Program.

Currently, there are more than 1.4 million public college students in Los Angeles County, and only 14,000 (1%) are actively participating in Metro's reduced fare college pass programs, the College/Vocational (C/V) Pass and Institutional Transit Access Pass (I-TAP) programs. In addition, the C/V and I-TAP programs are only offered to full-time students who represent only 30% of public students in Los Angeles County, while the remaining 70% of students are considered part-time and are not eligible for these programs. Lastly, Metro's systemwide average fare per boarding (FPB) is \$0.75 while the I-TAP group rate pricing is only generating \$.29 per boarding. As a result, the I-TAP group rate pricing model is no longer revenue neutral to Metro, and combined, these programs are not reaching a large enough percentage of the student population.

Riding transit is an important life skill that should be learned at a young age. Many adults who have not previously ridden transit are intimidated by learning new routes and afraid of getting lost on an unfamiliar system. Broadening the use of transit at the college level will teach this skill in conjunction with other learning and create riders for life because users will understand the system.

DISCUSSION

Full-time undergraduate and graduate students in Los Angeles County are eligible for a reduced fare College/Vocational 30-day pass that is offered at a \$43 per month, a 57% discount from the regular Metro 30-day pass which is \$100 per month. In order to be eligible for the C/V pass, undergraduate students must be enrolled in a minimum of 12 units or 12 hours of in-classroom study per week for a minimum of 3 consecutive months. Graduate students must be enrolled in a minimum of 8 units of in-classroom study per week for a minimum of 3 consecutive months. Students can purchase the reduced fare TAP card directly from Metro and load it at Ticket Vending Machines (TVMs), customer centers, vendor outlets, or online.

In 2003 the Board adopted the I-TAP program. This program was designed to increase student ridership, while keeping the program revenue neutral for Metro. The I-TAP program allows schools to purchase passes directly from Metro on a semester or quarterly basis. Currently, there are only four (4) colleges participating in the I-TAP program:

- UCLA and USC are enrolled in the retail pricing model. The retail pricing model is the regular price of \$43/month or \$9.92/week multiplied by the number of weeks in a semester. (The weekly rate has been corrected to \$10.03 moving forward to reflect the 30-day rate divided by 30 multiplied by seven days.)
- Pasadena City College and Rio Hondo College are enrolled in the group rate pricing model. The group rate pricing model is based on the total number of full-time students multiplied by the group rate multiplied by the number of weeks in a semester.

Ridership data indicates that the I-TAP group pricing model resulted in a substantial increase in transit ridership over a five (5) year period (2010 - 2014):

- PCC increased ridership from 11% to 41% of their full-students
- Rio Hondo increased ridership from 7% to 44% of their full-time students

This resulted in an average ridership increase of 7% per year. Additional Metro bus services were added to support this growth in ridership. However, the current I-TAP Program at PCC and Rio Hondo is no longer revenue neutral for Metro. The average fare collected for these programs is \$0.29 per boarding versus the system average of \$0.75. Currently, there are approximately 7,000 active I-TAP users and 16,400 active College/Vocational TAP cards, but on average only 6,800 C/V Monthly Passes are being loaded.

In addition, Metro has not been utilizing existing and new technologies efficiently to improve these programs. Currently, the I-TAP and C/V paper applications are processed and uploaded manually. C/V applications became available online in September 2015 and represent approximately 5% of the total applications received since then. In March 2016, staff added a web link to the online application from the College Programs page on Metro.net and online applications rose to 9%. Metro has been processing an average of 2,100 paper applications per month and also handling the verification of each individual student's units, which has caused a wait time of 4-6 weeks for students to receive their C/V TAP cards from the time of application. However, many students are registering for their classes online and colleges have the ability to electronically verify their enrollment. Online

registration could be modified to allow students to add transit participation along with their enrollment. New TAP chip technology also exists which would allow a sticker with an embedded computer chip and an RFID antenna to be applied directly to the student ID cards, replacing the need for photo ID C/V TAP Cards. Just like existing TAP cards, these chips have the ability to be loaded remotely, reducing the need for a student to physically to go an office to reload or reactivate their cards once they have registered.

U-Pass Task Force Results

In November 2015, Metro Commute Services established two (2) U-Pass Task Force teams that included:

Internal Task Force (Metro):

- Office of Management and Budget (OMB)
- TAP Operation
- Office of Extraordinary Innovation

External Task Force:

- Los Angeles County colleges and universities including:
 - California Institute of Technology (CalTech)
 - California State University Dominguez Hills
 - California State University Long Beach (CSULB)
 - California State University Los Angeles (CSULA)
 - California State University Northridge (CSUN)
 - Cerritos Community College
 - Citrus College
 - LA Community College District (LACCD)
 - LAUSD Adult Vocational Programs (LAUSD)
 - Mount San Antonio College (Mt. SAC)
 - Pasadena City College (PCC)
 - Rio Hondo Community College
 - University of California at Los Angeles (UCLA)
 - University of Southern California (USC)
- Local municipal transit providers and organizations including:
 - Foothill Transit
 - Long Beach Transit
 - Los Angeles Department of Transportation (LADOT)
 - Move L.A.

In addition, an online survey was distributed to collect feedback from the colleges. The survey was anonymous to allow for the highest level of honest feedback and addressed issues such as satisfaction with existing Metro transit service, and cost and funding of student transit programs. Primary findings from the survey included:

- College transit programs are currently funded through pass sales, student fees, revenue from

-
- parking fines and fees, and associated student associations
 - 73% are very satisfied or satisfied with the transit service at their campus
 - 82% say not having enough parking is an issue on their campus
 - 64% do not believe they have adequate funding for the program
 - 30% feel that not including part-time students is limiting participation, and
 - 60% are willing to co-market a Universal Pass program on their campus with Metro support

As a result of the feedback from the, Internal and External Task Force teams and survey responses, the overall recommendations are as follows:

- Make passes more affordable for students
- Make passes more accessible for part-time students
- Make program easy to understand and administer

U-Pass Pilot Program

Upon Board approval, Metro Commute Services will implement a two-year U-Pass pilot program beginning in Fall 2016. U-Pass Pilot Program will:

1. Target at least 10 new schools to participate in the program.
2. Reduce the minimum units required under the pilot to 8 units or more per quarter/semester to allow more part-time students to participate in pilot program.
3. Transition to a pay per boarding model:
 - a. Charge an estimated boarding fee of \$0.75 per boarding, which is the cash-boarding equivalent of the 30-day College/Vocational pass. Payment must be made by the school at the beginning of the term and the rate will be reassessed annually as part of the budget process.
 - b. For the introductory term, estimated boardings will be based on existing I-TAP or C/V ridership data. If the school does not have existing data, the initial student participation will be estimated at 10% of eligible students. Any overage paid by the school based on the estimated boardings for the introductory term will be credited toward the payment for Term 2.
 - c. For the second term and subsequent terms, estimated boardings will be adjusted to reflect the actual boardings from the previous term based on TAP data.
 - d. At the end of the second term and each subsequent term, actual boardings will be reconciled against the initial fee payment and a charge or credit will be issued to the school based on the difference, capped at \$43 per month (\$10.03 per week) per participant.
 - e. Schools may elect to cover the cost of the program through student fees, other funding, or by charging the students for participation. Fees collected from students may not exceed \$43/month or \$10.03/week, and the total amount collected may not exceed the total amount due to Metro.
 - f. Schools are encouraged to build U-Pass participation into their existing class registration process to allow for a seamless integration and the ability to charge the appropriate student fees, if any.

4. Schools will be responsible for collecting demographic data to assist in completion of the required Title VI analysis, for verifying enrollment eligibility for each quarter/semester, and for distributing or reactivating TAP stickers/cards for eligible students. Schools are encouraged to collect as much information as possible as part of online registration, which will also allow cards to be activated and loaded electronically by Metro.
5. Schools will report all issued TAP card/sticker numbers to Metro for tracking purposes and to facilitate replacements.
6. Schools are encouraged to partner with Metro for in-kind marketing materials and promotion of the U-Pass Program.
7. Establish goal of increasing student participation by 10% over existing C/V and I-TAP levels during the two year pilot program and use the data from the pilot program as a foundation for establishing an ongoing U-Pass program, which will ultimately replace both the I-TAP and the C/V programs. Performance measures to be assessed include:
 - a. Compare total U-Pass revenue and boardings to current I-TAP and C/V revenue and boardings and assess changes in fare revenues and ridership among the college/vocational student population
 - b. Assess changes in ridership on key lines near pilot schools
 - c. Compare the percentage of students who were issued passes on a term-by-term basis to assess changes in utilization of the U-Pass

DETERMINATION OF SAFETY IMPACT

This program does not affect the incidence of injuries or healthful conditions for patrons or employees. Therefore, approval of this request will have no impact on safety.

FINANCIAL IMPACT

As a pilot, this program will be managed within existing resources. Therefore, there will be no financial impact at this time.

Impact to Budget

As a pilot, this program will be managed within existing resources. Therefore, there will be no impact to budget at this time.

ALTERNATIVES CONSIDERED

Reduction of Units

Reducing the unit requirements for the U-Pass program was considered. With the existing 12-unit requirement for undergraduate students, there are approximately 14,000 active college transit program participants. This represents 3% of the total eligible public school students who meet the

requirement.

Decreasing the unit requirement for the U-Pass pilot program to 9 units (semester) or 8 units (quarter) would increase the potential pool of eligible participants by 17%, or approximately 250,000 public students. Based on the current 3% participation, this could result in about 7,500 new college/vocational riders. Decreasing the unit requirement for the U-Pass pilot program to 6 units would increase the potential pool of eligible participants by 35%, or approximately 536,000 public students. Based on the current 3% participation, this could result in about 16,000 new college/vocational riders.

For both cases, increasing the potential pool of eligible participants will likely result in revenue loss for Metro, with the possibility of recouping the loss through a potential increase in new riders. However, the potential revenue impact will depend on how many of the new college/vocational riders were full fare transit riders (negative impact to revenue) versus how many are new transit riders (positive impact to revenue).

Because the financial impact of the unit reduction will not be known until the overall fare revenue changes for the pilot program and the agency can be assessed, staff recommends starting the pilot program with an 8-unit minimum requirement with a commitment to review the revenue impact after six months and consider lowering the requirement to 6 units based on the assessment. The 12-unit requirement for current monthly C/V passes will remain intact.

The College/Vocational Pass requires graduate students to be enrolled in 8 or more units. Under the U-Pass Pilot Program, staff is recommending reducing the units required for graduate students from 8 units to 6 units. The 8-unit requirement for graduate students utilizing monthly C/V passes will remain intact.

Continuation of I-TAP and C/V Programs

Due to the lack of widespread usage, difficulty of administration, and the loss of revenue, staff does not recommend continuing the I-TAP program during the U-Pass Pilot Program. All current I-TAP schools will be converted to U-Pass. However, Metro will continue to offer the regular monthly College/Vocational Pass for students at schools not participating in the pilot program.

NEXT STEPS

Upon approval of this pilot program, Metro will:

1. Communicate details of U-Pass Pilot Program with all 77 schools in L.A. County and target 10 or more schools to participate in the program.
2. During initial registration period, schools will collect required Title VI data from participating students. Title VI evaluation will be conducted and a findings report will be brought back to the Board of Directors for approval prior to the end of the sixth month of the pilot program.
3. During the pilot program, Metro will continue to seek additional funding through Greenhouse

Gas Reduction Fund/Low Carbon Transit Operations Program (LCTOP) revenue Cap and Trade, the South Coast Air Quality Management District's Mobile Source Air Pollution Reduction Review Committee (MSRC), or other sources to further reduce the cost of the program to the schools and will work with schools to identify other sources of funding such as parking fees and/or fines, student association fees, and/or activity fees and/or referendums and as a means of subsidizing the program.

4. During the pilot program, Metro will continue to partner with schools to address transit service and service alignment issues.

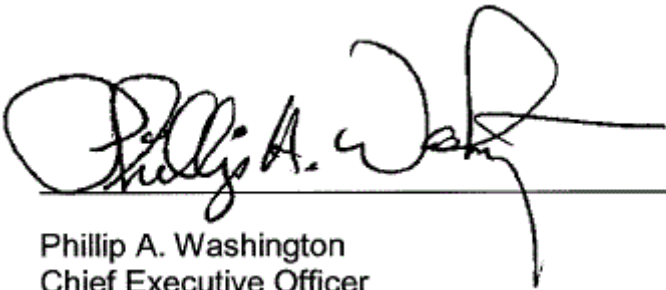
ATTACHMENTS

Attachment A - Motion 49.1 Community College Student Transit Pass Pilot Program

Attachment B - Report 49 on Community College Student Transit Pass Pilot Program in response to Motion 49.1

Prepared by: Devon Deming, Dir. of Metro Commute Services, (213) 922-7957
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Glen Becerra, DEO Communications, (213) 922-5661

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington
Chief Executive Officer



Expanding Metro's U-Pass Program to K-12

For Homeless Student Support Services

Executive Management Committee, File # 2019-0879

Metro Commute Services:

Devon Deming, *Director of Commute Services*

Direct: 213.922.9757

Jocelyn Feliciano, *Communications Manager*

Direct: 213.922.3875



Metro

Regional U-Pass & K-12 U-Pass Pricing

1. Existing U-Pass Pricing is \$0.75 per boarding, capped at \$43 per month, which is the current College/Vocational Reduced Fare Monthly rate
2. The pricing above includes regional boardings on 9 additional transit agencies, and staff is recommending continuing the Regional U-Pass Program for College/Vocational Schools at the current pricing.
3. Staff is recommending a approval of a new K-12 U-Pass rate for homeless student services programs at \$0.75 per boarding capped at \$24 per month, which is the current K-12 Reduced Fare monthly rate
4. If the cost to reimburse the 9 additional transit agencies exceeds \$24 per month, staff is recommending that the institution be invoiced for the overage with the monthly cost capped at the monthly K-12 rate of agencies used by the school's students during that semester.

K-12 U-Pass Pricing

Other Transit Agencies' Monthly K-12 Reduced Fare	
Big Blue Bus	\$30 Youth 30-Day Pass
Foothill Transit	\$36 31-Day Pass
Glendale Beeline	\$22 31-Day Pass
Long Beach Transit	\$40 Monthly Student Pass
Montebello Bus	\$30 Monthly Student Pass
Torrance Transit	\$30 Monthly Student Pass



Board Report

File #: 2020-0045, **File Type:** Agreement

Agenda Number: 45.

**EXECUTIVE MANAGEMENT COMMITTEE
JANUARY 16, 2020**

SUBJECT: BRIDGE HOUSING AT VAN NUYS STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

Direct the Chief Executive Officer (CEO) to:

- A. Enter into a no-fee lease agreement with the City of Los Angeles (COLA) with a term ending August 15, 2023 for temporary bridge housing on a portion of the Van Nuys Orange Line Station parking lot;
- B. Re-inventory Metro-owned properties to identify other opportunities for the City of Los Angeles's A Bridge Home Program (ABH) facilities and report back to the March 2020 Executive Management Committee;
- C. Conclude the project is statutorily exempt from CEQA pursuant to Public Resources Code Sections 21080.27 and 21080, Subdivision (b)(4), and CEQA Guidelines Section 15269, Subdivision (c); and
- D. Authorize Metro staff to file a Notice of Exemption with the County Clerk.

ISSUE

In April 2018, the Los Angeles Mayor and City Council declared a shelter crisis in the City of Los Angeles. According to the 2019 Greater Los Angeles Homeless Point-in-Time Count released by Los Angeles Homeless Services Authority (LAHSA), 36,300 homeless individuals reside in the City of Los Angeles, 27,221 of who are unsheltered.

In May 2018, Metro prepared an inventory of Metro-owned property that may be suitable for temporary homeless housing. Among other properties, Metro's assessment identified a portion of the Metro parking lot at the Van Nuys Orange Line Station on 14333 Aetna Street (Site) as viable.

Board action is required to authorize the CEO to enter into a no-fee lease with the City of Los Angeles for an ABH facility on the Site.

BACKGROUND

A Bridge Home

To respond to the homeless crisis and the immediate need for shelter, the Mayor and Los Angeles City Council allocated \$39 million in their Fiscal Year 2018-19 and 2019-20 budgets to establish temporary crisis and bridge housing facilities, with the goal of adding 750 to 1,500 new beds citywide. In addition, \$54 million has been committed within the City of Los Angeles' Homeless Emergency Aid Program allocation from the State of California to construct and operate ABH facilities. The Mayor's deadline to construct, complete, and open all ABH sites is June 2020. Each site will operate for a minimum of three years to support the development of supportive permanent housing for ABH residents.

On May 29, 2019 a Los Angeles City Council Motion (Council File 19-0563) instructed City staff to evaluate and report on the feasibility of using a portion of the Van Nuys Orange Line Station parking lot for establishing an ABH facility. City agencies determined that the Site is suitable for such purpose. The Site will include bridge housing facilities including storage for residents, personal hygiene and laundry facilities, supportive and community engagement services, and 24-hour security. LAHSA will identify a service provider to operate the facility.

As per the terms of the proposed lease, COLA will return the Site to Metro, restored to its original condition, by August 15, 2023.

Van Nuys Orange Line Station Parking Lot

The Van Nuys parking location is large, flat, and currently underutilized for parking. A portion of the parking lot is currently leased by an automotive dealer. The dealer can maintain its current lease area and will share a driveway with ABH.

DISCUSSION

Findings

Metro Capital Projects

Metro Program Management has confirmed that the Site will not be required for the East San Fernando Valley Transit Corridor (ESFVTC) or the Sepulveda Transit Corridor projects prior to August 15, 2023. See below for discussion on the Metro Orange Line Bus Rapid Transit Improvements Project (MOL Improvements).

Operations

The Site is adjacent to the MOL dedicated busway, as well as the MOL Van Nuys station. Standard protections for Metro operating right-of-way are currently in place and will continue to be maintained. As part of the lease terms, COLA will provide site security and maintenance plans for Metro review and approval no later than 60 days prior to commencement of operations.

Parking

The ABH facility is expected to occupy approximately 100 parking spaces. Currently, there is sufficient space to accommodate transit riders, the automotive dealership and the ABH facility.

The North Hollywood Joint Development (NoHo JD) project is scheduled to break ground in 2022. If a determination is made to reduce parking at North Hollywood during the NoHo JD construction, some parking may be diverted to the Van Nuys station. However, with revisions to the automotive dealership lease, Metro staff believes there is sufficient parking space at Van Nuys to absorb potential NoHo overflow and accommodate MOL Improvements.

To accommodate the ABH facility, the parking lot will require minor traffic flow modifications and removal of a few parking spaces. That can be accomplished by Metro restriping a portion of the parking lot with the cost estimated not to exceed \$30,000.

Joint Development

The Site has been identified as a potential joint development location, but any joint development would not take place until after the design is complete for adjacent transportation projects such as the ESFVTC and the MOL Improvement's projects. No new development would break ground prior to August 15, 2023.

ABH California Environmental Quality Act (CEQA) Exemption

Metro staff have reviewed and considered the November 19, 2019 City of Los Angeles Public Works: Engineering Staff Report for the "Crisis and Bridge Housing Facility at 14333 Aetna (19-0563) CEQA Notice of Exemption (NOE)" ("Staff Report") and associated documents. Metro adopts the determinations made by the City of Los Angeles City Council when it approved the project at its November 27, 2019 meeting, in reliance on the Staff Report and other documents contained on the City's website related to the project.

The project is statutorily exempt from CEQA pursuant to Public Resources Code section 21080.27. The no-fee lease agreement is exempt from CEQA pursuant to Public Resources Code Section 21080.27, Subdivisions (a)(1)(C) and (b)(2).

The project is also statutorily exempt from CEQA pursuant to Public Resources Code Section 21080, Subdivision (b)(4), and CEQA Guidelines Section 15269, Subdivision (c).

Considerations

MOL Improvements

The MOL will be completed using various construction contracts. The contract for the Van Nuys section is planned to include a grade separation (GS) with an aerial station at Van Nuys Blvd, and approach ramps on the west and east end of the station, together with the use of a laydown area located to the south of the existing MOL alignment.

The approach ramps at each end of the aerial structure are planned to be built using a Mechanically Stabilized Earth (MSE) wall system. The system requires constructing MSE wall panels on both sides of each approach ramp and importing and compacting a large quantity of fill material between the walls. The Site is adjacent to the east MSE wall as shown on Attachment A and will be needed for the MOL Improvements project.

From fall 2022 to spring 2025, the GS construction will require:

- Relocating the busway and Van Nuys station to an adjacent street;
- Closing the existing busway, station and a portion of the parking lot (including the Site) in the diversion area;
- Setting up construction staging and laydown area at the Van Nuys parking lot; and
- Constructing aerial structure/station and MSE wall system.

Leasing the Site for an ABH facility will impact certain construction work on Metro's MOL Improvements project. The bid documents will dictate that the contractor may not utilize the Site until after August 15, 2023. Dictating means and methods of the design-build contract may result in higher Metro costs and risks which cannot be quantified at this time. The proposed lease terms include COLA indemnifying Metro against all liabilities and damages if the Site isn't restored to its pre-lease condition and vacated by August 15, 2023. The proposed lease terms also include that COLA may holdover on a month-to-month basis, subject to site availability, and if no additional costs will be incurred by Metro as a result of the holdover.

The GS is located in an industrial/commercial-zoned area and was determined to be statutorily exempt under CEQA as such. The MOL Improvements contractor will have the right to construct around and adjacent to the Site and will provide any required construction mitigations for industrial/commercial uses. The proposed lease terms will include that COLA defend, indemnify and hold Metro harmless for any costs or damages Metro incurs as a result of COLA's use of the Site for residential purposes. Likewise, the lease terms will include language specifying that the City is not liable for damages that are not the result of its use and occupancy of the site.

Although leasing the Site for an ABH facility will result in potential risk to budget and schedule, Program Management believes that the MOL Improvements can still be completed by the Measure M targeted date of 2025.

Homelessness

The ABH program will deploy teams of outreach workers to engage homeless who live around the ABH sites to ensure that people moving into ABH are already residents of the neighborhood. ABH team will consult with Metro's homeless outreach team for assistance in determining eligible participants for the program. As the new ABH site opens its doors, COLA homeless outreach teams will work to restore spaces that were previously encampment sites into open and clear public spaces. This effort will benefit Metro customers as it will reduce the encampment sites around the Van Nuys station.

Equity Platform

Use of Metro's property for ABH facilities meets the Equity Platform Pillar II - Listen and Learn by actively engaging members of the homeless community, as well as Pillar III - Focus and Deliver, to provide needed solutions for the homeless.

DETERMINATION OF SAFETY IMPACT

There are potential safety issues with having a residential development close to a dedicated busway,

however, many Metro stations and rights of way are adjacent to residential improvements. Metro staff will work with COLA to ensure proper fencing and segregation between operational areas and the ABH facility.

FINANCIAL IMPACT

Adoption of the COLA lease will require parking operations to restripe the remaining existing lot, estimated at \$30,000.

Depending on the impact to parking for the NoHo JD project, there may be some reduction in lease revenue from revising the lease with the automotive dealership in a way that will allow the ABH facility to stay through August 15, 2023.

The financial impact to the MOL Improvements construction bids is unknown. Keeping bid requirements to a minimum results in the best financial outcome for construction contracts. It is not possible to determine the impact to bids of incorporating the condition not to use the Site until August 15, 2023.

Impact to Budget

The minor restriping of the parking lot can be done under existing budget cost center 3046, project 308001.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports Strategic Plan goal #3 of enhancing communities and lives by providing shelter and supportive services for homeless.

ALTERNATIVES CONSIDERED

The Board could choose not to authorize the CEO to execute the lease. This is not recommended as homelessness continue to be a challenging issue that requires housing and supportive services.

NEXT STEPS

Upon approval, the CEO will execute the no-cost lease, and staff will review Metro's real estate holdings to determine if any additional properties can be utilized for ABH facilities and will file a Notice of Exemption with the County Clerk

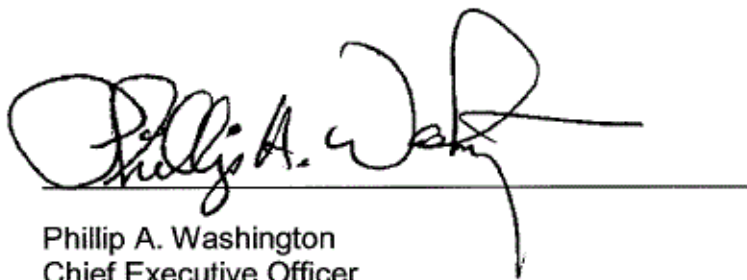
ATTACHMENTS

Attachment A - MOL Improvements

Prepared by: Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand, Countywide Planning & Development
Bryan Pennington, Deputy Chief Program Management Officer, Program Management

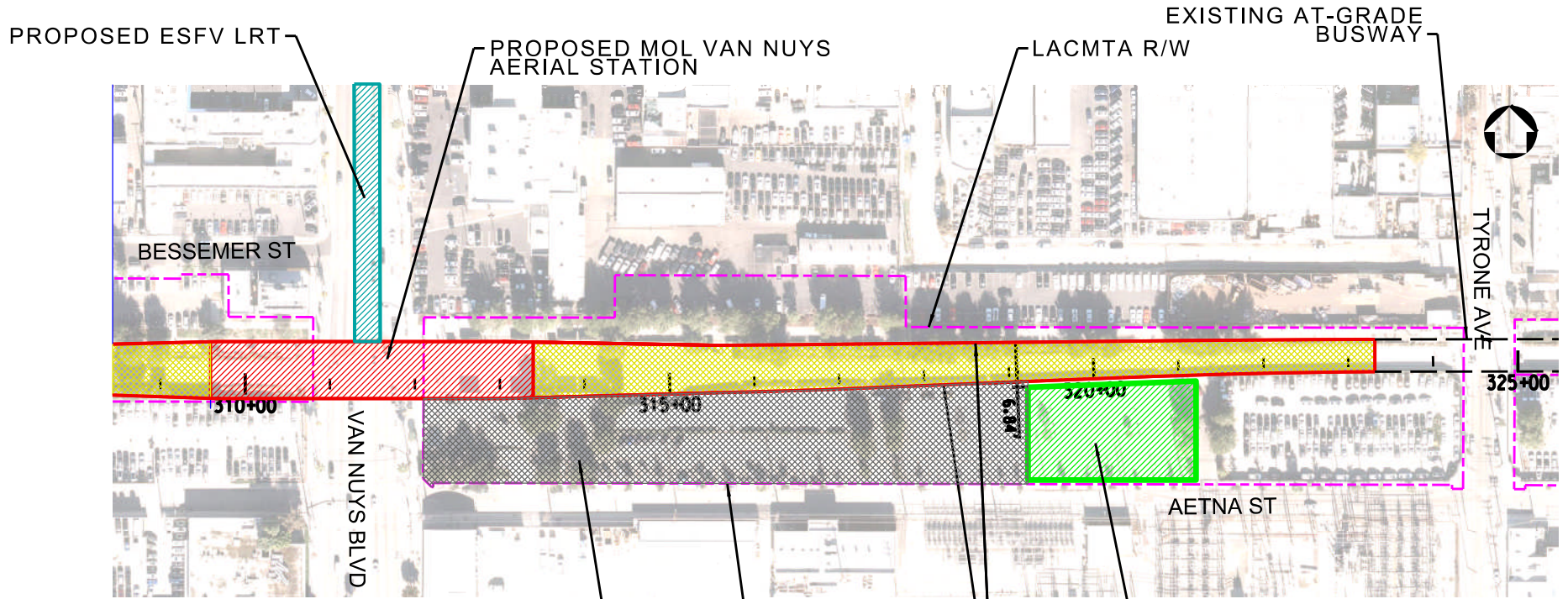
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Phillip A. Washington
Chief Executive Officer

MOL BRT IMPROVEMENTS - VAN NUYS GRADE SEPARATION ADJACENT TO PROPOSED BRIDGE HOME



LEGEND:

-  MOL AERIAL STRUCTURE / STATION
-  APPROACH RAMP (MSE WALL SYSTEM)
-  PROPOSED BRIDGE HOME SITE (JAN 2020 - AUG 15, 2023)
-  LAYDOWN / STAGING / STORAGE AREA DURING MOL CONSTRUCTION (FALL 2022 - JUNE 2025)
-  ESFV LRT (CONNECTION WITH MOL UNDER REVIEW)