



Metro

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

Agenda - Final

Thursday, September 19, 2024

1:00 PM

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**Operations, Safety, and Customer Experience
Committee**

Holly J. Mitchell, Chair
Katy Yaroslavsky, Vice Chair
James Butts
Jacquelyn Dupont-Walker
Tim Sandoval
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES
(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

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

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

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

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

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM - The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Clerk and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded and is available at <https://www.metro.net> or on CD's and as MP3's for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

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Requests can also be sent to boardclerk@metro.net.

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x2 *Español (Spanish)*

x3 *中文 (Chinese)*

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x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

Live Public Comment Instructions:

Live public comment can be given by telephone or in-person.

The Committee Meeting begins at 1:00 PM Pacific Time on September 19, 2024; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 202-735-3323 and enter
English Access Code: 5647249#
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 1:00 PM, hora del Pacifico, el 19 de Septiembre de 2024. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 202-735-3323 y ingrese el codigo
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Los comentarios del público se tomara cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.

Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail:

Board Administration

One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

19. **SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH** [2024-0491](#)

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

Attachments: [Presentation](#)

20. **SUBJECT: CIRCUIT BREAKER RETROFIT KIT** [2024-0471](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA111914(2)000 to Gillig LLC, the lowest responsive and responsible bidder to supply Circuit Breaker Retrofit Kits in the not-to-exceed (NTE) amount of \$1,339,042.21 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

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

21. **SUBJECT: ALTERNATOR ASSEMBLY** [2024-0472](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA113336000 to TK Services, Inc., the lowest responsive and responsible bidder to supply alternator assemblies in the not-to-exceed (NTE) amount of \$2,805,153.48, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

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

22. SUBJECT: BRAKE CALIPER ASSEMBLIES

[2024-0474](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA113925000 to Zen Industrial Services, Inc., the lowest responsive and responsible bidder to supply Brake Caliper Assemblies in the not-to-exceed (NTE) amount of \$3,015,693.07, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

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

23. SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT

[2024-0481](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 7 to the Vanpool Vehicle Supplier Bench Contract Nos. PS1074300051491, PS1074400051491, and PS1074500051491 with Green Commuter, Airport Van Rental, and Enterprise Rideshare (a division of Enterprise Holdings) respectively, to increase the total not-to-exceed (NTE) contract amount by \$3.7 million from \$36,000,000 to \$39,700,000 and extend the period of performance from December 31, 2024 to June 30, 2025.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification/Change Order Log](#)
 [Attachment C - DEOD Summary](#)
 [Presentation](#)

24. SUBJECT: P3010 LIGHT RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS)

[2024-0505](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2, and exercise Option 1, install and commission the Integrated Data and Communication System (IDCS) on the P3010 Light Rail Vehicle under Contract No. TS83056-2000 to Siemens Mobility, Inc. in the firm fixed amount of \$18,051,025, increasing the total Contract amount from \$5,043,855 to \$23,094,880. This action does not change the board-approved LOP for this project of \$44,436,129.

Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - Contract Modification Log](#)
 [Attachment C - DEOD Summary](#)

**25. SUBJECT: A LINE TRAIN CONTROL NON-VITAL AND VITAL RELAY
REPLACEMENT**

[2024-0496](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a 39-month firm fixed price Contract No. AE117510000 to B&C Transit, Inc. for the Metro A Line Train Control Non-Vital and Vital Relay Replacement Project in the amount of \$14,838,050 effective October 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- B. INCREASE the Life of Project (LOP) Budget for the A Line Train Control Non-Vital and Vital Relay Replacement by \$9,355,855 from \$11,100,000 to \$20,455,855.

Attachments: [Attachment A - Project 205673 Expenditure Plan](#)
[Attachment B - Procurement Summary](#)
[Attachment C - DEOD Summary](#)
[Presentation](#)

**26. SUBJECT: SENATE BILL 125 (SB 125) ZERO-EMISSION TRANSIT
CAPITAL PROGRAM**

[2024-0172](#)

RECOMMENDATION

CONSIDER:

- A. ADOPTING a Los Angeles County Regional Zero Emission Bus Procurement Policy (Attachment A);
- B. APPROVING the Los Angeles County Regional Zero Emission Transit Capital Program (ZETCP)-Equivalent Fund Allocation Framework and the resulting Included and Eligible Transit Operator fund amounts totaling \$49.84 million in Proposition C 40% funding as shown in Attachment B; and
- C. AMENDING the FY25 Budget to implement the ZETCP-Equivalent Fund Allocations and authorize the Chief Executive Officer to negotiate and execute all necessary agreements.

Attachments: [Attachment A - Los Angeles County Regional ZEB Procurement Policy](#)
[Attachment B - LAC Regional ZETCP-Equivalent Fund Allocation Framework](#)
[Attachment C - Federal Transit Administration's Dear Colleague Letter](#)
[Attachment D - LACMOA Letter of Concurrence](#)
[Presentation](#)

27. SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS [2024-0431](#)

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

Attachments: [Attachment A - New Appointees Nomination Letters](#)
[Attachment B - New Appointees Biographies and Qualifications](#)
[Presentation](#)

28. SUBJECT: CHIEF OPERATIONS OFFICER'S MONTHLY REPORT [2024-0490](#)

RECOMMENDATION

RECEIVE oral report on Operations.

29. SUBJECT: NEXTGEN RIDERSHIP UPDATE - Q1 CY2024 [2024-0528](#)

RECOMMENDATION

RECEIVE AND FILE the NextGen Bus Ridership Update.

Attachments: [Attachment A - NextGen Ridership Analysis Q1 CY2024](#)
[Attachment B - Weekday Ridership Recovery Comp. by Line & Line Group](#)
[Attachment C - Saturday Ridership Recovery Comp. by Line & Line Group](#)
[Attachment D - Sunday Ridership Recovery Comp. by Line & Line Group](#)
[Presentation](#)

(CARRIED OVER FROM JULY COMMITTEE CYCLE)

30. SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY [2024-0464](#)

RECOMMENDATION

RECEIVE AND FILE the Public Safety Report.

Attachments: [Attachment A - Board Motion 31](#)
[Attachment B - Arrests by Race & Ethnicity June & July 2024](#)
[Attachment C - Total Crime Summary June & July 2024](#)
[Attachment D - Systemwide Law Enforcement Overview June & July 2024](#)
[Attachment E - MTA Supporting Data June & July 2024](#)
[Attachment F - Bus & Rail Operator Assaults June & July 2024](#)
[Attachment G - Sexual Harassment Crimes June & July 2024](#)
[Presentation](#)

31. SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE

[2024-0470](#)

RECOMMENDATION

RECEIVE AND FILE status report on the ZEB Program in response to Motion 31.1.

Attachments:

[Attachment A - Board Motion 31.1 Related to Item 31: ZEB Program Update](#)

[Attachment B - Board Motion 50 Strategic Plan for Metro's Transition to ZEB](#)

[Attachment C - April 2024 ZEB Program Update](#)

[Attachment E - ZEB Program Division Electrification Detailed Schedule](#)

[Attachment D - ZEB Program Projects Map](#)

[Attachment F - Proj. Delivery, Unsolicited Proposals, & Charging-as-a-Service](#)

[Attachment G - Ongoing Utility Coordination Activities](#)

[Attachment H - March 2021 ZEB Rollout Plan](#)

[Attachment I - ZEB Prog. Grant Awards & Funding Allocations, Amounts, & Use](#)

[Attachment J - Summary of Hydrogen Fueling Infrastructure Feasibility Study
Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT

[2024-0546](#)

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 #: 2024-0491, **File Type:** Informational Report

Agenda Number: 19.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2024**

SUBJECT: OPERATIONS EMPLOYEES OF THE MONTH

RECOMMENDATION

RECOGNIZE Operations Employees of the Month.

ISSUE

Due to a lack of quorum for the July 2024 Operations, Safety, and Customer Experience Committee (OSCE) Meeting on July 18, 2024, the meeting was cancelled. Subsequently, the Receive and File Employees of the Month (EOM) presentation for July was moved to the September 2024 OSCE meeting as is standard operating procedure. Operations will be recognizing four nominees in total for July and September and will be honoring them during the September 2024 OSCE meeting.

EQUITY PLATFORM

Employee of the Month (EOM) nominations to the Chief Operations Officer must be for frontline employees or field supervisors serving in a customer-facing role. Operations management is encouraged to nominate employees that have achieved excellence and/or gone above and beyond their assigned job role/functions and are diverse in both gender and ethnicity. In addition, a review of the location, job responsibilities, and seniority is considered when making final selections to ensure there is diverse representation among the various groups within the department. Operations also work with Logistics, Maintenance, and System Security & Law Enforcement who nominate employees who work at our various Metro locations.

Prepared by: Diane Corral-Lopez, Executive Officer, Operations Admin (213) 922-7676

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034

Stephanie N. Wiggins
Chief Executive Officer

July & September 2024

Employees of the Month



Metro

Operations, Safety, and Customer Experience Committee
September 19, 2024

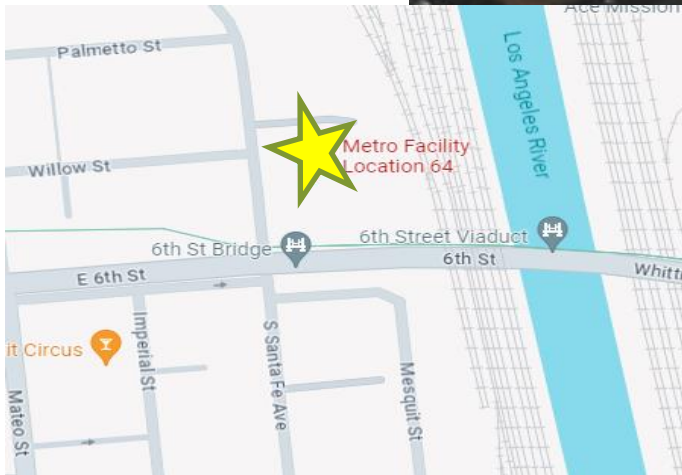
JULY Employees of the Month



Maintenance & Engineering

Signal Inspector

Gold Tran

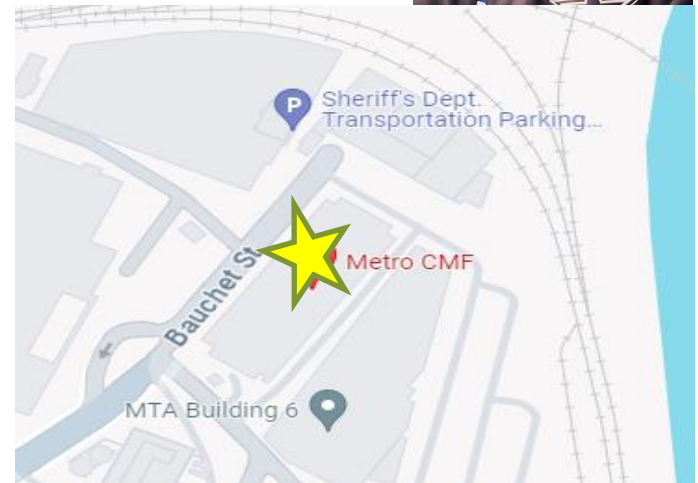


Location 64 – Downtown Los Angeles

Logistics

Materiel Supervisor Logistics

Annette Ornelas



CMF – Downtown Los Angeles

SEPTEMBER Employees of the Month

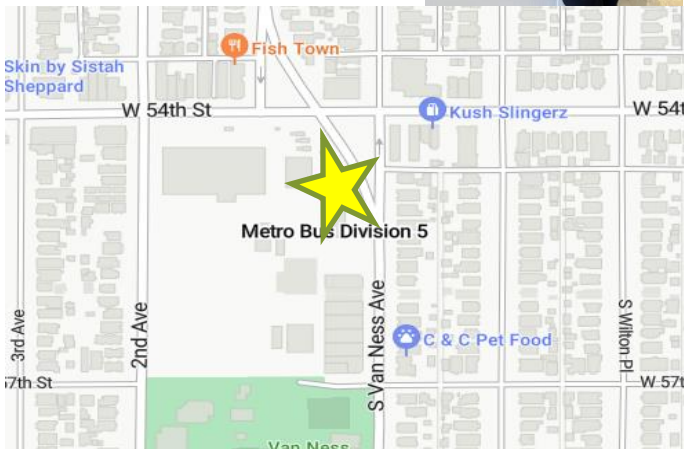


Bus Transportation

Bus Operator

Rocio Espinosa

Adriano

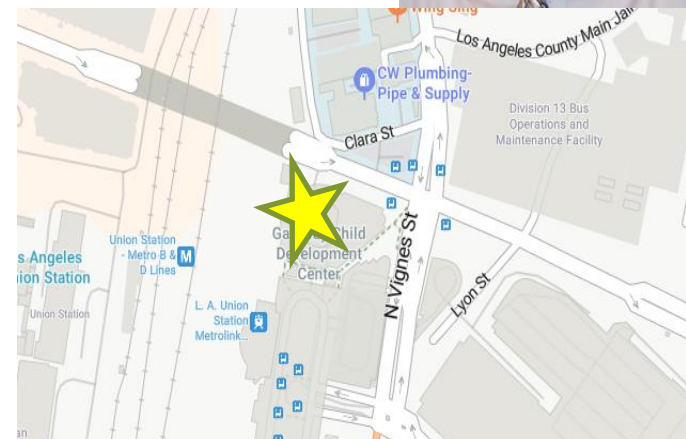


Division 5 – South Los Angeles

SSLE

Transit Security Sergeant

Hunter Hewitt



Gateway/USG – Downtown Los Angeles



Employees of the Month



Metro[®]



Board Report

File #: 2024-0471, File Type: Contract

Agenda Number: 20.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: CIRCUIT BREAKER RETROFIT KIT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA111914(2)000 to Gillig LLC, the lowest responsive and responsible bidder to supply Circuit Breaker Retrofit Kits in the not-to-exceed (NTE) amount of \$1,339,042.21 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the acquisition of circuit breaker retrofit kits, which are required to maintain the safe and reliable operation of the Metro bus fleet. The circuit breakers that protect high voltage electrical systems on the New Flyer Xcelsior buses have failed at an increased rate due to the age of this equipment, and this contract will support the replacement of these components. The award of this contract will ensure that Bus Maintenance has an adequate inventory to repair and maintain buses according to Metro maintenance standards.

BACKGROUND

Circuit breakers are used on Metro's New Flyer Xcelsior buses to protect the high voltage electrical systems on the heating and ventilation systems. These buses were purchased in 2013 and 2015, and the buses are experiencing higher failure rates of the circuit breakers. The replacement of the circuit breakers is extremely important in ensuring proper functioning air conditioning systems on the bus fleet.

DISCUSSION

Metro's current bus fleet of New Flyer Xcelsior buses are equipped with a circuit breaker retrofit kit that are an integral part of the air conditioning system. The circuit breaker retrofit kit will be used to replace failed circuit breakers that provide high voltage power to the air conditioning system. The circuit breaker enables mechanics to turn off the power and perform maintenance as well as repairs to the air conditioning system. Aging circuit breakers could cause severe injury to the mechanic due to high voltage electrical power. The circuit breaker retrofit kits are replaced at the bus operating divisions in response to performance issues or circuit breaker failures.

The contract to be awarded is a "requirements type" agreement in which Metro commits to order only from the awardee, up to the specified quantity, for a specific duration of time, but there is no

obligation or commitment to order any or all of the required circuit breaker retrofit kits. The bid quantities are estimates only, with deliveries to be ordered and released as necessary. The requirements type agreement will ensure that Metro only purchases the quantity of parts needed to repair equipment with damaged components.

Material Management will purchase, maintain, and manage circuit breaker retrofit kits in inventory. The appropriate budget project numbers and accounts will be charged as circuit breaker kits are issued.

DETERMINATION OF SAFETY IMPACT

The award of this contract will positively impact safety by ensuring bus operating divisions have an adequate inventory of parts to maintain the bus fleet according to air conditioning manufacturer and Metro Maintenance standards. A sufficient supply of these critical parts ensures the safety of maintenance mechanics working on the air conditioning system and maintains a safe environment for customers by ensuring optimal air conditioning in Metro buses.

FINANCIAL IMPACT

The funding of \$669,521.11 for this product is included in the FY25 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under Line 50441, Parts - Revenue Vehicle.

Since this is a multi-year contract, the cost center managers and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years.

Impact to budget

The current funding sources for this action include Federal 5307, Proposition A, Proposition C, Measure R, Measure M, and Transportation Development Act. These sources are eligible for Bus Operating or Capital projects.

EQUITY PLATFORM

The benefits of this action are to ensure the bus fleet that serves most regions in Los Angeles County, including many Equity Focus Communities (EFC), can provide vital transportation services to neighborhoods where disparities within the area can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an essential lifeline for the residents in EFCs, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these communities. The procurement of the circuit breakers will ensure the reliability of the air conditioning systems and ensure that the interior temperature of the buses remain within industry standards and avoid the potential for heat exhaustion during summer heatwaves.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) goal for this procurement. Gillig, LLC made a 2% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Procuring circuit breaker retrofit kits for the Xcelsior buses supports Strategic Goal 1: Provide high-

quality mobility options that enable people to spend less time traveling. Installing circuit breaker retrofit kits will maintain the reliability of the bus fleet and ensure that our customers can arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the circuit breaker retrofit kits as needed, using the traditional “min/max” replenishment method. This strategy is not recommended since it does not require a commitment from the supplier to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for the parts.

NEXT STEPS

Metro’s requirements for circuit breaker retrofit kits will be fulfilled under the contract's provisions.

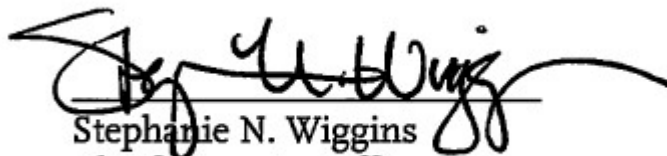
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: Harold Torres, Senior. Director, Central Maintenance, (213) 922-5714
James Pachan, Senior. Executive Officer (213), 922-5804
Matthew Dake, Deputy Chief Operations Officer, (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

CIRCUIT BREAKER RETROFIT KIT / MA111914(2)000

1.	Contract Number: MA111914(2)000	
2.	Recommended Vendor: Gillig LLC, 25972 Eden Landing Rd., Hayward, CA 94545	
3.	Type of Procurement (check one): <input checked="" 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: 1/25/24	
	B. Advertised/Publicized: 1/25/24	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 4/5/24	
	E. Pre-Qualification Completed: 5/15/24	
	F. Conflict of Interest Form Submitted to Ethics: 4/10/24	
	G. Protest Period End Date: 9/19/24	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 2
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA111914(2)000 for the procurement of Circuit Breaker Retrofit Kits. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

An Invitation for Bid (IFB) No. MA111914(2)000 was issued in accordance with Metro’s Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1 was issued on February 9, 2024, to update approved equal requirements and;
- Amendment No. 2 was issued on March 6, 2024, to update the bid opening date.

A total of two (2) bids were received on April 5, 2024.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro’s Acquisition Policy for a competitive sealed bid. The two bids received are listed below in alphabetical order:

- 1. Gillig, LLC
- 2. The Aftermarket Parts Company

Both firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, Gillig, LLC, the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Gillig, LLC. has been determined to be fair and reasonable based upon adequate price competition, the Independent Cost Estimate (ICE), and selection of the lowest responsive and responsible bidder.

Based on the offers received, Gillig LLC. submitted the lowest price of \$1,339,042.21, which is 8.2% lower than the ICE while The Aftermarket Parts Co. price of \$1,539,374.66 is 5.6% higher than the ICE.

Bidder Name	Bid Amount	Metro ICE
Gillig, LLC	\$1,339,042.21	\$1,458,355.00
The Aftermarket Parts Company	\$1,539,374.66	

D. Background on Recommended Contractor

The recommended firm, Gillig, LLC is located in Hayward, CA and has been in business for 133 years. Gillig, LLC provided similar products for Metro and other agencies including Transdev Services, Woodland, CA, MV Transportation, Oceanside, CA, City of Montebello, Montebello, CA, Fresno Area Express, Fresno, CA and Gold Coast Transit, Oxnard, CA. Gillig, LLC has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

CIRCUIT BREAKER RETROFIT KIT/ MA111914(2)000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. Gillig LLC, made a 2% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2% DBE
----------------------------	---------------	----------------------------------	---------------

	DBE Subcontractor	Ethnicity	% Committed
1.	Say Cargo Express	Hispanic American	2%
Total Commitment			2%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

CIRCUIT BREAKER RETROFIT KIT

SEPTEMBER 19, 2024

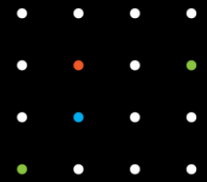


RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA111914(2)000 to Gillig LLC, the lowest responsive and responsible bidder to supply Circuit Breaker Retrofit Kits in the not-to-exceed amount of \$1,339,042.21 inclusive of sales tax, subject to the resolution of protest(s), if any.

ISSUE & DISCUSSION



AWARDEE – Gillig LLC

NUMBER OF BIDS - 2

Gillig LLC - \$1,339,042.21

The Aftermarket Parts Company - \$1,539,374.65

DEOD COMMITMENT – 2%

ISSUE

New Flyer Xcelsior buses are equipped with circuit breakers that are an integral part of the air conditioning system and required for maintaining the safe and reliable operation of the bus fleet.

DISCUSSION

The circuit breaker retrofit kit provides automatic interruption to the flow of electricity in a circuit when overloaded and enables mechanics to turn off high voltage power to the bus air conditioning system. This part is an important component of performing system repairs by removing all of the voltage that could cause severe injury to the mechanic due to high voltage electrical power.



**Board Report**

File #: 2024-0472, **File Type:** Contract**Agenda Number:** 21.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2024****SUBJECT: ALTERNATOR ASSEMBLY****ACTION: AWARD CONTRACT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA113336000 to TK Services, Inc., the lowest responsive and responsible bidder to supply alternator assemblies in the not-to-exceed (NTE) amount of \$2,805,153.48, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for the acquisition of alternator assemblies required for maintaining the safe and reliable operation of the bus fleet. The high voltage alternators have failed at an increased rate due to the age of this equipment, and this contract will support the replacement of these components. The award of this contract will ensure that Metro's Bus Maintenance has an adequate inventory to repair and maintain buses according to Metro maintenance standards.

BACKGROUND

The high voltage alternators are used on Metro's New Flyer Xcelsior buses to provide power to the heating and ventilation systems. These buses were purchased in 2013 and 2015, and the buses are experiencing higher failure rates of the high voltage alternators. The replacement of the alternators is extremely important in ensuring proper functioning air conditioning systems on the bus fleet.

DISCUSSION

Metro's current bus fleet of New Flyer Xcelsior buses are equipped with an alternator assembly to supply the electrical current for the bus interior climate control system. The alternator assembly is crucial for supplying a continuous source of high voltage power, that enables the bus air conditioning system to maintain desired temperatures throughout the interior of the bus for the comfort and safety of our riders. The Alternator Assembly is replaced at the bus operating divisions in response to performance issues or assembly failures.

The contract to be awarded is a "requirements type" agreement in which Metro commits to order only from the awardee, up to the specified quantity, for a specific duration of time, but there is no obligation or commitment to order any or all of the alternator assemblies that may be required. The bid quantities are estimates only, with deliveries to be ordered and released as necessary. The requirements type agreement will ensure that Metro only purchases the quantity of parts needed to repair equipment with damaged components.

Material management will purchase, maintain, and manage alternator assemblies in inventory. As they are issued, the appropriate budget project numbers and accounts will be charged.

DETERMINATION OF SAFETY IMPACT

The award of this contract will positively impact safety by ensuring bus operating divisions have an adequate inventory of parts to maintain the bus fleet according to air conditioning manufacturer and Metro Maintenance standards. Ensuring a proper supply of alternator assemblies ensures a safe environment for customers by providing optimal air conditioning in Metro buses.

FINANCIAL IMPACT

Funding of \$1,402,576.74 is included in the FY25 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under Line 50441, Parts - Revenue Vehicle.

Since this is a multi-year contract, the cost center managers and Chief Operations Officer will be accountable for budgeting costs in future fiscal years.

Impact to budget

The current funding sources for this action include Proposition A, Proposition C, Measure R, Measure M, Transportation Development Act, STA/SB1, and Federal grant. These sources are eligible for Bus Operating or Capital projects. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

The benefits of this action are to ensure the bus fleet serving Los Angeles County, including many Equity Focus Communities (EFC), are able to provide vital transportation services to neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an essential lifeline for the residents in EFCs, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these communities. The procurement of alternators to ensure that performance and reliability of the bus fleet ensures the highest level of bus service.

The Diversity and Economic Opportunity Department (DEOD) established a two percent (2%) goal for this procurement. TK Services, Inc. made a 2% DBE commitment.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Procuring alternator assemblies for the Xcelsior buses supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Installing alternator assemblies will maintain the reliability of the bus fleet and ensure that our customers can arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the alternator assemblies as needed, using the traditional "min/max" replenishment method. This strategy is not recommended since it does not require a commitment from the supplier to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for the parts.

NEXT STEPS

Metro's requirements for the alternator assemblies will be fulfilled under the contract's provisions.

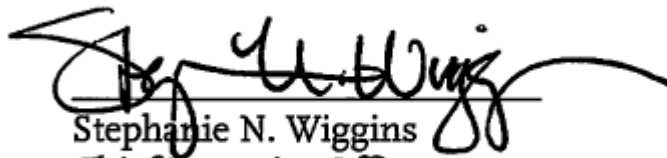
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: Harold Torres, Senior Director, Central Maintenance, (213) 922-5714
James Pachan, Senior Executive Officer, (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer, (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ALTERNATOR ASSEMBLY / MA113336000

1.	Contract Number: MA113336000	
2.	Recommended Vendor: TK Services, Inc.	
3.	Type of Procurement (check one): <input checked="" 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: 2/27/24	
	B. Advertised/Publicized: 2/23/24	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 4/16/24	
	E. Pre-Qualification Completed: 5/8/24	
	F. Conflict of Interest Form Submitted to Ethics: 4/17/24	
	G. Protest Period End Date: 9/19/24	
5.	Solicitations Picked up/Downloaded: 9	Bids/Proposals Received: 2
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA113336000 for the procurement of alternator assemblies. Board approval of this contract award is subject to the resolution of any properly submitted protest(s), if any.

An Invitation for Bid (IFB) No. MA113336000 was issued in accordance with Metro’s Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

Two (2) amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1 was issued on February 29, 2024, to update the bid opening date;
- Amendment No. 2 was issued on March 19, 2024, to update the Schedule of Quantities and Prices requirements.

A total of two (2) bids were received on April 16, 2024.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro’s Acquisition Policy for a competitive sealed bid. The two bids received are listed below in alphabetical order:

1. Gillig, LLC
2. TK Services, Inc.

Both firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, TK Services, Inc., the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from TK Services, Inc. has been determined to be fair and reasonable based upon adequate price competition, the Independent Cost Estimate (ICE), and selection of the lowest responsive and responsible bidder.

The recommended bid price of \$2,805,153.48 is 24% lower than the ICE of \$3,695,365. The ICE was based on historical pricing, higher-than-normal inflation and material cost increases. The variance between the ICE and Bid Price was due to higher-than-normal inflation factors used to calculate the ICE. This contract will achieve a price savings of 11% based on historical pricing.

Bidder Name	Bid Amount	Metro ICE
TK Services, Inc.	\$2,805,153.48	\$3,695,365.00
Gillig, LLC	\$4,165,498.26	

D. Background on Recommended Contractor

The recommended firm, TK Services, Inc. is located in Vernon, CA and has been in business for 21 years. TK Services has provided similar products for Metro and other companies including Transdev North America, Inc., in Arcadia, CA, and J.B. Hunt Transport Services, Inc. in South Gate, CA. TK Services, Inc. has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

ALTERNATOR ASSEMBLY / MA113336

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. TK Services, Inc. made a 2% DBE commitment.

Small Business Goal	2% DBE	Small Business Commitment	2% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	Say Cargo Express	Hispanic American	1%
2.	D & W Trucking	African American	1%
Total Commitment			2%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

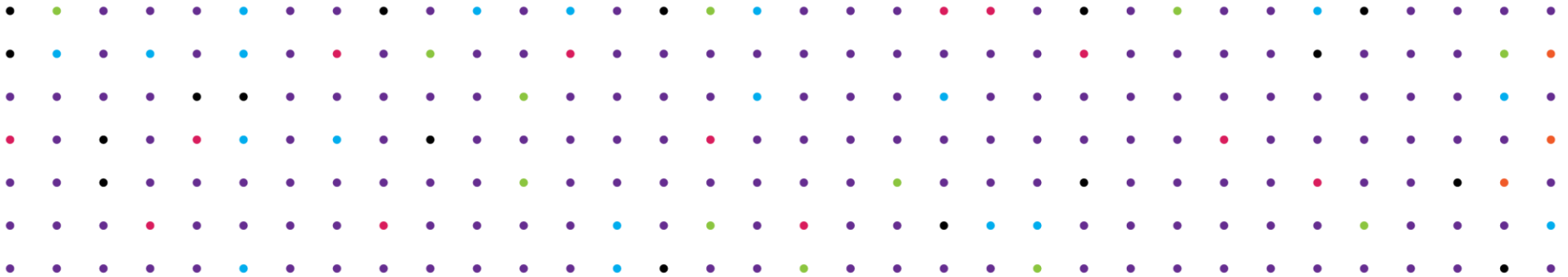
Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

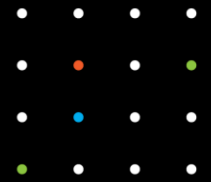
ALTERNATOR ASSEMBLY

SEPTEMBER 19, 2024



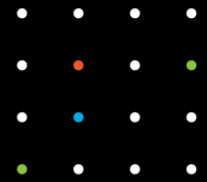
Operations, Safety, & Customer Experience Committee Meeting

RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA113336000 to TK Services, Inc., the lowest responsive and responsible bidder to supply alternator assemblies in the not-to-exceed amount of \$2,805,153.48., inclusive of sales tax, subject to the resolution of protest(s), if any.

ISSUE & DISCUSSION



AWARDEE - TK Services, Inc.

NUMBER OF BIDS - 2

- TK Services, Inc. - \$2,805,153.48
- Gillig LLC - \$4,165,498.26

DEOD COMMITMENT - 2%

ISSUE

Alternator assemblies are required for maintaining the safe and reliable operation of the heating, ventilation, and air conditioning systems on Metro's bus fleet.

DISCUSSION

The alternator assembly is an important component of the electrical system. The primary purpose of the alternator is generation of high voltage electricity that powers the bus air conditioning system.





Board Report

File #: 2024-0474, File Type: Contract

Agenda Number: 22.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: BRAKE CALIPER ASSEMBLIES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA113925000 to Zen Industrial Services, Inc., the lowest responsive and responsible bidder to supply Brake Caliper Assemblies in the not-to-exceed (NTE) amount of \$3,015,693.07, inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

This procurement is for brake caliper assemblies, a major component used on both the front and rear braking systems on Metro's fleet of North American Bus Industries (NABI) and El Dorado buses, to maintain the safe and reliable operation of the bus fleet. The El Dorado and NABI buses have been in service for several years, and the brake caliper assemblies are failing at increased rates with the increased age and mileage on these buses fleets.

The award of this contract will ensure the operating divisions have adequate inventory to repair and maintain the buses according to Metro maintenance standards, which is necessary to ensure service continuity and avoid any interruption to Metro operations.

BACKGROUND

The brake caliper assemblies are a major component of the braking systems used on buses to slow, stop, and provide emergency braking. These brake caliper assemblies are used on buses that were purchased several years ago, and the buses are experiencing higher failure rates of the brake caliper assemblies. The replacement of the brake caliper assemblies is extremely important in ensuring the proper functioning of the braking system and the safety of Metro's bus fleet.

DISCUSSION

The caliper assembly is part of the disc brake system that houses the brake pads and piston. Its function is to apply pressure to the piston that activates the brake pads to slow or stop the bus by

creating friction between the brake pads and rotors. During the service life of buses in normal driving conditions, the caliper assemblies wear due to the constant braking in heavy stop-and-go traffic conditions to slow or stop the buses.

The brake caliper assembly is one of the critical components of the bus braking system. Replacing the brake caliper assemblies as part of Metro's preventive maintenance program reduces operating costs by reducing in-service failures and road calls while keeping buses in revenue service.

The contract to be awarded is a "requirements type" agreement in which Metro commits to ordering only from the awardee up to the specified quantity for a specific duration of time. However, Metro is not obligated or committed to ordering any specific quantity of the caliper assemblies that may currently be anticipated. The requirements type agreement will ensure that Metro only purchases the quantity of parts needed to repair equipment with damaged components. The bid quantities are estimates only, with deliveries to be ordered and released as required.

The brake caliper assemblies will be purchased and maintained in inventory and managed by Material Management. The appropriate budget project numbers and accounts will be charged as the caliper assemblies are issued.

DETERMINATION OF SAFETY IMPACT

The award of this contract will ensure that all operating divisions have adequate inventory to maintain the brake systems on the NABI and El Dorado bus fleets according to Metro Maintenance standards. This ensures the safety of bus passengers and Metro employees by maintaining the bus fleet's ability to stop in accordance with Federal and State regulatory requirements.

FINANCIAL IMPACT

The funding of \$1,507,846.54 for the various caliper assemblies - disc brakes is included in the FY25 budget under multiple bus operating cost centers in project 306002 Operations Maintenance under line item 50441, Parts - Revenue Vehicle.

Since this is a multi-year contract, the cost center managers and Chief Operations Officer will be accountable for budgeting the cost in future fiscal years, including any option exercised.

Impact to Budget

The current funding sources for this action are Federal 5307, Proposition A, Proposition C, Measure R, Measure M, and Transportation Development Act. These sources are eligible for Bus Operating projects. Using these funding sources maximizes the project funding allowances given approved provisions and guidelines.

EQUITY PLATFORM

The benefits of this action are to ensure the bus fleet that serves most regions in Los Angeles County, including many Equity Focus Communities, can provide vital transportation services to

neighborhoods where disparities within the region can exist between residents' access to jobs, housing, education, health, and safety. Bus transportation provides an essential lifeline for the residents in EFCs, and the Metro bus maintenance programs ensure the proper State of Good Repair of the bus fleet to provide transportation for these communities.

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this procurement. Zen Industrial Services, Inc., a DBE Prime, made a 100% DBE commitment and as a regular dealer is eligible to receive 60% DBE credit.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The caliper assemblies support Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. They will help maintain the reliability of the bus fleets and ensure that our customers are able to arrive at their destinations without interruption and in accordance with the scheduled service intervals for Metro bus operations.

ALTERNATIVES CONSIDERED

The alternative is not to award the contract and procure the caliper assemblies as needed, using the traditional "min/max" replenishment method. This strategy is not recommended since it does not require a commitment from the supplier to ensure availability, timely delivery, continued supply, and a guaranteed fixed price for the parts.

NEXT STEPS

Upon approval by the Board, staff will execute No. MA113925000 for the procurement of caliper assemblies for the NABI and El Dorado bus fleets with Zen Industrial Services, Inc.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared By: Harold Torres, Senior Director, Central Maintenance, (213) 922-5714
James Pachan, Senior Executive Officer, (213) 922-5804
Matthew Dake, Deputy Chief Operations Officer, (213) 922-4061
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

BRAKE CALIPER ASSEMBLIES / MA113925000

1.	Contract Number: MA113925000	
2.	Recommended Vendor: Zen Industrial Services, LLC.	
3.	Type of Procurement (check one): <input checked="" 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: 2/20/24	
	B. Advertised/Publicized: 2/21/24	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 4/5/24	
	E. Pre-Qualification Completed: 5/20/24	
	F. Conflict of Interest Form Submitted to Ethics: 4/12/24	
	G. Protest Period End Date: 9/24/24	
5.	Solicitations Picked up/Downloaded: 10	Bids/Proposals Received: 4
6.	Contract Administrator: Tanya Allen	Telephone Number: (213) 922-1018
7.	Project Manager: Harold Torres	Telephone Number: (213) 922-5714

A. Procurement Background

This Board Action is to approve Contract No. MA113925000 for the procurement of Brake Caliper Assemblies. Board approval of this contract award is subject to the resolution of any properly submitted protest, (if any).

An Invitation for Bid (IFB) No. MA113925 was issued in accordance with Metro’s Acquisition Policy and the contract type is Indefinite Delivery, Indefinite Quantity (IDIQ).

No amendments were issued during the solicitation phase of this IFB.

A total of four (4) bids were received on April 5, 2024.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with Metro’s Acquisition Policy for a competitive sealed bid. The four bids received are listed below in alphabetical order:

1. American Moving Parts
2. Gillig, LLC
3. The Aftermarket Parts Company

4. Zen Industrial Services, Inc.

All firms were determined to be responsive and responsible to the IFB requirements. The recommended firm, Zen Industrial Services, Inc., the lowest responsive and responsible bidder, was found to be in full compliance in meeting the bid and technical requirements of the IFB.

C. Price Analysis

The recommended bid price from Zen Industrial Services, Inc. has been determined to be fair and reasonable based upon adequate price competition, the Independent Cost Estimate (ICE), and selection of the lowest responsive and responsible bidder.

The recommended bid price of \$3,015,693.07 is 13% lower than the ICE of \$3,460,999. The ICE was based on the most recent individual purchases which reflect increased material and shipping costs as a result of raw material shortages, increased fuel costs, and high inflation. Due to the solicitation of these parts in a competitive environment, this contract will achieve a price savings of 15% based on historical pricing.

Bidder Name	Bid Amount	Metro ICE
Zen Industrial Service Inc.	\$3,015,693.07	\$3,460,999.00
Gillig, LLC	\$3,067,128.29	
American Moving Parts	\$3,069,304.27	
The Aftermarket Parts Company	\$3,603,871.01	

D. Background on Recommended Contractor

The recommended firm, Zen Industrial Services, Inc. is located in Rye Brook, NY and has been in business for 20 years. Zen Industrial Services, Inc. (Zen), Inc. has provided similar products for Metro and other transit agencies including New York City Transit (NYCT), NY and Dallas Area Rapid Transit (DART), TX. Zen has provided satisfactory service and products to Metro on previous purchases.

DEOD SUMMARY

BRAKE CALIPER ASSEMBLIES / MA113925000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 2% Disadvantaged Business Enterprise (DBE) goal for this Indefinite Delivery / Indefinite Quantity (IDIQ) solicitation. Zen Industrial Services, Inc. a DBE Prime, made a 100% commitment of the work with its own workforce. As a regular dealer, Zen Industrial Services, Inc. is eligible to receive 60% DBE credit for the value of supplies provided on this contract.

Small Business Goal	2% DBE	Small Business Commitment	60% DBE
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	DBE Subcontractor	Ethnicity	% Committed
1.	Zen Industrial Services, Inc. (DBE Prime)	Subcontinent Asian American	60%
Total Commitment			60%

B. Local Small Business Enterprise (LSBE) Preference

The LSBE preference is not applicable to federally funded procurements. Federal law (49 CFR § 661.21) prohibits the use of local procurement preferences on FTA-funded projects.

C. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this contract.

D. Prevailing Wage Applicability

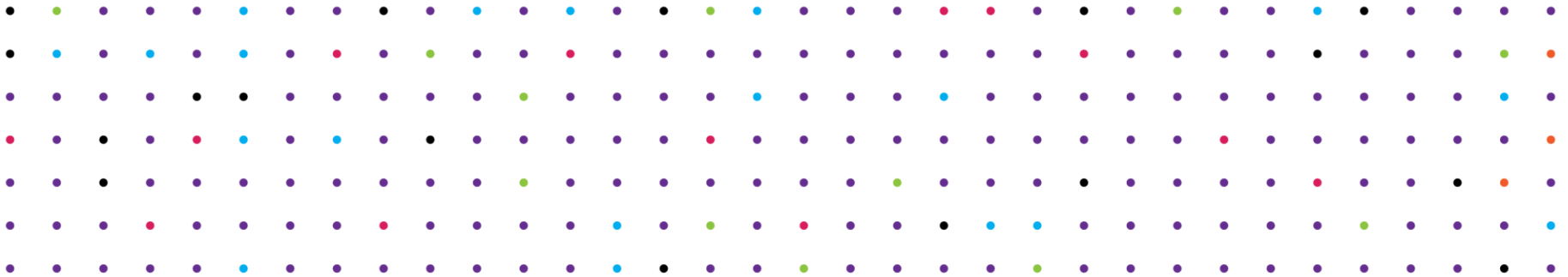
Prevailing wage is not applicable to this contract.

E. Project Labor Agreement/Construction Careers Policy

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

BRAKE CALIPER ASSEMBLIES

SEPTEMBER 19, 2024



RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA113925000 to Zen Industrial Services, Inc., the lowest responsive and responsible bidder to supply Brake Caliper Assemblies in the not-to-exceed amount of \$3,015,693.07, inclusive of sales tax, subject to the resolution of protest(s), if any.

ISSUE & DISCUSSION



AWARDEE - Zen Industrial Services, Inc.

NUMBER OF BIDS - 4

- Zen Industrial Services - \$3,015,693.07
- Gillig LLC - \$3,067,128.29
- American Moving Parts LLC - \$3,069,304.27
- The Aftermarket Parts Company – \$3,603,871.01

DEOD COMMITMENT - 60%

ISSUE

The caliper assembly is major component of the bus braking system on Metro's fleet of North American Bus Industries (NABI) and El Dorado buses.

DISCUSSION

The replacement of worn caliper assemblies is a part of Metro's preventive maintenance program to reduce in-service failures and road calls, which ensures the safety of passengers and provides a high level of customer service.





Board Report

File #: 2024-0481, File Type: Contract

Agenda Number: 23.

OPERATIONS, SAFETY, AND CUSTOMER SERVICE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT

ACTION: APPROVE CONTRACT MODIFICATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 7 to the Vanpool Vehicle Supplier Bench Contract Nos. PS1074300051491, PS1074400051491, and PS1074500051491 with Green Commuter, Airport Van Rental, and Enterprise Rideshare (a division of Enterprise Holdings) respectively, to increase the total not-to-exceed (NTE) contract amount by \$3.7 million from \$36,000,000 to \$39,700,000 and extend the period of performance from December 31, 2024 to June 30, 2025.

ISSUE

As of July 1, 2024, Metro has authorized 806 public vanpool service routes with vehicle leases contracted through the existing bench of vanpool vehicle suppliers. The current Metro Vanpool Program transportation contracts will expire on December 31, 2024. Staff has initiated a procurement to secure the new Vehicle Supplier Bench Contract, with the Request For Proposals (RFP) released on August 28, 2024. The additional contract authority and extended performance period are necessary to ensure continuity of service until the transition to the new Vehicle Supplier Bench Contract.

BACKGROUND

Metro launched the Metro Vanpool Program in May 2007, adding the vanpool mode of public transportation to the Metro family of services. Since then, Metro Vanpool has grown to be the largest vanpool program in the country and has become an industry leader in providing a mobility option to employers and commuters to significantly reduce traffic congestion while improving air quality throughout Southern California. This program offers long-distance and inter-county commuters, who may lack transit options or other mobility alternatives, the opportunity to use vanpools to complete their trips. As a result, this program contributes to the reduction of nearly 50 million vehicle miles traveled (VMT) annually produced by single-occupancy vehicles (SOV) commuting to and within Los Angeles County, meaning thousands of additional cars would be on the road without this highly successful program.

In July 2018, the Metro Board awarded the Vanpool Vehicle Supplier Bench Contract to three vehicle suppliers: Airport Van Rental, Green Commuter, and Enterprise Rideshare (a division of Enterprise Holdings), with Option Years 1 and 2 executed for a total of \$36 million. The Metro Vanpool Program Bench contracts were established to offer commuters multiple vendor options to secure leased vehicle services. Eligible vanpools enrolled in the program must agree to and comply with participation and reporting rules to receive subsidies amounting to a maximum of 50% of the vanpool vehicle lease costs or up to \$600 per month. In 2020, due to the COVID-19 pandemic, program enrollment dropped by 50% to 636 vans from a pre-pandemic size of 1,280. Since then, the program has steadily grown to 806 vanpools, recovering 26% of the COVID-19 attrition.

Vanpool program data is prepared and submitted to the Federal Transit Administration (FTA) through the National Transit Database (NTD) on a monthly and annual basis. Although the subsidy to vanpools is funded through Prop C 25%, submitting data to NTD generates a reimbursement annually to Metro from Sections 5307 and 5339 federal funds. While the return fluctuates every year, Metro Vanpool generated approximately \$16 million of Metro's FY24 federal apportionment from the FTA, which is used for transit planning and capital-this not only covered the operational costs of the program (approximately \$7.5 million) but also represented an additional revenue return to the agency.

DISCUSSION

Despite the negative impacts of the COVID-19 pandemic on Metro Vanpool, the Program has demonstrated that it is a valuable mobility resource to the region. Since 2022, Metro Vanpool has rebounded and shown steady growth in both the number of operational vans and overall ridership. The Metro Vanpool Program is still the largest and most active program in the nation and is the standard bearer/model for public vanpool programs. The average vanpool trip is 40.45 miles, with destinations throughout Los Angeles County. The program's value is multifaceted - Vehicle Miles Traveled (VMT) reduction, congestion mitigation, air quality benefits, and federal funding reimbursement in excess of the program's cost that supports transit operations. To ensure the uninterrupted continuation of the Metro Vanpool Program and its ongoing benefits, an extension of the current contracts and the addition of contract values are required.

A new procurement is currently underway to secure a new Vanpool Supplier Bench Contract. The extension of the current contracts should provide sufficient time to finalize the procurement and return to the Board for contract authorization. Other regional vanpool programs have recently completed procurements for new vehicle provider contracts. Each of these counties/agencies reported unanticipated delays during the negotiation and contract finalization stages due to challenges raised by prospective contractors. The contract extension incorporates potential impact should Metro experience similar complications and delays. The new procurement also addresses changes and program enhancements, such as increasing the availability and use of hybrid and/or zero-emission vehicles, improved data collection, and other related factors.

The requested extension to June 2025 and increased contract value in the amount of \$3.7 million will ensure seamless service continuity and allow for a thorough and deliberate procurement process without compromising service quality or timeliness.

DETERMINATION OF SAFETY IMPACT

The Metro Vanpool Program has effectively reduced the number of cars on the road during peak commute periods, contributing to public safety.

FINANCIAL IMPACT

The FY25 budget includes \$3.7 million in funding under cost center 4540 (Regional Rideshare/Shared Mobility), Project 405547, Task 02.07. As this is a multi-year program, the Cost Center Manager and Deputy Chief Operations Officer of Shared Mobility will be accountable for budgeting costs in future years.

Impact to Budget

The funding source for this action is Proposition C 25% Streets & Highway and is not eligible for bus and rail operating and capital expenditures. In addition, FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program increase funds available for bus and rail capital expenditures.

EQUITY PLATFORM

Metro Vanpool provides a public service to commuters and is committed to implementing an equitable, ADA-compliant program. The program has been in continuous operation since 2007 and is anticipated to continue yielding benefits for marginalized groups and Equity Focus Communities (EFCs).

Metro Vanpool provides a non-drive-alone mode option to all commuters living and/or working in Los Angeles County, including those in EFCs, and is open to all groups. Of the 2,248 commuters who board a Metro vanpool within LA County, 409 (18%) board a vanpool vehicle within an EFC. Additionally, many Metro Vanpool program participants originate outside of LA County but utilize the program to commute to their workplace within LA County. Of these 1,480 additional commuters, 419 (28%) board a vanpool vehicle from a California-designated Disadvantaged Community (DAC).

A positive impact for marginalized and vulnerable groups includes increased access to a non-drive-alone mode that reduces traffic and improves air quality in the communities where they live. The program is available to all commuters at a cost that is less than driving alone. The subsidy provided through the program decreases the overall cost and increases the program's affordability. In addition, Metro complies with ADA regulations and requires vehicle suppliers to provide vehicles that can accommodate participants with various physical abilities.

In an effort to expand the benefit of the program to marginalized communities and EFCs, Metro Vanpool is committed to prioritizing outreach and reducing barriers these communities may face (e.g., limited language proficiency, digital divide, reaching people with disabilities, etc.). Staff will continue to research, identify opportunities, and assess the feasibility of implementing these strategies. Metro Vanpool does not currently have any information on customer demographics, so in FY25, staff will be conducting a survey of existing customers to better understand the demographics

and needs of these customers for service optimization and further strategic planning.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following strategic plan goals:

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

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in an inability to subsidize vanpool vehicles enrolled in the Metro Vanpool Program, a key initiative in reducing VMT in Los Angeles County and Southern California, and result in loss of revenue generated through NTD reporting.

NEXT STEPS

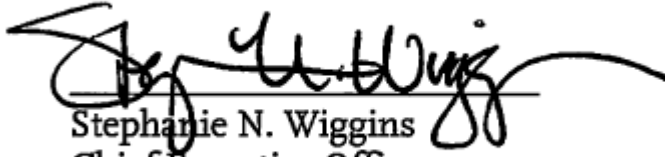
Upon approval by the Board, staff will execute Contract Modification No. 7 to Bench Contract Nos. PS1074300051491, PS1074400051491, and PS1074500051491 effective January 1, 2025.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - Contract Modification/Change Order Log
Attachment C - DEOD Summary

Prepared by: Melissa Park, Senior Manager, Transportation Planning, (213) 418-3318
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Ken Coleman, Executive Officer, Congestion Reduction Initiative, (213) 922-2951
Shahrzad Amiri, Deputy Chief Operations Officer, Shared Mobility, (213) 922-3061
Debra Avila, Deputy Chief Vendor/Contract Management Officer (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

VANPOOL VEHICLE SUPPLIER BENCH/PS1075430005149, PS1075440005149,
PS1075450005149

1.	Contract Number: PS10754300051491, PS10754400051491, PS10754500051491			
2.	Contractor: Green Commuter, Airport Van Rental, and Enterprise Rideshare (a division of Enterprise Holdings)			
3.	Mod. Work Description: Extend Period of Performance			
4.	Contract Work Description: Vanpool Vehicle Supplier Bench			
5.	The following data is current as of: 8/7/24			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	7/26/18	Contract Award Amount:	\$18,000,000
	Notice to Proceed (NTP):	N/A	Total of Modifications Approved:	\$18,000,000
	Original Complete Date:	7/31/20	Pending Modifications (including this action):	\$3,700,000
	Current Est. Complete Date:	6/30/25	Current Contract Value (with this action):	\$39,700,000
7.	Contract Administrator: Andrew Coppolo		Telephone Number: (213) 922-1067	
8.	Project Manager: Melissa Park		Telephone Number: (213) 418-3318	

A. Procurement Background

This Board action is to approve Contract Modification No. 7 to extend the Period of Performance of the Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 with Green Commuter, PS10754400051491 with Airport Van Rental, and PS10754500051491 with Enterprise Rideshare (a division of Enterprise Holdings). These Contract Modifications will also increase the Not-to-Exceed amount of the bench contract by \$3,700,000.

These Contract Modifications will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit prices.

On July 26, 2018, the Board awarded firm fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS10754300051491 to Green Commuter, PS10754400051491 to Airport Van Rental and PS10754500051491 to Enterprise Rideshare (a division of Enterprise Holdings). Six (6) modifications have been issued to date. Refer to Attachment B — Contract

Modification/Change Order Log for a list of approved modifications.

B. Price Analysis

Firm Fixed Unit Rates and subsidies on the contracts remain unchanged.

CONTRACT MODIFICATION/CHANGE ORDER LOG

VANPOOL VEHICLE SUPPLIER BENCH/PS1075430005149, PS1075440005149,
PS1075450005149

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Period of Performance (POP) extension through 9/30/20	Approved	8/7/2024	\$0
2	Exercise first, one-year option and extend the POP through 9/31/21	Approved	8/28/20	\$9,000,000
3	Exercise second, one-year option and extend the POP through 9/30/22	Approved	7/22/21	\$9,000,000
4	POP extension through 9/30/23	Approved	8/2/22	\$0
5	POP extension through 7/31/24	Approved	8/22/23	\$0
6	POP extension through 12/31/24	Approved	7/31/24	\$0
7	Increase NTE amount of contract and extend POP through 6/30/25	Pending	9/26/24	\$3,700,000
	Modification Total:			\$21,700,000
	Original Contract:			\$18,000,000
	Total:			\$39,700,000

DEOD SUMMARY

**VANPOOL VEHICLE SUPPLIER BENCH CONTRACT/ PS1075430005149,
PS1075440005149, PS1075450005149**

A. Small Business Participation

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this project due to the lack of subcontracting opportunities. It is expected that the three (3) suppliers, Airport Van Rental, Green Commuter, and Enterprise Rideshare (a division of Enterprise Holdings) will continue to perform the services of this contract with their own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

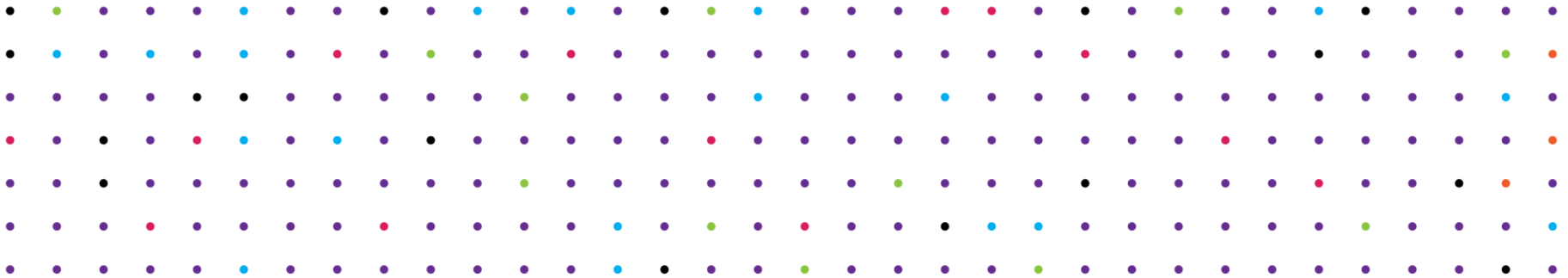
Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

VANPOOL VEHICLE SUPPLIER BENCH CONTRACT

September 19, 2024

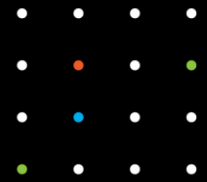


RECOMMENDATION



AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 7 to the Vanpool Vehicle Supplier Bench Contract Nos. PS1074300051491, PS1074400051491, and PS1074500051491 with Green Commuter, Airport Van Rental, and Enterprise Rideshare (a division of Enterprise Holdings) respectively, to increase the total not-to-exceed (NTE) contract amount by \$3.7 million from \$36,000,000 to \$39,700,000 and extend the period of performance from December 31, 2024 to June 30, 2025.

ISSUE & DISCUSSION



AWARDEES

Airport Van Rental, Enterprise Rideshare, and Green Commuter

DEOD COMMITMENT

The Diversity & Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) goal for this project due to the lack of subcontracting opportunities. It is expected that the three suppliers will continue to perform the services of this contract with their own workforce.

ISSUE

The current Metro Vanpool Program transportation contracts will expire on December 31, 2024. Staff has initiated a procurement to secure the new Vehicle Supplier Bench Contract and the additional contract authority and extended period of performance are necessary to ensure continuity of service until the transition to the new Vehicle Supplier Bench Contract.

DISCUSSION

Through this Bench contract, Metro Vanpool provides subsidies to over 800 active vanpools with nearly 4600 participants. A new procurement is currently underway to secure a new Vanpool Supplier Bench Contract. To ensure the uninterrupted continuation of the Metro Vanpool Program and its ongoing benefits, an extension of the current contracts and the addition of contract values are required.



**Board Report**

File #: 2024-0505, **File Type:** Contract**Agenda Number:** 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2024****SUBJECT: P3010 LIGHT RAIL VEHICLE INTEGRATED DATA AND COMMUNICATION SYSTEM
(IDCS)****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2, and exercise Option 1, install and commission the Integrated Data and Communication System (IDCS) on the P3010 Light Rail Vehicle under Contract No. TS83056-2000 to Siemens Mobility, Inc. in the firm fixed amount of \$18,051,025, increasing the total Contract amount from \$5,043,855 to \$23,094,880. This action does not change the board-approved LOP for this project of \$44,436,129.

ISSUE

The IDCS will provide real-time access to information and video on the train, reducing operations and maintenance response and diagnostics time. Further, the IDCS will improve real-time arrival predictions by tracking the vehicle location using the Global Positioning System (GPS) and calculating the vehicle location when GPS is unavailable, such as in tunnels. The system will also allow for more automatic retrieval of historical maintenance data and CCTV video. In addition, the IDCS provides live viewing of the CCTV system, enabling security personnel to respond faster to incidents. Finally, this System will employ the latest cybersecurity technology to prevent disruption from external and internal threats while providing our passengers Wi-Fi access.

BACKGROUND

Option 1 is the first of four Options for the Base Contract of the A650 subway fleet. The project was divided into Options for each fleet type to facilitate phased budgeting and implementation. The sequence of the Options was determined based on multiple factors. The A650 was selected as the Base Contract because it was considered a higher priority due to the need for improved location tracking in the tunnels. The P3010 was selected as the first option because it is the largest and fully available fleet. The P2000 and P2550 were selected as Option 2 and Option 3, respectively, because they are undergoing modernization. The HR4000 was selected as Option 4 because the vehicles are still in production. Please refer to Board Report File No. 2023-0488 for additional details. Fourteen of seventeen milestones have been completed for the A650 base contract. Production is scheduled to be complete by March 2025.

DISCUSSION

Metro is seeking to acquire the IDCS to provide rail connectivity and real-time access to information on the train, which will reduce operations, maintenance, and security response and diagnostics time through the following:

- Train arrival prediction information
- Maintenance response times to vehicle health monitoring
- Security and safety response times, as well as evidence collection

The IDCS is comprised of the physical device onboard (e.g., hardware) and the data management system (e.g., software). The onboard device will monitor the train's equipment to retrieve and store data on the Contractor's cloud-based server but will not be able to control any other onboard system.

The IDCS will improve real-time arrival predictions by tracking the vehicle location using the Global Positioning System (GPS) and calculating the vehicle location when GPS is unavailable (e.g., tunnels). Additionally, the IDCS will enable remote, live viewing of the CCTV system, enabling security personnel to respond more quickly to incidents. The IDCS data will also be accessible via a secure web portal interface.

Lastly, the IDCS will employ the latest cybersecurity technology to prevent disruption from external and internal threats while providing our passengers Wi-Fi. Metro trains do not currently have free public Wi-Fi, and having this access is an amenity that many customers expect whenever they occupy a building or vehicle.

Due to the successful implementation, testing and results on the Base Contract A650 prototype cars along with the approval of the First Article Inspection activities, and in addition to the successful prototype P3010 car, the IDCS Project team is confident in proceeding with this option on the P3010 fleet.

DETERMINATION OF SAFETY IMPACT

The approval of exercising Option No. 1 to the Contract for the P3010 fleet will enhance system safety, service quality, system reliability, maintainability, and overall customer satisfaction. The IDCS project will permit Metro to embrace technological enhancements to improve maintenance capabilities, train arrival prediction algorithms, and provide access to real-time CCTV video.

FINANCIAL IMPACT

The LOP for project 214004 includes funds for the IDCS equipment/installation, software services for one-year, spare parts, workforce labor, and contingency reserves, totaling \$44,436,129. Currently, \$3,000,000 is budgeted in the FY25 budget in Cost Center 3942 under CP-214004, IDCS project. Since this is a multi-year contract, the cost center manager will be responsible for dispersing the cost for subsequent years.

Impact to Budget

The current source of funds for this action is TDA Article 4. This funding is eligible for Capital and Operating Projects. Staff is also pursuing additional Federal, State, and Local funding sources as they become available.

EQUITY PLATFORM

This procurement maintains the availability of all the Rail Fleets in LA Metro, including those servicing Equity Focus Communities. Approval of this Option 1 contract for the P3010 fleet ensures that all customers on Metro's light rail lines can access up-to-date technology. Additionally, this procurement supports Metro's revised Code of Conduct, a Bias-Free Policing Policy, and a Public Safety Analytics Policy by providing enhanced access to vehicle CCTV systems. The current DBE goal for this project is 18%.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro's Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. The completion and rollout of the IDCS project will provide state-of-the-art assets that will provide train location, passenger WIFI, real-time CCTV viewing, and vehicle health monitoring for all Metro trains.

ALTERNATIVES CONSIDERED

Staff considered using in-house Metro resources to perform this work. This approach is not recommended as Metro does not have sufficient resources and subject matter experts available.

The Board of Directors may choose not to authorize the Options award for this project; however, Metro staff does not recommend this alternative because this IDCS project is new to all Metro rail fleets. Delays in exercising the Options will impact dependencies in providing these improved services to the remaining Metro rail fleets.

NEXT STEPS

The Integrated Data and Communication System (IDCS) Option 1- P3010 LRV Fleet will proceed upon Board approval. The current schedule projects completion of the P3010 fleet by November 2025 in advance of the 2026 World Cup and 2028 Summer Olympics.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - Contract Modification Log

Attachment C - DEOD Summary

Prepared by: Chandrani Kahanda, Senior Engineer, Transit Vehicle Engineering
(213)-617 6221

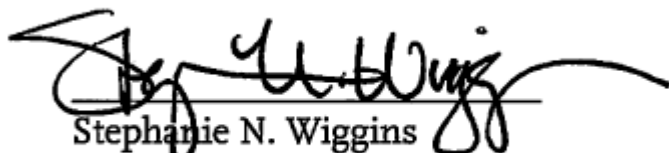
Aaron Disman, Senior Director, Transit Vehicle Engineering
(213) 617-6280

Bob Spadafora, Senior Executive Officer, Rail Fleet Services
(213) 922-3144

Nick Madanat, Deputy Executive Officer, Transit Vehicle
Engineering, (213).617.6281

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

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE INTEGRATED DATA AND COMMUNICATIONS SYSTEM (IDCS)/TS83056-2000

1.	Contract Number: TS83056-2000		
2.	Contractor: Siemens Mobility, Inc.		
3.	Mod. Work Description: Exercise Option 1 authorizing the Contractor to install, integrate, commission and test the IDCS for the P3010 fleet (235 rail cars).		
4.	Contract Work Description: This is in support of the implementation of the IDCS to provide real-time access to the information on the train. The Contractor shall be responsible for design, manufacturing, installation, integration, testing and commissioning of the monitoring system.		
5.	The following data is current as of July 19, 2024:		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	November 7, 2023	Contract Award Amount: \$5,043,855 Base (A650)
	Notice to Proceed (NTP):	December 6, 2023	Total of Modifications Approved: 1
	Original Complete Date:	September 29, 2028	Pending Modifications (including this action): \$18,051,025 Option 1 (P3010)
	Current Est. Complete Date:	September 29, 2028	Current Contract Value (with this action): \$23,094,880 Base Plus Option 1
7.	Contract Administrator: Aniza Wan Nawang		Telephone Number: 213-922-4677
8.	Project Manager: Bob Spadafora		Telephone Number: 213-922-3144

A. Procurement Background

This Board Action is to approve Contract Modification No. 2 to exercise Option No. 1 for the design, manufacturing, installation, integration, testing and commissioning of the Integrated Data and Communication System (IDCS) for the P3010 LRV fleet for a firm-fixed-price of \$18,051,025 increasing the total contract value from \$5,043,855 to \$23,094,880. The firm-fixed-price amount option was competitively solicited during the procurement phase of the Base Contract Award.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy. The Contract with Siemens Mobility, Inc. was approved by the Board of Directors

on October 19, 2023 under Agenda Number 32. Exercising Contract Option No. 1 will not impact the original period of performance.

B. Cost/Price Analysis

The Option No. 1 amount was evaluated at the time of award for the Base Contract Pricing. The recommended price of \$18,051,025.00 has been determined to be the best attainable, fair and reasonable price based on adequate price competition, negotiations, technical evaluation, and price analysis. In addition, a recent market survey confirmed Option 1 pricing is still in Metro’s best interest since no other alternatives are currently available.

	Proposer Name	BAFO III Option No. 1 Proposal	Metro ICE for Option No. 1
1.	Siemens Mobility	\$18,051,025	\$16,643,101
2.	Quester Tangent	\$59,347,449	\$16,643,101

This Contract Option is being exercised within the validity of the Option period and the price is not subject to escalation.

CONTRACT MODIFICATION/CHANGE LOG

**P3010 LIGHT RAIL VEHICLE INTEGRATED DATA AND TELECOMMUNICATIONS
SYSTEM (IDCS)/TS83056-2000**

Mod. no.	Description	Status (approved or pending)	Date	Amount
1	Add new Article 0 (Signature) and revise payment milestone schedule	Approved	06-20-24	\$0
2	Exercise Option 1 – P3010	Pending	TBA	\$18,051,025
	Modification Total:			\$18,051,025
	Original Contract:			\$5,043,855
	Total:			\$23,094,880

DEOD SUMMARY

INTEGRATED DATA AND COMMUNICATION SYSTEM (IDCS) ON THE P3010 LRV FLEET/TS83056-2

A. Small Business Participation

Siemens Mobility, Inc. (SMI) made an 18% Disadvantaged Business Enterprise (DBE) commitment. The project is 20% complete and the current (DBE) participation is 0.00%, representing a 18% shortfall of the commitment.

SMI stated that the installation work scheduled to be performed by the DBE firm has not commenced yet, and as confirmed by Metro’s Project Manager, the production phase will begin in late October 2024, at which time the DBE will be engaged. SMI reported that it anticipates achieving its commitment in early 2025.

Small Business Commitment	18% DBE	Small Business Participation	0% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	Kambrian Corporation (Withdraw)	Asian-Pacific American	18%	0%
2.	Ametrade, Inc.	Hispanic American	Added	0%
	Total		18%	0%

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 is not applicable to this modification.

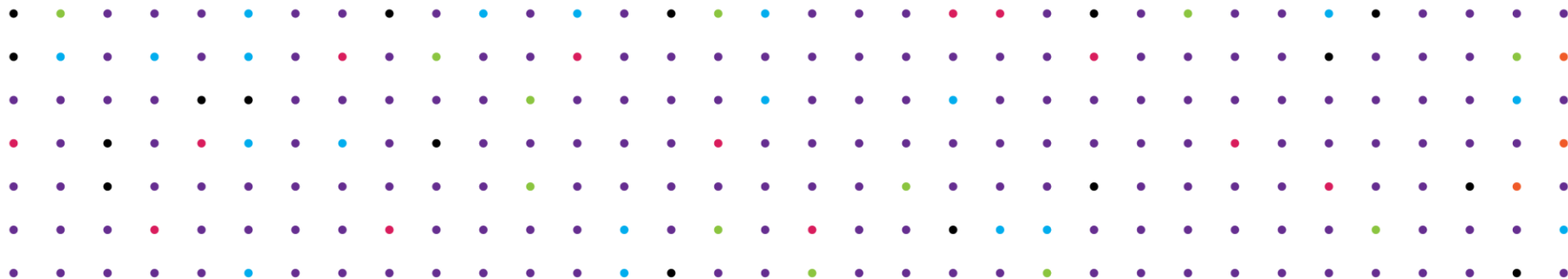
C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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

Exercise Option for P3010 Light Rail Vehicle Integrated Data & Communication System (IDCS)

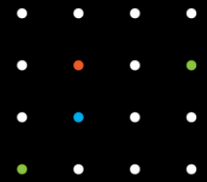


RECOMMENDATION



AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 2, and exercise Option 1, install and commission the Integrated Data and Communication System (IDCS) on the P3010 Light Rail Vehicle under Contract No. TS83056-2000 to Siemens Mobility, Inc. in the firm fixed amount of \$18,051,025, increasing the total Contract amount from \$5,043,855 to \$23,094,880. This action does not change the board-approved LOP for this project of \$44,436,129.

ISSUE & DISCUSSION



ISSUE

The IDCS will provide real-time access and automatic retrieval of system data and CCTV video, including live streaming. Additionally, it will improve arrival predictions by tracking vehicle location using GPS and calculating vehicle location when GPS is not available (e.g., in tunnels). The latest in cybersecurity technology will be implemented to prevent disruption from external and internal threats while providing passengers with Wi-Fi access.

DISCUSSION

Metro is seeking to acquire the IDCS to provide rail connectivity and real-time video downloading and access to information on trains, which will reduce operations, maintenance, and security response and diagnostic time.





Board Report

File #: 2024-0496, File Type: Contract

Agenda Number: 25.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2024**

SUBJECT: A LINE TRAIN CONTROL NON-VITAL AND VITAL RELAY REPLACEMENT

ACTION: CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD a 39-month firm fixed price Contract No. AE117510000 to B&C Transit, Inc. for the Metro A Line Train Control Non-Vital and Vital Relay Replacement Project in the amount of \$14,838,050 effective October 1, 2024, subject to resolution of any properly submitted protest(s), if any; and
- B. INCREASE the Life of Project (LOP) Budget for the A Line Train Control Non-Vital and Vital Relay Replacement by \$9,355,855 from \$11,100,000 to \$20,455,855.

ISSUE

The Metro railway train control system uses electronically operated non-vital and vital relay switches to manage the safe movement of trains. The current non-vital and vital train control relays on the A Line have continuously operated since revenue service began in 1990. These non-vital and vital relays are now reaching the end of their useful life and require replacement. They are no longer supported by the original equipment manufacturer (OEM), are not readily available in the industry, and potential replacement relays are not cost-effective due to the difficulty of installation. Approval of a contract award and an increase in the LOP budget are needed to proceed with the replacement and modernization work.

BACKGROUND

The obsolete non-vital train control relays are challenging the Maintenance of Way (MOW) maintenance workforce to keep them operational and in good repair. Additionally, new technology in the marketplace would make maintenance of the non-vital train control system easier.

In May 2022, the Board approved the Metro A Line Train Control Non-Vital Relay Replacement project with an LOP budget of \$11,100,000 as part of the adopted FY23 annual budget. This initial LOP budget was based on the engineering estimate for replacing only the non-vital train control

relays at Communication and Signal (C&S) buildings along the mainline. Subsequently, the project scope was expanded to include the replacement of vital train control relays because vital relays have also become more difficult to procure and are less readily available. The expanded project scope to add replacement of the vital relays, as well as inflation, contributed significantly to the increased LOP.

DISCUSSION

All train control equipment rooms consist of a large number of vital relays and non-vital relays. Vital relays are essential components of Metro's railway train control system, managing critical safety functions. They ensure the safe operation of trains by controlling signals and track switches at interlockings (track sections). They are designed to halt train movements when a train enters a section already occupied by another train. These relays are crucial in preventing collisions and are designed to fail without creating an unsafe condition. Non-vital relays manage other essential functions such as requesting routes, providing status indications, and sending alarms to the Rail Operations Control (ROC) Center.

The project work under Contract No. AE117510000 will replace the current vital and non-vital relays and associated wiring with microprocessor-based train control equipment. The microprocessor-based train control system will be installed at 14 C&S building locations along the mainline. To minimize the impact on rail service, the project work will be performed within one C&S building location at a time. A \$20,455,855 LOP budget need has been determined based on the necessary project scope and the negotiated amount for Contract No. AE117510000. See Attachment A for the expenditure plan of capital project 205673.

The replacement of the train control relays is part of the Capital Improvement Program (CIP), which aims to renew transit infrastructure assets. Metro is committed to maintaining transit infrastructure assets in good repair.

DETERMINATION OF SAFETY IMPACT

Non-vital and vital train control relays directly impact the safety of train movements and are critical infrastructure assets that work to prevent train collisions and other safety hazards. In accordance with Metro's Transit Asset Management Plan requirements, both non-vital and vital train control relays must be replaced in a timely manner when they begin reaching the end of their useful life to comply with safety and reliability standards, alongside meeting California Public Utilities Commission and Federal Transit Administration (FTA) regulations.

FINANCIAL IMPACT

This action will increase the LOP budget for capital project 205673-A-Line Train Control Non-Vital and Vital Relay Replacement, adjusting it from \$11,100,000 to \$20,455,855. The FY25 budget includes annual funding of \$2,900,276 for this project.

Since this is a multi-year project, the Project Manager will ensure that the balance of funds is budgeted in future fiscal years.

Impact to Budget

The current source of funds for this action is local funds. The majority of the funding sources are eligible for Capital and Operating Projects.

EQUITY PLATFORM

Metro is committed to maintaining transit assets in marginalized communities, ensuring reliable and equitable transportation options for Metro riders. The equity benefits of this action modernize transit infrastructure assets on the A (formerly Blue) Line that directly provide service to many Equity Focus Communities (EFCs) as well as low-income riders, who are the primary users of the Metro transit system.

The A Line serves communities with a high concentration of EFCs, including Westlake, Exposition Park, Central-Alameda, Huntington Park, Vermont-Slauson, Vermont, Knolls, Vermont-Vista, Watts, Willowbrook, Compton, Long Beach, and Wilmington. It also serves as transfer connections to other Metro rail lines and multiple bus lines. Replacing and modernizing the vital and non-vital relays ensures the continuity of rail services through EFCs. The relays manage the safe movement of trains and provide for safe operations that benefit low-income riders.

Contract No. AE117510000 for the A Line Train Control Non-Vital and Vital Relays was solicited with a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal. The recommended firm, B&C Transit, met the project work requirements by committing to both the 3% SBE and 3% DVBE goals.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goals:

- Goal # 2 Deliver outstanding trip experiences for all users of the transportation system.
- Goal # 3 Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to award Contract No. AE117510000 and not increase the LOP budget for project 205673. Staff does not recommend this because the current non-vital and vital train control relays along the A (formerly Blue) Line are nearing the end of their useful life. They are safety-sensitive, and choosing not to perform or postpone replacement will impact service reliability if the relays become non-operational, halting train movements and disrupting railway service. Functioning non-vital and vital relays are required for train operations. Additionally, unscheduled maintenance repair costs per component will result in higher operating costs versus reduced costs when performing work as scheduled.

NEXT STEPS

Upon the Board's approval of the recommendations, staff will increase the authorized LOP budget and execute Contract No. AE117510000 with B&C Transit, Inc. for the Metro A Line Non-Vital and Vital Relay Replacement Project.

ATTACHMENTS

Attachment A - Project 205673 Expenditure Plan

Attachment B - Procurement Summary

Attachment C - DEOD Summary

Prepared by:

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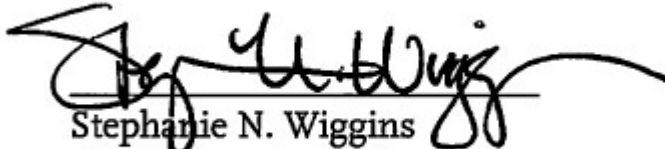
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Reviewed by:

Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

**Capital Project 205673 Expenditure Plan
A Line Non-Vital and Vital Relay Replacement**

Use of Funds	ITD	FY25	FY26	FY27	FY28	Total
Contract No. AE117510000 Train Control Non-Vital and Vital Relays		\$ 3,000,000	\$ 5,000,000	\$ 5,000,000	\$ 1,838,050	\$ 14,838,050
Metro Workforces		\$ 225,000	\$ 250,000	\$ 275,000	\$ 300,000	\$ 1,050,000
Agency Costs (Design Support During Construction, Construction Management, Project Management, Procurement, Labor Compliance)	\$ 34,000	\$ 650,000	\$ 750,000	\$ 850,000	\$ 800,000	\$ 3,084,000
Contingency 10%						\$ 1,483,805

Yearly Cash Flow Forecast \$ 34,000 \$ 3,875,000 \$ 6,000,000 \$ 6,125,000 \$ 2,938,050 \$ 20,455,855

PROCUREMENT SUMMARY

METRO A LINE TRAIN CONTROL NON-VITAL AND VITAL RELAY
REPLACEMENT/AE117510000

1.	Contract Number: AE117510000	
2.	Recommended Vendor: B&C Transit, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: February 27, 2024	
	B. Advertised/Publicized: February 29; March 1 and 2, 2024	
	C. Pre-Proposal Conference: March 12, 2024	
	D. Proposals Due: April 4, 2024	
	E. Pre-Qualification Completed: July 11, 2024	
	F. Conflict of Interest Form Submitted to Ethics: April 8, 2024	
	G. Protest Period End Date: September 24, 2024	
5.	Solicitations Picked up/Downloaded: 12	Proposals Received: 1
6.	Contract Administrator: Ernesto N. De Guzman	Telephone Number: (213) 922-7267
7.	Project Manager: Aderemi Omotayo	Telephone Number: (213) 922-3243

A. Procurement Background

This Board Action is to award Contract No. AE117510000 issued in support of the Metro A Line Train Control Non-Vital and Vital Relay Replacement project. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

On February 27, 2024, Request for Proposal (RFP) No. AE117510 was released as a competitive procurement, in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity and Economic Opportunity Department recommended a Small Business Enterprise (SBE) goal of 3% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%.

Three amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on March 8, 2024, revised Section LOI-01 Notice and Invitation, to include the 3% SBE goal and 3% DVBE goal.
- Amendment No. 2 and 3, issued on March 18, 2024, clarified the insurance requirements for professional services and added Section LOI – 16 SBE/DVBE PROGRAM to the solicitation.

A total of twelve firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on March 12, 2024, and was attended by two participants representing a single firm. There were no questions received for this RFP.

One proposal was received by the due date of April 4, 2024, from B&C Transit, Inc.

Since only one proposal was received, staff conducted a market survey of the planholders to determine why no other proposals were submitted. Responses were received from four firms and they included the following reasons:

- the scope of services not being within their area of expertise
- not having control over manufacturers' supply of material delivery

The market survey revealed that the decisions not to propose were based on individual business considerations. Therefore, the solicitation can be awarded as a competitive award.

B. Evaluation of Proposal

A Proposal Evaluation Team (PET) consisting of staff from the Transit Vehicle Engineering, Wayside Systems Engineering and Maintenance, and Rail MOW Signal Systems departments was convened and conducted a comprehensive technical evaluation of the proposal received.

The proposal was evaluated based on the following criteria:

Minimum Qualification Requirements: This is a pass/fail criteria. To be responsive to the RFP minimum qualification requirements, the proposer must meet the following:

1. Proposer shall be a train control equipment manufacturer or train control systems integrator with at least five years of experience in the design, installation, assembling, manufacturing, testing, and integrating a train control system on an active transit system.
2. The Proposer must have an active California State Contractor License in Classification C-10 Electrical Contractor.

The proposer met the minimum qualification requirements and was further evaluated based on the following weighted evaluation criteria

- | | |
|---|-----|
| • Experience and Qualifications of the Team | 35% |
| • Experience and Qualifications of the Proposed Key Personnel | 20% |
| • Effectiveness of Management Plan | 10% |
| • Work Plan/Project Approach | 35% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar Architecture and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and qualifications of the team and the work plan/project approach.

This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

During the period of April 29 to May 23, 2024, the PET independently evaluated and scored the technical proposal and determined that the proposal met the requirements of the scope of services. A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	B&C Transit, Inc.				
3	Experience and Qualifications of the Team	85.25	35%	29.84	
4	Experience and Qualifications of the Proposed Key Personnel	92.35	20%	18.47	
5	Effectiveness of Management Plan	90.09	10%	9.01	
6	Work Plan/Project Approach	84.94	35%	29.73	
7	Total		100.00%	87.05	1

C. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), technical analysis, cost analysis, fact finding, and negotiations. Staff successfully negotiated savings of \$1,611,950.

Proposal Amount	Metro ICE	Recommended Amount
\$16,450,000	\$10,000,000	\$14,838,050

The variance between the ICE and the recommended amount is due to the following:

- The ICE assumed the design work would be done using a software ratio of 75% and hardware 25%. However, the contractor proposed a software of 60% and hardware of 40% ratio. This approach is more of a designer's choice. In addition, hardware prices have increased by 15% since the ICE was developed.
- The risk that the contractor associated with the project. For this work, the A Line system will not be shut down and the contractor will have to perform field testing work while the system is operating. Therefore, the work will require a higher level of effort for project management, installation, and testing.

D. Background on Recommended Contractor

B&C Transit, Inc. is a transit engineering firm headquartered in Oakland, California, and has been in business since 1999. Its focus is on automated train control design, technical engineering, system installations, field testing, networked and stand-alone control, office monitoring systems, station communications, and design-build engineering. B&C Transit, Inc. has satisfactorily performed work for Metro as a prime contractor and subcontractor.

DEOD SUMMARY

**METRO A LINE TRAIN CONTROL NON-VITAL AND VITAL RELAY
REPLACEMENT/AE117510000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 3% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. B&C Transit, Inc. met the goals by making a 3% SBE and 3% DVBE commitment.

Small Business Goal	3% SBE 3% DVBE	Small Business Commitment	3% SBE 3% DVBE
----------------------------	---------------------------	----------------------------------	---------------------------

	SBE Subcontractor	% Committed
1.	KPA Constructors	3.00%
	Total SBE Commitment	3.00%

	DVBE Subcontractor	% Committed
1.	PTS Telecommunications	3.00%
	Total DVBE Commitment	3.00%

B. Local Small Business Preference Program (LSBE)

The LSBE Preference Program does not apply to Architecture and Engineering procurements. Pursuant to state and federal law, price cannot be used as an evaluation factor.

C. 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.

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U.S. Department of Labor (DOL) Davis Bacon and Related Acts (DBRA). Trades that may be covered include: Electrician.

E. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2024-0172, File Type: Policy

Agenda Number: 26.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: SENATE BILL 125 (SB 125) ZERO-EMISSION TRANSIT CAPITAL PROGRAM

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. ADOPTING a Los Angeles County Regional Zero Emission Bus Procurement Policy (Attachment A);
- B. APPROVING the Los Angeles County Regional Zero Emission Transit Capital Program (ZETCP)-Equivalent Fund Allocation Framework and the resulting Included and Eligible Transit Operator fund amounts totaling \$49.84 million in Proposition C 40% funding as shown in Attachment B; and
- C. AMENDING the FY25 Budget to implement the ZETCP-Equivalent Fund Allocations and authorize the Chief Executive Officer to negotiate and execute all necessary agreements.

ISSUE

The SB 125 Zero Emission Transit Capital Program (ZETCP) will allocate \$320.6 million to Metro over four years, beginning in 2024. In July, the California State Transportation Agency (CALSTA) approved allocating \$175,364,000 of ZETCP funds for zero-emission buses and charging infrastructure, and authorized the disbursement of the first-year allocation of \$119,494,973. Metro will receive all ZETCP funds as the county's regional transportation planning agency, and staff has developed a Los Angeles County Regional Zero Emission Bus Procurement Policy and fund allocation, in consultation with the Los Angeles County Municipal Operator Association (LACMOA). Metro will advance the total four-year allocation of \$49.48 million for Included and Eligible Transit Operators so that they may use the funds immediately.

BACKGROUND

SB 125 (Chapter 54, Statutes of 2023) provided \$4 billion in General Funds for distribution through the Transit and Intercity Rail Capital Program (TIRCP) on a population-based formula to regional transportation planning agencies, which have the flexibility to use the money to fund transit

operations or capital improvements. The transportation budget trailer bill also established a \$1.1 billion ZETCP fund for allocation to regional transportation planning agencies on a population-based formula, as well as another formula based on revenues to fund zero-emission transit equipment and operations. In July, CALSTA approved Metro's SB 125 allocation package and disbursed \$498,650,905 of TIRCP funds, plus an additional \$119,494,973 million in ZETCP funds.

ZETCP funding can be used for procurement of zero-emission buses (ZEBs), as well as related facility and network improvement projects, which include (but are not limited to):

- Associated fueling or charging infrastructure
- Facility modifications

Transit operations expenditures are also eligible for funding. All SB 125 eligible projects must demonstrate that they will achieve a reduction in greenhouse gas emissions.

DISCUSSION

Over the past several months, Metro has conducted outreach to LACMOA membership to determine their interest in a combined procurement of ZEBs using ZETCP funds.

Programming ZETCP funds for the regional procurement is important for strengthening U.S. bus manufacturing. Staff evaluated the recent departures of several bus manufacturers from the U.S. transit marketplace, and based on published reports and interviews with executives, the following factors have contributed to the marketplace turmoil:

- Severe cash flow pressures caused by quality issues related to unreliable components and immature technology
- Outdated payment practices and delays
- Capital and other commercial risks
- Significant cost increases due to supply chain disruptions in the wake of the COVID-19 pandemic
- Additional burdens in the U.S. market due to Buy America, Altoona bus testing, 12-year design life, and other aspects of the U.S. market that make it unique worldwide.

The regional procurement considers these factors and incorporates several recommendations outlined in the Federal Transit Administration's (FTA) Dear Colleague Letter dated February 7, 2024 (Attachment C) to bolster interest and competition amongst bus manufacturers in the U.S. This includes supporting the standardization of vehicle specifications across multiple agencies, introducing progress payments to relieve original equipment manufacturers (OEM) of cash flow pressures, as well as reducing supply chain constraints, lead times, and costs for OEMs/agencies. Metro adopted the FTA's recommendations in its recent regional procurement, and the agency's application to the Low or No Emission (LoNo) grant program received priority consideration and secured a \$77.5 million award-the second largest in the nation.

Several LACMOA members have expressed interest in this effort, which could result in a combined

procurement for up to 1,980 ZEBs over the next seven years. Specific plans regarding the participation of other agencies within the County and the exact quantities of vehicles to be purchased beyond Metro's base order of 260 Battery Electric Buses (BEB) with four 325-bus options, and 20 Fuel Cell Electric Buses (FCEB), with four 100-bus options will be determined in the coming months.

In addition, staff developed depot charger specifications for the procurement. Prior to release, vehicle/charger specifications and procurement commercial terms were distributed to LACMOA members for their review and feedback.

Considerations

Staff evaluated several procurement methods to facilitate a joint procurement with LACMOA membership, such as assigning options in the contract to interested agencies and combining specified joint procurement with fixed quantities to a schedule-type approach that emulates the California Department of General Services Statewide Contracts for Fleet Vehicles. The analysis determined that the assignability of options approach represented the mechanism that preserved the most flexibility with the least administrative burden to Metro and participating municipal operators.

The collaboration will improve the ZEB procurement process and market by reducing manufacturer customizations. In addition, the procurement documents added the recommendations of the American Public Transportation Task Force on Bus Procurements, which call for milestone payments and performance-based technical specifications with minimal references to brand preferences. Notably, per the Federal Transit Administrator's direction, milestone payments have also been tied to more rigorous testing to improve quality assurance of delivered buses, which will also help improve overall operations and lessen program risks for all agencies undertaking the transition to zero-emission fleets.

By designating the ZETCP funds to purchase vehicles and charging infrastructure through the consolidated regional procurement developed in collaboration with LACMOA, Metro will play a significant role in inducing more interest and competition amongst bus OEMs to manufacture zero-emissions buses for the U.S. This will help by addressing many of the pain points that are currently driving many of the manufacturers out of the U.S. market. Without a concerted effort to resolve U.S. bus manufacturing concerns, fewer bus manufacturers will be available to produce zero-emission buses for Metro and LACMOA operators at a time when many agencies are gearing up to convert to zero emissions.

Los Angeles County Regional Zero Emission Bus Procurement Policy Framework

Metro will receive all ZETCP funds as the county's regional transportation planning agency in four annual allocations. Metro staff collaborated with LACMOA, representing the operators eligible for SB 125 funds, to develop a Procurement Policy (Attachment A) and disburse ZETCP-equivalent funds instead of ZETCP funds. While CALSTA has authorized disbursement of only one year of ZETCP funding to Metro, the agency will advance all four years of allocation at once to the Included and Eligible Operators. This fund advance in FY25 will provide LACMOA operators enough funding to allow them to participate in Metro's regional procurement or conduct their own commensurate multi-agency procurement. Metro will distribute Proposition C 40% funds to the Included and Eligible

Transit Operators, relieving them of the burden of grant compliance requirements. Attachment B presents the proposed fund allocation amounts by the agency consistent with Metro Board adopted formulas.

To qualify for funding, local operators must participate in Metro's regional bus procurement or equivalent multi-agency procurement that meets corresponding provisions for reduced customizations and milestone or advanced payments. Funds may also be used for operations but only once the agency has drawn down fully on federal COVID relief funding. LACMOA concurs with the Policy and ZETCP-Equivalent Fund Allocations (Attachment D - LACMOA Letter of Concurrence).

FINANCIAL IMPACT

The ZETCP-equivalent fund allocations for FY25 are estimated at \$49,839,411, but the funding for this action was not included in the FY25 Budget and will need to be amended to add Proposition C 40% funding to Cost Center 0443, Project Number 410062-Proposition C 40% Subsidies.

Impact to Budget

Adopting the staff recommendation would increase the Metro Budget by \$49.84 million to implement the recommended transit operator fund allocations. These funds are eligible for Metro bus and rail operations. However, this budget increase is offset by the \$119.5 million in ZETCP funding allocated to Metro.

EQUITY PLATFORM

Metro's solicitation and ZEB program goals align with SB 125 Final Guidelines that require funds to be used for programs that reduce greenhouse gas emissions and provide at least 25 percent of available funding to projects that directly, meaningfully, and assuredly benefit disadvantaged communities. LACMOA members who receive ZETCP-equivalent funds must follow program guidelines. Otherwise, for participation in the regional procurement, LACMOA members will follow their respective policies and SBE/DBE participation requirements.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These activities support Goal #3, Enhance communities and lives through mobility and access to opportunity, and Goal #4, Transform LA County through regional collaboration and national leadership.

NEXT STEPS

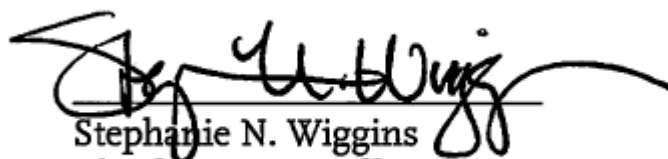
Upon Board approval of the recommended allocations, Staff will work with the transit operators to ensure the proper disbursement of funds. Proposals in response to the bus procurement are due September 29, 2024. Staff will also finalize the determination of bus procurement interest for the submittal of a regional plan as requested by CalSTA.

ATTACHMENTS

Attachment A - Los Angeles County Regional Zero Emission Bus Procurement Policy
Attachment B - Los Angeles County Regional Zero Emission Transit Capital Program (ZETCP)-
Equivalent Fund Allocation Framework
Attachment C - Federal Transit Administration's Dear Colleague Letter
Attachment D - LACMOA Letter of Concurrence

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Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County Regional Zero Emission Bus Procurement Policy

BACKGROUND

The United States transit bus manufacturing industry is in crisis. Severe cash flow pressures caused by quality issues related to unreliable components and immature technology; outdated payment practices and delays; capital and other commercial risks; cost increases due to supply chain disruptions in the wake of the COVID-19 pandemic; and additional burdens due to Buy America, Altoona testing, 12-year design life, and other factors have contributed to marketplace turmoil.

POLICY OBJECTIVE

The Federal Transit Administration (FTA) Dear Colleague Letter dated February 7, 2024 introduced several procurement recommendations to bolster interest and competition within the U.S. bus manufacturing industry. This includes supporting the standardization of vehicle specifications across multiple agencies, introducing progress payments to relieve original equipment manufacturer (OEM) cash flow pressures, as well as reducing supply chain constraints, lead times, and costs for both OEMs and agencies.

POLICY STATEMENT

Metro, through its collaboration with the Los Angeles County Municipal Operators Association (LACMOA), will leverage funds to regionally procure zero emission buses (ZEB) and related infrastructure, increasing competition and interest among U.S. bus manufacturers. This coordinated approach is essential to resolving the challenges facing U.S. bus manufacturing and ensuring that sufficient manufacturers remain in the market to support Metro and LACMOA's transition to zero emission fleets. Without such efforts, the pool of available bus manufacturers may shrink further, undermining the ability of agencies to meet their zero emission goals at a pivotal time.

As such, LA County transit agencies will participate in either a regional procurement or statewide procurement that meets the following criteria:

- **Reduces Customization.** By facilitating standardization of vehicle specifications across multiple agencies, a regional or statewide procurement process will alleviate pressures on OEMs and reduce supply chain constraints, lead times, and costs for both OEMs and transit agencies. The regional approach will reduce the need for extensive customization, streamlining production and enhancing market stability.
- **Includes Milestone Payments and Performance-Based Technical Specifications.** In alignment with the American Public Transportation

Association Bus Manufacturing Task Force recommendations, prioritizing milestone payments and performance-based technical specifications, including limiting brand preferences, helps ensure a fair and competitive bidding process. Additionally, milestone payments will be contingent upon more rigorous testing standards, enhancing quality assurance and reducing program risks for agencies transitioning to ZEB.

- **Includes Pricing Standards.** The regional approach also allows bus price escalation between Notice to Proceed and production, based on the Producer Price Index.

The regional procurement is an important step in strengthening U.S. bus manufacturing, and Metro will continue to collaborate with LACMOA on future procurements to support acceleration of our region's clean vehicle future as well as to ensure our region's communities receive reliable transit service.

LOS ANGELES COUNTY REGIONAL ZERO EMISSION TRANSIT CAPITAL PROGRAM
(ZETCP)-EQUIVALENT FUND ALLOCATION FRAMEWORK

- **Eligible Participants:** Included and Eligible Operators.
- **Eligible Projects:**
 - Capital Zero Emission Bus Purchases/Charging Infrastructure & Funding
 - Transit Operations Expenditures.
 - Eligible vehicle capital projects for ZETCP funds includes buses, and other ZEVs used for transit service” [Per the ZETCP guidelines].
 - All eligible agencies may use ZETCP equivalent funding for Operations Expenditures (per ZETCP guidelines).
- **Fund Allocation Method:** Metro FY24 SB1 STA & SB1 SGR Formula
- **Muni Funding Available Share:** ZETCP-Equivalent Revenue Fund Share (50% of \$320.6M = \$160.3M at 31.09%) = **\$49.84M**.
- **Fund Estimates for Distribution to eligible agencies in FY25 = \$49.84M**
- **Source of ZETCP-Equivalent Funds (Fund Swap):** Prop C 40%
- **Metro’s Prerequisite to Qualify for Operating Funding:**
 - For agencies using the funds for operations, 100% of outstanding COVID Recovery Formula Funds including American Rescue Plan Act (ARPA) and Coronavirus Response & Relief Supplemental Appropriations (CRRSA) Act funding must be drawn down first.
 - Not required to draw down Supplemental ARPA funds to qualify.
- **Metro’s Prerequisite to Qualify for Bus Capital Funding:**
 - Participate in Metro SB 125 Regional Bus Procurement Program (or commensurate procurement for certified ZEV vehicle types)
 - Required to meet CARB Innovative Clean Transit (ICT) Regulations
 - Meet Terms of FTA February 2024 “Dear Colleague” Letter:
 - Reduced Customizations & Standardized Specifications
 - Milestone Payments w/Testing & Performance Bond or Other Security
- **Administration:**
 - Fund agreement with reimbursement-basis payments subject to guidelines including but not limited to annual audits and lapsing provisions of Prop C 40% guidelines.
- A Los Angeles County Municipal Operator Association (LACMOA) representative will be invited to participate in Metro’s Regional Bus Procurement Program evaluation of bids.

ZETCP-EQUIVALENT FUND ALLOCATIONS

Operators	SB1 - STA Allocation	Total ZETCP Allocation
<u>Included Operators:</u>		
1 Arcadia	0.0803%	\$ 128,657
2 Claremont	0.0282%	45,161
3 Commerce	0.1028%	164,790
4 Culver City	1.3009%	2,085,360
5 Foothill Transit	6.1695%	9,889,646
6 Gardena	1.2745%	2,042,965
7 La Mirada	0.0229%	36,667
8 Long Beach	5.7494%	9,216,219
9 Montebello	1.9764%	3,168,129
10 Norwalk	0.7545%	1,209,474
11 Redondo Beach DR	0.0143%	22,932
12 Redondo Beach MB	0.1796%	287,949
13 Santa Monica	4.9045%	7,861,768
14 Torrance	1.5116%	2,423,023
<u>Eligible Operators:</u>		
15 Antelope Valley	1.5593%	2,499,459
16 Santa Clarita	1.2974%	2,079,675
17 LADOT Local	2.2998%	3,686,505
18 LADOT Express	1.1688%	1,873,488
19 Foothill BSCP	0.6972%	1,117,544
20 Total Municipal Operators	31.0917%	\$ 49,839,411

Note:



U.S. Department
of Transportation

**Federal Transit
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

February 7, 2024

Dear Colleague:

Since President Biden signed the Bipartisan Infrastructure Law in 2021, the Federal Transit Administration (FTA) has made over \$4.5 billion available in competitive grants for investments in American-made transit buses and supporting infrastructure. In addition to competitive grants, there's \$16 billion available through formula program grants to urban, rural, and tribal areas, all of which are eligible for bus purchases. Over the next three years, this record public transportation funding will provide nearly \$30 billion more in competitive grants and formula funds to support transit agencies in buying buses, transitioning to low- or no-emission buses, modernizing bus facilities and more. This investment supports a strong U.S. bus manufacturing sector that is essential for clean transit vehicle fleets across the nation, ensuring less pollution, more U.S. jobs, and better-connected communities.

During the Biden-Harris Administration, FTA has listened to transit agencies and U.S. bus Transit Vehicle Manufacturers ([TVMs](#)) discussing current trends in federally funded bus procurements and manufacturing that affect the financial health and stability of the bus manufacturing industry. This includes identifying steps to reduce vehicle contract costs and shorten vehicle delivery times. Specifically, the discussions have covered topics like managing component prices, addressing supply chain issues, growing the bus manufacturing workforce, and reducing unnecessary customization. Particular attention has been on the increased costs to TVMs of financing vehicle production from award of a contract through delivery and acceptance of the vehicles by transit agencies.

To address such challenges, FTA encourages the use of several tools available to transit agencies and TVMs, including:

- **Contract modifications for price increases** - Federally funded contracts can be modified for price adjustments (2 CFR §200.318(k)). Allowable modifications depend on factors including: (1) contract terms and conditions, such as change clauses and Producer Price Index or Consumer Price Index adjustment clauses; (2) applicable state, local, or tribal procurement law; (3) the terms of a price adjustment; and (4) the scope of the contract modification. Certain Federal regulatory requirements may apply, such as performance of a cost or price analysis in connection with a contract modification in excess of the Simplified Acquisition Threshold (currently \$250,000), and where a cost analysis is performed, the FTA recipient must negotiate profit as a separate element of the price (2 CFR § 200.324(a)-(b)).
- **Federal funds for price increases** - FTA recipients can seek additional Federal funds to cover contract price increases. FTA formula and certain other Federal funds (e.g., [flexible](#)

[FHWA funds](#)) can be used to cover contract modifications for price increases.

- **Clauses in new procurements -**
 - FTA recipients may include price adjustment clauses (allowing for adjustments both up or down) based on cost indices. Relevant contract terms include when prices are set in the procurement process and subject to subsequent adjustment, and which index/indices to use.
 - Another type of contract clause to consider is a “brand name or equivalent” clause. Requiring a specific brand for a particular component without giving the contractor the option to provide an equivalent could result in a higher vehicle price, supply chain related delays, and may be inconsistent with Federal full and open competition requirements.
- **Advance payments** - Advance payments are payments made to the contractor prior to the contractor incurring costs and are permissible under certain circumstances. They can be made: (1) before the award of an FTA grant using local funds if the FTA recipient has either FTA automatic pre-award authority, an FTA Letter of No Prejudice, or other pre-award authority prior to making an advance payment; or, (2) after FTA grant award using local or FTA funds if the recipient provides a rationale, such as a reduction in the contract cost due to the payment, and FTA provides advance written concurrence. FTA recipients must obtain security from the contractor in the amount of the advance payment. Adequate security is subject to negotiation between the recipient and TVM, but typically is a performance bond or a letter of credit in the amount of the advance payment. *A bond or letter of credit for the full cost of the procurement is not a Federal requirement for securitization.*
- **Progress payments** - Progress payments (also sometimes called milestone payments) are payments to a contractor prior to completion of all contract work. Use of FTA funds for progress payments is permissible and does not require advance FTA concurrence if the FTA recipient: (1) obtains adequate security for those payments and (2) maintains documentation to show completion of the discrete activities associated with the progress payment. For rolling stock procurements, it is *impermissible* to tie progress payments to the percentage of completion of the contract. The security for progress payments typically is a performance bond or letter of credit in the amount of the payments but may be other types of security negotiated by the parties as appropriate, such as receipt of title to the rolling stock at an appropriate point in the manufacturing process.
- **Securing the Federal interest** - Security is only required under Federal law for rolling stock procurements utilizing advance or progress payments. Requiring a performance bond or letter of credit when no payments will be made until acceptance of vehicles is not a Federal requirement and typically will drive up the cost of procurement due to the cost to the TVM to provide the security.

Dear Colleague: Bus Manufacturing

Page 3

In order to increase value to the public, FTA also encourages recipients to pursue procurement strategies that lower costs and achieve economies of scale, such as state contracts and performance-based specifications.

In addition to the tools described above, FTA is taking additional actions to strengthen the American bus manufacturing industry, lower bus costs, and accelerate transit vehicle deliveries. FTA has created a bus procurement [webpage](#), making it easier to find resources and answer questions, with links to applicable Federal regulations, FTA Circulars, updated FAQs, guidance, and other resources. Procurement courses through the [National Transit Institute](#) (NTI) have expanded. Through June 2024, [NTI procurement courses](#) are offered at 16 different dates and locations, spanning every FTA region.

To bolster support for more efficient and effective bus purchases, FTA recently established an **Acquisition Oversight Division** with a team dedicated to technical assistance and resources supporting third-party procurements like bus purchases. In addition, the new Department of Energy and Department of Transportation's [Joint Office of Energy and Transportation](#) offers FTA recipients interested in planning for or procuring zero-emission buses free technical assistance, including support for fleet transition planning and financial modeling, emissions calculations, and applying for grants.

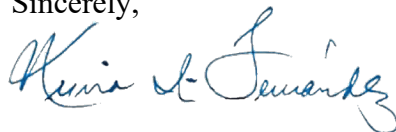
FTA is also releasing the **FY 2024 Buses and Bus Facilities and Low or No Emission Notice of Funding Opportunity (NOFO)**. Important new provisions in this NOFO will support transit agencies and strengthen bus manufacturing. Specifically, FTA will give priority consideration to NOFO applications proposing the use of any of the following: advance or progress payments, joint procurements, or procurement of base model buses. More details are in the NOFO.

Finally, FTA will hold a bus procurement [webinar](#) on February 29 from 2:30 - 3:30 PM ET. The webinar will provide transit agency leaders, procurement officials, and interested stakeholders an overview of the current U.S. bus market, FTA's guidance and resources noted above, and flexibilities and actions available to transit agencies to help lower bus costs and simplify procurements.

FTA's actions reflect the Biden-Harris Administration's focus on the needs of the traveling public and the public transportation industry. Our continued work together will deliver the benefits of the Bipartisan Infrastructure Law to accelerate our clean vehicle future, strengthen domestic manufacturing, and connect communities with reliable transit.

Thank you for your tireless efforts to serve your riders and keep public transportation moving. Should you have any questions, please consult your FTA [regional office](#).

Sincerely,



Nuria I. Fernandez



Los Angeles County
Municipal Operators Association

ATTACHMENT D

Antelope Valley Transit Authority
Arcadia Transit
Beach Cities Transit
Claremont Dial-a-Ride
Commerce Municipal Bus Lines
Culver CityBus
Foothill Transit
City of Gardena's GTrans

La Mirada Transit
Long Beach Transit
Los Angeles DOT
Montebello Bus Lines
Norwalk Transit System
Santa Clarita Transit
Santa Monica's Big Blue Bus
Torrance Transit System

VIA EMAIL

August 22, 2024

Stephanie N. Wiggins, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-25-1
Los Angeles, CA 90012-2952

Subject: Allocation of SB 125 Zero-Emission Transit Capital Program Funding

Dear Ms. Wiggins:

The Los Angeles County Municipal Operators Association (LACMOA), which collectively consists of sixteen (16) municipal agencies (Munis'), would like to take this opportunity to affirm our support for the Proposed Allocation Framework of SB 125 Zero-Emission Transit Capital Program (ZETCP) Equivalent Funding. By advancing the total ZETCP funding and allowing Muni operators to utilize the funding immediately will assist us to accelerate our clean vehicle future as well as continue to provide our communities with reliable transit services. We appreciate your support in our on-going effort to build consensus and regional collaboration between LA Metro and LACMOA stakeholders.

Sincerely,

James C. Parker
LACMOA Chair

cc: LACMOA
Nalini Ahuja, LA Metro

SB 125 Zero-Emission Transit Capital Program

EXECUTIVE OFFICE, VEHICLE MAINTENANCE & ENGINEERING



Metro[®]

Operations, Safety, and Customer Experience Committee
SEPTEMBER 19, 2024

State of Transit Bus Manufacturing in the US



- Programming ZETCP funds for regional bus procurement is a key step in strengthening U.S. bus manufacturing industry.

Buy America, Altoona testing, 12-year design life, and other unique U.S. market traits

OEM Challenges

Sever cash flow pressures caused by quality issues related to unreliable component/technology

**BUS
OEMs**

Transit agencies desire high levels of vehicle customization

Agency-imposed bonding requirements

Significant cost increases due to supply chain disruptions in the wake of COVID-19 pandemic

Outdated payment practices and delays



Metro



Policy Framework

- Attract **more manufacturers** to promote competitiveness
- **Consistency** and consolidation of vehicle type, technology; ease of operation, maintenance, etc.
- To qualify for funding, local operators must:
 - Participate in Metro's regional bus procurement, or a commensurate procurement that reduces customization and includes milestone payments with testing and performance bonds





SB 125 ZETCP

- Funds available through the new ZETCP are allocated to Regional Transportation Planning Agencies (RTPAs) over four years through population-and revenue-based formulas.
- Metro's total allocation is \$320,596,268
 - **Year 1 ZETCP:** \$119,494,973
 - **Year 2-4 ZETCP:** \$67,033,765 (per year)
- In July, CALSTA approved allocation of \$175,364,000 and authorized disbursement of the first-year allocation of \$119,494,973.

ZETCP Fund Uses

- ZETCP Funds can be used to:
 - Replace transit vehicles with zero emission
 - Associated fueling or charging infrastructure
 - Facility modifications
- Transit operations expenditures are also eligible, but all SB 125 projects **must demonstrate a reduction in greenhouse gas emissions.**



SB 125 Allocation Amounts



Included Operators:

Arcadia	\$	128,657
Claremont		45,161
Commerce		164,790
Culver City		2,085,360
Foothill Transit		9,889,646
Gardena		2,042,965
La Mirada		36,667
Long Beach		9,216,219
Montebello		3,168,129
Norwalk		1,209,474
Redondo Beach DR		22,932
Redondo Beach MB		287,949
Santa Monica		7,861,768
Torrance		2,423,023

Eligible Operators:

Antelope Valley		2,499,459
Santa Clarita		2,079,675
LADOT Local		3,686,505
LADOT Express		1,873,488
Foothill BSCP		1,117,544

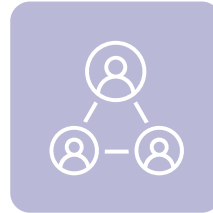
Total Municipal Operators* \$ 49,839,411

**To qualify for operations funding local operators must fully drawdown Covid relief funds.*

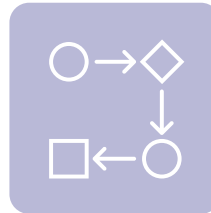
Regional Bus Solicitation



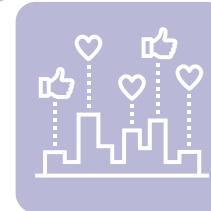
- Initiated the Regional Bus Solicitation concept at the end of 2023
- Surveyed LACMOA members at the beginning of 2024
- A combined procurement for up to 1,980 ZEBs.
- Program aligns with FTA Dear Colleague letter and recommendations of the American Public Transportation Task Force
- Metro's application to FTA LoNo grant program received priority consideration and \$77.5 million award.



Attract **more manufacturers** to promote competitiveness



Consistency and consolidation of vehicle type, technology; ease of operation, maintenance, etc.



Promote **better service** from the selected manufacturer



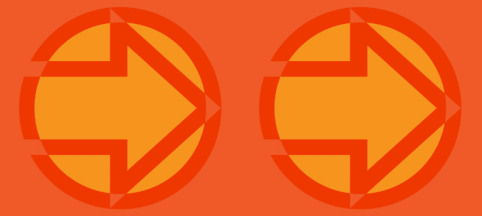
Potential to **share resources** (e.g. parts, experienced workforce, etc.)

ZEB – Zero-Emissions Bus



Metro[®]

THANK YOU





Board Report

File #: 2024-0431, File Type: Appointment

Agenda Number: 27.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: APPOINTMENTS TO METRO'S SERVICE COUNCILS

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominees for membership on Metro's San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils.

ISSUE

The San Fernando Valley, San Gabriel Valley, South Bay Cities, and Westside Central Service Councils have vacancies that were not filled in the annual Service Council appointment cycle. Representatives on the South Bay Cities and Westside Central Service Councils resigned in late June 2024 due to other commitments, creating additional vacancies.

BACKGROUND

Metro Service Councils (MSCs) were created in 2002 as community-based bodies that improved bus service and promoted service coordination with municipal and local transit providers. The MSC bylaws specify that Representatives should live in, work in, or represent the region, have a basic working knowledge of public transit service within their area, and understand passenger transit needs. To do so, each Representative is expected to ride at least one transit service per month.

The MSCs are responsible for convening public hearings to receive community input on proposed service modifications, rendering decisions on proposed bus route changes, and considering staff's recommendations and public comments. All route and major service changes approved by the MSCs will be brought to the Metro Board of Directors as an information item. Should the Metro Board decide to move an MSC-approved service change to an Action Item, the MSCs will be notified of this change before the next Service Council monthly meeting.

DISCUSSION

The Council's nominating authorities have nominated the individuals listed below. If approved by the Board, they will serve for the three-year terms specified. Attachments A and B provide a brief listing of qualifications for new nominees and the nomination letters.

For reference, should these nominees be appointed, the 2022 American Community Survey demographics and 2023 Metro Ridership Survey demographics for each region are compared to the seated membership.

*Note: In the tables providing sex/gender representation data for each Council, the Los Angeles County data is taken from the Census 2022 Quick Facts, which includes a question intended to capture current sex but does not include questions about gender, sexual orientation, or sex at birth.

San Fernando Valley Service Council

- A. David Ramirez, New Appointment
 Nominated by: Los Angeles Mayor Karen Bass
 Term: July 1, 2024 - June 30, 2027

With the appointment of this nominee, the San Fernando Valley (SFV) Service Council membership will compare to the region and the region’s ridership as follows:

SFV Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SFV Council Region	41.3%	39.6%	11.2%	3.7%	0.2%	2.4%
SFV Region Ridership	73%	9%	8%	8%	1%	1%
SFV Membership (No.)	33% (3)	33% (3)	11% (1)	11% (1)	0% (0)	11% (1)

The gender makeup of the SFV Service Council will be as follows:

SFV Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SFV Region Ridership	49%	48%%	2%	1%
SFV Current Membership (No.)	66% (6)	11% (1)	22% (2)	0% (0)

San Gabriel Valley Service Council

- B. Ed Chen, New Appointment
 Nominated by: Cities of Arcadia, El Monte, and Temple City
 Term: July 1, 2024 - June 30, 2027

With the appointment of this nominee, the San Gabriel Valley (SGV) Service Council membership will compare to the region and the region’s ridership as follows:

SGV Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SGV Council Region	49.7%	16.1%	28.3%	3%	0.2%	2.6%
SGV Region Ridership	78%	5%	10%	6%	1%	0%
SGV Membership (No.)	62.5% (5)	25% (2)	22% (2)	0% (0)	0% (0)	0% (0)

The gender makeup of the SGV Service Council will be as follows:

SGV Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SGV Region Ridership	50%	47%	2%	1%
SGV Current Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)

South Bay Cities Service Council

- C. Courtney Miles, New Appointment
Nominated by: South Bay Cities Council of Governments
Term: July 1, 2022 - June 30, 2025

- D. Jon Kaji, New Appointment
Nominated by: South Bay Cities Council of Governments
Term: July 1, 2024 - June 30, 2027

With the appointment of these nominees, the South Bay Cities (SBC) Service Council membership will compare to the region and the region’s ridership as follows:

SBC Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SBC Council Region	45.3%	20.9%	13.9%	15.8%	0.2%	4.2%
SBC Region Ridership	66%	6%	8%	18%	1%	0%
SBC Current Membership (No.)	22% (2)	22% (2)	22% (2)	22% (3)	0% (0)	0% (0)

The gender makeup of the SBC Service Council will be as follows:

SBC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SBC Region Ridership	51%	47%	2%	1%
SBC Current Membership (No.)	66% (6)	33% (3)	0% (0)	0% (0)

Westside Central Cities

- E. Chelsea Byers, New Appointment
 Nominated by: Westside Cities Council of Governments
 Term: July 1, 2022 - June 30, 2025

With the appointment of this nominee, the Westside Central Cities (WSC) Service Council membership will compare to the region and the region’s ridership as follows:

WSC Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
WSC Council Region	41.9%	30.9%	13.7%	9.1%	0.2%	4.3%
WSC Region Ridership	67%	8%	7%	17%	1%	1%
WSC Membership (No.)	42.8% (3)	42.8% (3)	0% (0)	14.2% (1)	0% (0)	0% (0)

The gender makeup of the WSC Service Council will be as follows:

WSC Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
WSC Region Ridership	48%	49%	2%	1%
WSC Current Membership (No.)	71.4% (5)	28.5% (2)	0% (0)	0% (0)

Note that the Westside Central membership percentages reflect appointed Councilmembers; two vacancies remain on this Council. Nominations to fill the remaining two vacancies are tentatively scheduled to be brought to the October Board meeting for appointment.

EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities reflective of the demographics of each respective region. To encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, the staff shares regional ridership, resident, and Service Council membership race/ethnicity, and gender demographics with each nomination request. This practice has resulted in the Service Councils becoming more diverse in terms of both race/ethnicity and gender over the last several years. However, approximately half of LA County residents and Metro riders are women and work still needs to be done to achieve gender equity in some Service Councils. Staff will continue to share demographic information and encourage nominating authorities to give weight to gender equity when considering individuals for nomination.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports the following Metro Strategic Plan Goal: 30 Enhance communities and lives through mobility and access to opportunity.

NEXT STEPS

Staff will continue to monitor the major contributors to the quality of bus service from the customer's perspective and share that information with the Service Councils for use in their work to plan, implement, and improve bus service and the customer experience in their areas. Staff will continue working with the nominating authorities to recruit and identify potential candidates to fill the remaining vacancies.

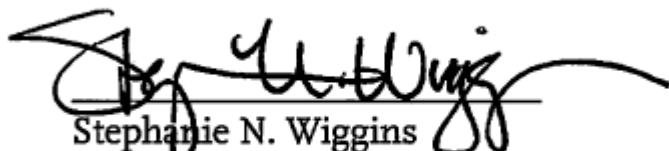
ATTACHMENTS

Attachment A - New Appointees Nomination Letters

Attachment B - New Appointees Biographies and Qualifications

Prepared by: Dolores Ramos, Senior Manager, Regional Service Councils, (213) 922-1210

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEES NOMINATION LETTERS



KAREN BASS
MAYOR

September 4, 2024

Ms. Dolores Ramos
Senior Manager, Transportation Planning
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

I hereby appoint Mr. David Ramirez to serve as a representative on the San Fernando Valley Service Council for the term ending on June 30, 2027. Mr. Ramirez will be replacing Felipe Escobar, who resigned effective upon his term expiration on June 30, 2024.

I certify that in my opinion Mr. Ramirez is especially qualified by reason of training and experience for the work which shall devolve upon him, and that I make this appointment solely in the interest of the City.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in black ink that reads 'Karen Bass'.

KAREN BASS
Mayor

KB:tga

Attachment



9701 Las Tunas Drive • Temple City • California 91780 • 626-285-2171

August 30, 2024

Dolores Ramos
Administrator-Regional Service Councils
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: CONSENSUS CANDIDATE TO FILL VACANCY ON THE METRO SAN GABRIEL VALLEY SERVICE COUNCIL

Dear Ms. Ramos,

Please accept this correspondence notifying Metro of the consensus candidate of Councilmember Ed Chen from the City of Temple City as the representative of the cluster cities of Arcadia, El Monte, and Temple City to fill the vacancy on the METRO San Gabriel Valley Service Council (SGV MSC).

We appreciate the METRO Board's consideration of this nomination. Should you require any further information, please feel free to contact me at (626) 285-2171 ext. 4105.

Sincerely,

Bryan Cook
City Manager
City of Temple City

Cc: Alma Martinez, City Manager, City of El Monte
Dominic Lazzaretto, City Manager, City of Arcadia



2355 Crenshaw Blvd., #125
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

August 24, 2024

Ms. Dolores Ramos
Chief Administrative Analyst
Metro Regional Service Councils
One Gateway Plaza MS 99-7-1
Los Angeles, CA 90012

Dear Ms. Ramos:

This letter serves as the South Bay Cities Council of Governments (SBCCOG) recommendation to nominate representatives to serve on the South Bay Metro Service Council.

At their August 22 Board of Directors meeting, the SBCCOG Board approved the following nominees:

- John Kaji, Torrance City Councilmember
- Courtney Miles, Gardena resident, Field Organizer for Abundant LA, transit rider

Councilmember Kaji will serve in the term ending June 30, 2027 and Courtney Miles will serve in the term ending June 30, 2025.

We respectfully request that the Metro Board appoint these nominees at the September Metro Board meeting so that they can be seated in October 2024.

Thank you for your attention to this matter.

Sincerely,

Rodney Tanaka, SBCCOG Chair
Councilman, City of Gardena

LOCAL GOVERNMENTS IN ACTION

Carson El Segundo Gardena Hawthorne Hermosa Beach Inglewood Lawndale Lomita
Manhattan Beach Palos Verdes Estates Rancho Palos Verdes Redondo Beach Rolling Hills
Rolling Hills Estates Torrance Los Angeles District #15 Los Angeles County



Date: August 8, 2024

To: Dolores Ramos, Chief Administrative Analyst, Metro

From: Cecilia Estolano, WSCCOG Executive Director
Winnie Fong, WSCCOG Project Director

CC: Honorable Chelsea Byers, City of West Hollywood

Subject: **Westside Cities COG Nomination to the Metro Westside/Central Service Council (August 2024)**

On August 8, 2024, the Westside Cities Council of Governments (WSCCOG) Board voted unanimously to nominate and appoint the Honorable Chelsea Byers, Vice Mayor of the City of West Hollywood to the Metro Westside/Central Service Council. Vice Mayor Byers will fill the rest of the term (July 1, 2022 – June 30, 2025) of the WSCCOG representative seat held by Francisco Gomez (City of West Hollywood). Attached is her letter of interest.

Please accept the WSCCOG's nomination on behalf of the WSCCOG Board. You may contact the Vice Mayor Byers by email at cbyers@weho.org or by phone at 323-848-6460. Should you have any questions regarding this matter, please contact the WSCCOG Project Director Winnie Fong at winnie@estolanoadvisors.com or at (213) 612-4545.

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS



Ed Chen, Nominee to San Gabriel Valley Service Council

Temple City City Council Member Ed Chen was born in Taiwan and is a graduate of Temple City High School. He was elected to a term of March 2024-March 2028 on Temple City's City Council. Prior to serving on the City Council, Councilmember Chen served on the Planning Commission (July 2009-June 2011) and Temple City Unified School District Board of Education (2001, 2003-2005). He has been extensively involved in his community as a Temple City National Little League Board Member (2022-2023), and Temple City Chamber of Commerce Board Member (2013-2023).

Councilmember Chen is currently employed as a police officer with the City of Alhambra. Prior to becoming a police officer, Council Member Chen volunteered as an Los Angeles County Sheriffs Reserve Deputy for 14 years. He was also previously employed as the Director of Government Affairs for Athens Waste Management.



David Ramirez, Nominee to San Fernando Valley Service Council

Born and raised in Los Angeles, David Ramirez recently graduated from the University of California, Los Angeles where he studied Geography/Environmental Studies and Labor Studies. As a first-generation student, David transferred to UCLA from Pasadena City College. As the student member on the Pasadena Area Community College District Board of Trustees, he helped advance equitable policies in response to the COVID-19 pandemic and ensured a safe return to campus instruction. Appointed by Governor Newsom in 2022 to the A.B. 928

Associate Degree for Transfer Intersegmental Implementation Committee, he oversaw the equitable transfer reforms. David continued his passion for advocacy at UCLA, serving as the Government Relations Chair for the University of California Student Association where he had the opportunity to work on state legislation and address the Legislature as an expert witness on several bills and a panelist for an Assembly budget subcommittee. After organizing one of the first Starbucks unionization drives in Los Angeles, David completed an internship with Starbucks Workers United, successfully leading an effort to remove on-campus Starbucks offerings at UCLA. David is currently completing a fellowship in government affairs through Coro Southern California. He is excited to learn, to be challenged and to identify how to best serve his community through public service.

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS



Jon Kaji, Nominee to South Bay Cities Service Council

Councilmember Jon Kaji is a South Bay native and was elected to Torrance City Council representing District 1 on June 7, 2022. Councilmember Kaji has served as President of Kaji & Associates, a real estate management, leasing, and advisory services firm since 1984. He is an active member of the Torrance Area Chamber of Commerce, the South Bay Association of Realtors, and a Board Member for the International Visitors Council of Los Angeles. Councilmember Kaji served as Commissioner for the State of California Commission for Economic Development. Prior to that, he served as a member of the County of Los Angeles Economic

Development Corporation leading countywide business attraction and retention efforts. In the early 1990's, Kaji served as the director of the State of California Office of Trade and Investment in Tokyo, Japan and South Korea. His involvement with Metro spans decades, primarily through his business and community activities advocacy for the Little Tokyo/Arts District station to address equal access to public transportation in this Historic District. He also worked with the office of US Senator Daniel K. Inouye, Chairman of the US Senate Appropriations Committee, to ensure that additional federal funds were appropriated for the construction of a fully underground LPA for the Regional Connector in Little Tokyo. Councilmember Kaji rides Metro regularly, typically from the Artesia Transit Center in Gardena to USC football games and LA Dodger games.

Councilmember Kaji earned a Bachelor of Arts in History and East Asian Studies from the University of Southern California.



Courtney Miles, Nominee to South Bay Cities Service Council

Courtney Alicia Miles is a native of Gardena and a Field Organizer with Abundant Housing LA. She offers support and coalition building for various chapters within Los Angeles County, advocating for justice, equity, affordability, and accessibility in the Housing space. Since middle school, Courtney has been involved with political campaigns on the local, state, and federal level. She has also been involved with operations for the 2020 Census, poll working for local and general elections, being a member of her university's student Board of Directors, and interned for the City of Los Angeles' Office of Budget and Innovation.

Ms. Miles holds a bachelor's degree in political science from California State University, East Bay. Ms. Miles is also an avid transit rider for sustainability and cost efficiency reasons. She is a parent and daughter of civil servants and an educator. In her spare time, Courtney enjoys cooking, vintage shopping, collecting Stevie Wonder records, and playing dominoes with family.

ATTACHMENT B

NEW APPOINTEES BIOGRAPHIES AND QUALIFICATIONS



Chelsea Byers, Nominee to Westside Central Service Council

Vice Mayor Chelsea Lee Byers was elected to the West Hollywood City Council on November 8, 2022. She Vice Mayor Byers first became connected to the City of West Hollywood through the Women’s Leadership Conference. This connection led to many program partnerships with the City, including Women Manifest (2016), the Cannabis Education Forum (2015-2018), and collaborative film screenings, panels, and more. While working with United Way’s Everyone In campaign, Vice Mayor Byers engaged with City Social Services and Strategic Initiatives to bring educational programming to the community on homelessness and housing solutions. She currently works as Director of Programs and Partnership with Women’s Voices Now and is a core team member with Beautiful Trouble.

Vice Mayor Byers’ priorities on the City Council include social service delivery, climate-change mitigation strategies and emergency resiliency efforts, creating more affordable transit-oriented housing and resources for renters of all incomes, enhancing the streetscape for improved pedestrian and cycling experiences while reducing vehicle dependency. She serves on the Board of Directors for the National Women’s Political Caucus as the Vice President of Education and Training for NWPC California. She was also appointed as an alternate by the County of Los Angeles Board of Supervisors Chair, Lindsey P. Horvath, for the Los Angeles County Affordable Housing Solutions Agency (LACAHS). In addition, Vice Mayor Byers serves on the League of California Cities Transportation, Communications, and Public Works Committee and the National League of Cities Federal Transportation, Infrastructure, and Services (TIS) Federal Advocacy Committee. She currently serves on the West Hollywood City Council Subcommittees for Finance and Budget, West Hollywood Pride, Homelessness, Sunset Gateway/Wayfinding, and Playhouse Design. She also represents the City of West Hollywood on the Board of Directors for the Los Angeles County Sanitation District No. 4 and the League of California Cities.

Vice Mayor Byers’ personal experience with Metro includes riding the system to appointments, work and different local attractions for the last seven years. Vice Mayor Byers studied at Universidad Internacional Cuernavaca and Franklin University Switzerland, and received her B.A. in Political Science and Women’s Studies from Northern Arizona University.



Nominations to Metro Service Councils September 2024

Nominating Structure

Region	Nominating Authorities
San Fernando Valley	Cities of Burbank, Glendale, San Fernando (2) City of Los Angeles Mayor (4) LA County 3 rd District Supervisor (1) LA County 5 th District Supervisor (1) Las Virgenes-Malibu Council of Governments (1)
San Gabriel Valley	LA County 1 st District Supervisor (1) LA County 5 th District Supervisor (1) Cities of Alhambra, South Pasadena, San Gabriel, San Marino (1) Cities of Arcadia, El Monte, Temple City (1) Cities of Montebello, Monterey Park, Rosemead (1) Cities of Pasadena, Sierra Madre, La Canada Flintridge (1) San Gabriel Valley Council of Governments (3)
South Bay Cities	South Bay Cities Council of Governments (9)
Westside Central	City of Los Angeles Mayor (4) LA County 2 nd District Supervisor (1) LA County 3 rd District Supervisor (1) Westside Cities Council of Governments (3)

Service Council Nominations

- San Fernando Valley Service Council has 1 vacancy that was not filled during the annual appointment cycle for the FY25-FY28 term (Mayor of LA).
- San Gabriel Valley Service Council has 1 vacancy that was not filled during the annual appointment cycle for the FY25-FY28 term (Cities of Arcadia, El Monte, and Temple City).
- South Bay Cities has 2 vacancies to be filled by South Bay Council of Governments nominees:
 - One created by resignation of a member in June 2024, prior to the end of her term.
 - One created by withdrawal of a nominee after his selection for the FY25-FY28 term
- Westside Central has 3 vacancies created by resignation of members due to other commitments:
 - One created by resignation of a member in June 2024, prior to the end of his term (WSC COG).
 - One created by resignation of a member in April 2024, prior to the end of her term (Mayor of LA).
 - One created by resignation of a member in October 2023, prior to the end of her term (Mayor of LA).

Nominees and Terms

San Fernando Valley Service Council New Appointee

- ✓ David Ramirez nominated to serve term of July 1, 2024 – June 30, 2027;
resident of Pacoima

San Gabriel Valley Service Council New Appointee

- ✓ Ed Chen nominated to serve term of July 1, 2024 – June 30, 2027;
resident of Temple City

South Bay Cities Service Council New Appointees

- ✓ Jon Kaji nominated to serve term of July 1, 2022 - June 30, 2025; resident
of Torrance
- ✓ Courtney Miles nominated to serve term of July 1, 2024 – June 30, 2027;
resident of Gardena

Westside Central Service Council New Appointee

- ✓ Chelsea Byers nominated to serve term of July 1, 2022 - June 30, 2025;
resident of West Hollywood
- ✓ The two remaining vacancies are scheduled to be brought to the Board in
October 2024 for appointment

Council Composition

With these nominees, the composition of these Councils will compare to their regions and their region's ridership as follows:

Region Race/Ethnicity	Hispanic	White	Asian/ Pac Isl	Black	Native Amer	Other
SFV Council Region	41.3%	39.6%	11.2%	3.7%	0.2%	2.4%
SFV Region Ridership	73%	9%	8%	8%	1%	1%
SFV Membership (No.)	33% (3)	33% (3)	11% (1)	11% (1)	0% (0)	11% (1)
SGV Council Region	49.7%	16.1%	28.3%	3%	0.2%	2.6%
SGV Region Ridership	78%	5%	10%	6%	1%	0%
SGV Membership (No.)	62.5% (5)	25% (2)	22% (2)	0% (0)	0% (0)	0% (0)
SBC Council Region	45.3%	20.9%	13.9%	15.8%	0.2%	4.2%
SBC Region Ridership	66%	6%	8%	18%	1%	0%
SBC Membership (No.)	22% (2)	22% (2)	22% (2)	22% (3)	0% (0)	0% (0)
WSC Council Region	41.9%	30.9%	13.7%	9.1%	0.2%	4.3%
WSC Region Ridership	67%	8%	7%	17%	1%	1%
WSC Membership (No.)	42.8% (3)	42.8% (3)	0% (0)	14.2% (1)	0% (0)	0% (0)

Region Sex/Gender	Male/Man	Female/ Woman	Non-binary/ Non-conforming	Prefer to self-describe
Los Angeles County	49.6%	50.4%	*	*
SFV Region Ridership	49%	48%	2%	1%
SFV Current Membership (No.)	66% (6)	11% (1)	22% (2)	0% (0)
SGV Region Ridership	50%	47%	2%	1%
SGV Current Membership (No.)	77% (7)	22% (2)	0% (0)	0% (0)
SBC Region Ridership	51%	47%	2%	1%
SBC Current Membership (No.)	66% (6)	33% (3)	0% (0)	0% (0)
WSC Region Ridership	48%	49%	2%	1%
WSC Current Membership (No.)	71.4% (5)	28.5% (2)	0% (0)	0% (0)



Board Report

File #: 2024-0528, File Type: Informational Report

Agenda Number: 29.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: NEXTGEN RIDERSHIP UPDATE - Q1 CY2024

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the NextGen Bus Ridership Update.

ISSUE

This report provides an assessment of Metro bus system ridership for the first quarter of calendar year 2024 (Q1 CY2024, consisting of the months of January-March 2024) compared to the ridership from the same period of 2019 (pre-pandemic/pre-NextGen Bus Plan). Ridership changes are examined by the day type (weekday, Saturday, Sunday), area, across Equity Focus Communities (EFCs)/non-EFCs, by time period, line/line group, and average passenger trip length changes.

BACKGROUND

- The NextGen Bus Plan was adopted by the Metro Board in October 2020.
- The NextGen Bus Plan was designed to create a fast, frequent, and reliable Metro bus system and to be rolled out in two phases: “Reconnect” and “Transit First.”
- Reconnect was the initial phase set to restructure the existing network and was implemented over three implementation dates between December 2020 and December 2021.
- Transit First was an additional phase to maximize the plan’s effectiveness through strategic, quick-build capital investments to improve bus speeds and direct saved revenue service hours to bus frequency improvements.
- While the NextGen Bus Plan was fully implemented by the end of 2021, the national operator shortage required Metro to temporarily reduce service by 10% in February 2022 to stabilize service reliability.
- Full restoration of NextGen Bus Plan service levels was completed in phases by December 2022.
- Metro continued to operate the full NextGen bus service levels through 2023 into 2024 with improved reliability due to full bus operator staffing, which was achieved by August 2023.

- However, a 1-2% operator shortage has existed since the December 2023 service change, when the operator requirement increased due to more peak service from increased ridership, as well as some recruiting challenges. Recruitment efforts have been ramped up in response, and overall canceled service levels remain low.

The NextGen Bus Plan Reconnect phase implementation established a set of service frequency tiers for Metro’s 120 bus lines, summarized in Table 1. Tier 1 and 2 lines are all-day, high-frequency services designed to support ridership growth across the NextGen network and to help ridership recover after the drop caused by the pandemic. Tier 3 and 4 lines ensure neighborhood connectivity and coverage throughout the service area.

Table 1: NextGen Frequency Tiers as of Dec 2022

Service Type	Peak Weekday	Midday Weekday	Evening	Weekend	Number of Lines
Core Network (Tier 1)	5-10	5-10	10-15	7.5-15	31
Convenience Network (Tier 2)	12-15	12-15	20-30	15-30	24
Connectivity Network (Tier 3)	20-30	20-30	30-60	30-60	26
Community Network (Tier 4)	40-60	40-60	60	60	39

When fully implemented, the Transit First scenario was expected to achieve a 15-20% increase in ridership. This expected increased ridership is attributable to increased speed of service/reduced travel times from the implementation of items from the speed and reliability tool kit including new bus lanes, expanded transit signal priority, all door boarding, as well as reinvestment of time savings for increased service frequencies. Progress on such implementations include 49.7 lane miles of new bus priority lanes implemented as of the end of 2023. Two additional corridors (Florence Av and Roscoe Bl - 31.2 lane miles) will be delivered before the end of 2024, and 14.9 additional lane miles are in planning (Vermont Av, Santa Monica Bl). Transit signal priority and all-door boarding are other speed and reliability initiatives that should begin implementation in late 2024, with ongoing optimization of bus stops and terminals.

Metro bus ridership continues to recover and is near pre-COVID levels. This quarterly report is intended to track progress towards the ridership growth expected from the NextGen Bus Plan, including growth supported by the implementation of the remaining Transit First bus speed and reliability improvements.

DISCUSSION

In examining ridership results to date, it is essential to note the impact of the COVID-19 pandemic beginning in March 2020, with the significant effects on both Metro bus service levels and ridership, but also on societal changes such as increased telecommuting.

As of Q1 CY2024, average daily bus system ridership continues to show growth:

- Weekday ridership was 83.7% (up slightly from 83.4% in Q14 CY2023)

- Saturday ridership was 94.0% (up from 90.3% in Q14 CY2023)
- Sunday ridership was 98.3% (down slightly from 99.97% in Q1 CY2023).

The San Fernando Valley continues to show the highest ridership recovery in Q1 CY2024 compared to the four other service areas, at 88.5% of pre-pandemic Q1 CY2019 levels on weekdays, 103.2% Saturday, and 109.1% Sunday, benefitting from NextGen Bus Plan investments.

The proportion of boardings in Equity Focus Communities remains around 1% above pre-pandemic levels on weekdays.

Midday weekday Q1 CY2024 ridership recovery was at 87% of pre-pandemic levels, exceeding both AM peak (70%) and PM peak (79%) recovery.

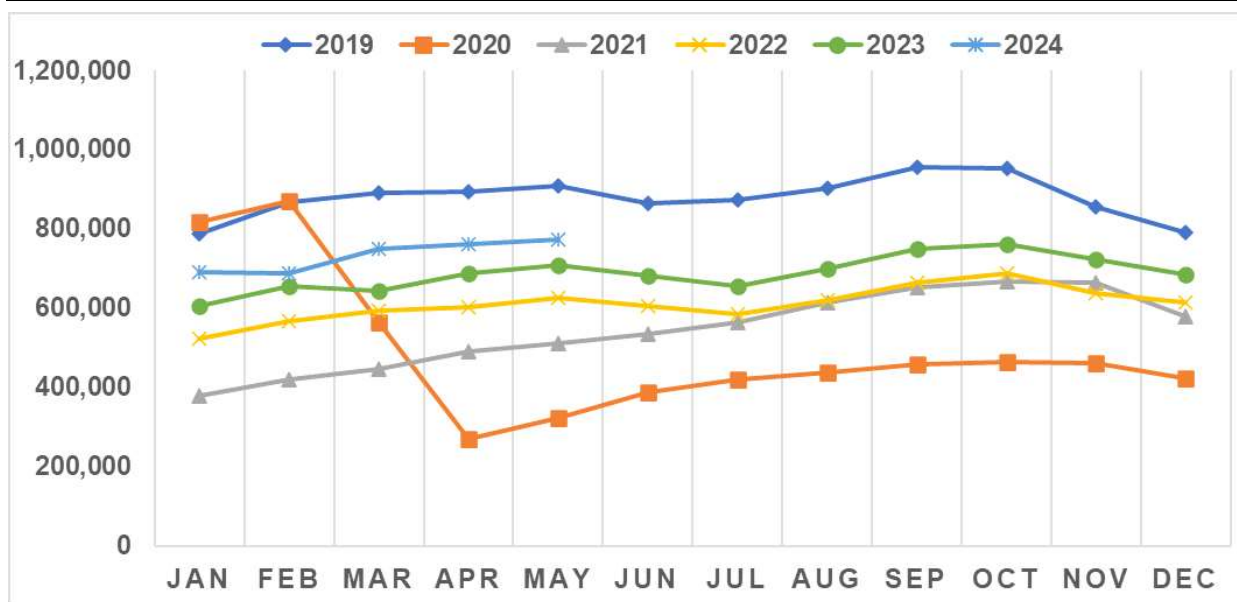
There were 12 lines/line groups weekday (up slightly from 11 in Q4 CY2023), 26 lines/line groups Saturday (up from 18), and 34 lines/line groups Sunday (down slightly from 37) exceeding their pre-COVID Q1 CY2019 ridership numbers in Q1 CY2024.

A more detailed analysis is provided in Attachment A, which this report summarizes. Attachments B, C, and D to this report provide detailed data on systemwide and line/line group level for average weekday, Saturday, and Sunday bus ridership observed between Q1 CY2019 (pre-pandemic and pre-NextGen) and the same period Q1 CY2024. The period of this analysis tracks the significant drop in ridership at the beginning of the COVID pandemic in early 2020 and the subsequent recovery in ridership and service restoration in 2021 based on the implementation of the NextGen Bus Plan.

Ridership Trends from 2019 to 2024

Complete restoration of bus service by December 2022, combined with more reliable service delivery and programs, such as GoPass for students and LIFE Program for low-income riders, have contributed to much stronger ridership recovery through 2023 and into 2024. This reinforces the importance of frequent and reliable service delivery in attracting and retaining ridership.

In March 2024, average weekday bus ridership again exceeded 750,000, and the post-pandemic average weekday ridership of 761,757 record set in October 2023 was exceeded in both April and May 2024 (762,811 and 772,969 respectively), the highest monthly averages so far of 2024. (Attachment A Chart 6 - Average Weekday Ridership 2019 - 2024)



Ridership by Service Area

Ridership recovery was examined for each of the five Metro Service Council areas. The San Fernando Valley shows the highest rate of weekday ridership recovery, at 88.5% in Q1 CY2024 (slight decline from the 89.4% in Q4 CY2023). This recovery rate, in part, shows a strong response to NextGen Bus Plan improvements that created a network of ten local lines and the Metro G Line BRT with 10-15 minute frequencies all day on weekdays across the San Fernando Valley. The NextGen changes improved these lines, especially during off-peak hours when many of these lines had frequencies ranging from 20 to 30 minutes. Several lines in the east Valley were also restructured to match regional travel patterns more focused on North Hollywood. Even with the slight decline in this quarter’s San Fernando Valley ridership recovery rate compared to Q4 CY2023, average ridership was up 11.4% in the service area compared to the same Q1 in CY2023, so ridership growth remains strong.

The four other Service Council areas’ weekday ridership recovery rates for Q1 2024 were as follows:

- San Gabriel Valley: 79.2% (up slightly from 78.7% in Q4 CY2023)
- Gateway Cities: 75.9% (down from 79.0% in Q4 CY2023)
- Westside Central: 82.5% (up slightly from 80.1% in Q4 CY2023)
- South Bay Cities: 80.8% (down slightly from 82.4% in Q4 CY2023)

While recovery rates for some service areas were down from the Q4 CY2023, overall average weekday ridership increased in all regions by between 6.8% and 13.9% when comparing Q1 CY2024 with the same quarter Q1 in CY2023. The Gateway Cities area recovery is impacted by a number of factors. Line 130 on Artesia BI was transferred to municipal operators, and a number of lines were replaced by Microtransit. The 2019 data also contains ridership for New Blue bus bridges which were temporary bus services in place of Blue Line rail service.

Similar patterns were seen for growth in Q1 2024 average Saturday ridership, with San Fernando Valley at 103.2%, up from 101.5% in Q4 CY2023, and other areas at 79.8 - 90.9% (up from 78.6 - 87.3% in Q4 CY2023).

Average Sunday ridership also increased, but some areas had a reduced recovery rate. San Fernando Valley's recovery rate was 109.1%, down from 113.4% in Q4 CY2023, and other areas 83.7% to 96.0% (down from 85.6 - 99.0%). Though recovery rates showed some declines in Q1 CY2024 compared to Q4 CY2023, each service area had increased average Sunday ridership when comparing Q1 CY2024 with Q1 CY2023.

The table below shows the percentage change in average daily ridership by service area between Q1 CY2023 and Q1 CY2024.

Change in Average Daily Ridership Q1 CY2024 versus Q1 CY2023	Daily	Saturday	Sunday
Gateway Cities	10.4%	8.8%	6.00%
San Fernando Valley	11.4%	9.6%	6.60%
San Gabriel	13.3%	12.5%	8.50%
South Bay	13.9%	13.3%	9.30%
Westside Central	6.8%	7.0%	1.40%

(See also Attachment A, Charts 10-12, Average Weekday, Saturday, and Sunday Ridership Recovery by Service Area Q1 CY2019 - Q1 CY2024)

Ridership by Time Period

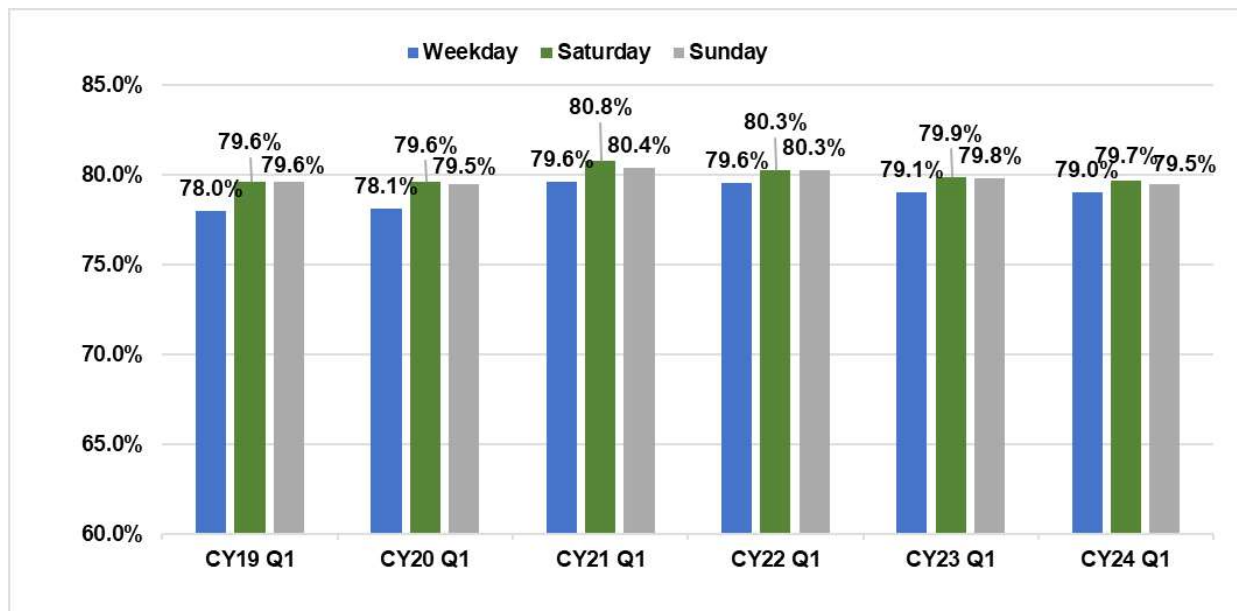
As of Q1 CY2024, early AM and AM peak period ridership remains the least recovered at 73% and 70% of 2019 levels, respectively, while the PM peak and evening recovery rates were 79% and 81%, respectively. By contrast, the base (midday), late evening, and Owl periods share of weekday ridership continued to have the highest recovery rates compared to their 2019 (pre-pandemic) levels at 87%, 90%, and 92%, respectively. This suggests that fewer traditional office workers are commuting on transit in the morning peak. The increase in base (midday) share of weekday ridership is consistent with the intent of the NextGen Bus Plan to grow ridership on off-peak weekdays.

Weekend ridership recovery by time of day for Q1 CY2024 was higher than weekdays. Saturday AM peak ridership had the lowest recovery rate at 84%, while Saturday early AM and base were slightly more recovered at 87%, and PM peak and evenings Saturday were 90% and 91% recovered respectively. As with weekdays, the Saturday late evening and Owl periods had the highest recovery rates of 96% and 97%, respectively. Sunday recovery rates by time period were closer together, at between 92% and 95%, except early AM, which was 106%, the only period to exceed 100% in Q1 CY2019. (Attachment A, Charts 14-16: Weekday, Saturday, and Sunday Ridership by Time Period Q1 CY2019 - Q1 CY2024)

Ridership by Equity Focus Communities (EFC)

Q1 CY2024 average daily boardings in EFCs increased by up to 1.6% on weekdays, 1.2% on Saturdays, and 0.8% on Sundays during Q1 CY2021 and Q1 CY2022 when COVID was most active, compared to pre-COVID. By Q1 CY2024, EFC boardings were still around 1% higher than pre-COVID on weekdays and had returned to pre-COVID levels on weekends. The trips made in the early part of COVID are more likely to have been made by people who relied on transit to access essential jobs and services. The NextGen Bus Plan prioritized investing in frequency improvements for key lines serving EFCs, which has likely contributed to the 1% increase in the share of boardings that will continue to be seen in EFCs in 2023 and 2024. This change may also be attributable to fewer choice riders using weekday services in non-EFCs, with factors such as telecommuting continuing post-pandemic.

(See also Attachment A, Chart 13: Percentage of Total Boardings in EFCs by Day Type: Q1 CY2019 through Q4 CY2024)



Equity Focus Communities where ridership recovery has been strongest (over 90% recovered weekdays and weekends) include:

- Western Av Line 207
- Vermont Av Local Line 204
- Central Av Line 53
- Compton Av Line 55
- Vernon Av Line 105
- Slauson Av Line 108
- Gage Av Line 110
- Century Bl Line 117 through South LA
- Line 603 serving Hoover St,
- Line 18 serving East LA

- Line 66 serving W 8th St and E Olympic Bl in East LA
- Line 251 on Soto St through East LA and Huntington Park
- Line 611 Huntington Park Shuttle
- Line 605 Shuttle in Boyle Heights and;
- J Line 910/950 BRT between El Monte and Harbor Gateway/San Pedro

Many of these lines operate 15-minute or better service all day on weekdays as a result of the NextGen Bus Plan implementation.

Metro has deployed the full annualized 7 million revenue service hours planned under the NextGen Bus Plan, with service frequencies specifically targeting EFCs. Ridership recovery has been weaker on lines serving Downtown LA, which have seen reductions in daily office worker attendance due to increased telecommuting and associated impacts to service industry jobs. This is in spite of NextGen frequency improvements (examples include Broadway Line 45, Avalon Bl Line 51 in South LA, W Olympic Bl Line 28, and Pico Bl Line 30). Metro will continue to monitor ridership recovery on each line to determine if adjustments to the NextGen Bus Plan are needed to address impacts coming out of COVID.

Average Trip Length

The Metro bus system's average passenger (unlinked) trip length dropped from 4.2-4.3 miles to just below 3.0 miles in the pandemic year 2021. This trend was likely due to a significant reduction in long-distance commute trips. As ridership recovered in 2022 through 2024, average passenger trip lengths have increased to and remained at around 3.5 miles, well below pre-COVID lengths. This change was expected as COVID has transitioned trip-making to shorter trips, a market identified through the NextGen Bus study as a significant opportunity to grow ridership with more frequent local bus lines serving shorter distance trips. This change in average passenger trip length is seen for weekdays and weekends. (Attachment A, Chart 17 Average Passenger Trip Length)

Ridership and Productivity by Service Tiers and Lines

The NextGen Bus Plan change involved restructuring a group of lines to provide a fair comparison of the changes in ridership. The comparison is based on average Q1 CY2024 versus Q1 CY2019 ridership for each day type (weekday, Saturday, Sunday). While there are 120 Metro bus lines, ridership recovery rates are based on 82 weekdays, 75 Saturday, and 74 Sunday lines/line groups. Detailed data is included in Attachments B, C, and D, respectively.

The overall system ridership recovery rate in Q1 CY2024 was 83.7% for weekdays, 94.0% for Saturdays, and 98.3% for Sundays compared to Q1 CY2019 as a pre-COVID baseline. There were 12 weekday, 26 Saturday, and 34 Sunday lines/line groups exceeding their pre-COVID Q1 CY2019 ridership numbers in Q1 CY2024. The review focused on lines showing above and below system average ridership recovery. The review also examined lines/line groups for the four NextGen Bus Plan Tiers.

The high number of Tier 1 (10-minute or better weekday service) and Tier 2 (15-minute or better weekday service) lines/line groups (which make up 46% of all bus lines) with above-average

recovery suggests that the improved frequencies implemented through the NextGen Bus Plan are a vital component of more robust ridership recovery:

Number of Lines with Above-Average Recovery in Q1 CY2024	Weekday	Saturday	Sunday
Tier 1	19	14	14
Tier 2	12	11	11
Tier 3	6	7	6
Tier 4	7	6	6

The Tier 1 and Tier 2 higher frequencies continue to show stronger recovery; some of these lines also include route changes to better connect riders to key destinations.

The common denominator of less ridership recovery along some Tier 1 and Tier 2 lines was that they serve Downtown LA. This neighborhood has seen reduced daily work-related trips due to increased telecommuting, which has negatively impacted many downtown service industry businesses, further reducing travel to downtown LA. Some of these lines were also restructured to move riders to other bus lines or, in some cases, rail lines. An opportunity exists to promote downtown LA travel on the new Metro Regional Connector and the Metro bus network for those returning to work and for the many leisure and entertainment events occurring there.

This same pattern was noted for the G and J Line BRT services, with notably lower ridership recovery, especially on weekdays. Before COVID, these lines had higher usage by discretionary riders who appear to not be traveling as much for work in downtown LA or other locations, such as Van Nuys or Warner Center in 2023. Also, notable ridership changes in the Vermont corridor, where frequent Local and Rapid bus lines have continued to operate, happened. The ridership recovery rate for the corridor overall was 87.2% on weekdays (up from 84.0% in Q4 CY2023), with the Local Line 204 having a recovery rate of 108.5% (up from 103.5% in Q4 CY2023). By comparison, the Vermont Rapid Line 754 serves a very high EFC corridor with the same frequency as the local line but on a limited stop format and had a ridership recovery rate of 65.7% (up from 64.6% in Q4 CY2023). Line 754 saw notably high cancellation rates in 2022, which may have diverted riders to use the Local bus. The same patterns were seen for Saturday (Local 123.8%; Rapid 65.8%) and Sunday (Local 109.5%; Rapid 76.3%).

As mentioned, the performance of the largely Tier 2 network of lines in the San Fernando Valley is notable for their strong ridership recovery as a group. Other Tier 2 lines across Metro’s service area had similarly high ridership recovery rates. Examples include Line 55 on Compton Av, Line 110 on Gage Av, and Line 117 on Century Bl, all of which serve South LA, as well as Line 605 serving Boyle Heights.

Several Tier 3 lines had frequency improvements that generated high ridership recovery. By comparison, many Tier 4 lines (40-60 minute frequency) had low ridership recovery and, in most cases, no NextGen route changes and a lower percentage of route miles serving EFCs. It will be

essential to test the best performers among these lines by upgrading to 30-minute service to see what impact that might have on their ridership recovery.

Data also showed consistently that increased service hours implemented through the NextGen Bus Plan for many lines or line groups generated higher ridership recovery and better productivity compared to lines that saw stable or fewer service hours compared to pre-NextGen. This suggests the NextGen Bus Plan changes have successfully generated a good return from service hours reinvested in the NextGen frequent network.

More details for line-level ridership can be found in a report (Attachment A) and data tables (Attachments B, C, D). This analysis shows that the NextGen Bus Plan's focus on a fast, frequent, and reliable network supports higher ridership recovery. These ridership recovery results will continue to be tracked and reported on as further investments in NextGen bus speed and reliability improvements occur, including new bus lanes, expanded transit signal priority, and all door boarding (more details on these initiatives are in the next section). Staff will review ridership for Q2 CY2024 (April through June 2024) as the basis for the next ridership report to be presented in Fall 2024.

Speed and Reliability

Beyond the initial Reconnect phase of the NextGen Bus Plan with the route restructuring and establishment of frequency tiers, the Transit First scenario of NextGen is designed to increase ridership based on increased speed of service/reduced travel times from the implementation of items from the speed and reliability toolkit. These items include new bus lanes, expanded transit signal priority, all door boarding, as well as reinvestment of time savings for increased service frequencies.

Progress on such speed and reliability implementations include 49.7 lane miles of new bus priority lanes implemented as of the end of 2023 across Metro's service area. Updates on upcoming and recent projects are listed below:

Roscoe Boulevard Bus Priority Lanes (Metro Line 152)

In June 2024, LADOT began installation of this 21 lane-mile project. This project provides peak-period bus priority lanes on Roscoe Bl between Topanga Canyon Bl and Coldwater Canyon Av and is the first project to be delivered as part of the North San Fernando Valley Transit Corridor project. Construction is expected to take four months and will be completed in the fall of this year.

Florence Avenue Bus Priority Lanes (Metro Line 111)

In June 2024, the design was completed for the City of LA portion of the Florence Av Bus Priority Lanes project. Design for the Unincorporated LA County portion is expected to be complete in July 2024. This project will provide 10.2 lane miles of peak-period bus priority lanes in both directions on Florence Av between West Bl and the Florence A Line Station.

Concurrent with design, Metro is working to secure construction permits from both the City of LA and LA County. Construction is expected to begin by the end of 2024.

Sepulveda Boulevard and Ventura Boulevard Bus Priority Lanes (Metro Line 234)

In October 2023, LADOT completed the implementation of this 10.8 lane-mile project. This project provides full-time bus priority lanes along Sepulveda Bl between Ventura Bl and Rayen St, and morning peak-period bus priority lanes on a segment of westbound Ventura Bl between Vesper Av and Sepulveda Bl.

Metro conducted surveys of Line 234 riders in March 2024 to gather feedback on the effects of the bus lanes on riders. Of the 132 riders surveyed, 74% are regular Line 234 riders, 75% experienced faster bus speeds, and 75% experienced improved bus reliability.

La Brea Avenue Bus Priority Lanes (Metro Line 212)

In August 2023, Metro reached the final completion of the 5.7 lane-mile peak-period bus priority lanes on La Brea Av between Sunset Bl and Olympic Bl.

Metro conducted surveys of Line 212 riders in March 2024 to gather feedback on the effects of the bus lanes on riders. Of the 110 riders surveyed, 77% are regular Line 212 riders, 64% experienced faster bus speeds, and 54% experienced improved bus reliability.

Vermont Avenue Bus Priority Lanes (Metro Lines 204 & 754)

As part of the Vermont Transit Corridor project, Metro will deliver quick-build bus priority lanes to key segments of the corridor ahead of the larger BRT project. This will bring speed and reliability improvements to the over 36,000 daily weekday riders ahead of the larger project.

The Bus Speed Working Group identified a 5-lane mile northern segment of Vermont Av between Sunset Bl and Wilshire Bl and a 7.5 lane-mile southern segment of Vermont Av between Gage Av and Vermont/Athens C Line Station as quick-build bus lane projects that could be delivered ahead of the BRT improvements on Vermont Av. The proposed bus lanes would be in service full-time along the southern segment and weekday peak periods along the northern segment.

Metro Community Relations staff and Community Based Organization partners have been conducting briefings and presentations to interested stakeholders, community groups, and neighborhood councils, as well as outreach to businesses along Vermont Av for the overall BRT project and the quick-build bus lanes. The quick-build bus lanes will be delivered as soon as early 2025.

Bus Lane Enforcement

Metro continues to partner with LADOT to have dedicated parking enforcement details patrol and enforce bus lanes in the City of LA. Enforcing the no-parking regulations in the bus lanes helps riders get to their destinations faster and more reliably.

In addition, Metro continues to make progress on the automated Bus Lane Enforcement (BLE) program. Metro has awarded a contract to Hayden AI Technologies to implement the BLE pilot on

100 buses. Half of these buses have been equipped with the BLE hardware, with the second half expected to be complete with the procurement of new BYD buses due to be delivered in FY25 Q1.

The BLE outreach plan is being led by Metro in coordination and cooperation with LADOT and is in place and is awaiting the start of the program. The outreach effort will focus along the specific BLE corridors that are affected and include some general program informational materials for a wider audience. Metro's partner agency, LADOT, is working to amend the City's municipal code to allow citations under the BLE program. City Council approval of these changes is expected in August 2024. Upon Council approval, there will be a concurrent 60-day warning and outreach effort. A full community engagement plan is being developed. Outreach will be conducted in English, Spanish, and other significant languages where relevant to the communities of focus for the program.

EQUITY PLATFORM

The NextGen Bus Plan was developed with an equity methodology, placing more service in Equity Focus Communities, which have been historically more transit-dependent. A central goal of the NextGen Bus Plan was to provide improved transit service frequencies, travel times, and reliability improvements for Metro system riders. Eight in 10 Metro riders are Black, Indigenous, and/or other People of Color (BIPOC); nearly 9 in 10 live in households with total annual earnings below \$50,000, and nearly 6 in 10 are below the poverty line.

Improvements such as greater off-peak frequencies have helped essential workers and other riders make essential trips, with an increased share of off-peak ridership noted during the height of the pandemic.

This analysis shows that a subsequently greater proportion of increased ridership has occurred among EFC residents since the NextGen changes were implemented with increased frequency of service and speed and reliability enhancements that continue to be implemented. Through the provision of a fast, frequent, reliable network as designed through the NextGen process, the network was designed with a significant focus on serving EFCs to provide these communities with reduced wait times, shorter travel times, and improved access to key destinations.

Staff will continue to monitor ridership in EFC and Non-EFC areas to ensure NextGen benefits for marginalized groups are achieved, ensuring enough service capacity is provided based on ridership, and that all planned NextGen speed and reliability initiatives are implemented with the intended benefits achieved. Staff will also continue to gather rider feedback through the various sources used to gather public input regarding bus service and related adjustments, such as comments received via Metro's social media channels, Customer Care, and through the Service Council meetings, where service changes are explained and discussed with the public; these channels provide valuable insight into key customer experience concerns of riders.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

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

Improving the speed and reliability of the bus network will reduce transit travel times and improve competitiveness with other transportation options.

Goal #2: Deliver outstanding trip experiences for all transportation system users. These initiatives help to move more people within the same street capacity, where currently transit users suffer service delays and reliability issues because of single-occupant drivers.

Goal #3: Enhance communities and lives through mobility and access to opportunity. With faster transit service and improved reliability, residents have increased access to education and employment, with greater confidence that they will reach their destination on time.

NEXT STEPS

The NextGen Bus Plan network ridership will continue to be monitored through the remainder of 2024 as Metro continues to deliver full service based on the NextGen Bus Plan. The agency will continue to hire new bus operators to remain fully staffed and to reliably deliver full service daily. Metro will continue implementing bus speed and reliability improvements such as new bus lanes. Another update is planned for the Board in November 2024, tracking the detailed progress on ridership recovery during Q2 CY2024.

ATTACHMENTS

Attachment A - NextGen Ridership Analysis Q1 CY2024

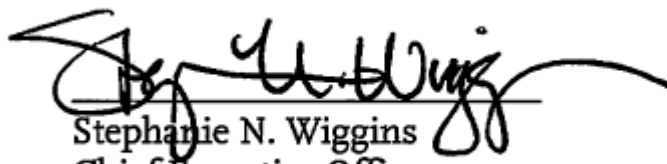
Attachment B - Weekday Ridership Recovery Comparison by Line and Line Group

Attachment C - Saturday Ridership Recovery Comparison by Line and Line Group

Attachment D - Sunday Ridership Recovery Comparison by Line and Line Group

Prepared by: Joe Forgiarini, Senior Executive Officer, Service Development, (213) 418-3400

Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NextGen Ridership Analysis – Q1 CY2024

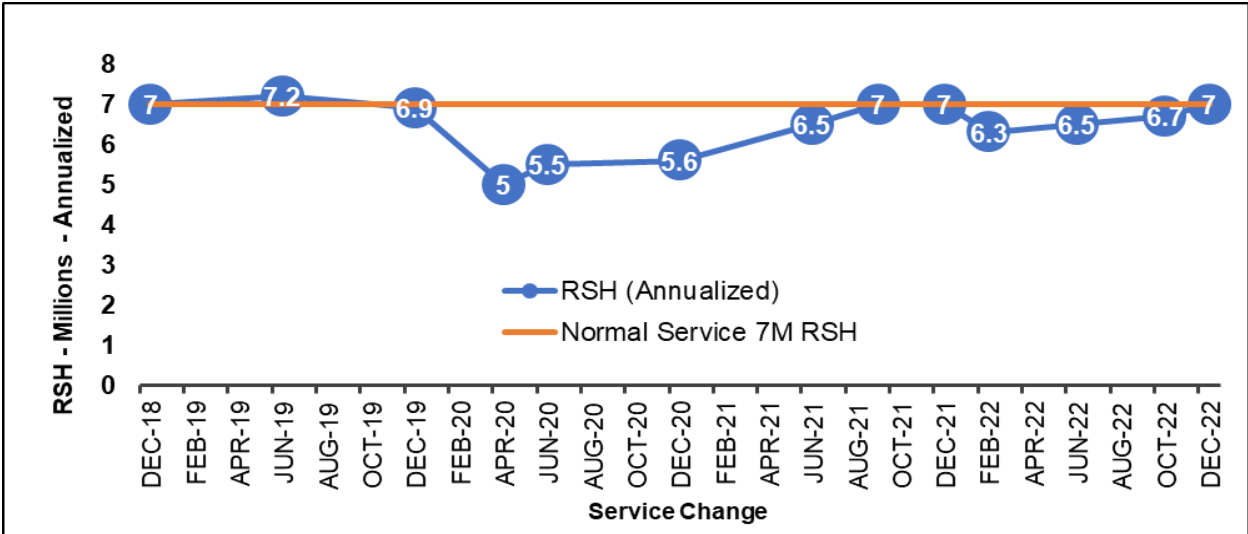
In reviewing Metro ridership, it is important to look at the overall changes occurring over the last five years (2019 through 2024). The period reviewed includes two significant events: 1) changes implementing the NextGen Bus Plan (implemented between December 2020 to December 2021) and 2) changes to the overall travel market and transit service resulting from the COVID-19 pandemic and its impacts on the community, beginning in March 2020, and the Omicron spike in COVID cases and the national bus operator shortage and resulting 10% reduction in service levels in 2022 (restored by December 2022 and full operator staffing by August 2023).

Analysis and discussion are provided regarding how these changes may relate to actual Metro bus ridership trends in terms of average weekday, Saturday, and Sunday ridership between 2019 to 2024 (when ridership last peaked), as well as ridership by area, EFC/non-EFC, time of day, and line/line group level. Data is also presented on changes to average passenger trip lengths.

Metro Bus Service Levels:

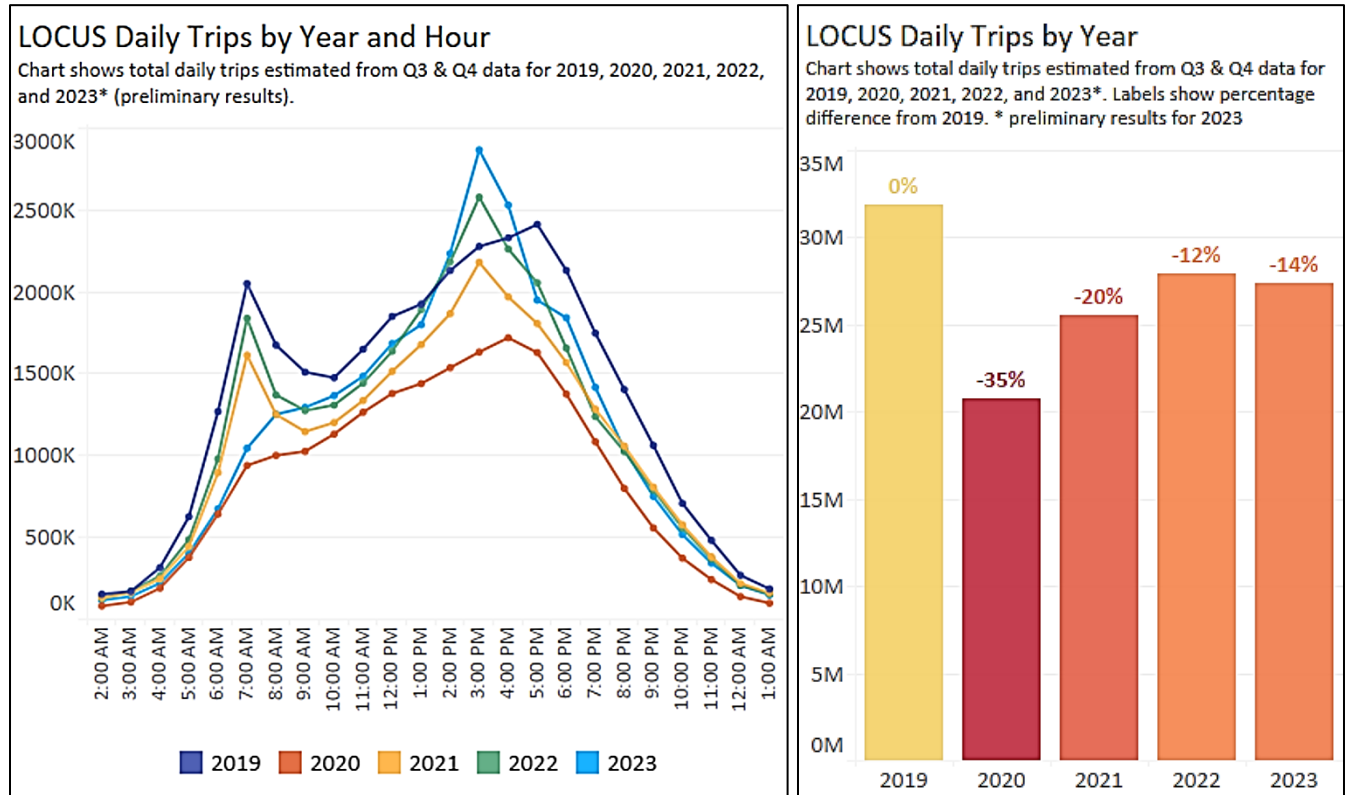
A significant emergency reduction in annual bus revenue service hours (RSH) from 7 million to 5 million was implemented with the onset of the pandemic in April 2020. NextGen Bus Plan implementation began in December 2020. A small ramp-up of service occurred in June 2020 to increase RSH to 5.5 million as an initial step towards the restoration of service levels as ridership began to increase. The most significant restoration of service levels occurred in June 2021, with a jump from 5.6 million to 6.5 million annual RSH towards implementing the second phase of NextGen Bus Plan changes and in response to further ridership recovery from the COVID ridership low point in 2020. Full recovery to the pre-COVID 7 million RSH was implemented in September 2021, and the third phase of NextGen Bus Plan changes was implemented in December 2021.

Chart 1: Metro Bus Service – Annual Revenue Service Hour Levels 2019 – 2022



However, the national shortage of bus operators led to high service cancellation levels, necessitating a reduction of service in February 2022 from 7 million to 6.3 million RSH. Successive cycles of service restoration occurred in June, October, and December 2022, at which time the 7 million RSH was again restored. Hiring of new bus operators continued during 2023. Full operator staffing was achieved by August 2023 to ensure full service is delivered as Metro remains committed to the reliable delivery of full service in 2023 and beyond. The history of changes in Metro bus system annual revenue service hours is shown in Chart 1.

Charts 2 and 3: Total Trips By Time of Day and By Year, LA County 2019-2023

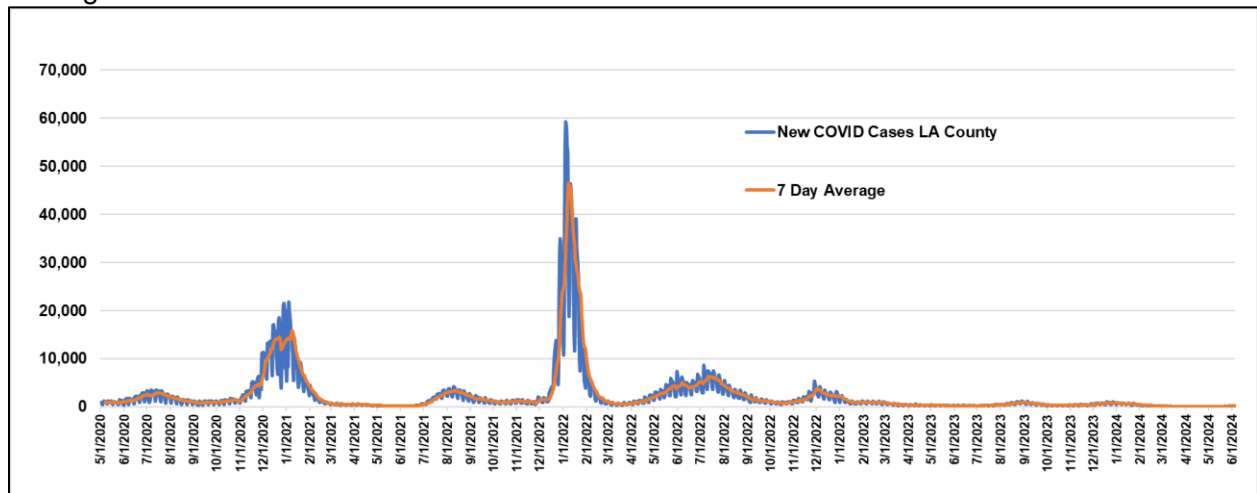


Overall travel demand calculated from Location Based Services (LBS) cell phone data as shown in Charts 2 and 3 suggests travel continued to recover through 2022 but leveled off in 2023 and overall remains below pre-COVID levels. After an initial 35% drop in 2020 with the onset of the pandemic, travel demand rebounded strongly between 2020 and 2021 (+15%), with a smaller recovery between 2021 and 2022 (+8%), and total travel demand remaining overall about 14% below pre-COVID levels in 2023. However, patterns by time of day are mixed. AM peak and midday travel volumes remained below pre-COVID levels in 2023 (especially AM peak), but with a new afternoon peak exceeding pre-COVID levels in the 3 PM hour in 2022. This trend became even more pronounced in 2023 and may be related to after school travel. Other time periods such as midday, 5 PM “commuter peak”, and evenings have recovered to less than pre-COVID, though not as big a difference compared to AM peak. Some of this lack of recovery may also relate to expanded online services and commerce opportunities (midday) as well as more telecommuting (5 PM peak). These trends will

continue to be monitored to help understand bus ridership patterns in 2024. Recent research by UCLA suggests changes in not just work commutes but also other travel segments.

Chart 4 provides a reference to the periods when COVID was most active in our community which may have resulted in impacts to ridership that occurred at these times. COVID cases spiked most notably at the end of 2020 (Delta) and at the end of 2021 (Omicron), with much smaller spikes in new cases during the middle and end of 2022. Case numbers have remained very low throughout 2023 and into 2024.

Chart 4: LA County (excluding Long Beach, Pasadena) New Daily COVID Cases 7-Day Average



Weekday Bus System Ridership

After the initial 70% drop in ridership in March/April 2020 with the onset of the COVID-19 pandemic, weekday ridership recovered steadily beginning in the second half of 2020 and continued throughout 2021 and the first half of 2022. This growth was similar to that illustrated in Charts 2 and 3 of overall travel in LA County in terms of the initial large increase in travel and bus ridership in 2021 with more gradual growth in 2022.

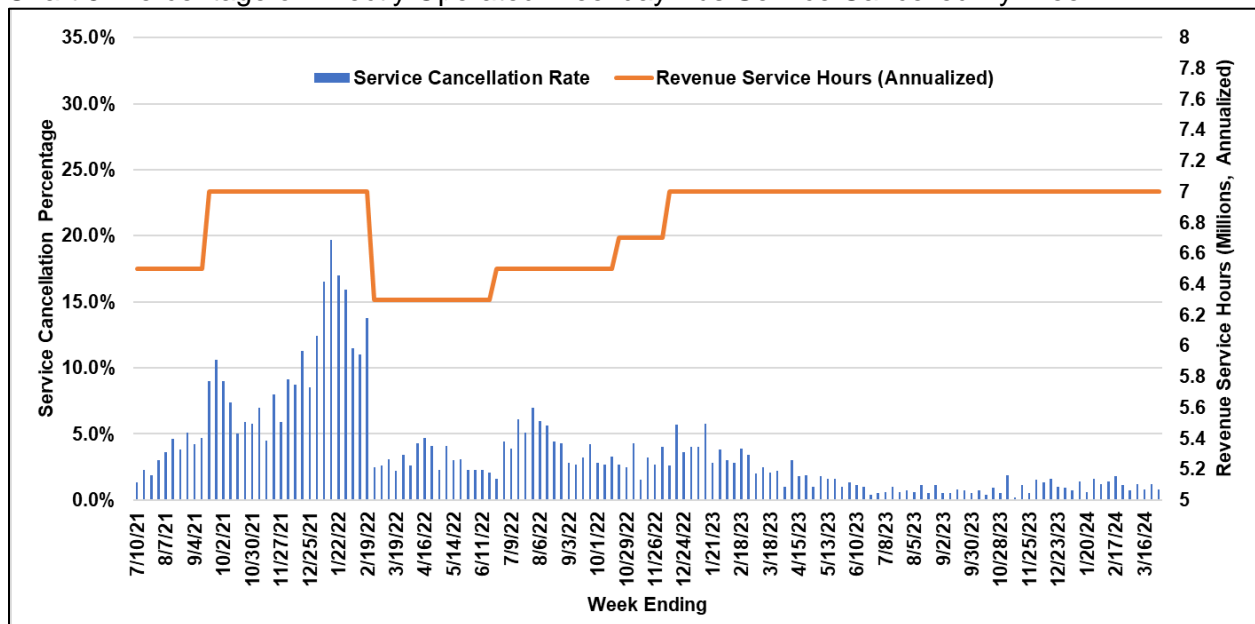
The usual seasonal summer dip in bus ridership was not seen in 2020 and 2021; ridership recovery was more continual coming out of the depths of the ridership decline of 2020. The smaller summer spikes in COVID during mid-2020 and mid-2021 do not appear to have impacted weekday ridership recovery. However, the typical holiday season bus ridership decrease in December/January was seen in 2020, 2021, 2022, and 2023, though some of it may relate to COVID spikes, especially at the end of 2021 (Omicron).

Ridership growth continued steadily even with minimal increases in bus service between June 2020 and June 2021 as available spare capacity was utilized to accommodate growth. The significant service restoration in the second half of 2021 (see Chart 1) added valuable extra capacity to accommodate and incentivize the return of ridership.

The reintroduction of fares in January 2022 and the bus service reduction in February 2022 did not seem to slow ridership growth in the first half of 2022. There was a big push to enroll low-income riders in the LIFE (Low Income Fare is Easy) program for discounted fares prior to the reinstatement of fare collection on buses which may have helped avoid the loss of some ridership from this change. There were also concerted efforts to enroll school districts into the GoPass programs for their students. Mid-2022 showed some seasonal summer dip in ridership, but this may also reflect the COVID case increases in the community at that time.

The second half of 2022 saw weekday bus ridership similar to 2021 levels, suggesting ridership may have leveled off similar to travel demand changes between 2021 and 2022 (see Charts 2 and 3). This period also saw a temporary reduction in Metro bus service (-10%) and high levels of canceled service due to the bus operator shortage.

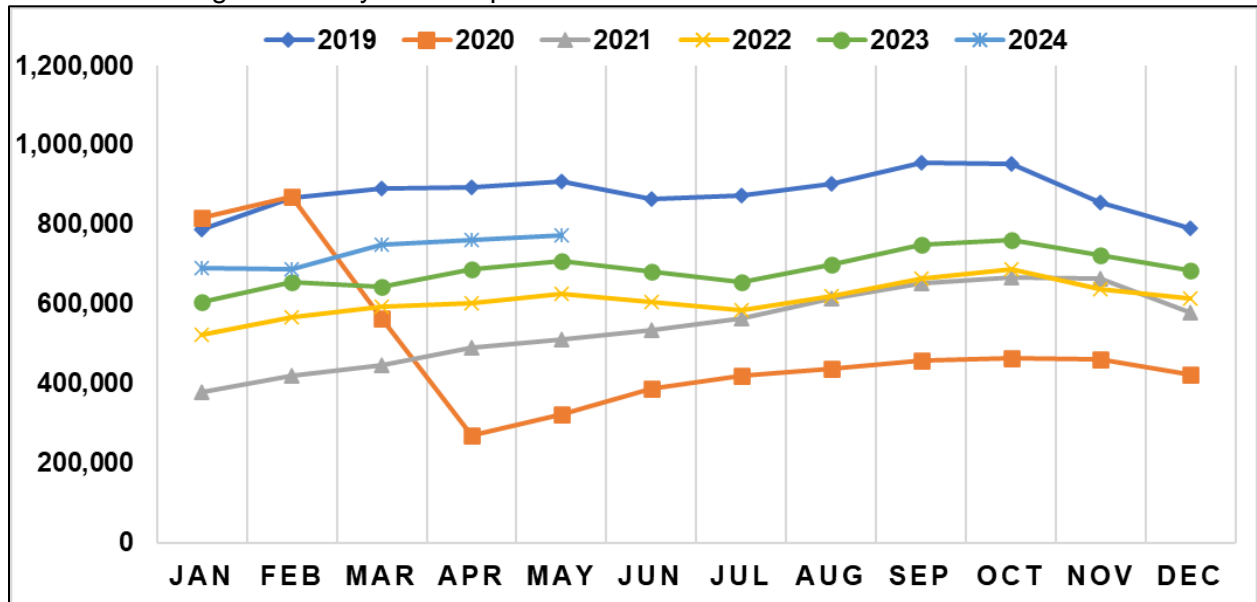
Chart 5: Percentage of Directly Operated Weekday Bus Service Cancelled By Week



Restoration of full scheduled NextGen bus service levels was completed in December 2022. Continued new bus operator hiring has resulted in improvements in reliability (lower service cancellation levels) through 2023. By August 2023, operator staffing levels were fully restored, though the increased operator needs to meet ridership recovery with the December 2023 service change and operator recruitment challenges (such as poor turnout rate to commence training) have seen a shortage of around 1-2% in operator numbers during Q1 CY2024. New operator class sizes have been increased again to turn around this trend. Service cancellation numbers remained low. Chart 5 shows the progress made since December 2022 in reducing canceled bus service levels. The reliable delivery of all daily bus service is critical so that the NextGen commitment to Metro bus riders of fast, frequent, and reliable service can be fully realized.

As Chart 6 shows, after a slight dip in ridership during the rainy December 2022 period, weekday ridership has shown strong growth through 2023, with Q4 CY2023 Weekday ridership at 83.4% of pre-COVID 2019 levels and increasing to 83.7% in Q1 CY2024. In May 2023, weekday ridership exceeded 700,000 for the first time since COVID impacts were felt. In September and October 2023 as well as March through May 2024, average weekday bus ridership exceeded 750,000 for the first time since the pandemic.

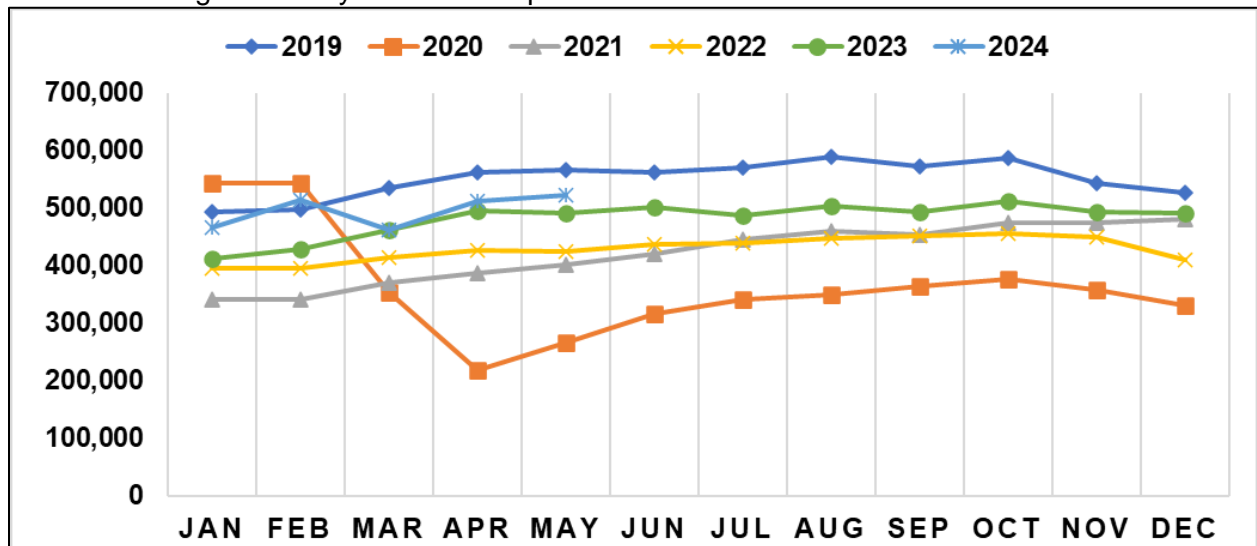
Chart 6 – Average Weekday Ridership 2019 – 2024



Saturday Bus System Ridership

Similar to weekdays, average Saturday ridership showed a steady recovery through mid-2022, with the recovery slowing in the second half of 2022, matching 2021 results, as shown in Chart 7.

Chart 7: Average Saturday Bus Ridership 2019–2024



As seen with weekday service, Saturday service reliability was an issue in 2022 due to the operator shortage and resulting service cancellations, with reduced service levels implemented in February 2022 to help stabilize service reliability. Full Saturday service was restored in December 2022 which, together with more operators hiring, has improved service in 2023 with gains in ridership seen.

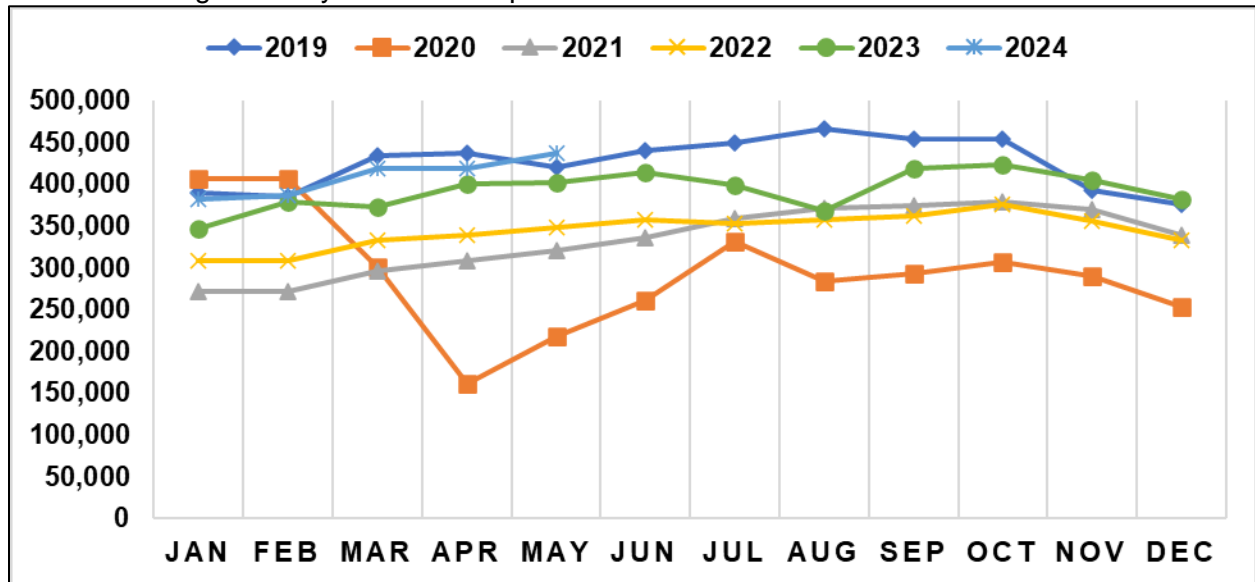
Interestingly, there was no seasonal dip in Saturday ridership at the end of 2021, though the dip was observed at the end of 2020. After a dip in the rainy 2022 holiday season, ridership recovery resumed in the first half of 2023. As of Q4 CY2023, Saturday bus ridership was 90.3% of pre-COVID levels and that recovery increased to 94.0% for Q1 CY2024.

Sunday Ridership

Similar to weekdays and Saturdays, average Sunday ridership recovered steadily through mid-2022, with an early peak in recovery in July 2020. A holiday season dip was seen at the end of each year.

By mid-2022, average Sunday bus ridership remained similar to the 2021 levels, with the highest levels of cancelations due to the bus operator shortage in 2022. For the first half of 2023, growth continued, with February 2023 almost matching pre-COVID February 2019, and June 2023 showing a 94% recovery rate. August 2023 numbers were impacted by the major rain event on Sunday August 20, 2023. As of Q4 CY2023, Sunday bus ridership recovery was 99.97%, though the recovery rate declined slightly to 98.3% in Q1 CY2024.

Chart 8: Average Sunday Bus Ridership 2019-2024

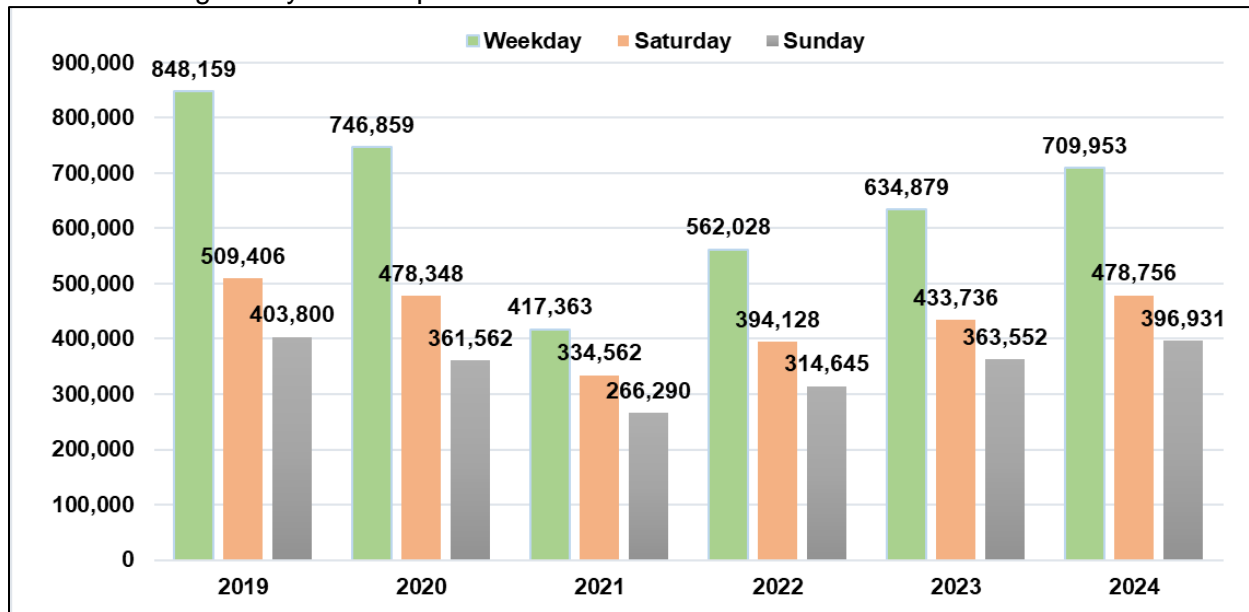


Current Ridership

After an initial large increase in Q4 CY2021 over Q4 CY2020 from the low point of pandemic ridership in 2020, weekday ridership recovery continued to increase more

incrementally between Q4 CY2021 and Q4 CY2022. This slower rate of growth weekdays, or a slight decline in the case of weekends in Q4 CY2022 may be expected after the large surge in ridership in 2021 and is similar to the slower growth in travel demand as shown in Charts 2 and 3 as well as to bus service reliability problems at that time. The growth from 2022 to 2023 and continuing in 2024 is much more positive, likely relating to both economic recovery and more reliable service delivery in 2023 and 2024. Q1 CY2024 average daily ridership between 2019 and 2024 is shown in Chart 9 below.

Chart 9: Average Daily Ridership Q1 CY 2019 – Q1 CY 2024

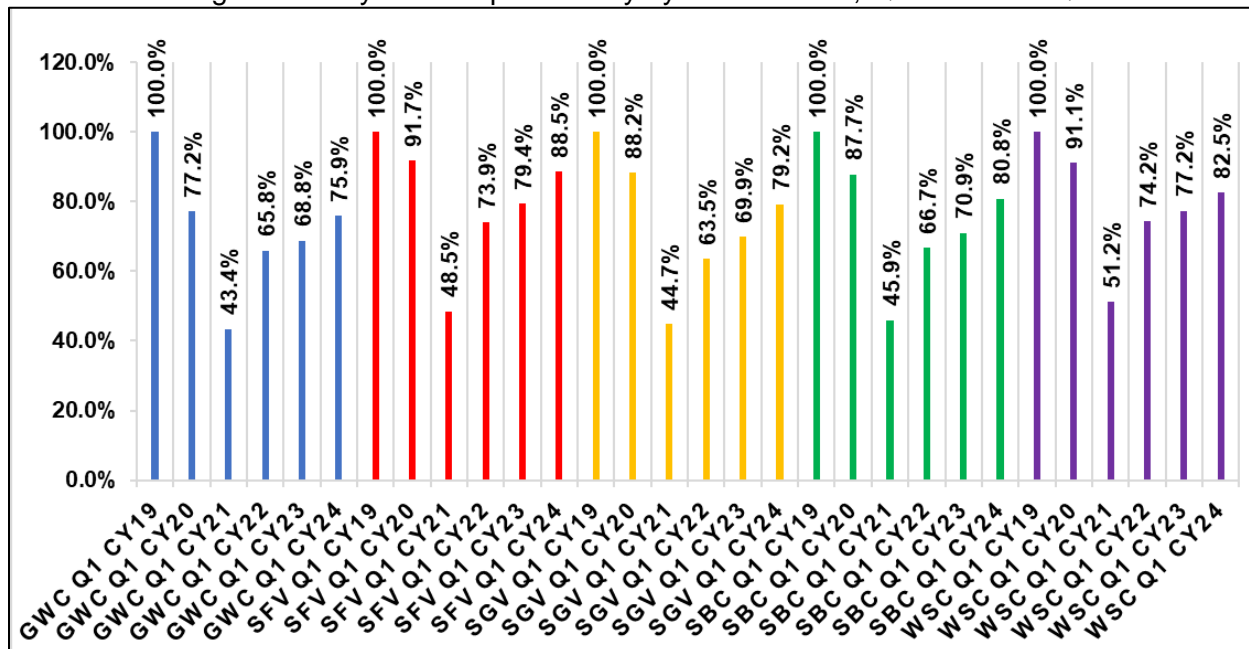


Metro reduced bus service by 10% in February 2022 in response to significant service cancellations caused by a bus operator shortage. Bus service levels were fully restored by December 2022 and service reliability improved significantly in 2023 as the bus operator shortage was resolved. Full service restoration and improved reliability together with the LIFE and GoPass fare programs have likely supported the stronger ridership recovery seen in 2023. There have been much more substantial ridership gains in 2023 continuing into 2024 compared to the more limited ridership growth seen in 2022.

Bus System Ridership by Service Area

This section examines ridership recovery by service area, based on the five Metro Regional Service Council boundaries. As shown in Chart 10, weekday ridership recovery has occurred in each of the five Metro Council areas after the large decline in 2020 that was slightly less in the South Bay Cities (SBC) and Westside Central (WSC) areas compared to the other three regions - San Fernando Valley (SFV), San Gabriel Valley (SGV) and Gateway Cities (GWC). All areas show ridership recovery, with the San Fernando Valley showing the most weekday ridership recovery, at 88.5% in Q1 CY2024. This recovery rate was significantly higher than the recovery rates in the four other areas, which varied between 82.5% for the Westside Central service area and 75.9% for the Gateway Cities service area.

Chart 10: Average Weekday Ridership Recovery by Service Area, Q1 CY2019 - Q1 CY 2024



Historically, the San Fernando Valley transit lines had less frequent off-peak service. With the NextGen service improvements, local lines in the San Fernando Valley improved frequency in the midday weekdays as follows:

- Tier 1: three local lines increased from every 14 to 33 minutes to every 10 minutes (Lines 233, 234, 240)
- Tier 2: seven local lines increased from every 19 to 30 minutes to every 15 minutes (Lines 94, 152, 162, 164, 165, 166, 224)
- Tier 3: four local lines increased from every 25 to 49 minutes to every 20 minutes (Lines 90, 92, 150, 230) and three lines increased from every 49 to 61 minutes to every 30 minutes (Lines 235/236, 244, 690)
- Tier 4: two lines increased from every 60 to every 40 minutes (Lines 242, 243)

A total of 19 San Fernando Valley lines have improved weekday midday frequencies. Key route restructurings focused on more direct connections to North Hollywood (Lines 90 and 94) are also likely contributing positively to the ridership recovery.

Highlights from NextGen frequency changes weekdays in the Westside Central service area include:

- Tier 1: Nine local lines had frequencies improved:
 - Line 2 increased from every 10 to every 7.5 minutes peak periods and from every 12-15 to every 10 minutes midday (Sunset - Alvarado)
 - Line 4 increased from every 15 to every 7.5 minutes peak and midday periods (Santa Monica BI)

- Line 18 increased from every 10 to 7.5 minutes weekday midday (6th - Whittier)
- Line 20 increased from every 15 to every 12 minutes peak periods (Wilshire – 6th St)
- Line 28 increased from every 18 to every 7.5-10 minutes peak periods and from every 27 to every 10 minutes midday (Olympic BI)
- Line 30 increased from every 12 to 10 minutes midday (Pico BI)
- Line 33 increased from every 17-18 to 7.5 minutes peak hours and midday (Venice BI)
- Line 66 increased from every 12-15 to every 10 minutes peak periods and from every 18 to every 10 minutes midday (Olympic BI)
- Line 217 increased from every 12-15 to every 10 minutes peak and midday periods
- Tier 2:
 - Line 10 increased from every 20 to 15 minutes midday
 - Line 603 increased from every 15 to every 12 minutes weekday peak periods and from every 20 to every 12 minutes weekday midday
 - Line 605 increased from every 23 to every 15 minutes midday
- Tier 4: Line 617 (formerly Line 17) increased from every 60 to every 45 minutes peak and midday

Highlights from NextGen frequency changes weekdays in the South Bay Cities service area include:

- Tier 1: Eight local lines had frequency improved:
 - Line 40 increased from every 15 to every 7.5-10 minutes peak and from every 20 to every 10 minutes midday
 - Line 45 increased from every 15 to every 10 minutes midday
 - Line 51 increased from every 12 to 7.5 minutes midday
 - Line 111 increased from every 12-15 minutes to every 10 minutes peak and midday
 - Line 204 increased from every 12-15 to every 7.5 minutes weekday peak and midday
 - Line 207 increased from every 15 to every 6-7.5 minutes peak and from every 18 to every 7.5 minutes midday
 - Line 210 increased from every 20 to every 10 minutes peak and midday
 - Line 212 increased from every 12-15 to every 10 minutes peak and midday
 - Express service J Line increased from every 15 minutes to every 10 minutes during midday

- Tier 2: three local lines had improved frequencies
 - Line 110 increased from every 24 to every 15 minutes midday
 - Line 117 increased from every 18-20 to every 15 minutes peak and midday
 - Line 206 increased from every 20 to 15 minutes midday
- Tier 3: three local lines had improved frequencies:
 - Line 125 increased from every 25-35 to every 20 minutes peak and midday
 - Line 232 increased from every 22 to every 15 minutes peak
 - Line 246 increased from every 60 to every 30 minutes midday
- Tier 4: had two changes
 - Line 202 added new 60-minute midday service
 - Line 130 west of Artesia A Line Station was transferred to Torrance Transit.

Highlights from NextGen frequency changes weekdays in the Gateway Cities service area include:

- Tier 1: five local lines had frequency improvements:
 - Line 53 increased from every 15 to every 10 minutes midday
 - Line 60 increased from every 18 to every 10 minutes midday
 - Line 105 increased from every 18-20 to every 10 minutes peak and midday
 - Line 108 increased from every 10 to every 7.5 minutes peak and from every 15 to every 10 minutes midday
 - Line 251 increased from every 22 to every 10 minutes midday
- Tier 2: Line 55 increased from every 15 to every 12 minutes peak and from every 20 to every 15 minutes midday
- Tier 4: changes consisted of:
 - Line 127 added new 60-minutes peak and midday
 - Line 130 east of Artesia A Line Station was transferred to Long Beach Transit.

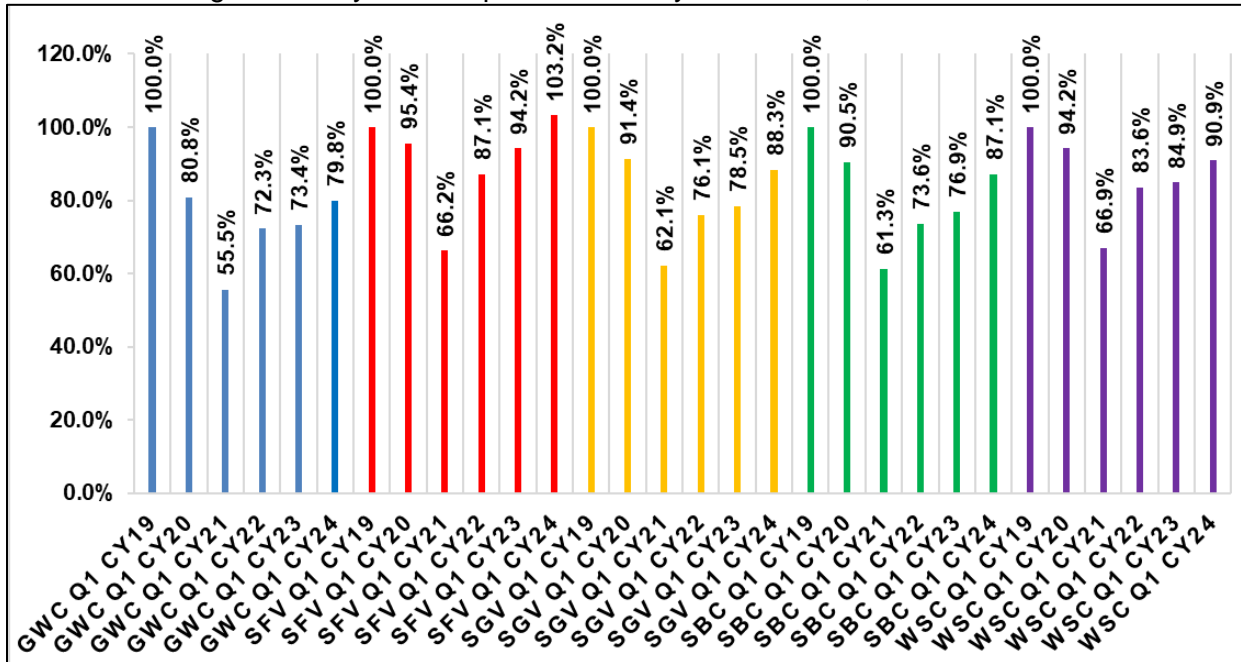
Highlights from NextGen frequency changes weekdays in the San Gabriel Valley service area include:

- Tier 1: three local lines had frequency improvements:
 - Line 70 increased from every 15 to every 7.5 minutes peak and midday
 - Line 78 increased from every 20 to every 10 minutes midday
 - Line 180 increased from every 12 to every 10 minutes midday
- Tier 2: Line 260 increased from every 12-15 to every 12 minutes peak periods

and from every 20 to every 15 minutes midday

- Tier 3: Line 266 increased from every 24 to every 20 minutes peak and from every 33 to every 20 minutes midday
- Tier 4: part of Line 256 (CSULA – Commerce) transferred to Commerce Municipal Bus Lines.

Chart 11: Average Saturday Ridership Recovered by Service Area, Q1 CY2019 – Q1 CY2024



Saturday ridership recovery has occurred across all regions between Q1 2019 and Q1 CY2024. As with weekdays, the highest ridership recovery on Saturdays was in the San Fernando Valley (103.2%), continuing to exceed its pre-COVID ridership. The other four areas show recovery rates between 79.8% on the lower end (Gateway Cities) and 87.1% (South Bay Cities) at the higher end. The percentage of Saturday ridership recovery by area is shown in Chart 11.

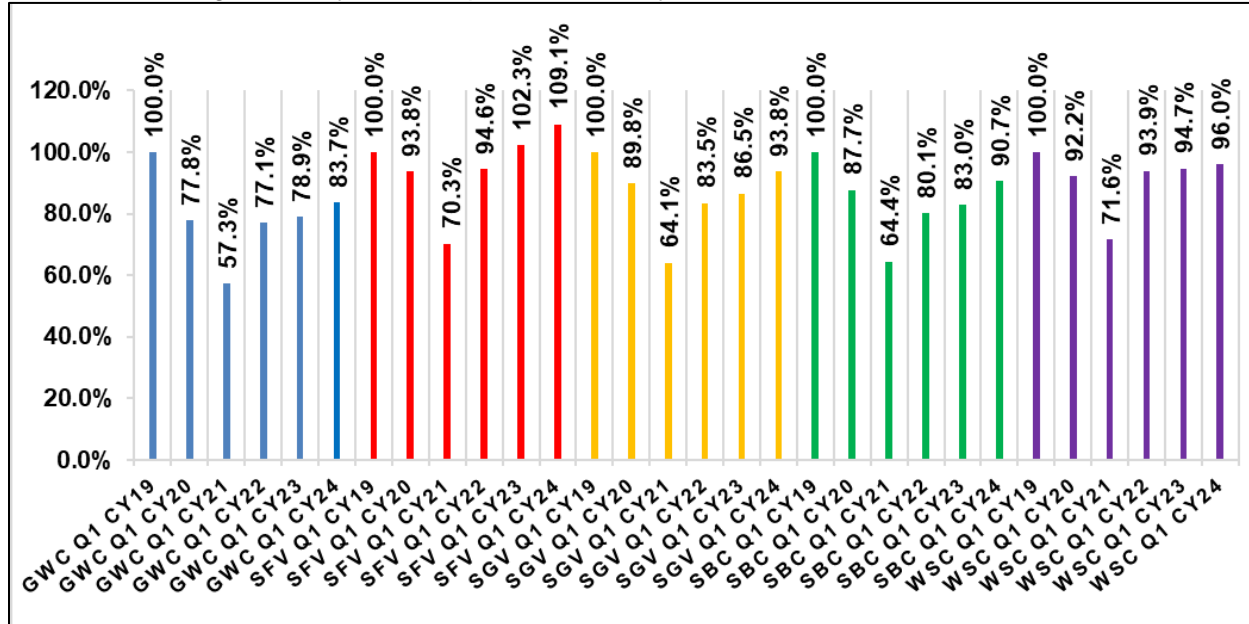
San Fernando Valley Saturday service frequency increases were not as widespread as the weekday ones but were still significant:

- Tier 1: two local lines increased from every 16 to 30 minutes to every 12 to 15 minutes (Lines 234, 240)
- Tier 2: three local lines increased from every 24 to 30 minutes to every 20 minutes (Lines 152, 162, 224)
- Tier 3: two local lines increased from every 50 to every 30 minutes (Lines 230 and 690)
- Tier 4: Lines 242 and 243 increased from every 60 to every 40 minutes

Three lines that previously had no weekend service gained Saturday service -

Oxnard/Burbank Line 154, Saticoy Line 169, and White Oak on Line 237 (formerly Line 239). The Lines 90 and 94 were refocused on North Hollywood Saturdays (same change as weekdays) in line with key regional travel patterns.

Chart 12: Average Sunday Ridership Recovered by Service Area, Q1 CY2019 – Q1 CY2024



Sunday ridership recovery by area displayed in Chart 12 shows consistent recovery across all areas between Q1 CY 2020 and Q1 CY2024. As with weekdays and Saturdays, the San Fernando Valley leads in ridership recovery and has continued to exceed its pre-COVID 2019 ridership (109.1% recovered). The Westside Central, San Gabriel Valley, and South Bay Cities all show recovery rates between 90% and 96%. The Gateway Cities area again shows the least recovery (83.7% recovery).

The San Fernando Valley Sunday service frequency increases were not as widespread as the weekday or even Saturday ones but were still significant:

- Tier 1: two local lines increased from every 19 to 30 minutes to every 12 to 15 minutes (Lines 234 and 240)
- Tier 2: one local line increased from every 32 to every 20 minutes (Line 152)
- Tier 3: two local lines increased from every 50 to every 30 minutes (Lines 230 and 690)

Five lines in the San Fernando Valley that previously had no weekend service gained Sunday service (Oxnard/Burbank Line 154, Saticoy Line 169, Tampa and Winnetka Lines 242 and 243, and White Oak Line 237 (formerly Line 239)). The same refocus of two lines on North Hollywood weekdays and Saturdays was made on Sundays (Lines 90, 94). The changes made in frequency, days of operation, and routing likely have all combined to provide a more customer-friendly network for travel across the San Fernando Valley, helping achieve higher ridership recovery in this area.

Highlights from NextGen weekend frequency changes in the Westside Central service area include:

- Tier 1: nine local lines had improvements made:
 - Line 2 increased from every 12-15 to every 10 minutes Saturday and from every 15-20 to every 10 minutes Sunday
 - Line 4 increased from every 15 to every 10 minutes Saturday and Sunday
 - Line 18 increased from every 10 to 7.5 minutes Saturday and from every 15 to every 7.5 minutes Sunday
 - Line 20 increased from every 15 to every 12 minutes Saturday and from every 20 to every 12 minutes Sunday
 - Line 28 increased from every 15 to every 12 minutes Saturday and from every 18 to every 12 minutes Sunday
 - Line 30 increased from every 12 to 10 minutes Saturday and Sunday
 - Line 33 increased from every 20 to 10 minutes peak hours and midday
 - Line 66 increased from every 20 to every 15 minutes Sunday
 - Line 217 increased from every 15 to every 12 minutes Saturday and from every 20 to every 12 minutes Sunday
- Tier 2:
 - Line 14-37 increased from every 20 to 15 minutes Saturday and Sunday
 - Line 603 increased from every 18 to every 12 minutes Saturday and from every 18 to every 15 minutes Sunday
 - Line 605 increased from every 35 to every 20 minutes midday
- Tier 4: Line 617 (formerly Line 17) had new 60-minute Saturday and Sunday service added

Highlights from NextGen weekend frequency changes in the South Bay Cities service area include:

- Tier 1: Seven local lines had frequency improvements
 - Line 40 increased from every 20 to every 12 minutes Sunday and from every 20 to every 15 minutes Sunday
 - Line 45 increased from every 15 to every 10 minutes Sunday
 - Line 51 increased from every 10 to every 7.5 minutes Saturday and from every 12 to every 10 minutes Sunday
 - Line 204 increased from every 20 to every 12 minutes Saturday and Sunday
 - Line 207 increased from every 15 to every 10 minutes Saturday and Sunday
 - Line 210 increased from every 20 to every 10 minutes Saturday and Sunday
 - Line 212 increased from every 18 to every 15 minutes Saturday and from

every 23 to 15 minutes Sunday

- Tier 3: two local lines had frequency improvements made:
 - Line 125 increased from every 40 to every 30 minutes Sunday
 - Line 246 increased from every 40 to every 30 minutes Saturday and from every 60 to every 30 minutes Sunday
- Tier 4: Line 130 west of Artesia A Line Station was transferred to Torrance Transit.

Highlights of NextGen weekend frequency changes in the Gateway Cities service area include:

- Tier 1:
 - Line 53 increased from every 20 to every 15 minutes Sunday
 - Line 60 increased from every 12-15 to every 10 minutes Saturday and Sunday
 - Lines 105 and 108 increased from every 20 to every 15 minutes Sunday
- Tier 4:
 - Line 127 added new 30-60 minute Saturday and Sunday service
 - Lines 128 and 258 added new 60-minute Sunday service
 - Line 130 east of Artesia A Line Station was transferred to Long Beach Transit

Highlights of NextGen weekend frequency changes in the San Gabriel Valley service area include:

- Tier 1: Line 70 increased from every 15-20 to every 10 minutes Saturday and Sunday midday periods
- Tier 3: Line 266 increased from every 45 to every 30 minutes Saturday and Sunday
- Tier 4: part of Line 256 (CSULA – Commerce) transferred to Commerce Municipal Bus Lines.

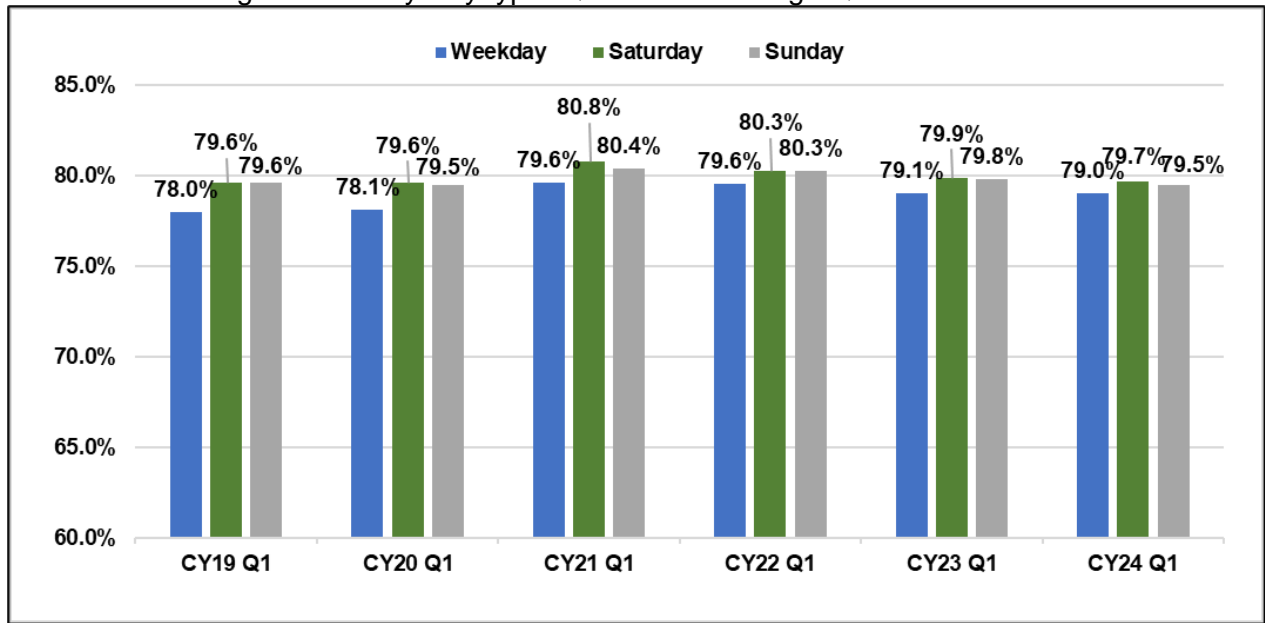
Bus System Ridership of Equity Focus Communities (EFC)

Bus system boardings in EFCs were reviewed to see if the recovery was stronger in EFCs than the network overall. Chart 13 shows changes in the proportion of boardings occurring in EFCs by day of the week between Q1 CY2019 (pre-NextGen and pandemic) through Q1 CY2024.

The proportion of boardings occurring in EFCs increased by 1.6% weekdays, 1.2% Saturdays, and 0.8% Sundays as was expected in the early, most impactful years of the COVID-19 pandemic as those with limited other options still travelling on transit as needed for jobs and services. This increased share of boardings dropped in more recent years, with weekdays still 1% higher, but weekends returned to the same level as

the pre-pandemic share of boardings. This suggests two factors: 1) that the NextGen changes have benefitted EFCs particularly during weekdays where transit is critical to access to jobs, services, and opportunities, more than other areas; and 2) that weekdays may have seen a decline in transit trips in non-EFC areas due to changes reducing travel demand such as telecommuting by office workers to places such as downtown LA.

Chart 13: Boardings in EFCs by Day type: Q1 CY2019 through Q1 CY2024



This higher proportion of trips in EFCs likely in part reflects the efforts of the NextGen Bus Plan to ensure many service improvements were made to lines serving EFCs where the need for good transit is highest. The gains for EFC residents should continue as bus speed and reliability improvements increase the competitiveness of the NextGen Bus Plan.

Average Ridership by Time of Day

Weekday ridership by time period for Q1 CY2020 through CY2024 compared to Q1 CY2019 (pre-COVID) ridership showed AM peak ridership as having the largest percentage of decline to 38% in 2021 Q1 and least percentage of recovery to 70% by Q1 2024. Similar patterns were seen in the early AM (4 am to 6 am) with a decline to 45% and recovery to 73%. These are the time periods most likely to be impacted by less trip making and more telecommuting by 9 to 5 administrative workers (some of which persists in 2023) as well as students who studied from home during the early years of the pandemic.

By comparison, the weekday base 9 am to 3 pm period (decline to 54% in Q1 CY2021, recovery to 87% in Q1 CY2024), late evening 10 pm to 12 am (decline to 52%, recovery to 90%) and most of all, the overnight Owl period (decline to 58%, recovery to 92%) showed the most resilience through the pandemic period. The base result was

consistent with more travel for other than traditional 9-to-5 jobs and other trip purposes and is likely in response to significant investment in base period service frequencies under the NextGen Bus Plan. The late evening and Owl period riders are more likely to be riding due to greater reliance on transit for job access.

PM peak (declined to 44%, recovered to 80%) and evening (declined to 48%, recovered to 81%) ridership were more resilient than AM peak and early AM ridership, but less resilient than the base, late evening, and Owl periods, again suggesting transition to telecommuting in response to the pandemic but continuing to some extent in 2023.

Chart 14: Weekday Ridership by Time Period – Q1 CY2019 – Q1 CY2024

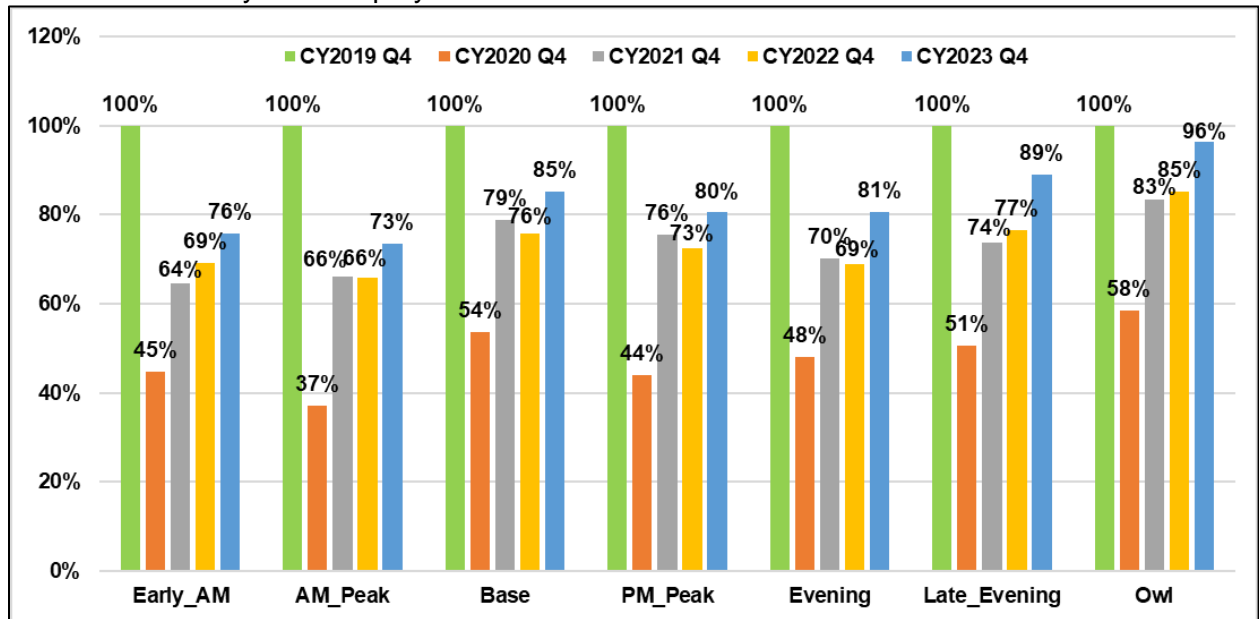
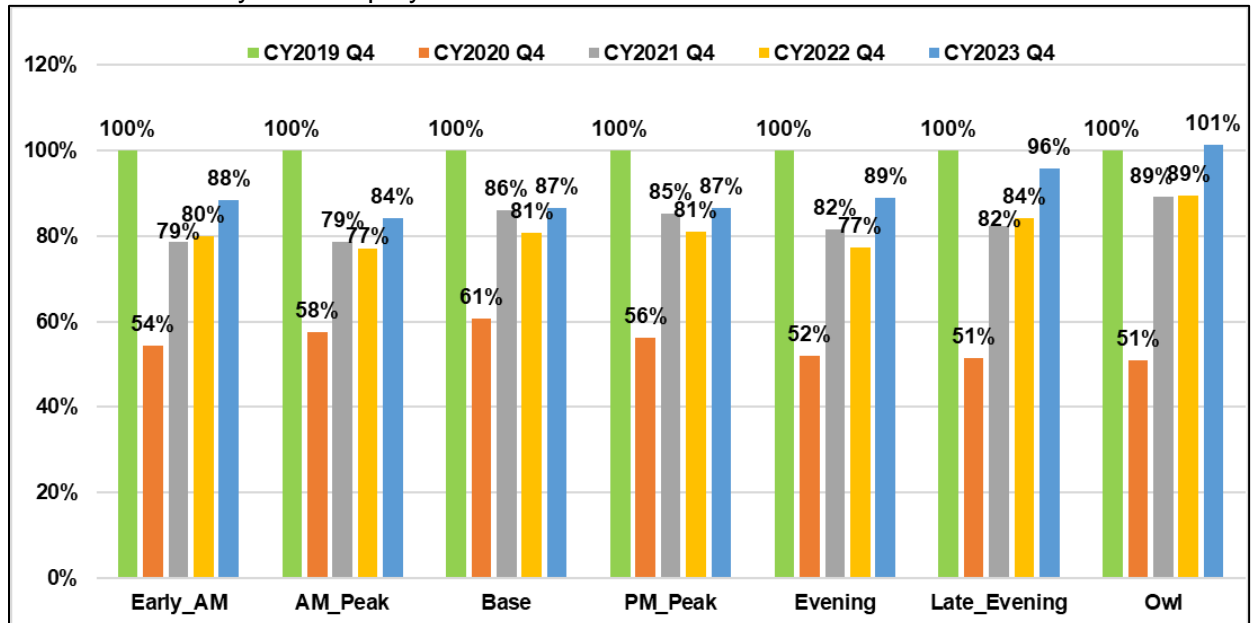
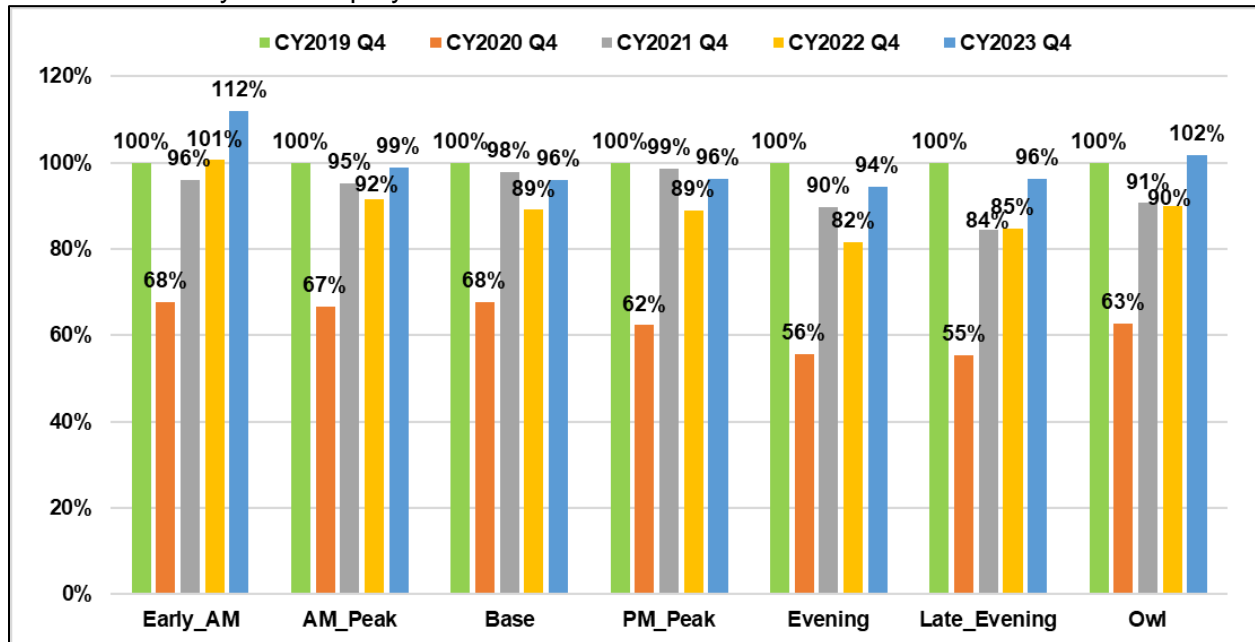


Chart 15: Saturday Ridership by Time Period – Q1 CY2019 – Q1 CY2024



Most notable about Saturday ridership was that base 9 am to 3 pm ridership declined the least to 66% in Q1 CY 2021 compared to Q1 CY2019 (pre-COVID) with early AM, AM peak, PM peak, evening, late evening, and Owl periods all declining more significantly (to 53%, 60%, 61%, 57%, 55% and 57% respectively). These time periods have seen similar recovery rates between 84% and 91%, except late evening and Owl periods which showed recovery rates of 96% and 97% respectively in Q1 CY2024, suggesting a loss of leisure trips in the early years of the pandemic but still a greater reliance on transit for job access.

Chart 16: Sunday Ridership by Time Period – Q1 CY2019 – Q1 CY2024



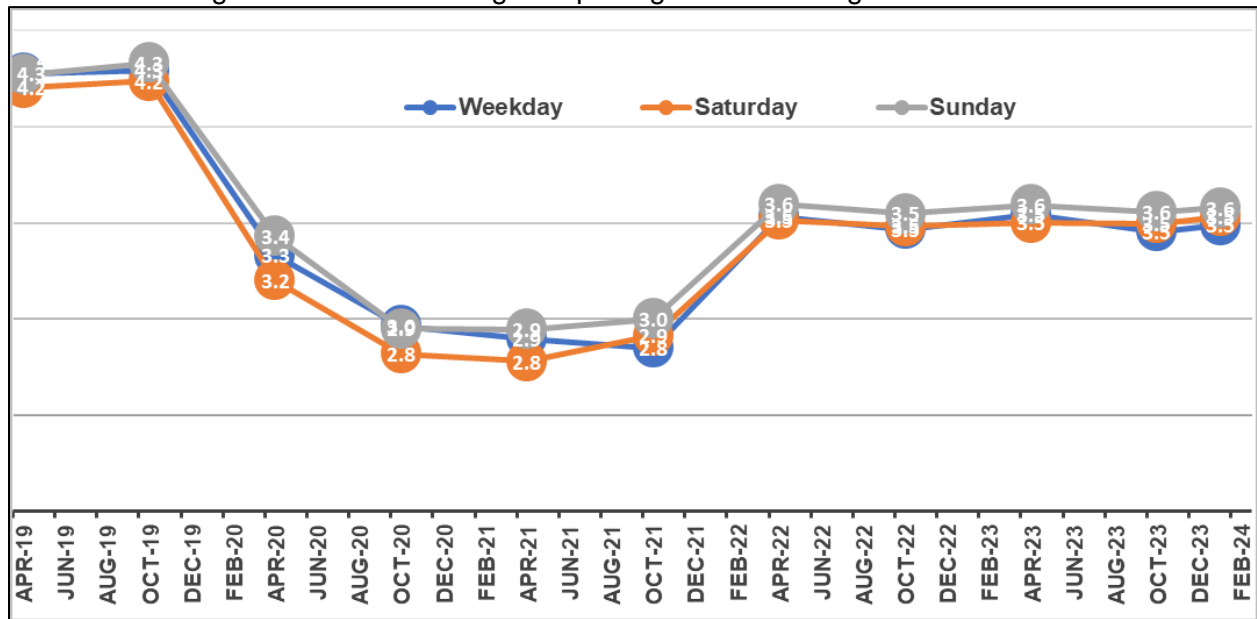
For Sunday ridership, the early AM, evening, and late evening periods saw the greatest declines (to 59-61% in Q1 CY2021), with the AM peak and Owl periods next most impacted (64% in Q1 CY2021), and base and PM peak periods the least impacted (67% in Q1 CY2021) compared to Q1 CY 2019 (pre-COVID). This suggests riders in these time periods were more reliant on transit for essential trips to jobs and services. The pattern of decline here is similar to Saturdays where the base and PM peak periods were the most resilient. By Q1 CY2024, the largest ridership recovery on Sunday was during the early AM at 106%, while other time periods all showed recovery of between 92% (AM Peak) and 95% (Owl) compared to Q1 CY2019 levels.

Average Passenger Trip Length

Trip length dropped from over 4 miles to 3 miles between 2019 and 2020 and remained lower in 2021. It then increased to around 3.5 miles in 2022 and remains around that level in 2024. The initial changes can likely be attributed to the COVID-19 pandemic which resulted in people staying closer to home. As people adapted to living with the pandemic, by 2022 and 2023, average trip lengths had increased, though not back to 2019 levels. The NextGen Bus Plan was also designed to capture a larger share of shorter-distance travel and this data suggests that goal is being achieved. Chart 17

shows the average passenger trip length for two points in each year from 2019 through 2024.

Chart 17: Average Metro Bus Passenger Trip Length: 2019 through 2024



Ridership by Line and Line Group

Ridership was assessed based on individual lines, and in some cases by groups of lines where a NextGen Bus Plan change involved a restructuring of a group of lines for a fair comparison of the changes in ridership. Ridership recovery rates for 82 weekday, 75 Saturday, and 74 on Sunday line/line groups are included in Attachments B, C, and D respectively. These attachments also include changes in revenue service hours and productivity (boardings per revenue service hour) for each line or line group. Table 1 shows the number of lines/line groups for weekday, Saturday, and Sunday at various levels of ridership recovery as of Q4 CY2023 compared to Q4 CY2019 (Pre-COVID/Pre-NextGen Bus Plan).

The overall system ridership recovery rate in Q1 CY2024 was 83.7% for weekdays, 94.0% for Saturday, and 98.3% for Sunday when compared to May 2019 as a pre-COVID baseline. There were 12 weekday, 26 Saturday, and 34 Sunday lines/line groups exceeding their pre-COVID Q1 CY2019 ridership numbers in Q1 CY2024.

The ridership recovery results reflect both the general return of ridership after the COVID impacts since 2020, and the impacts of the NextGen Bus Plan with its focus on fast, frequent, and reliable service. The following review focuses on analysis of NextGen Bus Plan impacts to ridership. There is a reasonably strong relationship evident in changes in revenue service hours and changes in ridership and productivity recovery. Higher increases in revenue service hours are generally associated with higher levels of ridership recovery. Productivity will continue to recover in line with ridership increases, as service levels remain relatively stable now that the NextGen Bus Plan has been implemented.

Table 1: Ridership Recovery Distribution, Q1 CY2024 versus Q1 CY2019

Average % Ridership Recovery Q1 CY2024 versus Q1 CY2019	Number of Weekday Lines/Line Groups	Number of Saturday Lines/Line Groups	Number of Sunday Lines/Line Groups
>= 140.0%	0	4	2
130.0 – 139.9%	0	0	3
120.0 – 129.9%	1	4	8
110.0 – 119.9%	2	6	6
100.0 – 109.9%	9	12	15
90.0 - 99.9%	23	21	19
80.0 - 89.9%	16	12	9
70.0 - 79.9%	14	10	11
60.0 - 69.9%	10	4	0
50.0 - 59.9%	4	1	0
40.0 - 49.0%	2	0	0
30.0 - 39.9%	1	1	1
Total Lines/Line Groups	82	75	74

Service Reliability

Q1 CY2024 saw full NextGen Bus Plan service levels provided with low cancellation rates, comparable to pre-COVID levels of cancellations in Q1 CY2019. This was achieved as a result of a significant number of new bus operators hired in 2022 and 2023 to address the bus operator shortage. As of Q1 CY2024, operator numbers were about 1-2% below full requirement with 20% extra board after reaching full operator staffing as of August 2023. This decline was due to an increase in operator requirements as of December 2023 service change together with some recruitment issues such as low turn up rate for candidates to start training. The training rate has since increased, as have class sizes for new operators, in order to restore full staffing. Service cancellations should not be a major factor hampering further ridership recovery.

Service Frequency:

The NextGen Bus Plan created high frequency bus services with weekday service every 15 minutes or better (Tiers 1 and 2). When looking at overall weekday line by line ridership recovery compared to the system average ridership recovery weekdays of 83.7% recovered: 19-Tier 1, 12-Tier 2, 6-Tier 3, and 7-Tier 4 lines/line groups had above average ridership recovery.

- The high number of Tier 1 and Tier 2 lines with above average recovery suggests that the improved frequencies implemented through the NextGen Bus Plan are a key component of stronger ridership recovery.
- The above-average pattern existed for Saturday lines that were over the system average 94.0% recovered with a mix of 14-Tier 1, 11-Tier 2, 7-Tier 3, and 6-Tier 4 lines/line groups.
- Sunday lines that were over the system average 98.3% recovered were a mix of

14-Tier 1, 11-Tier 2, 6-Tier 3, and 6-Tier 4 lines/line groups.

Tier 1 Highest Frequency Lines:

NextGen Tier 1 lines provide at least 10 minute or better service frequency weekday peak and midday periods on Metro's busiest ridership corridors, typically with 10 to 15-minute weekend service frequency.

The weekday ridership recovery for Tier 1 NextGen service included a high of 116.0% for Line 66 serving E Olympic/W 8th St (this line also had strong recovery on Saturdays at 105.2%, and Sundays at 124.6% ridership). Fourteen other Tier 1 lines/line groups exceeded 90.0% recovery weekdays:

- Vermont Local Line 204: 108.5% weekday, 123.8% Saturday, 109.5% Sunday.
- Central Av Line 53: 99.3% weekday, 102.0% Saturday, 119.7% Sunday
- Sepulveda/Van Nuys group based on Lines 233, 234, 761: 98.8% weekday, 116.6% Saturday, 123.3% Sunday.
- 3rd St Line 16 (includes Line 617 Beverly Hills Shuttle): 97.8% weekday, 94.6% Saturday, 101.1% Sunday 108.9%
- Wilshire BI/Whitter BI group based on Lines 18, 20, 720: 96.0% weekday, 97.3% Saturday, 105.6% Sunday
- Slauson Av Line 108: 95.9% weekday, 96.3% Saturday, 111.6% Sunday
- Florence Av Line 111: 94.2% weekday, 90.9% Saturday, 89.4% Sunday
- Santa Monica BI Line 4: 93.7% weekday, 100.3% Saturday, 104.0% Sunday
- J Line BRT El Monte – Harbor Gateway/San Pedro Lines 910/950: 93.7% weekday, 117.9% Saturday, 121.2% Sunday
- Soto St Line 251: 92.8% weekday, 96.1% Saturday, 99.0% Sunday.
- Vernon/La Cienega Line 105: 92.0% weekday, 98.2% Saturday, 104.5% Sunday
- Western Av Line 207: 90.8% weekday, 100.2% Saturday, 102.6% Sunday
- Venice BI Line 33: 90.3% weekday, 90.1% Saturday, 91.5% Sunday
- Huntington/Las Tunas group of Lines 78, 179: 90.3% weekday, 95.8% Saturday, 96.4% Sunday

These higher recovery Tier 1 lines serve some of the most transit-dependent EFCs through areas such as South LA, the inner Westside, East LA, Gateway Cities, and the San Fernando Valley, and connect to many job centers. Besides the high frequencies offered on both peak and midday weekdays that are assisting the recovery of some of these lines is improved access, such as:

- Line 66 trips serve Commerce Center and are one of the closest services available in place of Line 51 no longer operating on 7th St west of Westlake/MacArthur Park.

- Line 761 now provides all-day, all-week Rapid service on Van Nuys BI in addition to frequent Local Line 233.
- Soto St Line 251 now extends many trips each day to Eagle Rock (replaced other bus lines there).
- Line 53 now serves the key transfer location of Willowbrook/Rosa Parks Station and local retail, medical, and educational facilities.
- Line 108 extends further into Commerce and Pico Rivera with new connection to Line 266.
- New bus lanes on Venice BI Line 33.

An additional 4 NextGen Tier 1 lines or line groups met or exceeded system average weekday ridership recovery weekdays of 83.7%, serving key corridors of Hawthorne BI/MLK BI (Line 40), Ventura /Reseda group (Lines 150, 240, 244), La Brea Av (Line 212) and Garvey/Cesar Chavez (Line 70).

There were ten Tier 1 lines/line groups with below system average ridership recovery. Most notable among this group is the G Line (Orange) BRT service at just 60.1% recovered weekdays, down from 63.2% in Q4 CY2023. The G Line service frequency did not change which may explain the higher weekday ridership recovery of other lines in the San Fernando Valley that did see frequency improvements. Again, former markets of weekday discretionary riders may be significantly impacting the recovery of this BRT lines that had higher levels of discretionary riders pre-COVID, though this again opens the opportunity for promotion to build new markets.

- Vermont Rapid Line 754 had only 65.7% recovery weekdays (slightly higher than 64.6% reported for Q4 2023). It experienced very high cancellations in 2022 and to some extent, the line still sees higher cancellations than many other lines, so it may take some time to rebuild the market now that riders can depend on it. Line 754 operates the same route and has high service levels like Local 204 but with fewer stops. In contrast, Line 204 had a recovery of 108.5% (also improved from 103.5% in Q4 CY2023) so the corridor overall is recovering. The same low ridership recovery pattern for Line 754 held for Saturdays with 65.8% recovery and Sundays 76.3%, compared to Line 204 recovery rates of 123.8% Saturdays and 109.5% Sundays. The ridership pattern remains different from 2019 with the Vermont Rapid carrying less of the overall ridership than the Local (it is less frequent on weekends).
- Other Tier 1 lines that had significant NextGen route changes include Line 28 on W Olympic BI – 69.0% (up from 67.9%) recovered weekday, 77.0% Saturday, 79.6% Sunday) and Line 30 serving Pico BI – 74.5% (up from 73.6%) recovered weekday, 71.8% Saturday, 79.5% Sunday); both now end in downtown LA and do not travel to northeast LA or East LA respectively. Line 251 was extended to Eagle Rock to replace Line 28, and hence has much higher ridership recovery, while Line 30 in East LA was replaced by the new E Line light rail through the Regional Connector as well as other bus service. Similarly, the north and south ends of Line 45 on Broadway moved to other lines which helps explain its lower

recovery (71.3% weekday (down from 78.0%), 71.6% Saturday, 88.3% Sunday), though it may also partially relate to loss of Rapid service on this corridor.

- Line 210 on Crenshaw with 78.2% (down from 81.5%) recovery weekday (91.3% Saturday, 101.1% Sunday) likely has some former riders now using the K Line light rail, though that number is likely low based on K Line ridership. This recovery rate may also relate to the loss of Rapid service on this corridor weekdays and Saturdays.
- Line 66 likely gained ridership from the area west of Westlake/MacArthur Park, where Line 51 was removed from, with Line 51 recovery at a low 78.1% (up slightly from 77.1%) weekday (77.6% Saturday, 80.8% Sunday). Line 51 is heavily focused on Downtown LA.
- Line 2 on Sunset merged with Line 200 on Alvarado, with an overall 80.0% (up from 78.3%) recovery weekday (86.4% Saturday, 92.5% Sunday), with Line 4 (93.7% recovered weekday, 100.3% Saturday, 104.0% Sunday) gaining more ridership as a result of the Line 2 change between downtown LA and Echo Park since Line 2 no longer continues into downtown LA. The recovery of both lines is likely being impacted by post-pandemic downtown LA economic recovery.
- Line group of Lines 180 and 217 serving Pasadena, Glendale, Hollywood and Hollywood-Fairfax has recovered 81.9% weekdays, 90.7% Saturdays, and 95.2% Sundays.
- Line 60 on Long Beach BI between downtown LA and Compton is 79.4% recovered weekdays, 79.6% Saturday, and 85.4% Sunday, with this line being heavily focused on downtown LA.

A key component of the Tier 1 lines was the creation of a single high-frequency line in place of separate, less frequent Rapid and Local services. On weekdays, this change occurred on 17 lines, with a range of performance across these lines from a high of 93.7% on Santa Monica BI to a low of 69.0% on W Olympic. The Crenshaw, W Olympic, Long Beach BI, and Broadway corridors where Rapid lines were replaced by high frequency local bus have below average ridership recovery rates on weekdays, but these results are likely mostly attributable to the restructuring of these lines discussed above and decreased travel to places such as downtown LA.

NextGen Tier 2 Lines

The NextGen Tier 2 lines operate 12-15 minute daytime weekday service on some of Metro's next busiest corridors after the Tier 1 corridors discussed above. On Saturdays and Sundays, Tier 2 lines generally range from 20-minute to 30-minute daytime frequencies.

Most notable is the strong performance of the Tier 2 east-west lines in the San Fernando Valley which continue to respond well to their improved frequencies of weekday all-day 15-minutes under NextGen. During midday weekdays, these lines previously provided service only every 20-30 minutes. Weekend service on these lines with more limited frequency improvements still also performed strongly, suggesting the

weekday improvements have also had the benefit of attracting more weekend ridership. These San Fernando Valley lines include:

- Sherman Way Line 162: 108.7% weekday, 127.1% Saturday, 127.9% Sunday
- Nordhoff St Line 166: 102.1% weekday, 124.8% Saturday, 131.6% Sunday
- Vanowen St Line 165: 102.0% weekday, 118.1% Saturday, 127.9% Sunday
- Victory Bl Line 164: 99.7% weekday, 90.7% Saturday, 98.6% Sunday
- Roscoe Bl Line 152: 92.4% weekday, 108.8% Saturday, 116.6% Sunday

Roscoe Bl weekday recovery was notably lower, primarily due to route segments moved to other lines including Sherman Way.

Other notably high ridership recovery NextGen Tier 2 lines are discussed here with frequency improvements a common theme among them:

- Line 605 (LAC USC Medical Center Shuttle – 102.1% recovery weekdays, 166.6% Saturday, 133.4% Sunday) linking Boyle Heights high EFC area to key medical centers benefitted from 15-minute all day service (previously 23-minute midday frequency) and weekend 20-minute service improved over previous 35-minute service).
- Line 55 (Compton Av – 99.1% recovery weekdays, 97.0% Saturday, 104.6% Sunday) between Willowbrook and downtown LA, through high EFC communities, with 12-minute weekday peak and 15-minute weekday midday service replacing previous 15-minute peak and 20-minute midday service. Weekends did not see a significant frequency increase but still saw a strong recovery. Extra peak weekday trips were added to this line in December 2023 service change in response to strong ridership.
- Line 603 on Hoover St links Glendale and the USC/Expo Park area every 12 minutes (pre-NextGen every 15-20 minutes). This line has a 97.8% recovery on weekdays, even after accounting for the ridership of the nearby Glendale/Silver Lake Line 201 that was discontinued as part of the NextGen Bus Plan. Saturday was 101.4% recovery with 12-minute frequency in place of the previous 18-minute, though Sunday was lower at 94.1% recovery with 15-minute in place of the previous 18-minute service. This line has recovered strongly overall.
- Lines 110 (Gage Av – 95.4% recovery weekdays, 94.7% Saturday, 108.2% Sunday) and 117 (Century Bl – 93.9% recovery weekdays, 96.0% Saturday, 98.9% Sunday) both serve EFC communities through South LA and the Gateway Cities. These lines now have consistent 15-minute all-day service in place of their previous 19-24 minute midday weekday frequencies. They have also recovered strongly on weekends even without significant frequency improvements.
- Two other Tier 2 lines, Line 94 (San Fernando Rd North Hollywood) and Line 206 (Normandie Av) had slightly below average weekday recovery rates at 81.6% and 79.3% respectively, while Line 260 (Atlantic Bl) had weekday recovery rate still slightly above average at 84.6%. Lines 94 and 260 were both significantly

restructured, which may in part have impacted their lower overall recovery:

- Line 94 offers 15-minute service (about twice as often as it previously ran) between Downtown LA, Glendale, Burbank, and North Hollywood, with service now operating through the heart of downtown Glendale, and the extension to North Hollywood replacing a former lower frequency line. The Line 94 group had stronger weekend recovery, with 109.2% Saturday and 111.5% Sunday. Other lines such as Line 92 discussed in the NextGen Tier 3 and 4 Lines section are likely gaining from the Line 94 changes.
- Line 260 offers 12-minute peak and 15-minute midday service, an increase over its previous 17-minute peak and 21-minute midday weekday service. Its weekend recovery was slightly below average at 92.8% Saturday and 97.8% Sunday in response to continued 20-minute service frequency. The northern portion of this line was set up as a separate Line 660 linking Pasadena and Altadena, and this is taken into account in the ridership recovery rate.
- In contrast to Lines 94 and 260 above, Line 206 did not have any change of route. It now offers consistent 15-minute service all day weekdays, improving on the 20-minute weekday midday service previously offered. Line 206 weekend recovery was below average, with 88.4% Saturday and 90.6% Sunday, with a smaller frequency improvement (22-minute to 20-minute). Line 206 has seen relatively higher cancellation rates which may be negatively impacting ridership recovery.
- Line 224 (Lankershim BI) in Q1 CY2024 exceeded system average weekday ridership recovery rate at 85.1% (up from 82.2% in Q4 CY2023). Line 224 was part of an overall line group that saw significant restructuring to focus on the North Hollywood and Sylmar areas. It had above average weekend recovery at 109.0% Saturday and 115.4% Sunday. Line 224 received weekday 15-minute midday service and 20-minute weekend service, improved over the 19-minute and 24-minute frequencies previously provided.
- Two other Tier 2 lines were below the system average: Lines 81 (Figueroa St) with 77.4% recovery and Line 115 (Manchester-Firestone) with 80.9% recovery weekdays.
 - Line 81 serves Downtown LA from both Northeast LA and South LA and was part of a complex line restructuring in Northeast LA, an area served by the A Line which now utilizes the new Regional Connector through downtown LA. This change included a new direct link from Highland Park to East Hollywood (Line 182). This area may benefit from the marketing of both A Line light rail and the NextGen Bus Plan's new Line 81 and 182 services. Line 81 weekends had a bit higher recovery, with Saturday recovery rate of 90.3% and Sunday at 92.0%.
 - Line 115 did not have significant route changes but did receive a 12-minute weekday peak frequency, a slight increase over the previous 14-minute service (off-peak frequencies did not change). Line 115 weekend recovery

was slightly below average with 87.2% Saturday and 96.5% Sunday.

Four other lines/line groups in NextGen frequency Tier 2 had well below system average ridership recovery weekdays:

- Line 76 on Valley Bl: 70.5% weekday, 70.6% Saturday, 76.6% Sunday
- Line 14/37 on Beverly Bl/W Adams: 68.7% weekday, 87.2% Saturday, 88.9% Sunday
- Line 35/38 Washington Bl/W Jefferson: 66.5% weekday, 68.1% Saturday, 73.4% Sunday
- Line 10/48 Melrose Av/Main-San Pedro: 63.3% weekdays, Saturday 64.7%, Sunday 70.9%

The common aspect of these lines is that they focus on downtown LA as their key destination; its recovery will help determine the success of these lines, even on weekends. While these lines recovery rates have generally improved since Q4 CY2024, there may be marketing opportunities.

NextGen Tier 3 and 4 Lines

These services operate every 20-30 minutes (Tier 3) or 40-60 minutes (Tier 4), providing coverage for communities and on corridors with generally lower ridership levels. There were a few high performers in terms of above average weekday ridership recovery. Strongest in this group was Line 235/236 serving Balboa Bl in the San Fernando Valley (121.1% recovery weekdays (highest of all bus line/line groups), 111.8% Saturday, 122.4% Sunday) which appears to have responded well to the 30-minute combined service now offered compared to the previous 40-60 minute service weekdays, though weekend recovery was also strong with just 60-minute service. Line 236 also now offers a more direct connection to Sylmar, and Line 235 service was retained weekdays in Granada Hills which is also contributing to the recovery. Other examples include:

- Rosemead Bl Line 266 service between Lakewood and Pasadena (112.3% recovery weekdays, 113.6% Saturday, 125.8% Sunday) recovery is likely due to improvement to 20-minute weekday frequency from the former 24-33-minute service, and 30-minute weekend service instead of the previous 43-48 minutes.
- Line 125 on Rosecrans Av between the South Bay and Norwalk (105.7% recovery weekdays, 110.4% Saturday, 125.8% Sunday), similar to Line 266 above, is likely benefiting from the all-day 20-minute service improved from the former 27-33-minute frequency. The pre-NextGen Sunday 40-minute service was also improved to every 30 minutes with a strong ridership recovery.
- Lines 242/243 (Tampa/Winnetka) in the northwest San Fernando Valley had 104.9% recovery weekdays and 140.2% Saturdays (service was newly added Sundays). These lines now operate every 40 minutes all day weekday and weekend (previously every 48-60 minutes weekday and 60-minute Saturday). This result is even more interesting when considering that the north end of these lines above Devonshire St to Porter Ranch was replaced by Metro Micro service.

- Line 92 between downtown LA and Sylmar via Glenoaks BI (102.0% recovery weekday, 103.5% Saturday, 105.6% Sunday) is likely benefitting from now serving as the primary line between downtown LA and Sylmar, as Line 94 which offered a similar link was redirected to North Hollywood to better match regional travel patterns. Line 92 now offers consistent 20-minute service on daytime weekdays and 30-minute weekends, with most trips operating the full line beyond downtown Burbank to Sylmar. This is an improvement on the previous service that was closer to every 30 minutes weekdays and Saturdays, and every 42 minutes Sundays.
- Line 344 Rancho Palos Verdes service (101.9% recovery weekday, 95.2% Saturday, 94.7% Sunday) is a more general recovery as service levels and route were unchanged for this line from pre-NextGen.
- Line 128 serving Alondra BI through the Gateway Cities showed 98.4% recovery weekdays, even with hourly service. This line gained new Saturday and Sunday (it previously only operated weekdays) which may be helping the weekday recovery.
- Line 202 serving Willowbrook Av in the high EFC Compton area saw 98.0% recovery (service only runs weekdays), a result of shortening the line away from low-usage industrial areas and transferring the savings to offer off-peak service (this line previously only ran weekday peak periods). However, even with the strong ridership recovery, this line has low overall ridership and productivity.
- Express Line 577 between El Monte Station and Long Beach VA (95.5% recovery, weekday-only service) may be benefitting from recent high gas prices as well as the improved 30-minute peak service (previously 48 minutes on average).
- The Line 232 route between LAX and Long Beach via Sepulveda BI and Pacific Coast Highway (92.8% recovery weekdays, 97.1% Saturday, 94.2% Sunday) was not changed but was improved to 15-minute peak service in place of the previous 22-minute peak service weekday.
- Line 120 on Imperial Highway with 87.7% recovery weekday, 98.3% Saturday, and 102.6% Sunday, without any route or frequency changes
- Line 611 Huntington Park Shuttle (85.2% recovery weekdays, 106.7% Saturday, 103.1% Sunday) continues to run hourly, so appears to be a more general recovery not attributable to a NextGen change.
- Line 460 Disneyland – Norwalk – Downtown LA Express had ridership recovery of 84.2% weekdays, 86.0% Saturday, 96.0% Sunday with no major changes in service levels or routing. This line may require more promotion coming out of the pandemic, especially with recent increases in gas prices. This line has a focus on downtown LA and has improved recovery all day types this quarter.

Two Tier 3 and 4 lines had notable ridership declines likely linked to COVID-19 impacts:

- Line 601 Warner Center Shuttle (31.9% recovery weekdays, 36.8% Saturday, 34.1% Sunday) operates in a western San Fernando Valley office park with a

largely closed retail mall. This service will need further review due to its very low productivity. This office park has been significantly impacted by post-COVID telecommute work patterns. This line had the lowest recovery of all and was the only line below 40% recovery weekdays and weekends.

- Line 177 between Pasadena and the Jet Propulsion Lab (JPL) has also seen a low ridership recovery (48.6%, down from 57.3% in Q4 CY2023, only runs weekday peak periods) likely for the same work pattern changes associated with more telecommuting. JPL has also announced downsizing of staffing in 2024.

Key aspects of other Tier 3 and 4 lines with lower than average weekday ridership recovery include low frequency (mostly 40-60 minute), in most cases no route change, and a lower percentage of route miles serving EFCs. Examples include:

- Line 169 on Saticoy St in San Fernando Valley with 82.5% recovery weekdays. This line gained new Saturday and Sunday service (it previously only operated weekdays) which may be helping the weekday recovery.
- San Pedro group of Lines 205, 246, and 550, with 81.9% recovery weekday, 89.9% Saturday, and 97.2% Sunday, all slight reductions from Q4 CY2023. This line group was restructured from three to two lines (205, 246) between San Pedro and Harbor Gateway Transit Center, with improved weekday and weekend all day 30-minute frequencies, and Line 550 now operating weekday peak periods between Harbor Gateway Transit Center and USC/Expo Park.
- Line 501 Freeway Express between Pasadena, Glendale, Burbank, and North Hollywood had ridership recovery of 80.3% weekday, but 153.0% Saturday, and 156.1% Sunday. This line was modified to better serve the heart of downtown Glendale as part of NextGen Bus Plan but may be hampered in recovery by more telecommuting weekdays. Line 501 appears to have attracted significant new weekend ridership for retail and entertainment trips to places like downtown Glendale.
- Line 665 (City Terrace – CSULA Shuttle) in a higher EFC area had a low 79.8% recovery weekdays (up from 75.0% in Q4 CY2023), likely related to increasing worker and student travel to CSULA. It had 143.7% recovery Saturday, and 162.4% Sunday, with weekend ridership results due to the expanded span of service Sunday mornings.
- Line 230 (Laurel Canyon Bl) in the San Fernando Valley with 76.7% recovery weekdays, 82.8% Saturday, and 86.4% Sunday is low due to LADOT DASH taking over a segment of this line between Sylmar Metrolink Station and LA Mission College.
- Line 134 (Santa Monica – Malibu) with 75.9% recovery (up from 69.3% in Q4 CY2023) weekdays, 80.7% Saturday, and 103.1% Sunday, so much higher recovery on Sunday for this line along the coast, and improved weekday recovery likely due to more workers going to jobs in Malibu.
- Line 62 (Telegraph Rd) with 74.0% recovery weekday (down slightly from Q4 CY2023), 77.0% Saturday, and 79.4% Sunday was not changed significantly in

route or frequency other than the straightening of the line in downtown Norwalk. This line serves downtown LA and is likely reduced due to less activity there.

- Line 265 (Paramount Bl) with 73.0% recovery weekdays, 69.1% Saturday, 83.0% Sunday. This is a low-frequency hourly line planned for NextGen frequency improvement (40-45 minute weekdays) in June 2024.
- Line 161 (Canoga Station – Thousand Oaks) with 70.9% (up from 65.8% in Q4 CY2023) recovery weekdays, 88.3% Saturday, and again a high 117.9% Sunday recovery rate. Improved recovery on all day types.
- Line 158 (Plummer/Woodman) with 67.9% recovery weekdays, with higher recovery of 80.0% Saturday, 86.9% Sunday. Slight improvements for weekday and Saturday recovery with new short line to provide 30-minute instead of hourly service weekdays to be introduced in June 2024.
- Line 218 (Studio City – Beverly Hills) with 66.9% (up from 61.4% in Q4 CY2023) recovery weekday, 75.2% Saturday, 77.5% Sunday. Limited by hourly type frequency.
- Line 167 (Devonshire-Coldwater Canyon) with 65.4% (slightly up from 62.9% in Q4 CY2023) recovery weekdays, but higher recovery of 86.9% Saturday, 87.8% Sunday, so more significant recovery rate improvement weekend. Limited by hourly type frequency.
- Line 602 (Westwood/UCLA - Pacific Palisades) with 64.5% recovery weekdays (decline from 69.6% in Q4 CY2023), but much higher and increased weekend recovery at 121.6% Saturday, 135.7% Sunday. This may relate to more telecommuting of Westwood area office workers weekdays and increased weekend leisure trips.
- Line 102 (La Tijera-Exposition Bl) with 58.9% recovery weekdays (up from 55.3% in Q4 CY2023), 74.4% Saturday, 70.8% Sunday, is low likely due to the hourly service level now offered.
- Line 96 (Riverside Dr) with 53.3% recovery weekdays, 58.0% Saturday, 71.3% Sunday, is consistently low and weekends declined slightly. This line was cut back to the north end of downtown LA near Union Station.
- Lines 211/215 (Inglewood Av/Prairie Av) at 51.9% recovery (down from 57.8% in Q4 CY2023) only offers peak-hour weekday service. Other than some well-used trips of school student ridership, this line has some very low usage trips that will be discontinued.
- Line 209 (Van Ness Av) with 45.0% recovery (up slightly from 43.0% in Q4 CY2023) only runs weekdays, has hourly frequency, and was significantly shortened. It was originally proposed for elimination in the NextGen Bus Plan. Over 50% of its line miles are in EFCs. Limited by hourly frequency and lack of key destinations.

Pasadena/Altadena and Metro Micro

The Tier 3 and 4 lines in the Pasadena/Altadena area went through significant restructuring. The area also now has one of Metro's busiest Micro Transit zones which replaced some fixed route service such as lines through Sierra Madre. The recovery rate here is a low 58.1% overall weekdays (down slightly from 60.2% in Q4 CY2023), but above average and much higher 104.2% Saturday, and 105.2% for Sunday (weekend recovery rates increased). This area requires more review in conjunction with the review of Metro Micro. It includes a mix of lines such as 487/489 freeway express lines to downtown LA which are impacted, especially weekdays, by downtown LA economic recovery, though they were increased in frequency in December 2023, and the truncation of part of Line 487 through Sierra Madre in conjunction with the Metro Micro launch. Weekday ridership recovery may also be impacted by economic recovery and changes in office and other jobs in Pasadena, similar to downtown LA. Line 268 to Sierra Madre Bl will be restored in the June 2024 service change, and Lines 267 and 686 will be merged into new Line 267 with 30-minute weekday service between Pasadena and Altadena to help increase weekday ridership recovery.

Bus Speed and Reliability:

As part of the NextGen Bus Plan, almost 50 miles of bus priority lanes have been implemented across Metro's service area. In 2020-2021, the primary focus was on new bus lanes in downtown LA on key streets serving multiple Metro bus lines such as Flower, Figueroa, 5th, 6th, Grand, Olive, and Aliso Sts. This was followed by Alvarado St (Line 2) and most recently in 2023 by Venice Bl, La Brea Av, and Sepulveda Bl. Data shows speed improvements as well as the perception of such speed improvements by riders in post-implementation surveys. These lanes will help support ridership recovery through increasing service reliability and decreasing bus travel times. They will also be complemented by additional bus priority lanes such as on Roscoe Bl and Florence Av plus expanded transit signal priority and all door boarding programs during FY2025.

Weekday Ridership Recovery Comparison by Line/Line Group –Quarter 1, Calendar Year 2019 to Quarter 1, Calendar Year 2024

Line Description	Line (2019)	Avg Weekday Boardings 2019 Q1	Line (2024)	Avg Weekday Boardings 2024 Q1	Weekday Ridership Recovery 2024 versus 2019	Weekday RSH 2019	Weekday RSH 2024	% 2024 over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 over 2019
Balboa BI	236	1,461	235/236	1,770	121.1%	53.9	81.2	150.6%	27.1	21.8	80.4%
E Olympic BI/W 8th St	066	10,595	066	12,289	116.0%	187.7	272.6	145.2%	56.4	45.1	79.9%
Rosemead BI	266	4,529	266	5,088	112.3%	129.4	191.9	148.3%	35.0	26.5	75.8%
Sherman Way	163	8,511	162	9,247	108.6%	199.8	246.1	123.2%	42.6	37.6	88.2%
Vermont Av Local	204	19,838	204	21,519	108.5%	274.9	334.7	121.8%	72.2	64.3	89.1%
Rosecrans Av	125	4,516	125	4,774	105.7%	142.7	178.1	124.8%	31.6	26.8	84.7%
Tampa Av & Winnetka Av	243	1,498	242	1,571	104.9%	52.9	63.6	120.2%	28.3	24.7	87.2%
LAC USC Medical Center Shuttle	605	2,101	605	2,146	102.1%	54.9	64.6	117.7%	38.3	33.2	86.8%
Nordhoff St	166	5,401	166	5,516	102.1%	148.8	150.1	100.9%	36.3	36.7	101.2%
Downtown LA - Glenoaks BI - Sylmar	092	5,291	092	5,397	102.0%	185.8	237.2	127.7%	28.5	22.8	79.9%
Vanowen St	165	7,485	165	7,631	102.0%	189.5	221.4	116.8%	39.5	34.5	87.3%
Hawthorne BI, Rancho Palos Verdes	344	1,365	344	1,391	101.9%	63.6	63.3	99.5%	21.5	22.0	102.4%
Victory BI	164	5,693	164	5,674	99.7%	167.3	204.4	122.2%	34.0	27.8	81.6%
Central Av	053	11,158	053	11,075	99.3%	237.0	291.3	122.9%	47.1	38.0	80.8%
Compton AV	055	6,930	055	6,871	99.1%	176.2	199.7	113.3%	39.3	34.4	87.5%
Van Nuys BI Local	233	10,778	233	12,270	98.8%	703.3	789	112.2%	39.2	34.5	88.1%
Van Nuys BI - Westside Rapid (788); new Van Nuys BI Westside Rapid (761)	788	1,827	761	6,756							
Sepulveda BI Local	234	5,034	234	8,183							
Sepulveda BI - Westside Rapid	734	5,856									
Reseda/Ventura/Van Nuys Rapid	744	4,042									
Alondra BI	128	1,010	128	994	98.4%	47.8	43.6	91.2%	21.1	22.8	107.9%
Willowbrook Av	202	252	202	247	98.0%	19.2	27.9	145.3%	13.1	8.9	67.5%
3 rd St	016	20,130	016	18,991	97.8%	426.1	486.1	114.1%	47.2	40.5	85.7%
Robertson BI - Beverwil Dr			617	688							
Hoover St	603	6,875	603	7,654	97.8%	225.8	235	104.1%	34.7	32.6	94.0%
Silver Lake	201	951									
Whitter BI W 6th St	018	17,210	018	19,819	96.0%	1180.5	1275.3	108.0%	48.8	43.4	88.8%
Wilshire BI Local	020	12,486	020	8,741							
Wilshire BI Rapid	720	27,951	720	26,755							

RSH = Revenue Service Hours

Line Description	Line (2019)	Avg Weekday Boardings 2019 Q1	Line (2024)	Avg Weekday Boardings 2024 Q1	Weekday Ridership Recovery 2024 versus 2019	Weekday RSH 2019	Weekday RSH 2024	% 2024 over 2019	Productivity Boardings/RSH 2019	Productivity Boardings/RSH 2024	Productivity % 2024 over 2019
Slauson Av	108	14,485	108	13,886	95.9%	331.9	376.3	113.4%	43.6	36.9	84.6%
El Monte - Long Beach VA Express	577	867	577	828	95.5%	66.1	79.3	120.0%	13.1	10.4	79.6%
Gage Av	110	7,811	110	7,454	95.4%	205.3	227.3	110.7%	38.0	32.8	86.2%
Florence Av	111	14,585	111	13,741	94.2%	282.1	347.9	123.3%	51.7	39.5	76.4%
Century BI	117	8,416	117	7,899	93.9%	222.5	233.9	105.1%	37.8	33.8	89.3%
Santa Monica BI Local	004	14,154	004	22,491	93.7%	642.1	633.4	98.6%	37.4	35.5	94.9%
Santa Monica BI Rapid	704	9,860									
J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	910/950	15,749	910/950	14,760	93.7%	427.5	389.6	91.1%	36.8	37.9	102.8%
LAX - Long Beach via Sepulveda BI, Pacific Coast Hwy	232	4,493	232	4,168	92.8%	188.8	197.2	104.4%	23.8	21.1	88.8%
Soto St	251	8,195	251	13,724	92.8%	337.2	359		43.9	38.2	87.1%
Soto St - Griffin Av	252	2,093									
Soto St Rapid	751	4,506									
Roscoe BI	152	10,149	152	9,381	92.4%	225.7	231.6	102.6%	45.0	40.5	90.1%
Vernon Av, La Cienega BI	105	10,563	105	14,865	92.0%	356.1	348.5	97.9%	45.4	42.7	94.0%
Vernon Av, La Cienega BI Rapid	705	5,598									
Western Av Local	207	15,589	207	24,491	90.8%	425.2	440.2	103.5%	63.4	55.6	87.7%
Western Av Rapid	757	11,373									
Venice BI Local	033	9,969	033	15,926	90.3%	494.3	500.7	101.3%	35.7	31.8	89.2%
Venice BI Rapid	733	7,664									
Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	078	8,399	078	6,574	90.3%	364.1	314	86.2%	23.1	24.1	104.7%
Rose Hill - Arcadia via Huntington Dr			179	1,009							
Ventura BI Local	150	7,965	150	2,952	88.1%	517.3	518.5	1.00232	33.1	29.1	87.9%
Reseda BI/Ventura BI Local			240	10,463							
Topanga Canyon BI (245); De Soto Av (244)	245	2,523	244	1,673							
Reseda/Ventura/Van Nuys Rapid	744	4,042									
Ventura BI Rapid	750	2,587									
Imperial Hwy	120	3,489	120	3,060	87.7%	137.6	131.9	95.9%	25.4	23.2	91.5%
MLK - Hawthorne BI	040	13,630	040	13,854	87.4%	415.6	440.2	105.9%	38.1	31.5	82.5%
Hawthorne BI Rapid	740	2,225									

Line Description	Line (2019)	Avg Weekday Boardings 2019 Q1	Line (2024)	Avg Weekday Boardings 2024 Q1	Weekday Ridership Recovery 2024 versus 2019	Weekday RSH 2019	Weekday RSH 2024	% 2024 over 2019	Productivity Boardings/RSH 2019	Productivity Boardings/RSH 2024	Productivity % 2024 over 2019
Huntington Park Shuttle	611	1,490	611	1,269	85.2%	55.8	50.1	89.8%	26.7	25.3	94.9%
Downtown LA - Foothill BI	090	6,596	090	5,583	85.1%	579.5	627.6	108.3%	29.8	24.1	80.8%
Hollywood Way	222	1,272	222	1,036							
Lankershim BI	224	6,574	224	6,024							
Whiteoak Av, Woodley Av	237	1,920	237	1,481							
Whiteoak Av	239	900									
Foothill BI			690	984							
La Brea Av	212	11,046	212	9,363	84.8%	240.2	300.1	124.9%	46.0	31.2	67.8%
Artesia - Pasadena via Atlantic BI and Fair Oaks Av	260	9,203	260	10,029	84.6%	379.6	329.3	86.7%	33.6	32.8	97.5%
Atlantic BI Rapid (762)/Altadena - Pasadena (660)	762	3,551	660	757							
Downtown LA - Norwalk - Disneyland	460	4,554	460	3,835	84.2%	219.4	178.5	81.4%	20.8	21.5	103.5%
Montebello - Downtown LA via Cesar Chavez Av	068	4,780			83.7%	582.3	595.3	102.2%	38.6	31.6	81.9%
El Monte - Downtown LA via Garvey Av and Cesar Chavez Av Local	070	9,417									
El Monte - Downtown LA via Garvey Av and Cesar Chavez Av Local	071	1,533	070	15,064							
Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace	106	409	106	3,761							
El Monte - Downtown LA via Garvey Av and Cesar Chavez Av Rapid	770	6,355									
Saticoy St	169	2,137	169	1,764	82.5%	87.0	80	92.0%	24.6	22.1	89.8%
San Pedro - Willowbrook via Vermont Av, Wilmington Av	205	3,413	205	2,744	82.0%	289.8	291.4	100.6%	24.9	20.3	81.5%
San Pedro - Harbor Gateway Transit Center - USC	550	1,336	550	343							
San Pedro - Harbor Gateway Transit Center via Avalon BI	246	2,460	246	2,823							
Hollywood - Pasadena	180	7,877	180	8,853	81.9%	594.4	583.9	98.2%	35.3	29.4	83.4%
Hollywood BI Fairfax BI	217	5,942	217	8,340							
Hollywood/Fairfax - Pasadena Rapid	780	7,171									
Downtown LA - San Fernando Rd - North Hollywood	094	4,112	094	6,589	81.6%	454.0	404.8	89.2%	25.4	23.2	91.5%
San Fernando Rd Rapid (794)/Burbank - Sylmar San Fernando Rd (294)	794	3,775	294	1,307							
Magnolia BI North Hollywood - Burbank - Glendale	183	1,552									

Line Description	Line (2019)	Avg Weekday Boardings 2019 Q1	Line (2024)	Avg Weekday Boardings 2024 Q1	Weekday Ridership Recovery 2024 versus 2019	Weekday RSH 2019	Weekday RSH 2024	% 2024 over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 over 2019
Burbank BI Oxnard St	154	761	154	508							
Riverside Dr	155	1,318	155	993							
Manchester Av - Firestone BI	115	13,826	115	11,179	80.9%	301.9	291.8	96.7%	45.8	38.3	83.7%
North Hollywood - Pasadena Express	501	1,413	501	1,135	80.3%	93.0	83.7	90.0%	15.2	13.6	89.3%
Sunset BI (became Sunset BI - Alvarado St)	002	11,384	002	17,743							
Alvarado St	200	10,808			80.0%	496.5	472.4	95.1%	44.7	37.6	84.0%
CSULA - City Terrace Shuttle	665	638	665	509	79.8%	27.1	34.9	128.8%	23.5	14.6	61.9%
Downtown LA - Artesia via Long Beach BI	060	13,498	060	14,110							
Long Beach BI Rapid	760	4,275			79.4%	419.8	426.8	101.7%	42.3	33.1	78.1%
Normandie Av	206	10,981	206	8,710	79.3%	189.9	202.6	106.7%	57.8	43.0	74.3%
Crenshaw BI Local	210	9,971	210	12,724							
Crenshaw BI Rapid	710	6,297			78.2%	376.6	347.2	92.2%	43.2	36.6	84.8%
Avalon BI, W 7th St	051	22,961	051	17,926	78.1%	415.0	429.6	103.5%	55.3	41.7	75.4%
Figueroa St	081	12,928	081	9,733							
Downtown LA - Eagle Rock via York BI	083	2,344			77.4%	415.2	353.3	85.1%	38.4	34.9	90.9%
Silver Lake - East Hollywood	175	659	182	2,596							
Laurel Canyon BI	230	3,937	230	3,020	76.7%	100.3	93.1	92.8%	39.3	32.4	82.6%
Santa Monica - Malibu via Pacific Coast Hwy	534	1,459	134	1,108	75.9%	80.4	59.9	74.5%	18.1	18.5	101.9%
Pico BI	030	11,537	030	8,592	74.5%	297.8	231.6	77.8%	38.7	37.1	95.8%
Telegraph Rd	062	3,984	062	2,950	74.0%	159.4	127.5	80.0%	25.0	23.1	92.6%
Paramount BI	265	1,365	265	997	73.0%	51.6	47.1	91.3%	26.5	21.2	80.0%
Broadway Local	045	13,682	045	12,828							
Broadway Rapid	745	6,084			71.3%	475.5	414.3	87.1%	43.3	35.4	81.8%
Compton BI, Somerset BI	127	816	127	1,837							
Canoga Station - Thousand Oaks	161	1,079	161	765	70.9%	55.7	49.2	88.3%	19.4	15.5	80.3%
Valley BI	076	8,141	076	5,740	70.5%	212.4	214.9	101.2%	38.3	26.7	69.7%
Olympic BI Local	028	8,463	028	9,604							
Olympic BI Rapid	728	5,450			69.0%	401.1	309	77.0%	34.7	31.1	89.6%
Beverly BI - W Adams BI	014/037	16,212	014/037	11,137	68.7%	382.5	277	72.4%	42.4	40.2	94.9%
Plummer St, Woodman Av	158	1,931	158	1,312	67.9%	58.5	49.9	85.3%	33.0	26.3	79.7%
Manhattan Beach BI	218	860	218	575	66.9%	50.0	34.3	68.6%	17.2	16.8	97.5%

Line Description	Line (2019)	Avg Weekday Boardings 2019 Q1	Line (2024)	Avg Weekday Boardings 2024 Q1	Weekday Ridership Recovery 2024 versus 2019	Weekday RSH 2019	Weekday RSH 2024	% 2024 over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 over 2019
Washington BI/W Jefferson BI	035/038	7,653	035/038	5,093	66.5%	209.5	152	72.6%	36.5	33.5	91.7%
Vermont Av Rapid	754	19,700	754	12,948	65.7%	238.9	231.7	97.0%	82.5	55.9	67.8%
Coldwater Canyon Av - Devonshire St	167	2,090	167	1,366	65.4%	89.8	69.5	77.4%	23.3	19.7	84.4%
Westwood - Pacific Palisades	602	1,847	602	1,192	64.5%	76.9	54.5	70.9%	24.0	21.9	91.1%
Melrose Av/Main St/San Pedro St	010/048	11,124	010/048	7,042	63.3%	284.3	216.2	76.0%	39.1	32.6	83.2%
G Line BRT - North Hollywood - Canoga Park - Chatsworth	901	21,958	901	13,290	60.5%	345.6	296.9	85.9%	63.5	44.8	70.5%
La Tijera BI, Exposition BI	102	2,333	102	1,374	58.9%	90.1	68.6	76.1%	25.9	20.0	77.4%
Pasadena - Highland Park - Eastern Av	256	1,400	256	558	58.1%	675.1	497.4	73.7%	21.3	16.8	78.9%
Fremont Av - Eastern Av - Garfield Av	258	2,508	258	2,089							
El Monte - Pasadena via Temple City BI and Del Mar BI	267	2,762	267	1,261							
El Monte - Pasadena via Baldwin Av	268	1,666	268	645							
Mission Dr (176)/Arcadia - Santa Anita Av - El Monte (287)	176	1,451	287	948							
Pasadena - Altadena via Lake Av, Lincoln Av			662	1,359							
Los Robles Av (687); Allen Av (686)	687	1,186	686	222							
Downtown LA - San Gabriel BI (487) - Rosemead BI (489)	487/489	3,412	487/489	1,280							
Riverside Dr	096	1,263	096	673	53.3%	85.7	47.6	55.5%	14.7	14.1	95.9%
Prairie Av/Inglewood Av	211/215	576	211/215	299	51.9%	33.8	27	79.9%	17.0	11.1	65.0%
Caltech - Pasadena - Jet Propulsion Laboratory	177	442	177	215	48.6%	15.5	16.1	103.9%	28.5	13.4	46.8%
Van Ness Av/Arlington Av	209	773	209	348	45.0%	44.0	31.4	71.4%	17.6	11.1	63.1%
Warner Center Shuttle	601	1,164	601	371	31.9%	73.9	37.1	50.2%	15.8	10.0	63.5%
Manhattan Beach BI	126	174			Discontinued	13.8	N/A	N/A	12.6	N/A	N/A
Artesia BI	130	2,355			Transferred to Municipal Agencies	106.6	N/A	N/A	22.1	N/A	N/A
Boyle Av	254	337			Discontinued	37.5	N/A	N/A	9.0	N/A	N/A
Manchester Av Express	442	171			Discontinued	10.3	N/A	N/A	16.6	N/A	N/A
Windsor Hills - Inglewood	607	55			Discontinued	9.2	N/A	N/A	6.0	N/A	N/A
South Gate Shuttle	612	1,088			Replaced with Micro	53.6	N/A	N/A	20.3	N/A	N/A

Line Description	Line (2019)	Avg Weekday Boardings 2019 Q1	Line (2024)	Avg Weekday Boardings 2024 Q1	Weekday Ridership Recovery 2024 versus 2019	Weekday RSH 2019	Weekday RSH 2024	% 2024 over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 over 2019
LAX C Line Shuttle	625	320			Replaced with Micro	18.7	N/A	N/A	17.1	N/A	N/A
Glassell Park - Glendale College	685	481			Replaced with Micro	29.7	N/A	N/A	16.2	N/A	N/A

Saturday Ridership Recovery Comparison by Line/Line Group – Quarter 1, Calendar Year 2019 to Quarter 1, Calendar Year 2024

Line Description	Line (2019)	Avg Saturday Boardings Q1-2019	Line (2024)	Avg Saturday Boardings Q1-2024	Saturday Ridership Recovery 2024 versus 2019	Saturday RSH 2019	Saturday RSH 2024	RSH % 2024 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
LAC USC Medical Center Shuttle	605	695	605	1,158	166.6%	27.1	49.6	183.0%	25.6	23.3	91%
North Hollywood - Pasadena Express	501	466	501	713	153.0%	31.4	60.2	191.7%	14.8	11.8	80%
CSULA - City Terrace Shuttle	665	190	665	273	143.7%	13.7	30.2	220.4%	13.9	9.0	65%
Tampa Av & Winnetka Av	243	624	242	875	140.2%	40.5	55	135.8%	15.4	15.9	103%
Sherman Way	163	4,658	162	5,919	127.1%	110.8	172.3	155.5%	42.0	34.4	82%
Nordhoff St	166	2,250	166	2,807	124.8%	74.2	79.9	107.7%	30.3	35.1	116%
Vermont Av Local	204	13,422	204	16,623	123.8%	204.1	259.9	127.3%	65.8	64.0	97%
Westwood - Pacific Palisades	602	536	602	652	121.6%	50.9	50	98.2%	10.5	13.0	124%
Vanowen St	165	3,406	165	4,021	118.1%	90.2	111.9	124.1%	37.8	35.9	95%
J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	910/950	6,428	910/950	7,576	117.9%	201.6	202.5	100.4%	31.9	37.4	117%
Van Nuys BI Local	233	8,019	233	8,739	116.6%	164	220.2	141.5%	39.5	32.5	82%
Sepulveda BI Local	234	5,704	234	5,089		182.2	179.1				
Sepulveda BI - Westside Rapid (734); Van Nuys BI Westside Rapid (761)	744	1,309	761	3,696		34.6	139.6				
Rosemead BI	266	2,951	266	3,353	113.6%	93.7	126.5	135.0%	31.5	26.5	84%
Balboa BI	236	550	236	615	111.8%	25.8	45.5	176.4%	21.3	13.5	63%
Rosecrans Av	125	2,331	125	2,573	110.4%	101.4	106.9	105.4%	23.0	24.1	105%
Downtown LA - San Fernando Rd - North Hollywood	094	4,955	094	4,766	109.2%	183.6	167.5	163.8%	24.5	16.4	67%
Riverside Dr	155	775	155	792		46.1	61.9				
Burbank BI Oxnard St			154	371		0	35.9				
Magnolia BI North Hollywood - Burbank - Glendale	183	601				28.3	78.7				
Burbank - Sylmar San Fernando Rd			294	986		0	78.7				
Downtown LA - Foothill BI	090	3,276	090	3,506	109.0%	126.5	144.9	136.7%	24.8	19.8	80%
Hollywood Way	222	705	222	632		52.9	56.8				
Lankershim BI	224	3,877	224	3,823		107.1	156.6				
Whiteoak Av, Woodley Av	237	740	237	900		60.3	68.7				
Foothill BI			690	508		0	47.1				
Roscoe BI	152	5,528	152	6,013	108.8%	137.4	170.4	124.0%	40.2	35.3	88%

RSH = Revenue Service Hours

Line Description	Line (2019)	Avg Saturday Boardings Q1-2019	Line (2024)	Avg Saturday Boardings Q1-2024	Saturday Ridership Recovery 2024 versus 2019	Saturday RSH 2019	Saturday RSH 2024	RSH % 2024 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Huntington Park Shuttle	611	838	611	894	106.7%	49.9	50.2	100.6%	16.8	17.8	106%
E. Olympic Bl/W. 8th St.	066	8,121	066	8,540	105.2%	178.4	188.8	105.8%	45.5	45.2	99%
Pasadena - Highland Park - Eastern Av	256	691	256	434	104.2%	59	46.9	104.0%	14.3	14.4	100%
Fremont Av - Eastern Av - Garfield Av			258	881		0	55.9				
El Monte - Pasadena via Temple City Bl and Del Mar Bl	267	1,131	267	486		67.5	27.3				
El Monte - Pasadena via Baldwin Av	268	910	268	433		55.3	29.3				
Arcadia - Santa Anita Av - El Monte			287	272		0	16.8				
Downtown LA - San Gabriel Bl	487	985	487	458		72.4	44.1				
Pasadena - Altadena via Lake Av, Lincoln Av			662	1,359		0	75.3				
Los Robles Av (687); Allen Av (686)	687	576	686	152		45.1	15.6				
Downtown LA - Glenoaks Bl - Sylmar	092	3,364	092	3,483	103.5%	148	158.7	107.2%	22.7	21.9	97%
Central Av	053	6,854	053	6,990	102.0%	181.2	208.4	115.0%	37.8	33.5	89%
Hoover St	603	5,303	603	5,921	101.4%	146.8	203.1	116.1%	33.4	29.2	87%
Silver Lake	201	536				28.2	0				
3rd St.	016	13,695	016	13,522	101.1%	315.3	294.5	105.4%	43.4	41.6	96%
Robertson Bl - Beverwil Dr			617	319		0	37.9				
Santa Monica Bl Local	004	11,283	004	17,725	100.3%	357.7	464.9	85.7%	32.6	38.1	117%
Santa Monica Bl Rapid	704	6,391				185	0				
Western Av Local	207	17,894	207	17,937	100.2%	246	300.6	122.2%	72.7	59.7	82%
Imperial Hwy	120	1,665	120	1,637	98.3%	87.9	87.6	99.7%	18.9	18.7	99%
Vernon Av, La Cienega Bl	105	9,850	105	9,673	98.2%	223.6	223.6	100.0%	44.1	43.3	98%
Whitter Bl W. 6th St.	018	11,104	018	14,961	97.3%	251.4	344.5	106.4%	38.5	35.2	91%
Wilshire Bl Local	020	6,603	020	6,008		219.1	239.3				
Wilshire Bl Rapid	720	17,506	720	13,283		443.1	388.3				
LAX - Long Beach via Sepulveda Bl, Pacific Coast Hwy	232	2,896	232	2,812	97.1%	137.9	134.6	97.6%	21.0	20.9	99%
Compton Av	055	4,055	055	3,932	97.0%	131.6	117.5	89.3%	30.8	33.5	109%
Slauson Av	108	8,136	108	7,835	96.3%	209.1	226.6	108.4%	38.9	34.6	89%
Soto St	251	7,116	251	7,511	96.1%	192.5	234.6	105.6%	35.2	32.0	91%
Soto St - Griffin Av	252	701				29.7	0				
Century Bl	117	5,138	117	4,934	96.0%	147	125	85.0%	35.0	39.5	113%

Line Description	Line (2019)	Avg Saturday Boardings Q1-2019	Line (2024)	Avg Saturday Boardings Q1-2024	Saturday Ridership Recovery 2024 versus 2019	Saturday RSH 2019	Saturday RSH 2024	RSH % 2024 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	078	4,966	078	3,946	95.8%	188.3	139.6	101.6%	26.4	24.9	94%
Rose Hill - Arcadia via Huntington Dr			179	813		0	51.8				
Hawthorne BI, Rancho Palos Verdes	344	932	344	887	95.2%	55.9	44.6	79.8%	16.7	19.9	119%
Gage Av	110	4,058	110	3,843	94.7%	133.7	111.3	83.2%	30.4	34.5	114%
MLK - Hawthorne BI	040	8,863	040	9,824	94.2%	249.3	349	107.8%	32.2	28.1	87%
Hawthorne BI Rapid	740	1,561				74.5	0				
Artesia - Pasadena via Atlantic BI and Fair Oaks Av	260	7,177	260	5,929	92.8%	200.5	176.1	106.0%	35.8	31.3	87%
Pasadena - Altadena via Fair Oaks Av			660	729		0	36.5				
Ventura BI	150	7,656	150	1,679	92.5%	237.9	90.9	119.9%	30.9	23.8	77%
Topanga Canyon BI (245); Reseda/Ventura (240)	245	770	240	6,579		42.5	241.2				
Reseda BI - Ventura BI - Van Nuys BI Rapid (744)/De Soto Av (244)	744	1,309	244	743		34.7	45.6				
Crenshaw BI Local	210	6,836	210	9,369	91.3%	195.4	315.9	102.0%	33.1	29.7	89%
Crenshaw BI Rapid	710	3,431		0		114.4	0				
Florence Av	111	9,932	111	9,029	90.9%	225.3	227.8	101.1%	44.1	39.6	90%
Victory BI	164	3,232	164	2,930	90.7%	107	108.4	101.3%	30.2	27.0	89%
Hollywood - Pasadena	180	9,208	180	6,841	90.7%	263.3	253.7	102.4%	33.1	29.3	89%
Hollywood BI Fairfax BI	217	4,752	217	5,819		158.9	178.6				
Manchester Av - Firestone BI	115	7,984	115	7,237	90.6%	190.9	185.5	97.2%	41.8	39.0	93%
Figueroa St	081	7,807	081	6,889	90.3%	209.2	202.9	139.5%	44.4	28.7	65%
Downtown LA - Eagle Rock via York BI	083	1,472	182	1,493		0	88.9				
Venice BI Local	033	6,825	033	11,689	90.1%	207.4	351.2	87.8%	32.4	33.3	103%
Venice BI Rapid	733	6,154				192.7	0				
San Pedro - Willowbrook via Vermont Av, Wilmington Av	205	1,480	205	1,170	89.9%	83.9	87	100.5%	18.4	16.4	89%
San Pedro - Harbor Gateway Transit Center via Avalon BI	246	1,650	246	2,066		79.4	109.9				
San Pedro - Harbor Gateway Transit Center	550	470				32.7	0				
La Brea Av	212	6,827	212	6,122	89.7%	188.8	188.2	99.7%	36.2	32.5	90%
Montebello - Downtown LA via Cesar Chavez Av	068	3,302	070	9,880	89.3%	98.6	291.9	95.9%	32.3	30.0	93%
El Monte - Downtown LA via Garvey Av and Cesar Chavez Av Local	070	6,427				174.3	0				

Line Description	Line (2019)	Avg Saturday Boardings Q1-2019	Line (2024)	Avg Saturday Boardings Q1-2024	Saturday Ridership Recovery 2024 versus 2019	Saturday RSH 2019	Saturday RSH 2024	RSH % 2024 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Downtown LA - City Terrace - CSULA	071	468				29.1	0				
Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace			106	1,885		0	99.8				
El Monte - Downtown LA via Garvey Av and Cesar Chavez Av Rapid	770	2,971				106.3	0				
Normandie Av	206	6,454	206	5,706	88.4%	129.7	137.8	106.2%	49.8	41.4	83%
Canoga Station - Thousand Oaks	161	590	161	521	88.3%	39.6	40.8	103.0%	14.9	12.8	86%
Beverly BI - W. Adams BI	014/037	7,619	014/037	6,647	87.2%	213.4	209.4	98.1%	35.7	31.7	89%
Coldwater Canyon Av - Devonshire St	167	1,063	167	924	86.9%	69.2	68.8	99.4%	15.4	13.4	87%
Sunset BI (became Sunset BI - Alvarado St)	002	7,022	002	13,067	86.4%	239.4	379.6	97.5%	38.9	34.4	89%
Alvarado St	200	8,107				149.8	0				
Downtown LA - Norwalk - Disneyland	460	3,243	460	2,789	86.0%	177.3	151	85.2%	18.3	18.5	101%
Laurel Canyon BI	230	1,774	230	1,468	82.8%	61.9	62.3	100.6%	28.7	23.6	82%
Santa Monica - Malibu via Pacific Coast Hwy	534	980	134	791	80.7%	59.9	51.1	85.3%	16.4	15.5	95%
Plummer St, Woodman Av	158	971	158	777	80.0%	42.6	43.2	101.4%	22.8	18.0	79%
Downtown LA - Artesia via Long Beach BI	060	9,644	060	9,151	79.6%	269.9	318.6	91.8%	33.1	28.7	87%
Long Beach BI Rapid	760	1,850				77	0				
Avalon BI, W. 7th St.	051	17,532	051	13,610	77.6%	351.1	348.1	99.1%	49.9	39.1	78%
Telegraph Rd	062	2,339	062	1,801	77.0%	107.2	87.5	81.6%	21.8	20.6	94%
Olympic BI Local	028	8,199	028	6,268	76.4%	260.9	209.3	80.2%	31.4	29.9	95%
Studio City - Beverly Hills	218	501	218	377	75.2%	34.7	32.4	93.4%	14.4	11.6	81%
La Tijera BI, Exposition BI	102	1,504	102	1,119	74.4%	79.3	66.8	84.2%	19.0	16.8	88%
G Line BRT - North Hollywood - Canoga Park - Chatsworth	901	11,733	901	8,435	71.9%	220.5	232.9	105.6%	53.2	36.2	68%
Pico BI	030	9,182	030	6,593	71.8%	238.2	175.1	73.5%	38.5	37.7	98%
Broadway Local	045	10,721	045	8,860	71.6%	272.4	259.3	92.0%	36.5	28.4	78%
Broadway Rapid	745	2,933				101.2	0				
Compton BI, Somerset BI			127	911		0	84.3				
Valley BI	076	5,611	076	3,960	70.6%	166.9	152.7	91.5%	33.6	25.9	77%
Paramount BI	265	734	265	507	69.1%	37.6	37.5	99.7%	19.5	13.5	69%
Washington BI/W. Jefferson BI	035/038	4,093	035/038	2,787	68.1%	142.7	104.5	73.2%	28.7	26.7	93%
Vermont Av Rapid	754	12,593	754	8,291	65.8%	163.9	144.3	88.0%	76.8	57.5	75%

Line Description	Line (2019)	Avg Saturday Boardings Q1-2019	Line (2024)	Avg Saturday Boardings Q1-2024	Saturday Ridership Recovery 2024 versus 2019	Saturday RSH 2019	Saturday RSH 2024	RSH % 2024 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Melrose Av/Main St/San Pedro St	010/048	5,783	010/048	3,742	64.7%	187.6	144.2	76.9%	30.8	26.0	84%
Riverside Dr	096	629	096	365	58.0%	44.9	31.6	70.4%	14.0	11.6	82%
Warner Center Shuttle	601	688	601	253	36.8%	70.7	37.1	52.5%	9.7	6.8	70%
Alondra BI			128	554	New Saturday service	0	43.7	N/A	N/A	12.7	N/A
Artesia BI	130	1,084			Transferred to Municipal Agencies	57.3	0	N/A	18.9	N/A	N/A
Saticoy St			169	982	New Saturday service	0	66.2	N/A	N/A	14.8	N/A
Boyle Av	254	337			Discontinued	28.5	0	N/A	11.8	N/A	N/A
South Gate Shuttle	612	773			Replaced with Micro	51.8	0	N/A	14.9	N/A	N/A

Sunday Ridership Recovery Comparison by Line/Line Group – Quarter 1, Calendar Year 2019 to Quarter 1, Calendar Year 2023

Line Description	Line (2019)	Avg Sunday Boardings Q1-2019	Line (2024)	Avg Sunday Boardings Q1-2024	Sunday Ridership Recovery 2024 versus 2019	Sunday RSH 2019	Sunday RSH 2024	RSH % 2023 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
CSULA - City Terrace Shuttle	665	154	665	250	162.4%	11.7	30.3	259.0%	13.2	8.3	63%
North Hollywood - Pasadena Express	501	401	501	626	156.1%	31.4	60.2	191.7%	12.8	10.4	81%
Westwood - Pacific Palisades	602	356	602	483	135.7%	37.3	50	134.0%	9.5	9.7	101%
LAC USC Medical Center Shuttle	605	689	605	919	133.4%	27	49.6	183.7%	25.5	18.5	73%
Nordhoff St	166	1,732	166	2,279	131.6%	55.9	79.9	142.9%	31.0	28.5	92%
Sherman Way	163	3,550	162	4,539	127.9%	89.4	134.9	150.9%	39.7	33.6	85%
Vanowen St	165	2,493	165	3,189	127.9%	77	111.8	145.2%	32.4	28.5	88%
Rosemead BI	266	2,365	266	2,974	125.8%	76	126.5	166.4%	31.1	23.5	76%
Rosecrans Av	125	1,700	125	2,139	125.8%	71.2	106.9	150.1%	23.9	20.0	84%
E. Olympic BI/W. 8th St.	066	5,240	066	6,527	124.6%	124.1	180.5	145.4%	42.2	36.2	86%
Van Nuys BI Local	233	6,277	233	7,700	123.3%	139.2	220.2	157.4%	35.0	27.4	78%
Sepulveda BI	234	4,393	234	4,206		168.5	179.1				
Sepulveda BI - Westside Rapid	744	1,313	761	2,869		34.6	139.6				
Balboa BI	236	410	236	502	122.4%	25.8	45.5	176.4%	15.9	11.0	69%
J Line BRT - El Monte - Downtown LA - Harbor Transitway - San Pedro	910/950	5,127	910/950	6,212	121.2%	201.6	202.5	100.4%	25.4	30.7	121%
Central Av	053	4,799	053	5,743	119.7%	125.7	210	167.1%	38.2	27.3	72%
Canoga Station - Thousand Oaks	161	347	161	409	117.9%	27.4	40.8	148.9%	12.7	10.0	79%
Roscoe BI	152	4,214	152	4,912	116.6%	102.8	170.4	165.8%	41.0	28.8	70%
Downtown LA - Foothill BI	090	2,258	090	2,950	115.4%	87	144.9	162.1%	23.2	16.5	71%
Hollywood Way	222	699	222	509		52.9	56.7				
Lankershim BI	224	3,171	224	3,227		92.3	156.6				
Whiteoak Av, Woodley Av	237	661	237	760		60.3	68.7				
Foothill BI			690	390		0	47.1				
Slauson Av	108	5,585	108	6,234	111.6%	150.2	219	145.8%	37.2	28.5	77%
Downtown LA - San Fernando Rd - North Hollywood	094	3,918	094	3,838	111.5%	160.3	165.4	158.8%	23.3	16.4	70%
Burbank BI Oxnard St			154	286		0	35.9				
Riverside Dr	155	497	155	614		28.7	61.9				
Magnolia BI North Hollywood - Burbank - Glendale	183	601				26.3	0				

RSH = Revenue Service Hours

Line Description	Line (2019)	Avg Sunday Boardings Q1-2019	Line (2024)	Avg Sunday Boardings Q1-2024	Sunday Ridership Recovery 2024 versus 2019	Sunday RSH 2019	Sunday RSH 2024	RSH % 2023 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Burbank - Sylmar San Fernando Rd			294	853		0	78.7				
Vermont Av Local	204	13,047	204	14,282	109.5%	196.5	257.9	131.2%	66.4	55.4	83%
3rd St.	016	10,755	016	11,433	108.9%	242.8	294.5	136.9%	44.3	35.2	80%
Robertson BI - Beverwil Dr			617	279		0	37.9				
Gage Av	110	2,753	110	2,979	108.2%	98.9	111.3	112.5%	27.8	26.8	96%
Whitter BI W. 6th St.	018	8,000	018	12,629	105.6%	203.8	345	133.9%	37.4	29.5	79%
Wilshire BI Local	020	5,219	020	5,093		183.4	238.9				
Wilshire BI Rapid	720	13,939	720	10,968		339.1	388.3				
Downtown LA - Glenoaks BI - Sylmar	092	2,722	092	2,875	105.6%	123.2	158.7	128.8%	22.1	18.1	82%
Pasadena - Highland Park - Eastern Av	256	557	256	365	105.2%	53.8	46.9	106.8%	12.4	12.2	98%
Fremont Av - Eastern Av - Garfield Av			258	761		0	55.9				
El Monte - Pasadena via Temple City BI and Del Mar BI	267	962	267	409		67.1	27.3				
El Monte - Pasadena via Baldwin Av	268	747	268	347		54.5	29.3				
Arcadia - Santa Anita Av - El Monte			287	208		0	16.8				
Downtown LA - San Gabriel BI	487	854	487	413		70.8	44.1				
Pasadena - Altadena via Lake Av, Lincoln Av			662	1,156		0	75.3				
Los Robles Av (687); Allen Av (686)	687	489	686	137		45.1	15.6				
Compton Av	055	3,118	055	3,261		104.6%	104				
Vernon Av, La Cienega BI	105	7,843	105	8,197	104.5%	167	220	131.7%	47.0	37.3	79%
Santa Monica BI Local	004	9,310	004	15,784	104.0%	282.2	464.9	107.0%	34.9	34.0	97%
Santa Monica BI Rapid	704	5,874				152.3	0				
Santa Monica - Malibu via Pacific Coast Hwy	534	672	134	693	103.1%	44.4	51.1	115.1%	15.1	13.6	90%
Huntington Park Shuttle	611	764	611	788	103.1%	49.8	50.2	100.8%	15.3	15.7	102%
Western Av Local	207	14,819	207	15,243	102.9%	206.2	300.6	145.8%	71.9	50.7	71%
Imperial Hwy	120	1,437	120	1,475	102.6%	87.6	87.6	100.0%	16.4	16.8	103%
Crenshaw BI	210	7,894	210	7,981	101.1%	189.3	311.4	164.5%	41.7	25.6	61%
Ventura BI	150	5,970	150	1,490	100.3%	185.8	90.9	158.0%	32.4	20.6	64%
Topanga Canyon BI	245	287	244	550		13.4	45.6				
Reseda BI - Ventura BI - Van Nuys BI Rapid	744	1,313	240	5,556		34.7	233				
Soto St	251	5,327	251	5,944	99.0%	149.9	234.3	130.5%	33.5	25.4	76%
Soto St - Griffin Av	252	678				29.6	0				

Line Description	Line (2019)	Avg Sunday Boardings Q1-2019	Line (2024)	Avg Sunday Boardings Q1-2024	Sunday Ridership Recovery 2024 versus 2019	Sunday RSH 2019	Sunday RSH 2024	RSH % 2023 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Century BI	117	4,187	117	4,141	98.9%	121.8	122.1	100.2%	34.4	33.9	99%
Victory BI	164	2,312	164	2,279	98.6%	87.7	108.1	123.3%	26.4	21.1	80%
Artesia - Pasadena via Atlantic BI and Fair Oaks Av	260	5,765	260	4,957	97.8%	166.9	176.1	127.4%	34.5	26.5	77%
Pasadena - Altadena via Fair Oaks Av			660	679		0	36.5				
San Pedro - Willowbrook via Vermont Av, Wilmington Av	205	1,259	205	1,031	97.2%	70.9	87	118.9%	18.1	14.8	82%
San Pedro - Harbor Gateway Transit Center via Avalon BI	246	1,325	246	1,880		60.9	110				
San Pedro - Harbor Gateway Transit Center	550	412				33.9	0				
La Brea Av	212	5,282	212	5,115	96.8%	136.9	187.6	137.0%	38.6	27.3	71%
Downtown LA - South Arcadia via Huntington Dr/Las Tunas Dr	078	4,192	078	3,363	96.4%	166.7	139.6	114.8%	25.1	21.1	84%
Rose Hill - Arcadia via Huntington Dr			179	680		0	51.8				
Downtown LA - Norwalk - Disneyland	460	2,575	460	2,473	96.0%	155.5	151.3	97.3%	16.6	16.3	99%
Montebello - Downtown LA via Cesar Chavez Av	068	3,742			95.7%	102.2	0	125.1%	35.1	26.8	77%
El Monte - Downtown LA via Garvey Av and Cesar Chavez Av	070	6,824	070	8,929		181.3	291.9				
Downtown LA - City Terrace - CSULA	071	415				29.6	0				
Montebello - Downtown LA - Monterey Park via Cesar Chavez Av & City Terrace			106	1,583		0	99.8				
Hollywood - Pasadena	180	7,773	180	5,912	95.2%	238.4	253.7	117.6%	31.4	25.4	81%
Hollywood BI Fairfax BI	217	3,760	217	5,065		129.3	178.6				
Hawthorne BI, Rancho Palos Verdes	344	671	344	636	94.7%	39.7	44.5	112.1%	16.9	14.3	84%
LAX - Long Beach via Sepulveda BI, Pacific Coast Hwy	232	2,640	232	2,488	94.2%	119.8	134.6	112.4%	22.0	18.5	84%
Hoover St	603	4,448	603	4,615	94.1%	127.5	160.3	103.0%	31.5	28.8	91%
Silver Lake	201	455				28.1	0				
MLK - Hawthorne BI	040	8,348	040	7,749	92.8%	245.7	297.8	121.2%	34.0	26.0	77%
Sunset BI (became Sunset BI - Alvarado St)	002	5,750	002	11,352	92.5%	185.3	379.6	123.2%	39.8	29.9	75%
Alvarado St	200	6,516				122.7	0				
Manchester Av - Firestone BI	115	6,253	115	5,760	92.1%	165.3	168.1	101.7%	37.8	34.3	91%
Figueroa St	081	6,009	081	5,666	92.0%	161.4	203.1	123.2%	31.5	23.5	75%
Downtown LA - Eagle Rock via York BI	083	1,450				75.7	0				
East Hollywood - Highland Park - Rose Hill			182	1,193		0	88.9				
Venice BI Local	033	5,340	033	9,827	91.5%	170.1	349.5	98.8%	30.4	28.1	93%
Venice BI Rapid	733	5,404				183.8	0				

Line Description	Line (2019)	Avg Sunday Boardings Q1-2019	Line (2024)	Avg Sunday Boardings Q1-2024	Sunday Ridership Recovery 2024 versus 2019	Sunday RSH 2019	Sunday RSH 2024	RSH % 2023 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
Normandie Av	206	5,651	206	5,118	90.6%	115.8	134.2	115.9%	48.8	38.1	78%
Florence Av	111	8,570	111	7,662	89.4%	208.9	215.1	103.0%	41.0	35.6	87%
Beverly BI - W. Adams BI	014/037	6,261	014/037	5,569	88.9%	186	209.4	112.6%	33.7	26.6	79%
Broadway Local	045	8,229	045	8,076	88.3%	200.5	259.3	132.5%	38.7	25.8	67%
Compton BI, Somerset BI			127	778		0	84.3				
Broadway Rapid	745	1,803				58.8	0				
Coldwater Canyon Av - Devonshire St	167	958	167	841	87.8%	69.1	68.8	99.6%	13.9	12.2	88%
Plummer St, Woodman Av	158	733	158	637	86.9%	40.5	43	106.2%	18.1	14.8	82%
Laurel Canyon BI	230	1,436	230	1,240	86.4%	56.8	56.4	99.3%	25.3	22.0	87%
Downtown LA - Artesia via Long Beach BI	060	8,569	060	7,314	85.4%	224.7	304.6	135.6%	38.1	24.0	63%
Paramount BI	265	584	265	485	83.0%	37.5	37.5	100.0%	15.6	12.9	83%
Avalon BI, W. 7th St.	051	12,854	051	10,385	80.8%	261.9	257.6	98.4%	49.1	40.3	82%
Olympic BI Local	028	6,737	028	5,365	79.6%	226	209.3	92.6%	29.8	25.6	86%
Pico BI	030	7,645	030	6,074	79.5%	203.1	175.1	86.2%	37.6	34.7	92%
Telegraph Rd	062	1,885	062	1,496	79.4%	89.4	86.5	96.8%	21.1	17.3	82%
Studio City - Beverly Hills	218	396	218	307	77.5%	25.1	32.4	129.1%	15.8	9.5	60%
Valley BI	076	4,679	076	3,585	76.6%	136	152.7	112.3%	34.4	23.5	68%
Vermont Av Rapid	754	8,337	754	6,364	76.3%	111.7	140.7	126.0%	74.6	45.2	61%
G Line BRT - North Hollywood - Canoga Park - Chatsworth	901	9,634	901	7,220	74.9%	220.5	232.9	105.6%	43.7	31.0	71%
Washington BI/W. Jefferson BI	035/038	2,865	035/038	2,104	73.4%	105.7	103.1	97.5%	27.1	20.4	75%
Riverside Dr	096	513	096	366	71.3%	38.8	31.6	81.4%	13.2	11.6	88%
Melrose Av/Main St/San Pedro St	010/048	4,409	010/048	3,127	70.9%	146.3	144.2	98.6%	30.1	21.7	72%
La Tijera BI, Exposition BI	102	1,320	102	934	70.8%	78.1	66.8	85.5%	16.9	14.0	83%
Warner Center Shuttle	601	618	601	211	34.1%	70.7	37.1	52.5%	8.7	5.7	65%
Alondra BI			128	436	New Sunday Service	0	43.7	N/A	N/A	10.0	N/A
Tampa Av & Winnetka Av			242/243	726	New Sunday Service	0	55	N/A	N/A	13.2	N/A
Artesia BI	130	814			Transferred to Municipal Agencies	57.2	0	N/A	14.2	N/A	N/A
Saticoy St			169	715	New Sunday Service	0	61.9	N/A	N/A	11.6	N/A

Line Description	Line (2019)	Avg Sunday Boardings Q1-2019	Line (2024)	Avg Sunday Boardings Q1-2024	Sunday Ridership Recovery 2024 versus 2019	Sunday RSH 2019	Sunday RSH 2024	RSH % 2023 Over 2019	Productivity Boardings/ RSH 2019	Productivity Boardings/ RSH 2024	Productivity % 2024 Over 2019
South Gate Shuttle	612	755			Replaced with Micro	52.3	0	N/A	14.4	N/A	N/A



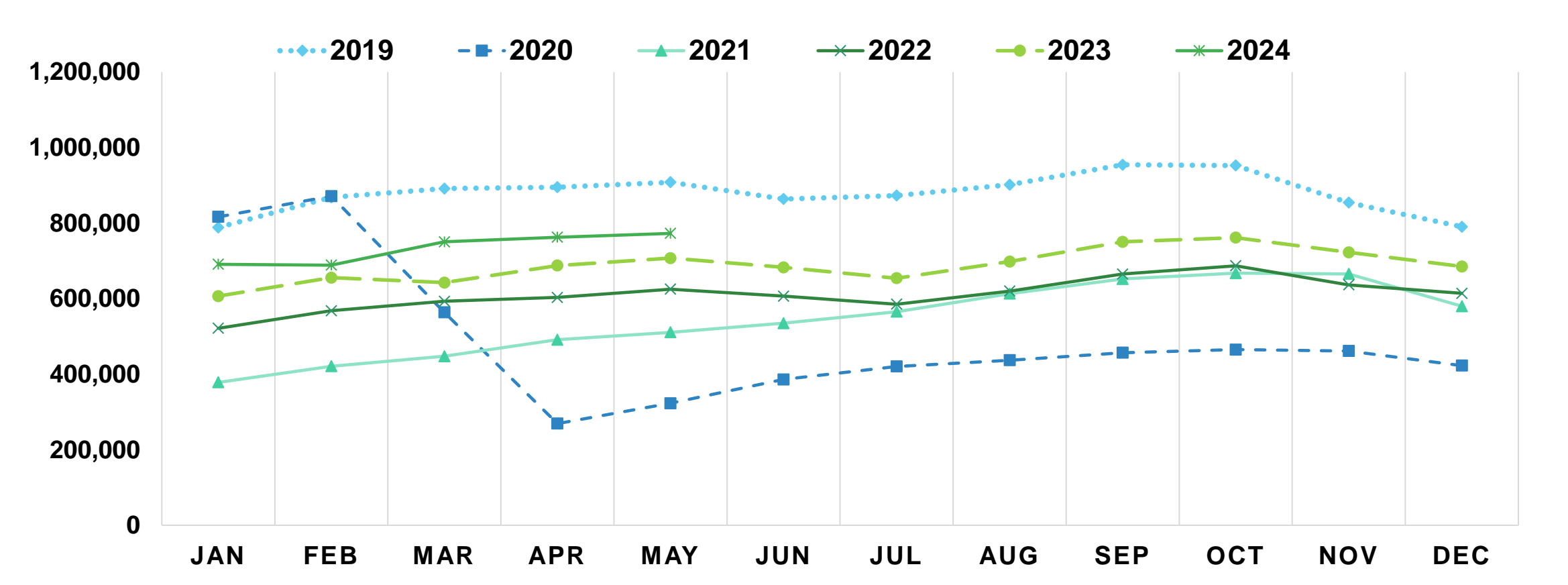
NextGen Ridership Update Quarter 1, Calendar Year 2024

Operations, Safety, and
Customer Experience Committee
September 19, 2024



Metro[®]

Average Weekday Ridership 2019-2024

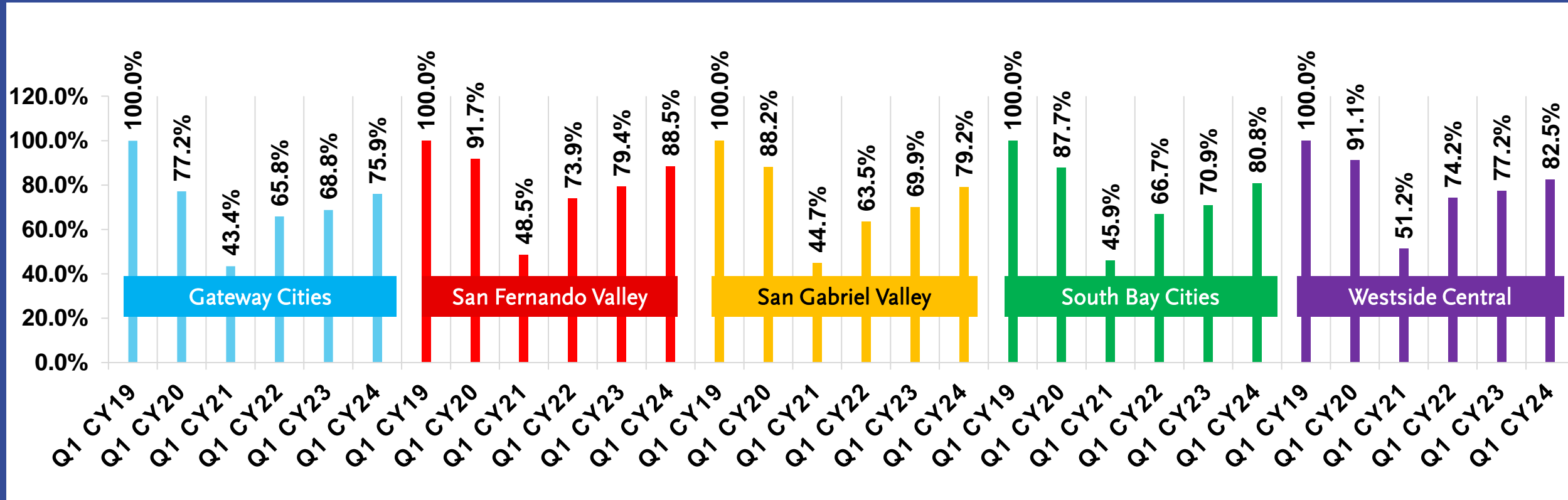


Ridership recovery weekday improved in Q1 to 83.7% of pre-COVID ridership (was 83.4% in last update covering Q4 CY2023). In May 2024, weekday ridership exceeded 770,000 for the first time post-COVID. Q1 CY2024 average Saturday ridership recovery improved to 94.0% of pre-COVID level (up from 90.3%). Q1 CY2024 average Sunday ridership recovery slight decline to 98.3% of pre-COVID level (from 99.97%).



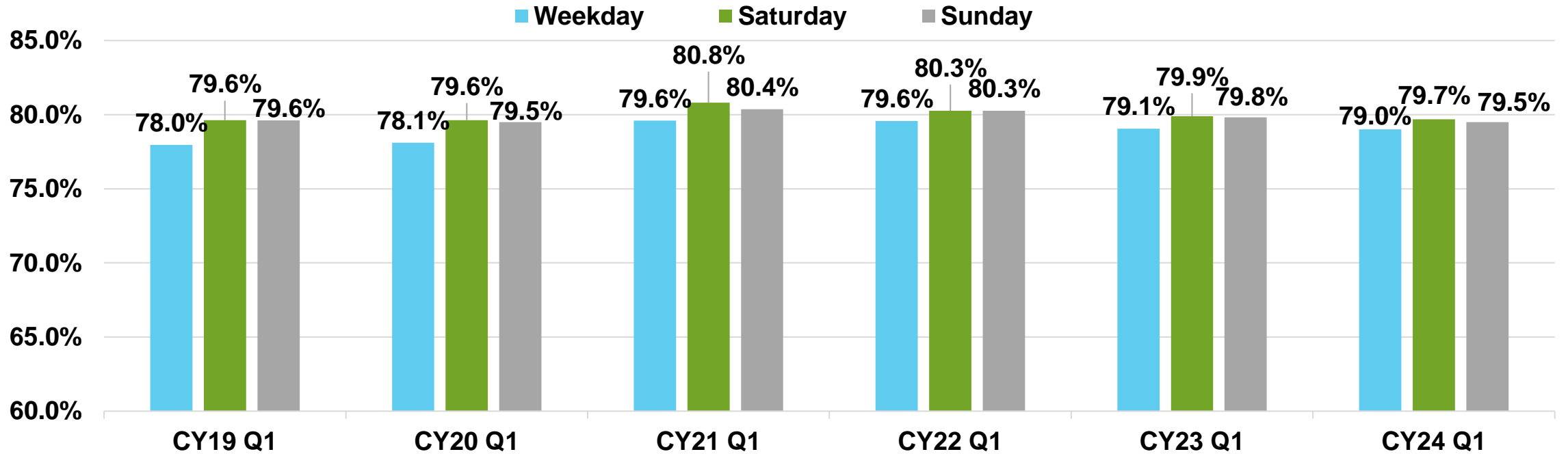
Metro

Average Weekday Ridership Recovery by Service Area Q1 CY2019 – Q1 CY2024



Weekday bus ridership recovery improved by around 5-10% in all five service areas between Q1 CY2023 and Q1 CY2024. Notably strongest recovery was in the San Fernando Valley at 88.5%. Similar pattern on weekends with San Fernando Valley at 103.2% recovery Saturday and 109.1% recovery Sunday.

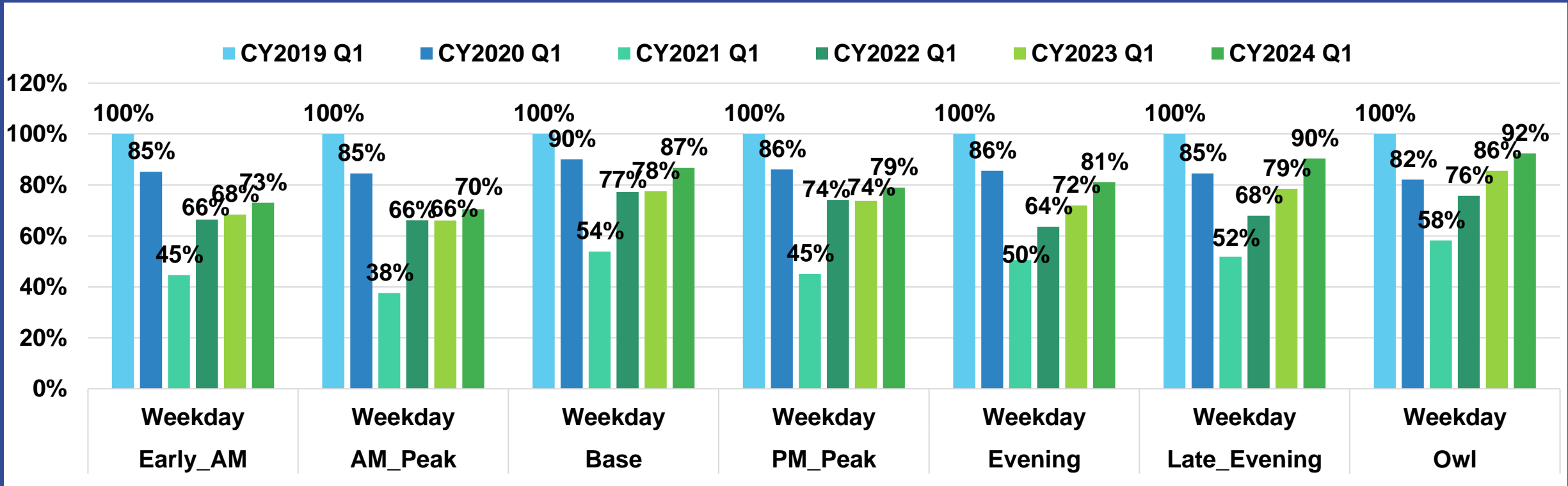
Ridership Percentage in Equity Focus Communities Q1 CY2019 – Q1 CY2024



Equity-Focus Community share of bus ridership (boardings) grew most in CY21 Q1. The EFC share remains above pre-pandemic levels weekdays (about the same as pre-COVID weekends) suggesting the NextGen Bus Plan continues to be beneficial to these communities, where it peaked early in the COVID period when people travelled for essential jobs and services.



Weekday Ridership by Time Period Q1 CY 2019 to Q1 CY2024



Midday ridership recovery (base) at 87% has exceeded both AM peak and PM peak recovery from the pandemic, likely in response to NextGen Bus Plan's increased off-peak service frequencies. AM peak remains most subdued at 70% compared to pre-pandemic as transit use has shifted due to telecommuting and more off-peak travel to service jobs. PM Peak at 79% has stronger recovery than AM peak. Late evening and owl ridership periods recovered most strongly at 90% and 92% as these periods typically serve transit-dependent shift workers.



Average Line/Group Ridership Recovery

Average % Ridership Recovery Q1 CY2024 versus Q1 CY2019	Number of Weekday Lines/Line Groups Average Recovery	Number of Saturday Lines/Line Groups Average Recovery	Number of Sunday Lines/Line Groups Average Recovery
>= 140.0%	0	4	2
130.0 – 139.9%	0	0	3
120.0 – 129.9%	1	4	8
110.0 – 119.9%	2	6	6
100.0 – 109.9%	9	12	15
90.0 - 99.9%	23	21	19
80.0 - 89.9%	16	12	9
70.0 - 79.9%	14	10	11
60.0 - 69.9%	10	4	0
50.0 - 59.9%	4	1	0
40.0 - 49.0%	2	0	0
30.0 - 39.9%	1	1	1
Total Lines/Line Groups	82	75	74

- In Q1 2024, ridership recovered to above pre-pandemic levels on 12 weekday lines (up from 11 in Q4 CY23), 26 Saturday lines (up from 18), and 34 Sunday lines (down slightly from 37).
 - Weekday lines with ridership recovery above 83.7% average: 19-Tier 1, 12-Tier 2, 6-Tier 3, and 7-Tier 4
 - Saturday lines with ridership recovery above 94.0% average: 14-Tier 1, 11-Tier 2, 7-Tier 3, and 6-Tier 4
 - Sunday lines with ridership recovery above 98.3% average: 14-Tier 1, 11-Tier 2, 6-Tier 3, and 6-Tier 4
- Ridership recovery continues to be strongest where NextGen has invested in improved frequencies or in response to line restructurings.
- Lines serving downtown LA and other regional office locations and with lower frequency continue have recovered more slowly. Low frequency lines were the focus of the June 2024 service change.



**Questions?
Thank You**



Board Report

File #: 2024-0464, File Type: Informational Report

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE SEPTEMBER 19, 2024

SUBJECT: MONTHLY UPDATE ON PUBLIC SAFETY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Public Safety Report.

ISSUE

Metro is committed to providing outstanding trip experiences for all transportation system users. In furtherance of the Vision 2028 Plan, Metro implemented a multi-faceted plan to improve safety and safety perceptions for riders and employees. The following summarizes current initiatives to accomplish this objective and recent public safety trends.

BACKGROUND

Within Metro's Public Safety Mission statement, the agency recognizes that each individual is entitled to a safe, dignified, and human experience. In March 2023, the Board adopted a revised Code of Conduct, a Bias-Free Policing Policy, and a Public Safety Analytics Policy to avert racial profiling and bias in the deployment of Metro security and law enforcement services. Furthermore, since July 2023, Metro has been using a comprehensive deployment model to utilize all resources from the public safety ecosystem.

These actions align with numerous initiatives to improve safety and the perception of safety on the system, including the increased, strategic, and layered deployment of personnel (comprised of customer-centered ambassadors and community intervention specialists, as well as homeless outreach staff, transit security, private security, and law enforcement officers) and the piloting of safety and security interventions to address specific concerns (e.g., drug use and crime) on the system.

DISCUSSION

The agency's comprehensive approach to safety, which includes both law enforcement partners and care-based resources, continues to focus on its three-pronged strategy of increasing the visible presence of uniformed personnel, enhancing access control, and strengthening partnerships to address societal issues. Our activities are reflected within the positive and the areas of improvement,

as daily challenges allow for continuous safety/security corrective measures systemwide.

OVERVIEW

This section highlights key public safety trends and initiatives for the months of June and July.

In June and July, ridership was 25,181,475 and 25,466,384, respectively, marking 20 consecutive months of year-over-year ridership growth. Ridership was up 5.7% from June 2023 and up 9.1% from July 2023.

June was the first full month of the surge of uniformed personnel on Metro's system, as requested by the Board, in response to a series of serious incidents. Since May 20, 2024, the Los Angeles Police Department (LAPD) and Los Angeles Sheriff's Department (LASD) have increased their patrols on the rail system.

At the same time, Metro implemented a surge of public safety personnel that it controls, including 20 percent more Metro Transit Security (MTS) Officers who focus on bus safety, patrol the system, and enforce the Metro Code of Conduct and fare payment - both of which contribute to a safer system. Ambassadors, who assist with safety by providing an additional uniformed presence throughout our system, accompany passengers (when requested) on short trips to ensure they know where they are going, and help deescalate situations by using specific techniques from their training have also increased their daily ranks from 248 to more than 300.

Crimes Against Persons (crimes that cause or threaten to harm another person, such as assault) fell 15.5% systemwide in June compared to May (174 vs. 206). In July, there were 18 more Crimes Against Persons or a 10.3% increase compared to June.

Law enforcement, specifically, has been using surge patrols to address trespassing, drugs, and weapons, resulting in a much higher reported level of Crimes Against Society.

To create an appropriate baseline for comparing the monthly crime statistics, SSLE provided June and July comparisons to the previous 12-month crime average. This allows for a reference point to determine the change in crime over a period of time.

For the month of June 2024, systemwide crime totaled 980 or 94.8% greater than the previous 12-month average of 503 crimes. The month of July 2024 had 994 crimes systemwide, compared to the previous 12-month baseline average of 556, which is a 78.8% increase. These increases are reflective of the law enforcement surge driving significantly more trespassing arrests, which accounted for 62% of total overall crime for both months.

Below are additional data points showing crime rates for June and July and how they compare to the long-term average crime rate:

June:

- Crimes Against Persons for the month are 3.3% below the 12-month trend (6.9 crimes per 1M boardings vs 7.1 crimes per 1M boardings).
- Crimes Against Property systemwide are up 11.5% above the 12-month trend (2.7 crimes per

1M boardings vs 2.4 crimes per 1M boardings).

- Arrests for Crimes Against Society systemwide are 173% above the 12-month trend (29.3 vs. 10.7); rail accounted for 98.5% or 727 of these 738 crimes.

July:

- Crimes Against Persons went up by 6.9% above the 12-month average of 7.05 crimes per 1M boardings to 7.54 crimes per 1M boardings.
- Crimes Against Property systemwide decreased by 0.6% (2.36 crimes per 1M boardings vs 2.37 crimes per 1M boardings).
- Arrests for Crimes Against Society systemwide increased by 125.8% compared to the 12-month trend (29.1 crimes per 1M boardings vs 12.9 crimes per 1M boardings).

Additional information about crime statistics and data analysis for June and July 2024 can be found in the Systemwide Crime Statistics section below.

ACTIVITIES AND INITIATIVES

Since July 2023, Metro has been using a comprehensive deployment model to utilize all resources from the public safety ecosystem. This includes numerous safety improvement initiatives and pilot programs to address specific public safety concerns on the system.

Station Experience Updates

TAP-to-Exit Expands to Downtown Santa Monica E Line Station

Building on the success of the Tap-to-Exit North Hollywood pilot, the Board approved Metro's recommendation in July to expand the program to all ten end-of-line stations.

On September 3, 2024, in partnership with the City of Santa Monica, staff implemented the TAP-to-Exit program at the Downtown Santa Monica end-of-line station. Extensive customer outreach for Downtown Santa Monica began on August 19, 2024, which included:

- Distribution of 25,000 multilingual brochures to Downtown Santa Monica riders
- Ample station signage notification and announcements
- Low-Income Fare is Easy (LIFE) program popup enrollments

In less than two months, the North Hollywood station pilot transformed overall behavior along all 14 B Line stations with Transit Watch app reports of crime and other issues -fights, drug use, and graffiti-dropping by more than 40%. Metro is hoping to replicate these results on the E Line.

Free Mobile Health Clinic Expands Coverage to Norwalk C Line Station

On August 15, 2024, Metro expanded its partnership with the LA County Department of Health Services to launch the mobile health clinic at the Norwalk C Line end-of-line station. Six patients were treated within the first hour of operation, illustrating the importance of this partnership to reach more people where they are and reduce barriers to no-cost, dignified health care, behavioral health care, psychiatry, and outpatient services for people experiencing homelessness. Staff will be working to identify opportunities to return to this location regularly, similar to our bi-weekly partnership at

Westlake/MacArthur Park B/D Line Station.

Classical Music at El Monte Bus Station and Willowbrook/Rosa Parks Station

In July 2024, Station Experience evaluators reported significant misuse of station amenities at these two stations by non-destination individuals engaged in inappropriate activity. Staff has expanded the customer-supported classical music program to help improve the customer experience at these stations and encourage appropriate activity. The program has resulted in cleaner and calmer stations at Civic Center/Grand Park, Pershing Square, and Westlake/MacArthur Park, along with positive customer feedback and strong rider support.

Eliminating Hiding Areas at Lake A Line Station

As ongoing work continues at Lake Station, recent modifications were completed to address a known hiding area on the platform level behind the elevator shaft that has attracted public urination and vandalism. An improved railing was installed to secure this area and improve natural surveillance through the main path of travel between the station entrance and boarding platform. In the first week, custodians assigned to this station saw a 50% reduction in public urination cleanups, allowing the team to focus their cleaning efforts on the rest of the station.

Tactical Safety Interventions along I-110 Harbor Transitway J Line Stations

Metro Ambassador teams and maintenance personnel have reported significant challenges related to non-destination individuals engaged in illicit activity and intimidation of riders and frontline personnel. Design is underway to eliminate access to a secondary, problematic pedestrian overpass and stairwell at the Slauson station and ensure all station entries and exits occur through the visible main entrance onto Slauson Ave. Metro is also engaging with Caltrans to identify ways to address issues at the adjacent Park & Ride lot under Caltrans jurisdiction. HOME Outreach teams conduct daily outreach at J Line stations, including at 37th St./USC Station, where HOME teams have observed the following from the past 12 months:

- Over 1,100 people experiencing homelessness
- Over 650 people engaged with HOME teams
- Over 170 were observed in active drug use
- Over 170 observed with mental health concerns
- 15 engaged in criminal activity

At 37th St./USC Station, Metro has also received over a dozen requests for encampment cleanups in just the past several months, with substantial trash and debris pickup occurring regularly. To facilitate these efforts, work is underway to install an ambient sound device, similar to the successfully installed application at APU/Citrus College end-of-line station that resulted in a substantial reduction in vandalism and illegal fires, to deter illicit activity in authorized station areas where critical infrastructure and maintenance facilities are housed.

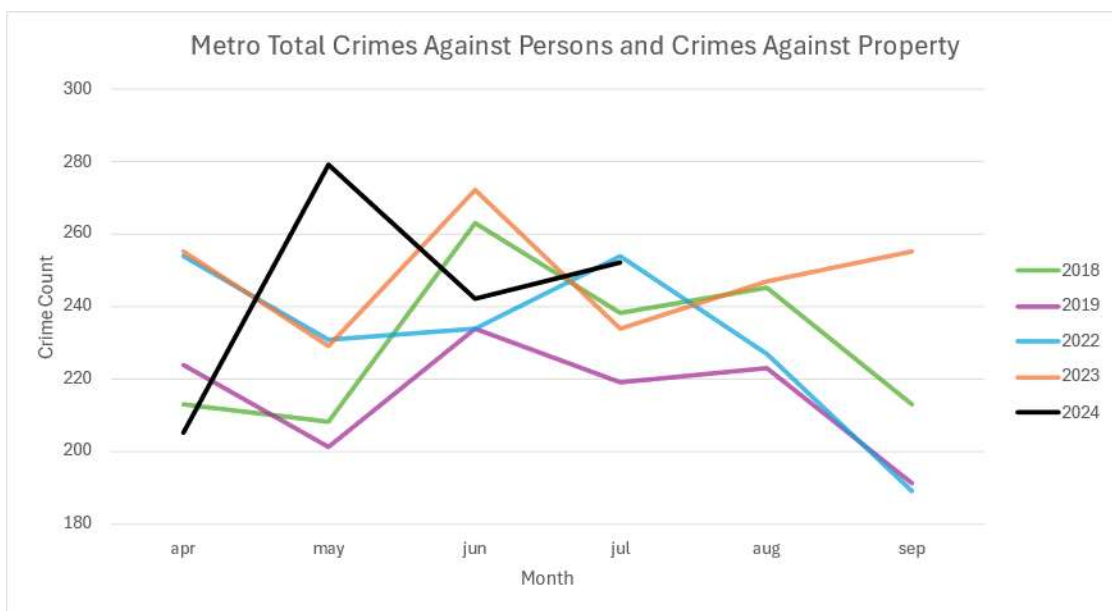
Public Safety Surge Update

In May 2024, the Board directed staff to the daily planned deployment of public safety personnel to be physically present on buses and trains and at stations (Attachment A).

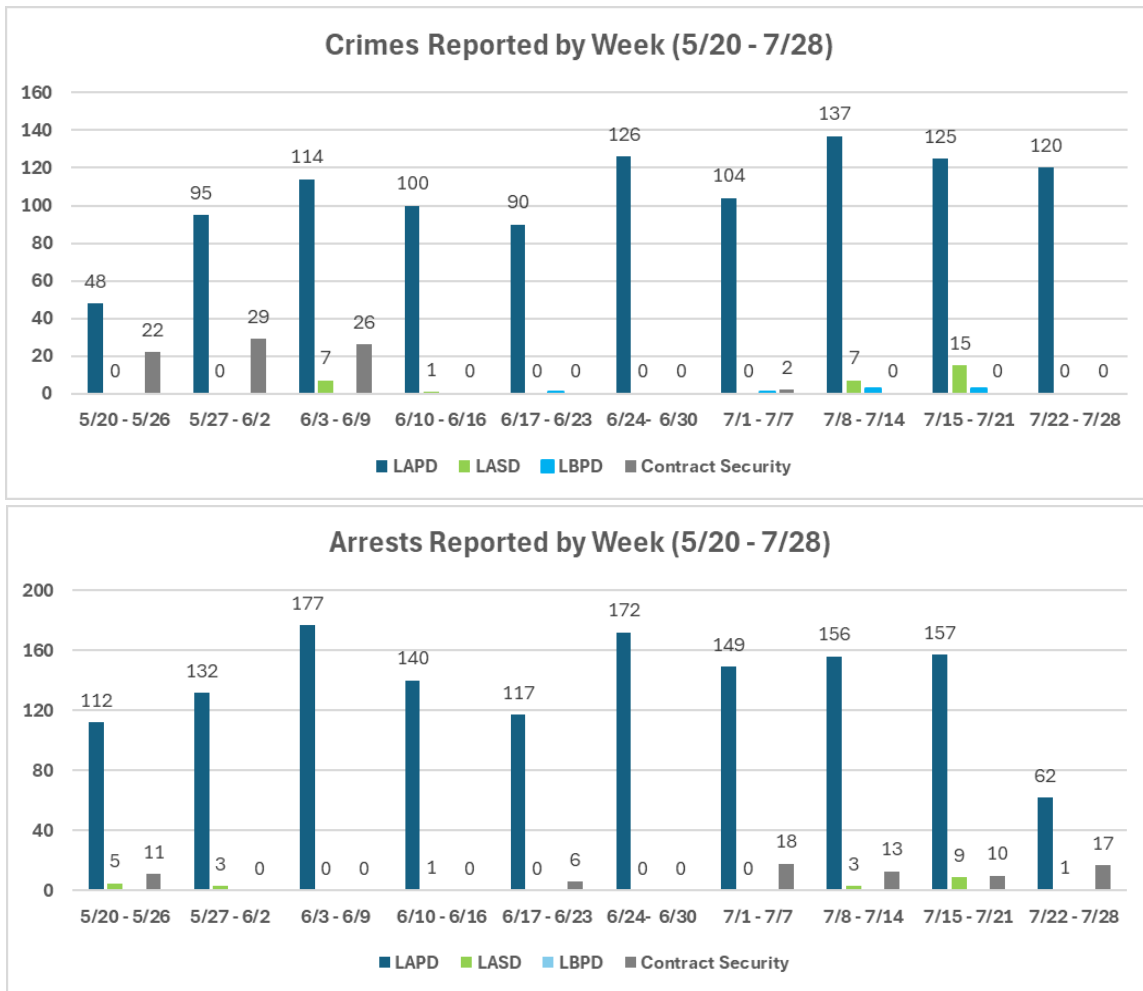
Serious crime on the Metro system historically increases in the summer months and drops again in the fall. On average, over the four reference years (2018, 2019, 2022, and 2023 - pandemic years excluded) Crimes Against Persons and Crimes Against Property are 15% higher in June compared to May.

For 2024, the Public Safety Surge appears to have effectively counteracted this tendency in the first full month of operation. While Crimes Against Society increased, as visible staff presence resulted in more trespassing arrests, Crimes Against Persons decreased 15% or 242, counter to normal seasonality data of potential 322 crimes.

July results are more mixed, but it is possible that Surge's efforts thwarted what would have been an even higher peak. If the expected September drop is greater than usual, that may be additional evidence for the effectiveness of the Surge.



The following is a snapshot of more detailed results of the Public Safety Surge from May 20 to July 28.



After analyzing ten weeks of surge data, staff observed the following:

- There was a total of 1,059 crimes reported by surge law enforcement personnel and 1,489 surge-related arrests between May 20, 2024, and July 28, 2024.
- While there were no surge-related reports of battery for June, there were nine surge reports related to battery for July, including two involving operators.
- The majority of surge-related arrests (58%) were for trespassing. This was followed by Released from Custody (an arrest in which a person is released and given a court date) (18.6%) and Narcotics (6%).
- There was a 12.4% increase in arrests in July compared to June. This was mainly due to increases in arrests related to trespassing (381 vs. 430), warrants (88 vs. 105), and vandalism (2 vs. 11).
- Arrests related to weapons were far lower in July compared to June (10 vs. 1), a reduction of 90%.

More detailed data about deployment efforts for June and July are available in the Deployment Results section below.

SYSTEMWIDE CRIME STATISTICS

The following represents a more detailed analysis of crime statistics for June and July 2024.

Crimes Against Persons decreased 15.5% in June 2024 compared to May 2024 (174 vs. 206). By mode, Crimes Against Persons on the rail system decreased by 25.4% (94 vs. 126), specifically due to decreases in aggravated assaults (17 vs. 35), robberies (16 vs. 30), and sex offenses (4 vs. 7). In comparison, Crimes Against Persons on the bus system remained stable between June and May (80 vs. 80). However, there was a significant decrease in aggravated assaults (18 vs. 23), and robberies (11 vs. 16). In contrast, there was an increase in batteries (46 vs. 37).

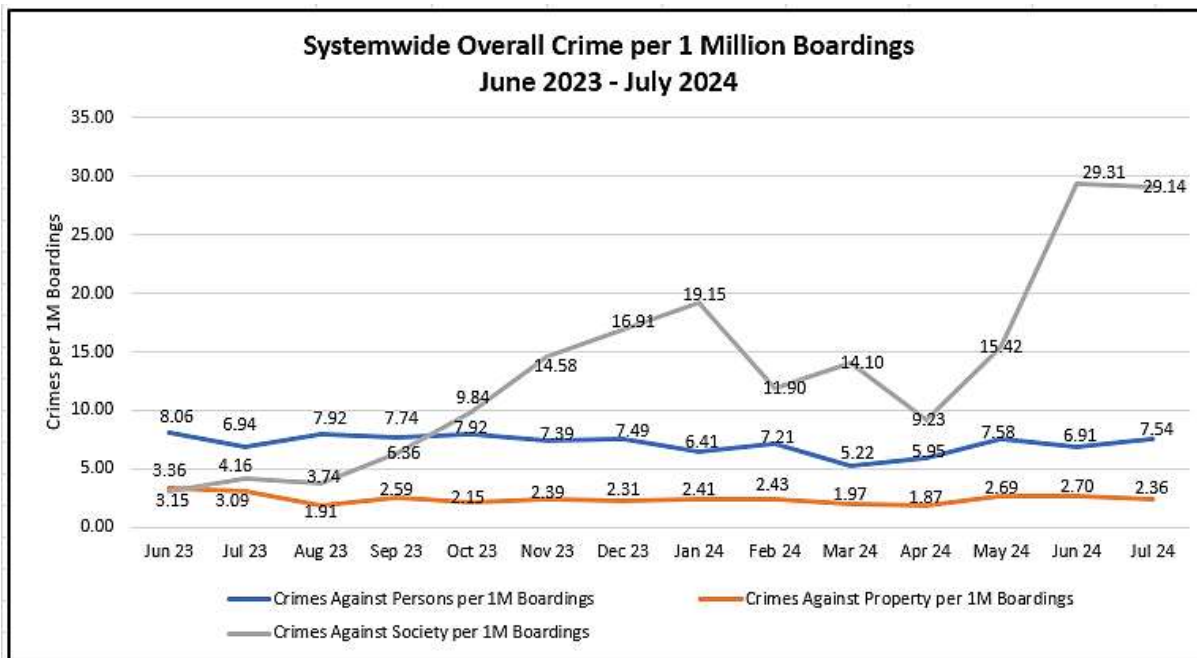
For July, Crimes Against Persons increased by 10.3% compared to June 2024 (192 vs. 174). By mode, Crimes Against Persons on the rail system increased by 13.8% (107 vs. 94), mainly due to increases in aggravated assaults (23 vs. 17) and robberies (25 vs. 16). Crimes Against Persons on buses increased by 6.3% (85 vs. 80). This increase was due to increases in aggravated assaults (22 vs. 18) and batteries (50 vs. 46).

The decrease in Crimes Against Persons from May to June is further reflected in annual comparisons. Crimes Against Persons this year are trending lower than in 2023. In 2023, Crimes Against Persons averaged 186 per month, while in 2024 (seven months of data), they are averaging 169 per month. This represents a 9.1% decrease in average monthly Crimes Against Persons (violent crimes).

Crimes Against Property systemwide slightly decreased by 6.8% when comparing June 2024 to May 2024 (68 vs. 73). On the rail system, these crimes decreased significantly by 38.9% (33 vs. 54). Crimes Against Property on the bus system saw an 84.2% (35 vs. 19) increase from May 2024 to June 2024. In July, Crimes Against Property decreased further by 11.8% (60 vs. 68). Property crimes saw a small increase on the rail system, from 33 in June to 35 in July. On the bus system, Crimes Against Property saw a significant decrease of 28.6% over June (25 vs. 35).

Crimes Against Society throughout the system saw a significant increase of 76.1% in June when compared to May (738 vs. 419). By mode, the rail system experienced increases in trespassing (606 vs. 300) and narcotics (102 vs. 88). On the bus system, numbers for Crimes Against Society were relatively unchanged (12 vs. 11). In July, Crimes Against Society remained relatively unchanged when compared to June (742 vs. 738). On the rail system, Crimes Against Society decreased by 4% due to decreases in trespassing (590 vs. 606) and narcotics (86 vs. 102). On the bus system, Crimes Against Society saw an increase of 300% (44 vs. 11) due to increases in trespassing (24 vs. 3), narcotics (12 vs. 7), and weapons (8 vs. 1).

The following chart compares crime data for Crimes Against Persons, Property, and Society per one million boardings.



In June 2024, Crimes Against Persons (which include violent crimes) per one million boardings decreased by 8.9% when compared to May 2024 and decreased by 14.3% when compared to June 2023. In July 2024, Crimes Against Persons per one million boardings increased by 9.1% when compared to June 2024 and increased by 8.6% when compared to July 2023.

In June 2024, Crimes Against Property per one million boardings saw an increase of 0.5% compared to May 2024 and decreased by 19.6% compared to June 2023. In July 2024, Crimes Against Property per one million boardings saw a decrease of 12.8% compared to June 2024 and decreased by 23.6% compared to July 2023.

In June 2024, Crimes Against Society per one million boardings increased by 90% compared to May 2024 and increased by 831% compared to June 2023. In July 2024, Crimes Against Society per one million boardings decreased by 0.6% compared to June 2024 and increased by 601% compared to July 2023.

OPERATOR SAFETY

Spitting, using hands (punch, slap) were the top methods of assault on operators in June. Of the 14 assaults, ten reported a non-retrofitted bus barrier in use, two reported no barrier in use, one occurred outside of the barrier, and one did not provide details of bus barrier use. Of the reported assaults, two victims required medical transport. All 14 assaults occurred on various bus lines, and the occurrences of operator assaults are scattered throughout Metro’s service area. Five assaults occurred between 6:00 p.m. and 11:59 p.m., four assaults occurred between 12:00 p.m. and 5:59 p.m., four assaults occurred between 6:00 a.m. and 11:59 a.m., and one assault occurred between 12:00 a.m. and 5:59 a.m.

In July, operator assaults increased by nine assaults when compared to June 2024 (23 vs 14). Using hands (punching, slapping), spitting, and brandishing a gun were the top methods of assault. Of the

reported assaults, three required medical transport, three were treated by medical staff at the scene, and one was transported to a clinic by MTA personnel. Three bus routes (Lines 4, 30, and 111) had two assaults each, while the remaining seventeen assaults all occurred on various bus routes. Ten of the assaults occurred between 12:00 p.m. and 5:59 p.m., eight assaults occurred between 6:00 p.m. and 11:59 p.m., three assaults occurred between 6:00 a.m. and 11:59 a.m., and two assaults occurred between 12:00 a.m. and 5:59 p.m.

Figures A and B provide context on how operator assaults in June and July compared to prior months and to prior years, respectively. Figure C shows the methods of assault that were used in June and July.

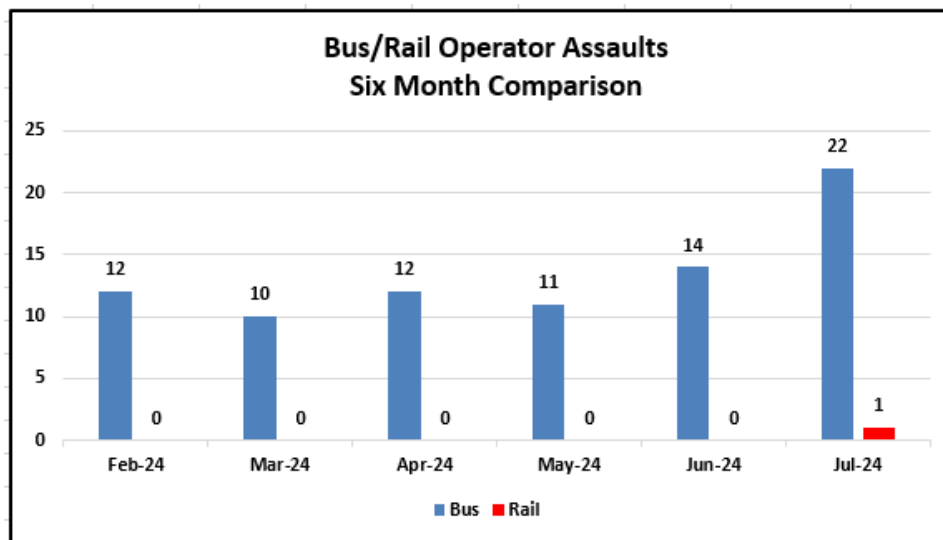
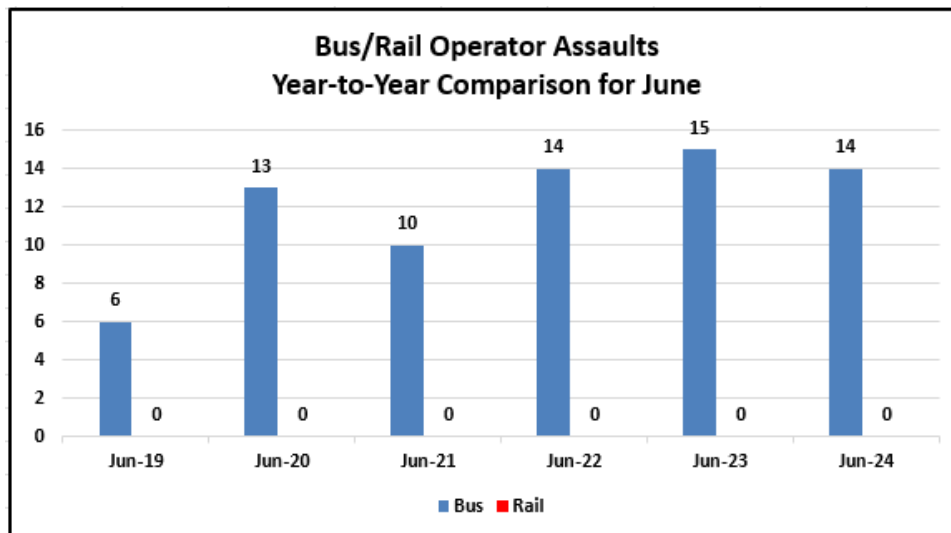


Figure A: Bus/Rail Operator Assaults



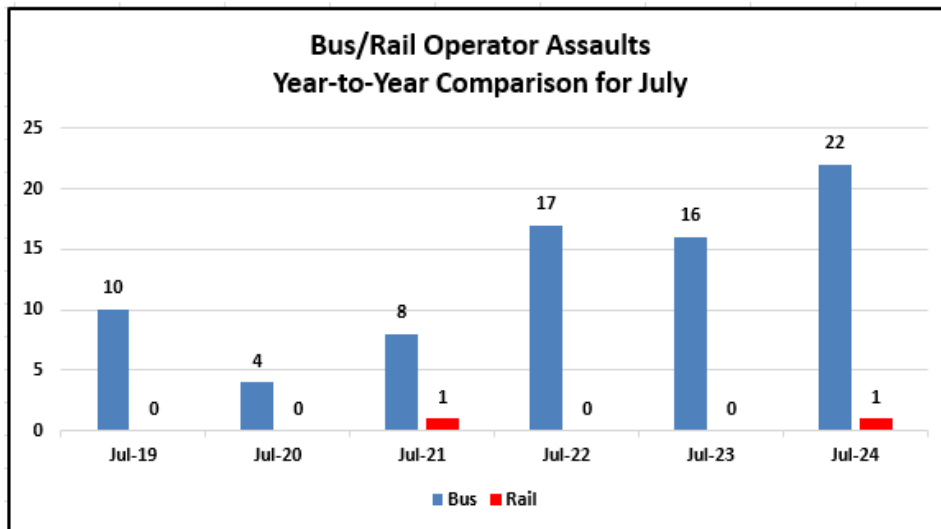


Figure B: Bus/Rail Operator Assaults Year-to-Year Comparison

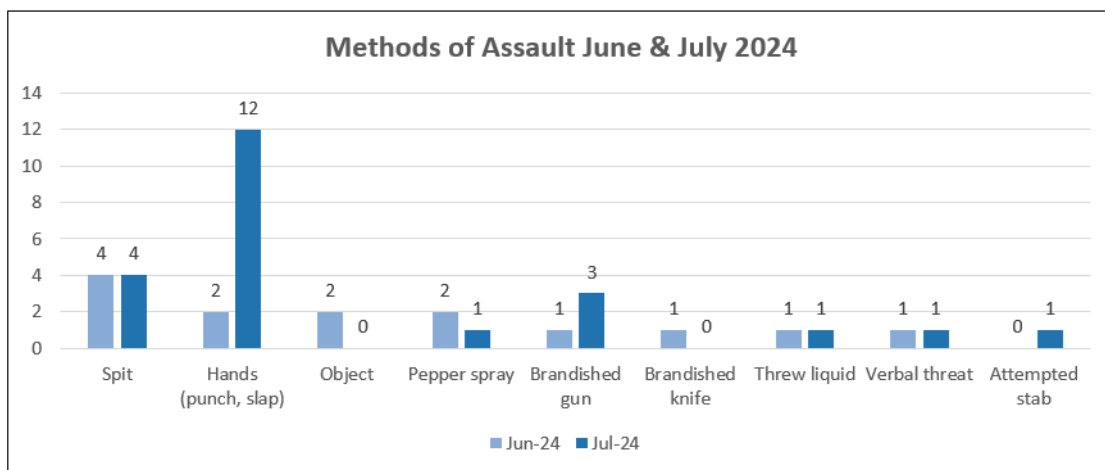


Figure C: Methods of Assault

Impact of Retrofit Barriers

In April 2024, the Board approved the manufacture and installation of reinforced barriers to better protect bus operators while on duty. Metro’s entire bus fleet is anticipated to be fitted with new barriers by the end of the year.

Metro has been tracking the installation of enclosed glass operator barriers since May 8 to see what effect they might have on the rate of operator assaults, with special attention given to lines where these events occur more frequently. The intention is to track the rates at which assaults occur on these buses and compare them to the rates of buses without the new barriers. As of July 31, approximately 17%, or 329, of Metro’s fleet of approximately 1,900 buses have been retrofitted with operator barriers. At this early stage, staff performed a preliminary analysis aiming to show whether barriers are having an effect on the bus lines chosen for priority deployment.

Prioritizing Installations

Lines with a greater concentration of assaults have been targeted as priorities for barrier installation. The following lines fall into the Top 10 Priority Lines for Bus Barrier Deployment: 207, 2, 4, 720, 754, J (Silver) Line, 81, 111, 115, and 117 (selected using a count of operator assaults covering the baseline period of March 2023 - March 2024).

Effect of Barrier Installations on Assaults

As the goal of barrier installation is the reduction of operator assaults, a preliminary analysis has been conducted with the data available in order to determine the effect of the installation efforts on assaults to date. The initial list of Priority Lines for Deployment was determined by summing March 2023 to March 2024 data. Correspondingly, for this analysis, operator assaults were pulled showing 13-month rolling averages for April to July to compare to the March baseline. Although there does seem to be some improvement on Line 207, this line was also affected by the presence of Bus Safety Teams (see next section). More data is needed before conclusions regarding retrofit-barrier efficacy can be made.

Bus Safety Teams

Transit Security Bus Safety Teams rotate across the top ten bus lines with reported incidents of operator assaults and lines with newly reported incidents of operator assaults and other significant security incidents to enforce Metro’s Code of Conduct.

In June and July, an end-of-line operation was conducted during Owl Service at the G Line and J Line end-of-line stations to address bus operator concerns about non-destination travelers refusing to alight buses at the end of the line.

- June’s operation resulted in 102 removals for non-compliance at Chatsworth Station between June 3 and June 14 and 111 removals for non-compliance at North Hollywood Station between June 17 and June 28.
- July’s operation resulted in 114 removals for non-compliance at El Monte Station between July 1 and July 12 and 108 removals for non-compliance at Harbor Gateway Transit Center between July 18 and July 26.

TRANSIT SECURITY BUS SAFETY TEAMS – JUNE 2024				
DEPLOYMENT PERIOD	LINES COVERED	TRIPS ¹	REMOVALS ²	VERBAL WARNINGS ³
06/03/24 – 06/07/24	18, 20, 53, 207, 720, G Line	101	188	151
06/10/24 – 06/14/24	18, 20, 53, 207, 720, G Line	103	170	167
06/17/24 – 06/21/24	18, 20, 53, 207, 720, G Line	100	175	172
06/24/24 – 06/28/24	18, 20, 53, 207, 720, G Line	101	177	144

TRANSIT SECURITY BUS SAFETY TEAMS – JULY 2024				
DEPLOYMENT PERIOD	LINES COVERED	TRIPS ¹	REMOVALS ²	VERBAL WARNINGS ³
07/01/24 – 07/05/24	51, 53, 55, J Line	104	145	125
07/08/24 – 07/12/24	51, 53, 55, J Line	101	187	127
07/15/24 – 07/19/24	51, 53, 55, J Line	105	147	188
07/22/24 – 07/26/24	51, 53, 55, J Line	103	175	157
07/29/24 – 08/02/24	51, 53, 55, J Line	100	177	144

¹ Combined number of trips taken by BST on the referenced bus lines.

² Combined number of persons removed at the bus door for fare evasion.

³ Combined number of verbal warnings given inside the bus for Code of Conduct violations.

Two remaining Transit Security Bus Safety Teams were deployed in August 2024. The MTS teams are augmented with law enforcement support. In June, there were 3,582 and 6,335 bus boardings by LAPD officers and LASD deputies, respectively. In July, there were 3,677 and 7,763 bus boardings by LAPD officers and LASD deputies, respectively.

Staff will continue to review crime statistics and physical assault data to identify potential trends and patterns that will inform deployment strategies to reduce crime on the bus system and help decrease and prevent bus operator assaults. In addition, staff engage with bus operators from all ten bus divisions at monthly RAP sessions to obtain feedback on lines and geographical areas where bus operators have safety concerns.

DEPLOYMENT RESULTS

The following reflects the results of the deployment for June and July and the effects of preventing and reducing crime on the system.

Law Enforcement

LAPD, LASD, and LBPB enforce the penal code on the system, including conducting trespass investigations. The table below represents the results of their efforts to enforce the penal code on the system for June and July.

Law Enforcement Efforts								
Agency	Arrests				Citations*			
	Rolling 12-Month Average	May 2024	June 2024	July 2024	Rolling 12-Month Average	May 2024	June 2024	July 2024
LAPD	366	594	817	909	312	466	791	1066
LASD	133	133	170	119	152	154	173	122
LBPB	2	0	1	2	9	2	0	6
Total	501	727	988	1030	473	622	964	1194

*Law enforcement citations are not related to fare but for trespassing, loitering, and moving violations.

In June, there were a total of 988 arrests and 964 citations by the three law enforcement agencies, and in July, there were 1,030 arrests and 1,194 citations. Law enforcement citations and warnings are not related to fare but for trespassing, loitering, and moving violations.

Law enforcement homeless outreach data has been omitted from this report as staff works to align how homeless outreach data is defined and reported. After defining the standard data sets for Metro homeless outreach reporting that are consistent with LA County Department of Health Services (DHS) and Metro’s own Homeless Outreach, further staff research showed the challenges of aligning on a common reporting standard with our law enforcement partners. Staff requested homeless outreach data from each agency’s partner clinician and is continuing to work with our law enforcement partners to determine (1) any gaps in training or reporting standards and (2) how to avoid double-counting cases that flow to contracted services that already report to Metro. From there, SSLE will determine the scope of reporting that isn’t already captured by Metro, and the feasibility of fully consistent homeless outreach reporting.

End of Line

Contract security (CS) officers offload trains at the end-of-line (EOL) stations. This operation functions to deter patrons from riding our system without valid fare while allowing cleaning to promote a clean and safe environment. Offloading operations also simultaneously provide security support for Metro employees performing their duties. For the months of June and July, CS cleared 12,290 and 15,120 trains, respectively, and offloaded 30,944 and 48,991 patrons, respectively.

Station	June 2024		July 2024	
	Trains Cleared	Patrons Offloaded	Trains Cleared	Patrons Offloaded
APU/Citrus	1,280	4,946	1,205	3,923
Atlantic	1,047	1,578	1,767	1,587
Downtown Long Beach	1,585	3,254	2,950	5,553
Downtown Santa Monica	960	3,162	1,185	10,673
Expo/Crenshaw	993	71	1,246	154
North/Hollywood	777	1,295	816	4,171
Norwalk	865	4,962	699	11,759
Redondo Beach	1,004	2,454	1,610	2,697
Union Station	1,668	3,173	1,339	1,700
Westchester/Veterans	1,013	3,015	1,409	3,971
Wilshire/Western	1,098	3,084	894	2,803
Grand Total	12,290	30,994	15,120	48,991

CS shares their observations during weekly comprehensive planned deployment meetings with Metro Homeless Outreach and law enforcement partners. CS observations are compared with feedback from Metro Blue Shirts and Transit Ambassadors to understand where unhoused riders require the most resources. In June and July, Metro Homeless Outreach efforts continue to target the following stations: Westlake/MacArthur Park, Willowbrook/Rosa Parks, Vermont/Santa Monica, and Lake. The table below reflects these efforts.

Metro Homeless Outreach Efforts (Excluding End of Line)	June Totals	July Totals
Engagements	645	824
Enrollments into Homeless Management Information System (HMIS)	26	39
Interim Placements	8	9
Permanent Housing Placements	0	0

Metro Homeless Outreach has fixed posts at key EOL stations within the comprehensive planned deployment. Staff currently support six EOL stations (Union Station, Downtown Santa Monica, Downtown Long Beach, Atlantic, North Hollywood, and APU/Citrus). The efforts at EOL account for 1,373 (68%) of 2,018 total engagements during the month of June and 1,855 (69%) of 2,679 total engagements for July. The table below reflects the outreach efforts at EOL stations.

Metro Homeless Outreach Efforts (End of Line)	June Totals	July Totals
Engagements	1373	1855
Enrollments into Homeless Management Information System (HMIS)	94	103
Interim Placements	32	26
Permanent Housing Placements	4	2

Transit Security

The primary role of Metro Transit Security (MTS) in the Comprehensive Planned Deployment is Code of Conduct enforcement. In June and July, MTS officers issued 3,972 citations and 1,248 written warnings for Code of Conduct violations. Of those, 4,951 (96.1%) were due to individuals failing to provide proof of fare. Much of the significant increase in citations and warnings is due to the Tap-to-Exit pilot which launched North Hollywood on May 28, 2024.

A breakdown of the remaining citations is shown in the tables below. The numbers reflect MTS's continued efforts to deter those attempting to access the system for non-transit purposes in violation of the Code of Conduct.

Citations and Warnings		
Category	June Count	July Count
Proof of Fare	3125	1826
Smoking/Vaping	86	28
Unruly Activities	34	6
Weapons Prohibited	1	0
Urinating/Defecating	8	0
Wheeled Riding	1	2
Sound Devices	0	0
Loitering	11	20
Total	3266	1882

MTS Citations and Warnings			
	June 2024	July 2024	12-month Avg
Citations	2616	1356	457.00
Warnings	693	555	193.92

TRANSIT SECURITY FARE COMPLIANCE TEAMS – JUNE 2024			
DEPLOYMENT PERIOD	LINES COVERED ¹	REMOVALS – FARES ²	REMOVALS – CoC ³
06/03/24 – 06/07/24	A, B, C, E	305	201
06/10/24 – 06/14/24	A, B, C, E	290	199
06/17/24 – 06/21/24	A, B, C, E	337	210
06/24/24 – 06/28/24	A, B, C, E	325	204

TRANSIT SECURITY FARE COMPLIANCE TEAMS – JULY 2024			
DEPLOYMENT PERIOD	LINES COVERED ¹	REMOVALS – FARES ²	REMOVALS – CoC ³
07/01/24 – 07/05/24	A, B, C, E	355	222
07/08/24 – 07/12/24	A, B, C, E	307	208
07/15/24 – 07/19/24	A, B, C, E	341	210
07/22/24 – 07/26/24	A, B, C, E	330	207
07/29/24 – 08/02/24	A, B, C, E	324	203

¹ Refers to Focus Stations and End-of-Line Stations on indicated rail line.

² Combined number of persons removed from rail station at fare gate, mezzanine, or platform for fare evasion (No proof of fare).

³ Combined number of persons removed from rail station at mezzanine or platform for Code of Conduct violations.

TRANSIT SECURITY TRAIN RIDING TEAMS – JUNE 2024				
DEPLOYMENT PERIOD	LINES COVERED	TRIPS ¹	REMOVALS – FARES ²	REMOVALS – CoC ³
06/03/24 – 06/07/24	A, B, C, E	91	94	54
06/10/24 – 06/14/24	A, B, C, E	88	89	55
06/17/24 – 06/21/24	A, B, C, E	92	91	52
06/24/24 – 06/28/24	A, B, C, E	90	85	51

TRANSIT SECURITY TRAIN RIDING TEAMS – JULY 2024				
DEPLOYMENT PERIOD	LINES COVERED	TRIPS ¹	REMOVALS – FARES ²	REMOVALS – CoC ³
07/01/24 – 07/05/24	A, B, C, E	101	100	77
07/08/24 – 07/12/24	A, B, C, E	99	102	62
07/15/24 – 07/19/24	A, B, C, E	102	101	60
07/22/24 – 07/26/24	A, B, C, E	103	104	74
07/29/24 – 08/02/24	A, B, C, E	97	101	68

¹ Combined number of trips taken by TRT on the referenced rail lines.

² Combined number of persons removed from the train for fare evasion (No proof of fare).

³ Combined number of persons removed from the train for Code of Conduct violations.

Metro Ambassadors

A Metro Ambassador's role is to provide support to riders, connecting riders to resources, and reporting safety incidents or maintenance needs, thereby helping to improve the perception of safety. Metro Ambassadors were deployed on all rail lines, G Line, J Line, and bus lines 210, 40, and 720.

Ambassador Surge Deployments: In late May 2024 (5/25), Metro began deploying additional Ambassadors during peak times across two 4-hour shifts with the goal of increasing visibility at key locations and providing more support for riders. As part of the surge, Metro continues to aim to deploy 52 additional Ambassadors daily.

Marengo/State Bus Stop Deployment (USC General Hospital): As of late April 2024, Metro has deployed 12 Ambassadors daily around the USC General Hospital area, deploying from Cesar Chavez Transit Plaza to the Marengo/State bus stop, to increase visibility in that area and improve the customer experience for Metro riders. Staff continue building positive relations each day with the Hospital Administration, Healthcare Workers and the ridership in the area.

For the month of June 2024, Metro Ambassadors conducted 84,098 customer engagements and reported the following:

- 2,244 Cleanliness Issues, a 16.9% increase from last month.
- 1,717 Graffiti Incidents, a 9.8% increase from last month.
- 421 Elevator and Escalator Problems, an 8.6% increase from last month.
- 404 Safety Issues, a 31.2% increase from last month.
- 11 lives were saved through the timely administration of Narcan, compared to 5 saved in May.

For the month of July 2024, Metro Ambassadors conducted 88,585 customer engagements and reported the following:

- 1,915 Cleanliness Issues, a 14.7%% decrease from last month.
- 1,440 Graffiti Incidents, a 16.13% decrease from last month.
- 451 Elevator and Escalator Problems, a 7.1% increase from last month.
- 383 Safety Issues, a 5.2% decrease from last month.
- Five lives were saved through the timely administration of Narcan, compared to 11 lives saved in June.

June and July 2024 Special Deployments

Ambassadors are sent on special deployments to help with crowd control and wayfinding, assist customers who need special assistance, and keep a watchful eye to report or de-escalate any safety-related incidents.

- Ambassador Surge Deployments

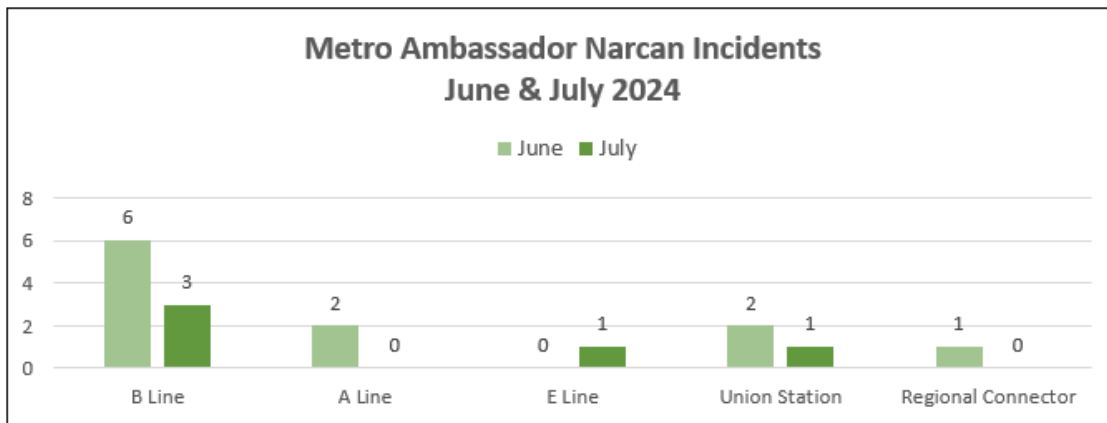
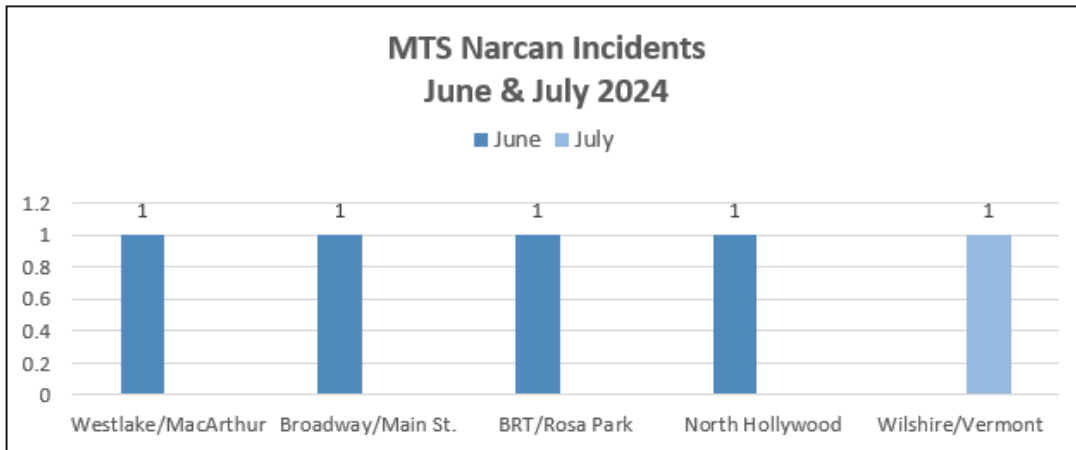
- Marengo/State Bus Deployment (USC General Hospital)
- Dodger Games
- LA/Santa Monica Pride Events
- June Service Change Deployments (Bus Lines: 217, 180, & 127)
- Hollywood Bowl Deployments
- CicLAvia South LA
- Gloria Molina Grand Park's
- 4th of July Block Party
- Anime Expo at the LA Convention Center
- KCRW Summer Nights at Union Station
- Willowbrook Rosa Parks Station, and El Monte Station Service Alerts
- A Line and E Line Bus Bridges

Metro Ambassadors will continue to act as Metro's eyes and ears systemwide and report incidents for proper resolution.

Narcan Deployment

MTS, LASD, and Metro Ambassadors are equipped with Narcan and administer it as needed to individuals experiencing symptoms of an overdose. LAPD and LBPD are not required to carry Narcan, per their agency's policies.

In June, MTS saved four lives, a 300% increase compared to June 2023. In July, MTS saved one life, a 67% decrease compared to July 2023. Metro Ambassadors saved 11 lives in June through the timely administration of Narcan, an 83% increase from May and a 72% increase from the same period last year. In July, Ambassadors saved five lives, a 55% decrease from the previous month and a decrease of 45% from the same period last year. LASD reported three and two Narcan incidents for June and July, respectively.



In total, 18 and eight Narcan incidents were reported in June and July, respectively.

CUSTOMER COMMENTS

Overall Customer Engagements & Sentiments

Using various sources, including Metro social media accounts, the Transit Watch app, and the Call Center, staff assessed the public sentiment of the Metro system. In June, engagements related to

safety and security decreased by 32.6% compared to May. This was the largest month-to-month decrease in the last six months and was largely due to a spike in engagement following the tragic fatal incident at the Universal City/Studio City Station on April 23, which attracted media coverage and increased online discussions about safety on the Metro system.

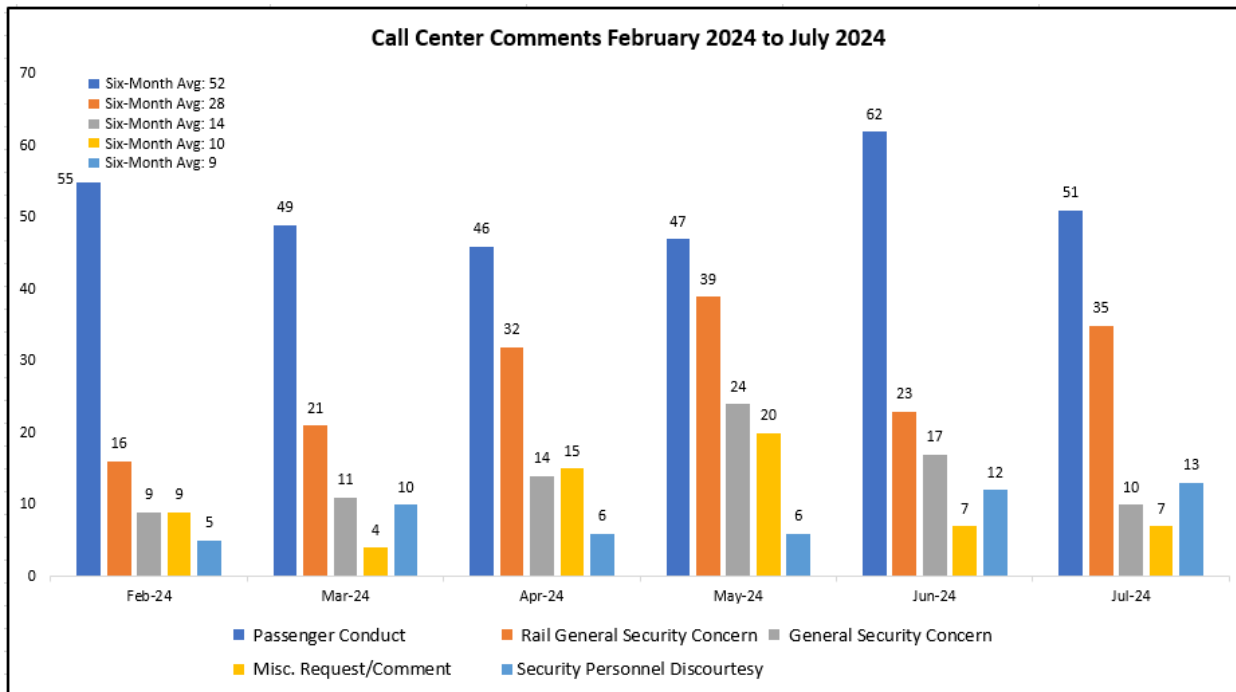
Comments and concerns regarding Metro facilities and infrastructure generated the highest volume of engagement overall, shifting away from safety personnel. This is mainly due to the large number of Transit Watch tickets from Metro Ambassadors about graffiti at various stations, including Washington and Harbor Freeway. Reddit's volume of posts and comments decreased by 1,748 mentions, and while sentiment was more negative overall, there was a slight increase in the percentage of positive comments. When discussing safety and security at specific Metro stations, Union Station is mentioned far more frequently than other stations. However, this station had 51 fewer mentions than the previous month. Users also expressed security concerns at Harbor Freeway and Washington Stations, primarily concerning graffiti and cleanliness. Reports within Transit Watch are reviewed and received by Facilities Maintenance, and a work order is generated for resolution.

In July, there was a 17.8% decrease in engagements related to safety and security compared to June, continuing the trend from the previous month. July also had the fewest negative mentions of safety and security than any other month in 2024. These declines were seen across all social media platforms such as Reddit (28.3%), Facebook (44%), and X (31.8%). Comments related to Metro facilities and infrastructure generated the highest volume of engagement. Most of these engagements mention graffiti at stations, excessive trash or malfunctioning faregates and displays. SSLE Data Analytics reported information on the weekly calls with security and maintenance task forces for stakeholder awareness and strategy development; and will continue tracking the monthly data for changes and customer comments.

Call Center Comments

Upon taking a closer look at comments submitted to the Call Center, customer comments related to *Passenger Conduct* increased by 31.9% from 47 to 62 from May to June. From June to July, these types of comments decreased by 17.7% from 62 to 51. Examples of some of the most common comments received are riders complaining about individuals smoking on the train, drinking alcoholic beverages, and playing loud music. SSLE Metro Transit Security and Contract Security train riding teams were informed to continue to enforce and/or provide education on the Metro Code of Conduct.

Customer comments related to *Rail General Security Concern* and *General Security Concern* decreased by 41.0% (39 to 23) and 29.2% (24 to 17), respectively. In July, customer comments related to *Rail General Security Concern* and *General Security Concern* increased by 52.2% (23 to 35) and decreased by 41.2% (17 to 10), respectively. Examples of these types of incidents range from harassment to assault. SSLE will continue highlighting top themes from comments submitted to the Call Center and collaborate with its public safety partners to address them as part of the Comprehensive Planned Deployment.



Staff reviews all safety and security-related customer comments for trends and patterns to inform possible shifts of uniformed personnel deployments to where ongoing Code of Conduct and crime issues are identified. Moreover, any customer comment referencing criminal activity is forwarded to law enforcement for a follow-up with the customer to investigate the incident and file a crime report.

Transit Watch (TW) App Reports

Transit Watch App reports related to safety and criminal activity for June totaled 3,301, a decrease of 1.9% compared to May. For July, reports related to safety and criminal activity totaled 2,876, a decrease of 12.9% compared to June. The Security Operations Center’s Security Control Specialists (SCS) continue to exceed the FY24 SSLE target response time of 120 seconds with response times of 32 and 31 seconds for June and July, respectively. By comparison, in FY23, the average response time was 4.9 minutes, exceeding the fiscal year’s target of four minutes. For FY24, SSLE established a target response time of two minutes to ensure a faster process for determining the proper response and dispatch of resources, improving calls for service response times on the system. The reported numbers for June and July exceed the target goal and demonstrate Metro’s commitment to providing excellent customer service and timely security resources to keep patrons and employees safe.

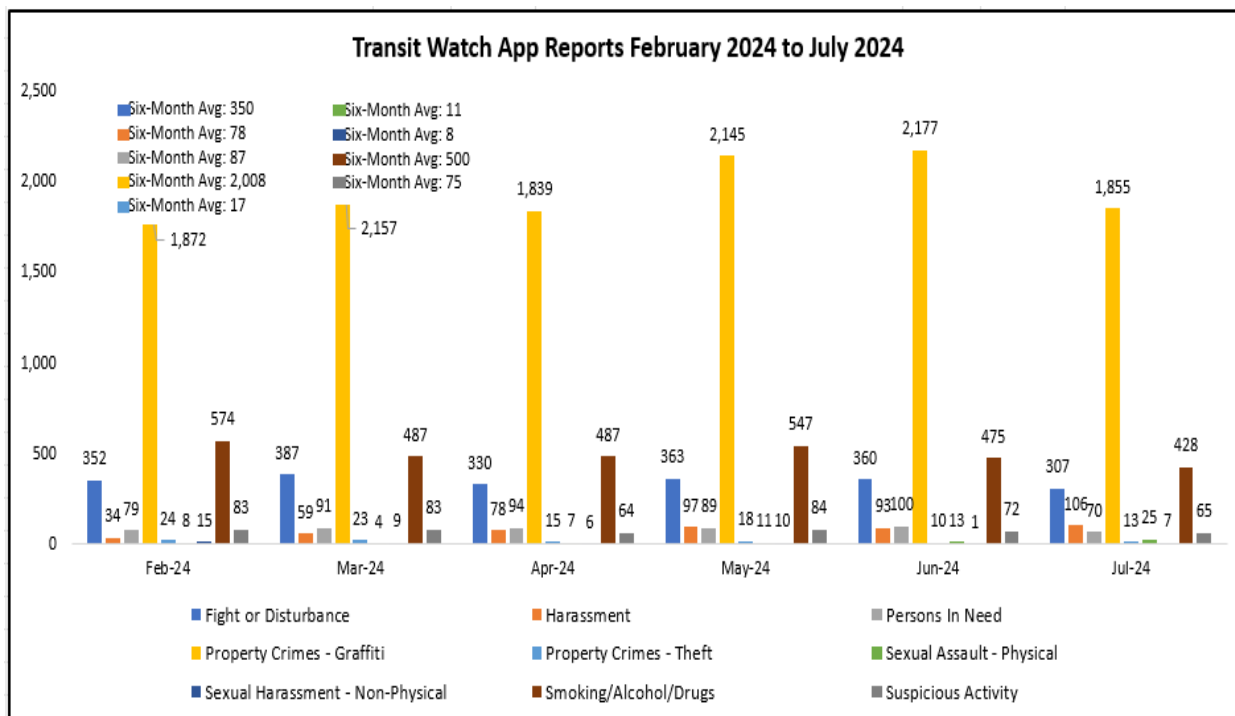
Types of Reported Incidents

Of the incident types reported through the Transit Watch application, property crimes - graffiti reports increased from May to June by 1.5%. Smoking/alcohol/drugs decreased by 13.2% and reports of fights or disturbances decreased by 0.8%.

Graffiti incidents reported in June were 2,177 vs. 2,145 in May (a 1.5% increase). Of the 2,177 graffiti incidents captured, Ambassadors reported 61.7% (1,344) of these occurrences, a 14.3% decrease compared to 1,569 reported in May. The number of fight or disturbance reports submitted in June

was 360 vs. 363 in May (a 0.8% decrease), while the number of smoking/alcohol/drugs reports submitted in June was 475, a 13.2% decrease versus May (547).

In July, 1,855 graffiti incidents were reported compared to 2,177 in June, a 14.8% decrease. Ambassadors reported 63.1% (1,170) of these occurrences, a 12.9% decrease compared to June. The number of harassment reports submitted in July was 106 vs. 93 in June (a 14.0% increase). The number of sexual harassment - non-physical reports submitted in July was 7 vs. 1 report submitted in June.



Transit Watch reports highlighted increased property crime and cleanliness issues along the A, B, C, and E lines. These observations resulted in increased patrols at stations with the highest observations.

SSLE also utilized the weekly meetings between members of the Comprehensive Planned Deployment to discuss observed increases in security incidents, which included theft. SSLE will continue to explore best practices such as messaging and awareness campaigns, education, and video analytics to address graffiti, theft, and harassment systemwide. Additionally, SSLE will look to identify locations (stations, trains, and buses) and the time of day of harassment reports to determine if any patterns exist and work with multi-layer resources to develop a strategy for visibility to prevent and minimize these types of incidents.

Stations with the Most Reported Incidents

For graffiti incidents, the top three locations in June were Willowbrook/Rosa Parks Station (113), Harbor Freeway Station (95), and Long Beach Blvd Station (84). The top three locations reporting smoking/alcohol/drugs incidents were 7th Street/Metro Center Station (29), Long Beach Blvd Station

(17), and Willowbrook/Rosa Parks Station (14). The top three locations reporting fight or disturbance incidents were Willowbrook/Rosa Parks Station (13), 7th Street/Metro Center Station (10), and Westlake/MacArthur Park Station (9).

In July, the top three locations for graffiti incidents were Willowbrook/Rosa Parks Station (91), Hawthorne/Lennox Station (84), and Harbor Freeway Station (61). The top three locations reporting harassment incidents were Union Station (7), 7th Street/Metro Center Station (6), and LATTTC/Ortho Institute Station (4). The top three locations reporting sexual harassment - non-physical incidents were Willowbrook/Rosa Parks Station (2), and the following five stations each reported one incident: Grand/LATTTC Station, Pacific Coast Hwy Station, Rosa Parks Station, and Historic Broadway Station.

Positive Customer Feedback - Metro Ambassadors

During the months of June and July, a total of nine Metro Ambassadors were commended for their exceptional service and recognized through the Special Thanks and Recognition (S.T.A.R.) form. One Ambassador was recognized in June 2024 and eight Ambassadors were recognized in July 2024. Customer comments included the following:

In one instance, a customer wrote, "I am an elderly disabled homeless man in a wheelchair...that morning I was discharged from the hospital just in my chair on the sidewalk not knowing what to do next when I was approached by a man wearing Metro clothing and Metro hat who introduced himself as a Metro Ambassador and that he wanted to know if I was ok and if I needed any assistance...this man listened and never looked away he kept eye contact the entire time I really felt good to have someone listen to me and have patience to hear all my problems I haven't had that in a long time and at the end he offered me a flyer for homeless services...and gave me his water bottle. I thanked him for spending that time with me and helping me. I want to thank you Metro for having people like him out in the streets helping people like me..." Received via STAR Comment form #297, for an incident at the Marengo/State (USC General Hospital) bus stop.

In another, a customer wrote, "As my friend and I were entering the train, Celina smiled, waved, and greeted us as we got on board. She was extremely welcoming and friendly and continued to engage and talk with us about where we were heading and which stop we would be getting off at, making sure we knew exactly where we needed to go. It was a really great experience. I've never been greeted by anyone while riding a train before and I've been taking the metro for 9 years." Received via STAR Comment form #352, for an incident at the Sunset/Vermont Station.

In a third instance, a customer wrote: "Good Customer Service on Wednesday, July 24 around 4 pm on the C line at the Wilmington/Rosa Parks station, I was assisted by Ambassador David Moreland. He informed me there was work being done on the rail line and explained how the trains were running and how to catch the next train to my destination. He was very polite, and helpful. I commend his professionalism. Also, there were several other Ambassadors there who were very helpful. It was a larger than usual crowd waiting for the next train but the Ambassadors were patient and getting the message out about what was happening. Good job done by all. A pleased transit rider." Received via STAR comment from #371, for an incident at the Willowbrook/Rosa Parks station.

PROJECT UPDATES

Public Facing Dashboard Update

SSLE continues to focus on the data portion and completing buildout and delivering Phase 1 of the dashboard, while Marketing focuses on the content and design of the Safety landing page on Metro.net (metro.net/safety). The initial version of the dashboard showing systemwide crime, calls for service, and arrest statistics is under final reviews by CX for recommendations and modifications prior to finalizing, including review by PSAC. Upon alterations and final approval, the dashboard will be provided to CX for incorporating on Metro website. SSLE and ITS will continue the planned phase approach to updating the 'live' dashboard to incorporate data sources outlined in the Bias-Free Policing Policy and Public Safety Analytics Policy.

EMERGENCY MANAGEMENT

Emergency Training and Exercises

On June 24, the Emergency Management Department (EMD) participated in the Transportation Mutual Aid Compact (TransMAC) tabletop exercise. The discussion-based exercise focused on an earthquake scenario with an emphasis on mutual assistance between the 15 participating transit agencies representing areas within Los Angeles, Orange, and Ventura Counties.

On June 28, EMD conducted the sixth of 11 planned exercises for this calendar year. The full-scale exercise was conducted at Bus Division 8 using a Disgruntled Employee Active Shooter scenario. The objectives were to increase the local first responders' engagement and awareness, enhance coordination and communication internally and externally, and enhance site staff awareness on lockdown procedures. Participants included Los Angeles Police Department Transit Services, Devonshire, and Topanga Divisions; Division 8 Management and staff, Bus Operations Center; Metro contract Security, Facilities Maintenance, and the Emergency Management Department.



On July 11, EMD conducted the seventh of 11 planned exercises for this calendar year. The tabletop discussion-based exercise was conducted at Central Maintenance Facility (CMF) in collaboration with Division 13, using an escaped prisoner from the Los Angeles County Twin Towers Jail scenario.

The objectives were to increase coordination and communication within a unified command and evaluate both sites' ability to lockdown and shelter in place. Participants included the Los Angeles Police Department Transit Services Division, Los Angeles Sheriff's Department, Division 13, CMF Management, Bus Operations Control Center, Vehicle Operations, Operations Central Instruction, and the Emergency Management Department.

EQUITY PLATFORM

Metro continues to take a cross-disciplinary approach to grow ridership, improve the customer experience, and, most importantly, ensure the safety of Metro's system. The collaboration between SSLE and its partners in the comprehensive public safety model remains strong as they work together strategically to support vulnerable and unhoused riders, respond to customer concerns, and improve cleanliness and security on the system. Each public safety resource is deployed on the system after carefully considering customer comments, crime data, and observations shared by law enforcement partners, contract security, multi-disciplinary outreach teams, and Metro Ambassadors to ensure every resource is used efficiently.

Operator safety is a top priority as Bus Safety Teams continue to assist with offloading during Owl Service. Bus operators have consistently expressed they need more security presence during Owl Service, so the recent operations at end-of-line stations on the G and J Lines show that their voices are being heard and action is being taken to address their concerns. Additionally, the redesigned retrofit barriers being installed on Metro buses offer better protection for operators against assaults, as staff went through several rounds of feedback with operators in choosing the material and design. Through these safety operations and the comprehensive deployment, Metro aims to create a safer environment for employees to perform their duties and riders to enjoy their trip experience.

NEXT STEPS

SSLE continues to monitor our law enforcement partners, private security, and Transit Security Officer performance, monitor crime stats, and consider information from surveys, customer complaints, and physical security assessments, amongst other sources, to analyze safety-related issues, adjust deployment strategies, and formulate new interventions.

ATTACHMENTS

- Attachment A - Board Motion 31
- Attachment B - Arrests by Race & Ethnicity June & July 2024
- Attachment C - Total Crime Summary June & July 2024
- Attachment D - Systemwide Law Enforcement Overview June & July 2024
- Attachment E - MTA Supporting Data June & July 2024
- Attachment F - Bus & Rail Operator Assaults June & July 2024
- Attachment G - Sexual Harassment Crimes June & July 2024

Prepared by: Robert Gummer, Deputy Chief, System Security and Law Enforcement Officer, (213) 922-4513

Vanessa Smith, Executive Officer, Customer Experience, (213) 922-7009

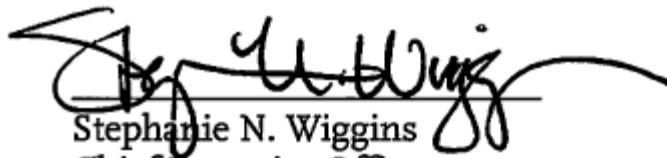
Stephen Tu, Deputy Executive Officer, Operations, (213) 418-3005

Imelda Hernandez, Senior Manager, Transportation Planning, (213) 922-4848

Reviewed by: Kenneth Hernandez, Interim Chief Safety Officer, (213) 922-2290

Jennifer Vides, Chief Customer Experience Officer, (213) 940-4060

Conan Cheung, Chief Operations Officer, (213) 418-3034


Stephanie N. Wiggins
Chief Executive Officer



Metro

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

Board Report

File #: 2024-0365, File Type: Motion / Motion Response

Agenda Number: 31.

REGULAR BOARD MEETING MAY 23, 2024

Motion by:

DIRECTORS BASS, BARGER, HAHN, SOLIS, NAJARIAN, AND YAROSLAVSKY

Metro Public Safety Surge Motion

Recently, our system has endured an uptick in violence and crime. Law enforcement agencies are reporting a rise in crime, resulting in increased arrests and citations for trespassing, narcotics, and weapons possession. As Metro ridership continues to increase to pre-pandemic levels, reaching more than 950,000 weekday riders in March 2024, the increase in crime threatens to derail our goal of exceeding 1.2 million weekday riders if we cannot ensure the safety of those who want and need to use the bus and rail system. As a Board, we propose urgent, decisive action to keep our riders, employees, and community members safe.

The Metro Board of Directors took swift action last month to approve the manufacture and installation of reinforced physical barriers to better protect bus operators from this senseless violence. Metro's entire bus fleet is anticipated to be fitted with new barriers by the end of the year. However, this is not enough. There has been a surge in violent crimes across the Metro bus and rail system over the past 3 months, resulting in death, injuries, and increased safety concerns for Metro's riders and frontline employees.

Additionally, Wi-Fi and cell phone service are not reliably available throughout Metro's rail system, hampering our riders' ability to communicate with public safety personnel. Metro's Transit Watch Mobile App, for instance, allows riders to directly contact emergency and law enforcement personnel by text or phone, but requires Wi-Fi or cellular service. We must ensure Wi-Fi and cell phone service are available systemwide so that riders can quickly and easily contact public safety personnel when needed.

While Metro and its security partners have taken many steps to improve safety, we must do more to ensure the safety of our riders and employees across the system.

SUBJECT: METRO PUBLIC SAFETY SURGE MOTION

RECOMMENDATION

APPROVE Motion by Bass, Barger, Hahn, Solis, Najarian, and Yaroslavsky that the Board direct the

Chief Executive Officer to:

- A. Increase the daily planned deployment of public safety personnel, adjusting deployment to focus on the rail cars, buses, and stations with the highest incidents of crime and public safety issues so that riders and frontline employees feel safe.
- B. Direct public safety personnel, including Los Angeles Police Department, Los Angeles Sheriff's Department, Long Beach Police Department, and Metro Transit Security officers to be physically present on buses and trains.
- C. Direct public safety personnel to proactively walk through rail cars and ride buses. Public safety personnel must also schedule overlapping or staggered shift times to ensure continuity and avoid gaps in coverage.
- D. Establish a unified command led by Metro's Systems Security & Law Enforcement Department, with representation from all public safety resources.
- E. Ensure that cellular service is enabled and working at all underground metro rail stations, on the platforms, and during transit throughout the rail system, and bolster education and awareness of Metro's Transit Watch Mobile App so riders can directly access an emergency response.



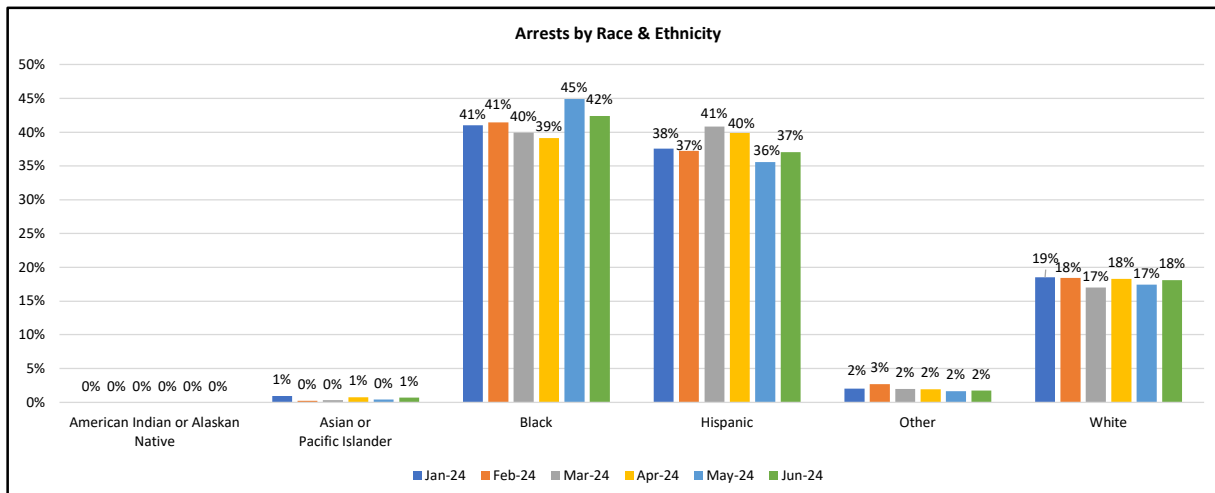
SYSTEM SECURITY & LAW ENFORCEMENT

Attachment B

Arrests June 2024	American Indian or Alaskan Native		Asian or Pacific Islander		Black		Hispanic		Other		White		Total
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
Systemwide - Arrests	0	0	0	7	60	359	37	329	0	17	29	150	988
Total	0		7		419		366		17		179		988
% Share	0.00%		0.71%		42.41%		37.04%		1.72%		18.12%		100.00%

Arrests June 2024	American Indian or Alaskan Native		Asian or Pacific Islander		Black		Hispanic		Other		White		Total
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
Bus Systemwide (includes G & J Lines)	0	0	0	0	3	17	4	20	0	2	0	7	53
Rail Systemwide	0	0	0	7	53	334	32	307	0	15	29	138	915
Union Station and 7th & Metro Station	0	0	0	0	4	8	1	2	0	0	0	5	20
Total	0		7		419		366		17		179		988
% Share	0.00%		0.71%		42.41%		37.04%		1.72%		18.12%		100.00%

Arrests (by Line, Bus, Union Station, and 7th & Metro Station) June 2024	American Indian or Alaskan Native		Asian or Pacific Islander		Black		Hispanic		Other		White		Total
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
A Line (Blue)	0	0	0	0	7	52	9	54	0	0	1	18	141
B Line (Red)	0	0	0	5	22	178	19	173	0	12	26	82	517
C Line (Green)	0	0	0	0	4	19	1	28	0	0	0	5	57
D Line (Purple)	0	0	0	0	1	1	0	0	0	0	0	2	4
E Line (Expo)	0	0	0	2	19	84	3	52	0	3	2	31	196
Bus - G Line (Orange)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus - J Line (Silver)	0	0	0	0	0	0	0	2	0	0	0	0	2
K Line	0	0	0	0	0	0	0	0	0	0	0	0	0
Union Station	0	0	0	0	4	8	1	2	0	0	0	5	20
7th & Metro Station	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Systemwide (excludes G & J Lines)	0	0	0	0	3	17	4	18	0	2	0	7	51
Total	0		7		419		366		17		179		988
% Share	0.00%		0.71%		42.41%		37.04%		1.72%		18.12%		100.00%





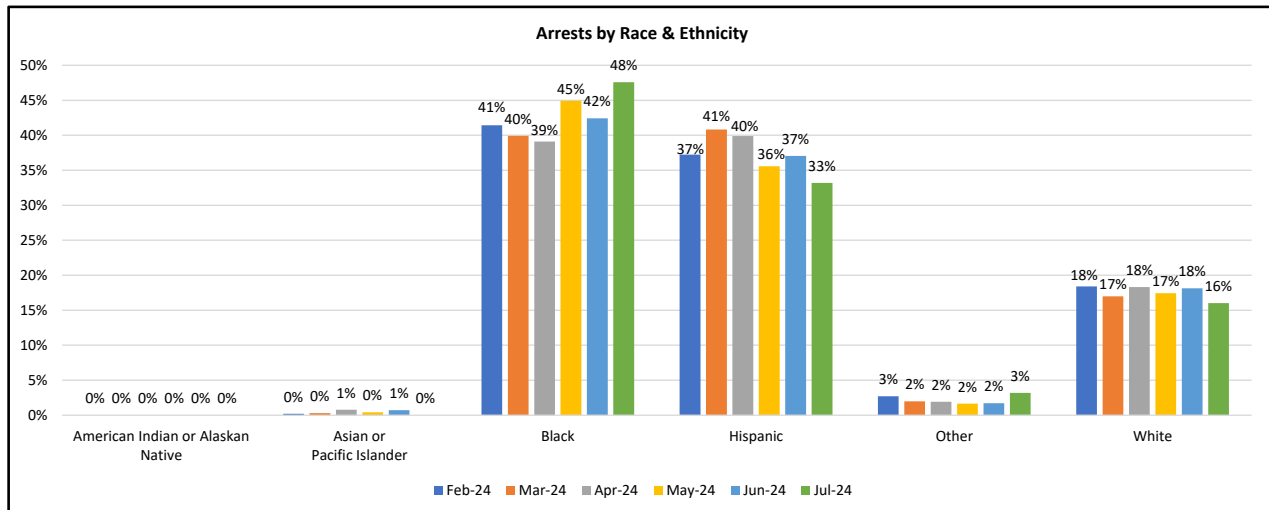
SYSTEM SECURITY & LAW ENFORCEMENT

Attachment B

Arrests July 2024	American Indian or Alaskan Native		Asian or Pacific Islander		Black		Hispanic		Other		White		Total
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
Systemwide - Arrests	0	0	0	0	74	416	37	305	1	32	28	137	1,030
Total	0		0		490		342		33		165		1,030
% Share	0.00%		0.00%		47.57%		33.20%		3.20%		16.02%		100.00%

Arrests July 2024	American Indian or Alaskan Native		Asian or Pacific Islander		Black		Hispanic		Other		White		Total
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
Bus Systemwide (includes G & J Lines)	0	0	0	0	10	23	6	23	0	1	1	9	73
Rail Systemwide	0	0	0	0	63	390	31	277	1	31	27	128	948
Union Station and 7th & Metro Station	0	0	0	0	1	3	0	5	0	0	0	0	9
Total	0		0		490		342		33		165		1,030
% Share	0.00%		0.00%		47.57%		33.20%		3.20%		16.02%		100.00%

Arrests (by Line, Bus, Union Station, and 7th & Metro Station) July 2024	American Indian or Alaskan Native		Asian or Pacific Islander		Black		Hispanic		Other		White		Total
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
A Line (Blue)	0	0	0	0	7	48	9	55	0	2	1	15	137
B Line (Red)	0	0	0	0	52	297	18	172	1	23	19	94	676
C Line (Green)	0	0	0	0	3	15	1	15	0	2	1	4	41
D Line (Purple)	0	0	0	0	0	2	0	2	0	0	1	2	7
E Line (Expo)	0	0	0	0	1	26	3	31	0	3	5	12	81
Bus - G Line (Orange)	0	0	0	0	1	0	0	1	0	0	0	2	4
Bus - J Line (Silver)	0	0	0	0	1	2	1	4	0	0	0	1	9
K Line	0	0	0	0	0	2	0	2	0	1	0	1	6
Union Station	0	0	0	0	1	3	0	5	0	0	0	0	9
7th & Metro Station	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Systemwide (excludes G & J Lines)	0	0	0	0	8	21	5	18	0	1	1	6	60
Total	0		0		490		342		33		165		1,030
% Share	0.00%		0.00%		47.57%		33.20%		3.20%		16.02%		100.00%





SYSTEM SECURITY & LAW ENFORCEMENT

Attachment C

Total Crime Summary - June 2024

Total Crimes 5-Year Trend - Systemwide

January-June	2020	2021	2022	2023	2024
Crimes Against Persons					
Agg Assault	108	173	225	254	209
Agg Assault on Op	7	7	16	17	22
Battery	347	334	452	509	479
Battery on Operator	35	36	64	60	54
Homicide	0	2	1	2	4
Rape*	5	6	8	7	9
Robbery	117	105	175	204	160
Sex Offenses	39	45	53	66	54
Subtotal	658	708	994	1,119	991
Crimes Against Property					
Arson	4	7	3	0	2
Bike Theft	27	20	27	12	5
Burglary	3	7	8	9	5
Larceny	236	166	286	254	255
Motor Vehicle Theft	9	6	9	29	14
Vandalism	94	137	170	92	74
Subtotal	373	343	503	396	355
Crimes Against Society					
Narcotics	28	102	66	256	480
Trespassing	53	46	51	665	1,922
Weapons	15	27	18	53	96
Subtotal	96	175	135	974	2,498
Total	1,127	1,226	1,632	2,489	3,844

Total Crimes 5-Year Trend - Rail

January-June	2020	2021	2022	2023	2024
Crimes Against Persons					
Agg Assault	78	115	162	192	135
Agg Assault on Op	0	2	0	1	0
Battery	229	214	306	355	308
Battery on Operator	4	1	4	5	0
Homicide	0	2	0	2	2
Rape*	5	6	7	7	7
Robbery	88	74	137	144	102
Sex Offenses	31	27	39	37	29
Subtotal	435	441	655	743	583
Crimes Against Property					
Arson	4	7	3	0	2
Bike Theft	20	12	15	5	4
Burglary	3	7	6	9	5
Larceny	176	120	197	185	163
Motor Vehicle Theft	8	4	4	27	7
Vandalism	60	76	119	48	37
Subtotal	271	226	344	274	218
Crimes Against Society					
Narcotics	16	38	36	192	439
Trespassing	52	40	45	656	1,904
Weapons	12	13	13	41	86
Subtotal	80	91	94	889	2,429
Total	786	758	1,093	1,906	3,230

Total Crimes 5-Year Trend - Bus

January-June	2020	2021	2022	2023	2024
Crimes Against Persons					
Agg Assault	30	58	63	62	74
Agg Assault on Op	7	5	16	16	22
Battery	118	120	146	154	171
Battery on Operator	31	35	60	55	54
Homicide	0	0	1	0	2
Rape	0	0	1	0	2
Robbery	29	31	38	60	58
Sex Offenses	8	18	14	29	25
Subtotal	223	267	339	376	408
Crimes Against Property					
Arson	0	0	0	0	0
Bike Theft	7	8	12	7	1
Burglary	0	0	2	0	0
Larceny	60	46	89	69	92
Motor Vehicle Theft	1	2	5	2	7
Vandalism	34	61	51	44	37
Subtotal	102	117	159	122	137
Crimes Against Society					
Narcotics	12	64	30	64	41
Trespassing	1	6	6	9	18
Weapons	3	14	5	12	10
Subtotal	16	84	41	85	69
Total	341	468	539	583	614

Total Crimes 5-Year Trend June only - Systemwide

	Jun-20	Jun-21	Jun-22	Jun-23	Jun-24
Crimes Against Persons					
Agg Assault	14	42	39	55	29
Agg Assault on Op	3	0	2	6	6
Battery	55	55	63	80	91
Battery on Operator	10	10	12	9	9
Homicide	0	1	0	0	1
Rape*	0	1	1	0	2
Robbery	23	24	35	32	27
Sex Offenses	5	6	8	10	9
Subtotal	110	139	160	192	174
Crimes Against Property					
Arson	1	1	0	0	1
Bike Theft	3	5	6	1	2
Burglary	0	2	1	0	0
Larceny	36	31	48	55	44
Motor Vehicle Theft	0	1	0	11	1
Vandalism	21	23	19	13	20
Subtotal	61	63	74	80	68
Crimes Against Society					
Narcotics	5	19	28	25	109
Trespassing	3	12	7	48	609
Weapons	1	4	6	2	20
Subtotal	9	35	41	75	738
Total	180	237	275	347	980

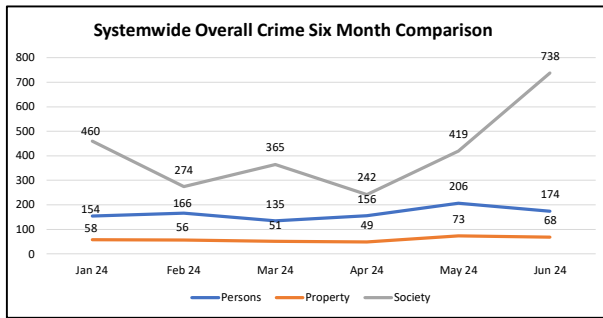
Total Crimes 5-Year Trend May only - Rail

	Jun-20	Jun-21	Jun-22	Jun-23	Jun-24
Crimes Against Persons					
Agg Assault	7	27	29	42	17
Agg Assault on Op	0	0	0	0	0
Battery	34	28	38	58	54
Battery on Operator	0	0	0	0	0
Homicide	0	1	0	0	1
Rape*	0	1	1	0	2
Robbery	19	13	24	21	16
Sex Offenses	5	3	5	4	4
Subtotal	65	73	97	125	94
Crimes Against Property					
Arson	1	1	0	0	1
Bike Theft	1	5	3	0	2
Burglary	0	2	1	0	0
Larceny	22	18	35	41	20
Motor Vehicle Theft	0	1	0	11	1
Vandalism	14	10	11	9	9
Subtotal	38	37	50	61	33
Crimes Against Society					
Narcotics	2	8	20	17	102
Trespassing	3	10	6	47	606
Weapons	1	2	4	0	19
Subtotal	6	20	30	64	727
Total	109	130	177	250	854

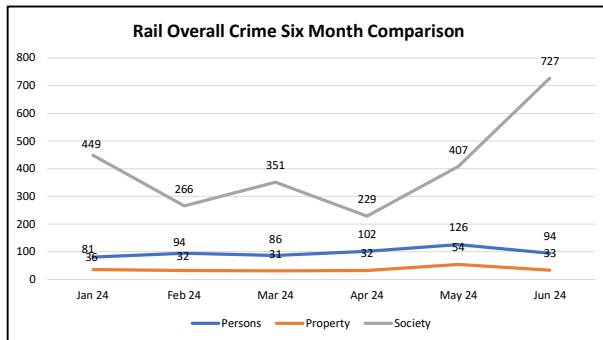
Total Crimes 5-Year Trend May only - Bus

	Jun-20	Jun-21	Jun-22	Jun-23	Jun-24
Crimes Against Persons					
Agg Assault	7	15	10	13	12
Agg Assault on Op	3	0	2	6	6
Battery	21	27	25	22	37
Battery on Operator	10	10	12	9	9
Homicide	0	0	0	0	0
Rape	0	0	0	0	0
Robbery	4	11	11	11	11
Sex Offenses	0	3	3	6	5
Subtotal	45	66	63	67	80
Crimes Against Property					
Arson	0	0	0	0	0
Bike Theft	2	0	3	1	0
Burglary	0	0	0	0	0
Larceny	14	13	13	14	24
Motor Vehicle Theft	0	0	0	0	0
Vandalism	7	13	8	4	11
Subtotal	23	26	24	19	35
Crimes Against Society					
Narcotics	3	11	8	8	7
Trespassing	0	2	1	1	3
Weapons	0	2	2	2	1
Subtotal	3	15	11	11	11
Total	71	107	98	97	126

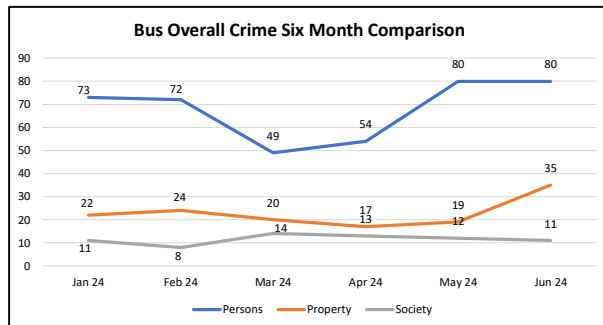
*The reported rape on 6/17/24 at Compton Station has not been substantiated by evidence. The case was handled by LASD's Special Victims Bureau and closed as inactive



Systemwide	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	29	55	-47.3%
Agg Assault on Op	6	3	100.0%
Battery	91	82	11.0%
Battery on Operator	9	8	12.5%
Homicide	1	1	0.0%
Rape*	2	1	100.0%
Robbery	27	46	-41.3%
Sex Offenses	9	10	-10.0%
Subtotal	174	206	-15.5%
Crimes Against Property			
Arson	1	0	100.0%
Bike Theft	2	0	200.0%
Burglary	0	1	-100.0%
Larceny	44	50	-12.0%
Motor Vehicle Theft	1	3	-66.7%
Vandalism	20	19	5.3%
Subtotal	68	73	-6.8%
Crimes Against Society			
Narcotics	109	95	14.7%
Trespassing	609	303	101.0%
Weapons	20	21	-4.8%
Subtotal	738	419	76.1%
Total	980	698	40.4%

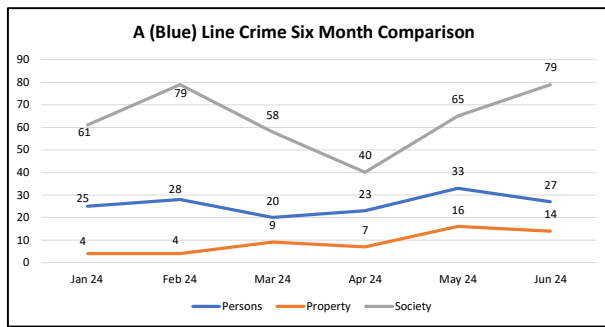


Rail	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	17	35	-51.4%
Agg Assault on Op	0	0	0.0%
Battery	54	53	1.9%
Battery on Operator	0	0	0.0%
Homicide	1	0	100.0%
Rape*	2	1	100.0%
Robbery	16	30	-46.7%
Sex Offenses	4	7	-42.9%
Subtotal	94	126	-25.4%
Crimes Against Property			
Arson	1	0	100.0%
Bike Theft	2	0	200.0%
Burglary	0	1	-100.0%
Larceny	20	43	-53.5%
Motor Vehicle Theft	1	1	0.0%
Vandalism	9	9	0.0%
Subtotal	33	54	-38.9%
Crimes Against Society			
Narcotics	102	88	15.9%
Trespassing	606	300	102.0%
Weapons	19	19	0.0%
Subtotal	727	407	78.6%
Total	854	587	45.5%



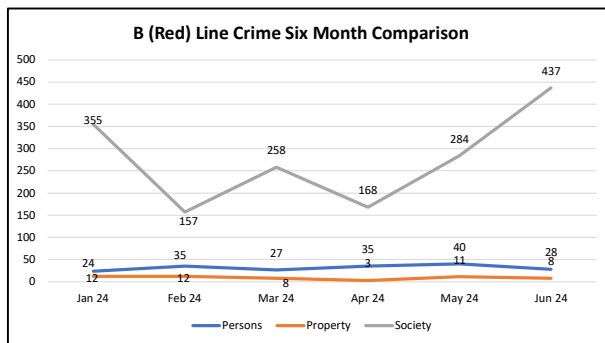
Bus	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	12	20	-40.0%
Agg Assault on Op	6	3	100.0%
Battery	37	29	27.6%
Battery on Operator	9	8	12.5%
Homicide	0	1	-100.0%
Rape	0	0	0.0%
Robbery	11	16	-31.3%
Sex Offenses	5	3	66.7%
Subtotal	80	80	0.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	24	7	242.9%
Motor Vehicle Theft	0	2	-100.0%
Vandalism	11	10	10.0%
Subtotal	35	19	84.2%
Crimes Against Society			
Narcotics	7	7	0.0%
Trespassing	3	3	0.0%
Weapons	1	2	-50.0%
Subtotal	11	12	-8.3%
Total	126	111	13.5%

*The reported rape on 6/17/24 at Compton Station has not been substantiated by evidence. The case was handled by LASD's Special Victims Bureau and closed as inactive

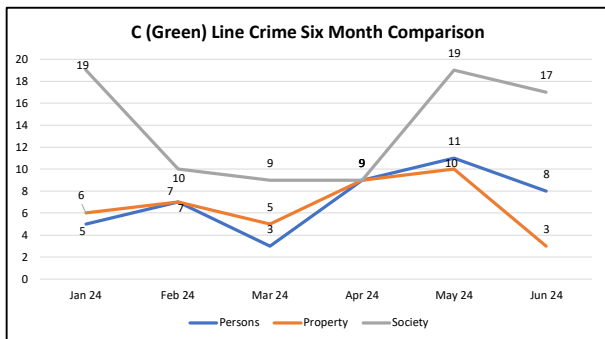


*The rape on 6/17/24 at Compton Station has not been substantiated by evidence. The case was handled by LASD's Special Victims Bureau and closed as inactive.

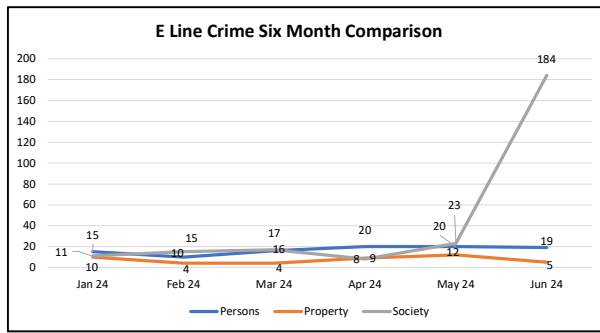
A (Blue) Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	3	7	-57.1%
Agg Assault on Op	0	0	0.0%
Battery	16	15	6.7%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape*	2	1	100.0%
Robbery	5	7	-28.6%
Sex Offenses	1	3	-66.7%
Subtotal	27	33	-18.2%
Crimes Against Property			
Arson	1	0	100.0%
Bike Theft	2	0	200.0%
Burglary	0	0	0.0%
Larceny	6	10	-40.0%
Motor Vehicle Theft	0	1	-100.0%
Vandalism	5	5	0.0%
Subtotal	14	16	-12.5%
Crimes Against Society			
Narcotics	20	13	53.8%
Trespassing	55	49	12.2%
Weapons	4	3	33.3%
Subtotal	79	65	21.5%
Total	120	114	5.3%



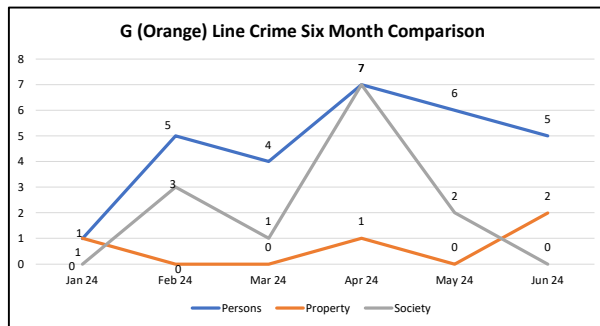
B (Red) Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	4	12	-66.7%
Agg Assault on Op	0	0	0.0%
Battery	18	17	5.9%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	4	8	-50.0%
Sex Offenses	2	3	-33.3%
Subtotal	28	40	-30.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	5	10	-50.0%
Motor Vehicle Theft	1	0	100.0%
Vandalism	2	1	100.0%
Subtotal	8	11	-27.3%
Crimes Against Society			
Narcotics	57	55	3.6%
Trespassing	367	218	68.3%
Weapons	13	11	18.2%
Subtotal	437	284	53.9%
Total	473	335	41.2%



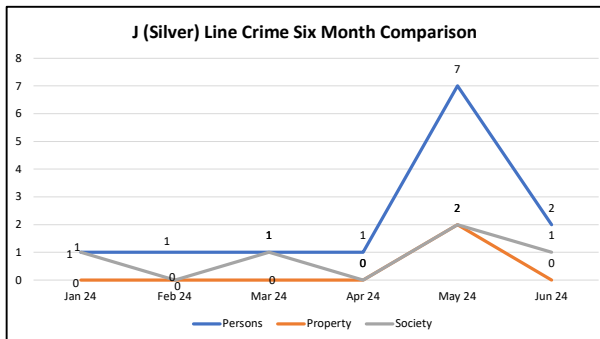
C (Green) Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	4	3	33.3%
Agg Assault on Op	0	0	0.0%
Battery	2	1	100.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	2	7	-71.4%
Sex Offenses	0	0	0.0%
Subtotal	8	11	-27.3%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	2	9	-77.8%
Motor Vehicle Theft	0	0	0.0%
Vandalism	1	1	0.0%
Subtotal	3	10	-70.0%
Crimes Against Society			
Narcotics	14	11	27.3%
Trespassing	1	6	-83.3%
Weapons	2	2	0.0%
Subtotal	17	19	-10.5%
Total	28	40	-30.0%



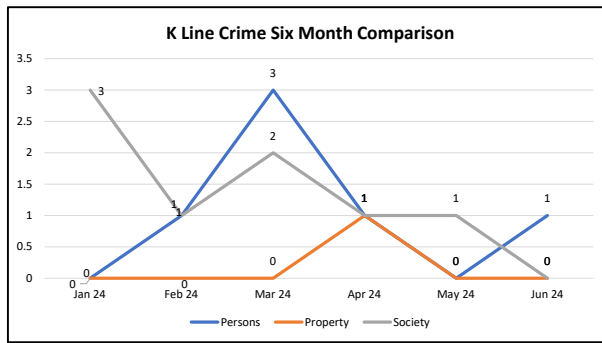
E Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	5	9	-44.4%
Agg Assault on Op	0	0	0.0%
Battery	10	6	66.7%
Battery on Operator	0	0	0.0%
Homicide	1	0	100.0%
Rape	0	0	0.0%
Robbery	3	4	-25.0%
Sex Offenses	0	1	-100.0%
Subtotal	19	20	-5.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	1	-100.0%
Larceny	4	11	-63.6%
Motor Vehicle Theft	0	0	0.0%
Vandalism	1	0	100.0%
Subtotal	5	12	-58.3%
Crimes Against Society			
Narcotics	5	2	150.0%
Trespassing	179	21	752.4%
Weapons	0	0	0.0%
Subtotal	184	23	700.0%
Total	208	55	278.2%



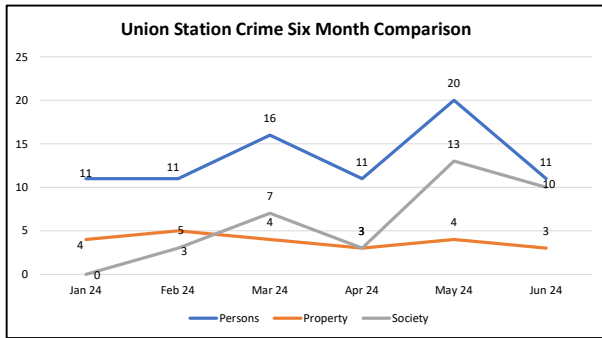
G (Orange) Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	0	1	-100.0%
Agg Assault on Op	1	0	100.0%
Battery	2	2	0.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	1	3	-66.7%
Sex Offenses	1	0	100.0%
Subtotal	5	6	-16.7%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	0	0	0.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	2	0	200.0%
Subtotal	2	0	200.0%
Crimes Against Society			
Narcotics	0	0	0.0%
Trespassing	0	0	0.0%
Weapons	0	2	-100.0%
Subtotal	0	2	-100.0%
Total	7	8	-12.5%



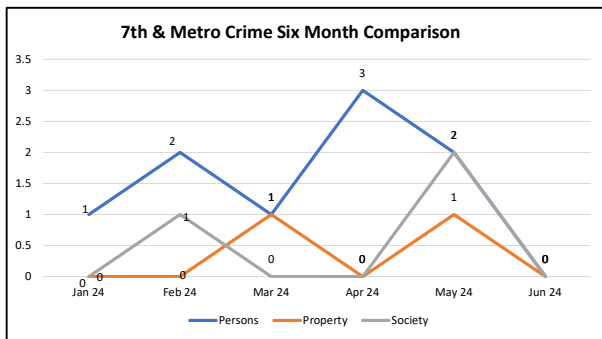
J (Silver) Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	0	4	-100.0%
Agg Assault on Op	0	0	0.0%
Battery	1	2	-50.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	1	1	0.0%
Sex Offenses	0	0	0.0%
Subtotal	2	7	-71.4%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	0	2	-100.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	0	0	0.0%
Subtotal	0	2	-100.0%
Crimes Against Society			
Narcotics	0	0	0.0%
Trespassing	1	2	-50.0%
Weapons	0	0	0.0%
Subtotal	1	2	-50.0%
Total	3	11	-72.7%



K Line	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	0	0	0.0%
Agg Assault on Op	0	0	0.0%
Battery	0	0	0.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	1	0	100.0%
Sex Offenses	0	0	0.0%
Subtotal	1	0	100.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	0	0	0.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	0	0	0.0%
Subtotal	0	0	0.0%
Crimes Against Society			
Narcotics	0	0	0.0%
Trespassing	0	1	-100.0%
Weapons	0	0	0.0%
Subtotal	0	1	-100.0%
Total	1	1	0.0%



Union Station	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	1	3	-66.7%
Agg Assault on Op	0	0	0.0%
Battery	8	13	-38.5%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	1	4	-75.0%
Sex Offenses	1	0	100.0%
Subtotal	11	20	-45.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	3	3	0.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	0	1	-100.0%
Subtotal	3	4	-25.0%
Crimes Against Society			
Narcotics	6	7	-14.3%
Trespassing	4	3	33.3%
Weapons	0	3	-100.0%
Subtotal	10	13	-23.1%
Total	24	37	-35.1%



7th & Metro	Jun 24	May 24	% Change
Crimes Against Persons			
Agg Assault	0	1	-100.0%
Agg Assault on Op	0	0	0.0%
Battery	0	1	-100.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	0	0	0.0%
Sex Offenses	0	0	0.0%
Subtotal	0	2	-100.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	0	0	0.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	0	1	-100.0%
Subtotal	0	1	-100.0%
Crimes Against Society			
Narcotics	0	0	0.0%
Trespassing	0	2	-100.0%
Weapons	0	0	0.0%
Subtotal	0	2	-100.0%
Total	0	5	-100.0%



SYSTEM SECURITY & LAW ENFORCEMENT

Attachment C

Total Crime Summary - July 2024

Total Crimes 5-Year Trend - Systemwide

January-July	2020	2021	2022	2023	2024
Crimes Against Persons					
Agg Assault	135	209	266	299	248
Agg Assault on Op	9	9	19	22	28
Battery	393	395	527	578	568
Battery on Operator	37	43	78	71	71
Homicide	1	2	2	2	4
Rape	5	10	8	8	10
Robbery	134	129	200	227	192
Sex Offenses	47	57	63	74	62
Subtotal	761	854	1,163	1,281	1,183
Crimes Against Property					
Arson	5	7	3	0	2
Bike Theft	32	28	30	17	5
Burglary	4	11	10	11	5
Larceny	260	198	333	298	286
Motor Vehicle Theft	9	6	10	32	15
Vandalism	117	168	202	110	102
Subtotal	427	418	588	468	415
Crimes Against Society					
Narcotics	30	112	78	298	578
Trespassing	58	50	61	710	2,536
Weapons	16	28	23	63	126
Subtotal	104	190	162	1,071	3,240
Total	1,292	1,462	1,913	2,820	4,838

Total Crimes 5-Year Trend June only - Systemwide

	Jul-20	Jul-21	Jul-22	Jul-23	Jul-24
Crimes Against Persons					
Agg Assault	27	36	41	45	39
Agg Assault on Op	2	2	3	5	6
Battery	46	61	75	69	89
Battery on Operator	2	7	14	11	17
Homicide	1	0	1	0	0
Rape	0	4	0	1	1
Robbery	17	24	25	23	32
Sex Offenses	8	12	10	8	8
Subtotal	103	146	169	162	192
Crimes Against Property					
Arson	1	0	0	0	0
Bike Theft	5	8	3	5	0
Burglary	1	4	2	2	0
Larceny	24	32	47	44	31
Motor Vehicle Theft	0	0	1	3	1
Vandalism	23	31	32	18	28
Subtotal	54	75	85	72	60
Crimes Against Society					
Narcotics	2	10	12	42	98
Trespassing	5	4	10	45	614
Weapons	1	1	5	10	30
Subtotal	8	15	27	97	742
Total	165	236	281	331	994

Total Crimes 5-Year Trend - Rail

January-July	2020	2021	2022	2023	2024
Crimes Against Persons					
Agg Assault	93	139	184	220	157
Agg Assault on Op	0	2	0	1	1
Battery	253	255	347	407	364
Battery on Operator	4	2	4	5	0
Homicide	1	2	1	2	2
Rape	5	9	7	8	8
Robbery	99	91	155	158	127
Sex Offenses	34	36	47	43	31
Subtotal	489	536	745	844	690
Crimes Against Property					
Arson	5	7	3	0	2
Bike Theft	24	16	17	7	4
Burglary	4	11	8	10	5
Larceny	191	146	235	218	182
Motor Vehicle Theft	8	4	4	30	8
Vandalism	72	97	145	59	52
Subtotal	304	281	412	324	253
Crimes Against Society					
Narcotics	17	39	45	226	525
Trespassing	56	44	54	699	2,494
Weapons	12	14	16	47	108
Subtotal	85	97	115	972	3,127
Total	878	914	1,272	2,140	4,070

Total Crimes 5-Year Trend May only - Rail

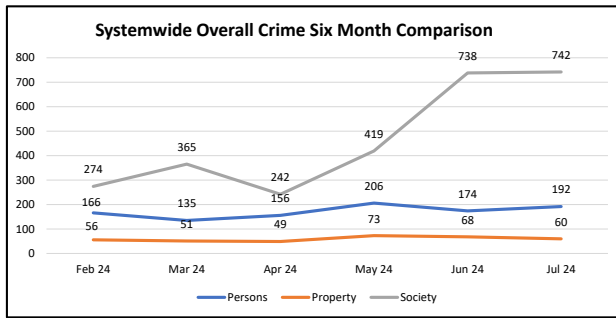
	Jul-20	Jul-21	Jul-22	Jul-23	Jul-24
Crimes Against Persons					
Agg Assault	15	24	22	28	22
Agg Assault on Op	0	0	0	0	1
Battery	24	41	41	52	56
Battery on Operator	0	1	0	0	0
Homicide	1	0	1	0	0
Rape	0	3	0	1	1
Robbery	11	17	18	14	25
Sex Offenses	3	9	8	6	2
Subtotal	54	95	90	101	107
Crimes Against Property					
Arson	1	0	0	0	0
Bike Theft	4	4	2	2	0
Burglary	1	4	2	1	0
Larceny	15	26	38	33	19
Motor Vehicle Theft	0	0	0	3	1
Vandalism	12	21	26	11	15
Subtotal	33	55	68	50	35
Crimes Against Society					
Narcotics	1	1	9	34	86
Trespassing	4	4	9	43	590
Weapons	0	1	3	6	22
Subtotal	5	6	21	83	698
Total	92	156	179	234	840

Total Crimes 5-Year Trend - Bus

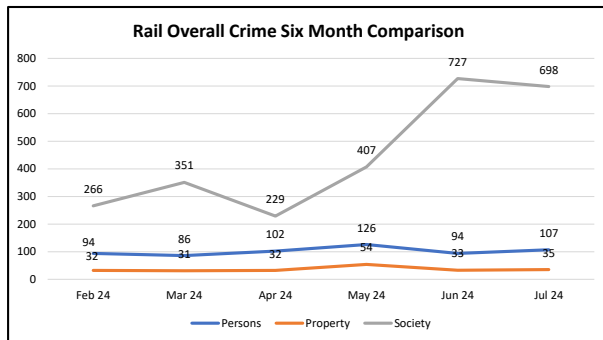
January-July	2020	2021	2022	2023	2024
Crimes Against Persons					
Agg Assault	42	70	82	79	91
Agg Assault on Op	9	7	19	21	27
Battery	140	140	180	171	204
Battery on Operator	33	41	74	66	71
Homicide	0	0	1	0	2
Rape	0	1	1	0	2
Robbery	35	38	45	69	65
Sex Offenses	13	21	16	31	31
Subtotal	272	318	418	437	493
Crimes Against Property					
Arson	0	0	0	0	0
Bike Theft	8	12	13	10	1
Burglary	0	0	2	1	0
Larceny	69	52	98	80	104
Motor Vehicle Theft	1	2	6	2	7
Vandalism	45	71	57	51	50
Subtotal	123	137	176	144	162
Crimes Against Society					
Narcotics	13	73	33	72	53
Trespassing	2	6	7	11	42
Weapons	4	14	7	16	18
Subtotal	19	93	47	99	113
Total	414	548	641	680	768

Total Crimes 5-Year Trend May only - Bus

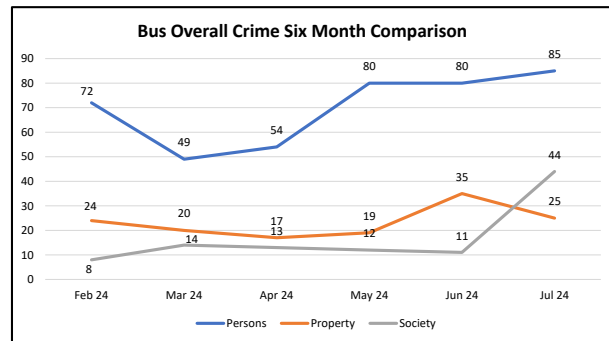
	Jul-20	Jul-21	Jul-22	Jul-23	Jul-24
Crimes Against Persons					
Agg Assault	12	12	19	17	17
Agg Assault on Op	2	2	3	5	5
Battery	22	20	34	17	33
Battery on Operator	2	6	14	11	17
Homicide	0	0	0	0	0
Rape	0	1	0	0	0
Robbery	6	7	7	9	7
Sex Offenses	5	3	2	2	6
Subtotal	49	51	79	61	85
Crimes Against Property					
Arson	0	0	0	0	0
Bike Theft	1	4	1	3	0
Burglary	0	0	0	1	0
Larceny	9	6	9	11	12
Motor Vehicle Theft	0	0	1	0	0
Vandalism	11	10	6	7	13
Subtotal	21	20	17	22	25
Crimes Against Society					
Narcotics	1	9	3	8	12
Trespassing	1	0	1	2	24
Weapons	1	0	2	4	8
Subtotal	3	9	6	14	44
Total	73	80	102	97	154



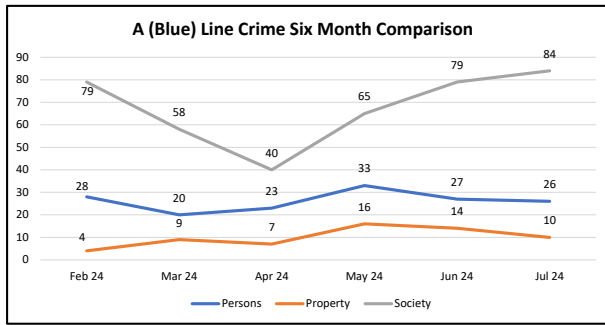
Systemwide	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	39	29	34.5%
Agg Assault on Op	6	6	0.0%
Battery	89	91	-2.2%
Battery on Operator	17	9	88.9%
Homicide	0	1	-100.0%
Rape	1	2	-50.0%
Robbery	32	27	18.5%
Sex Offenses	8	9	-11.1%
Subtotal	192	174	10.3%
Crimes Against Property			
Arson	0	1	-100.0%
Bike Theft	0	2	-100.0%
Burglary	0	0	0.0%
Larceny	31	44	-29.5%
Motor Vehicle Theft	1	1	0.0%
Vandalism	28	20	40.0%
Subtotal	60	68	-11.8%
Crimes Against Society			
Narcotics	98	109	-10.1%
Trespassing	614	609	0.8%
Weapons	30	20	50.0%
Subtotal	742	738	0.5%
Total	994	980	1.4%



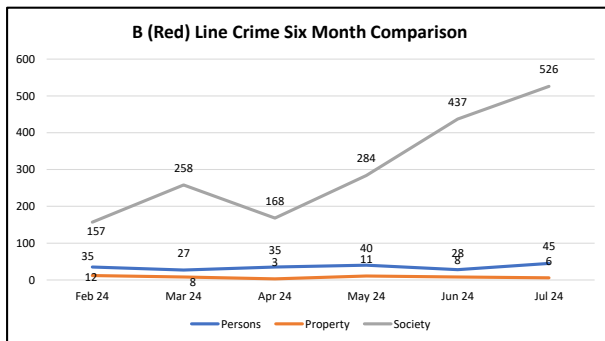
Rail	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	22	17	29.4%
Agg Assault on Op	1	0	100.0%
Battery	56	54	3.7%
Battery on Operator	0	0	0.0%
Homicide	0	1	-100.0%
Rape	1	2	-50.0%
Robbery	25	16	56.3%
Sex Offenses	2	4	-50.0%
Subtotal	107	94	13.8%
Crimes Against Property			
Arson	0	1	-100.0%
Bike Theft	0	2	-100.0%
Burglary	0	0	0.0%
Larceny	19	20	-5.0%
Motor Vehicle Theft	1	1	0.0%
Vandalism	15	9	66.7%
Subtotal	35	33	6.1%
Crimes Against Society			
Narcotics	86	102	-15.7%
Trespassing	590	606	-2.6%
Weapons	22	19	15.8%
Subtotal	698	727	-4.0%
Total	840	854	-1.6%



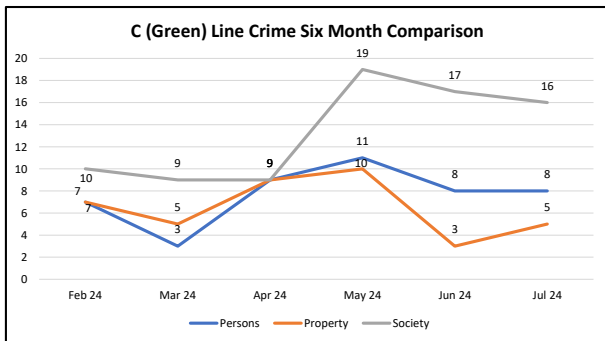
Bus	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	17	12	41.7%
Agg Assault on Op	5	6	-16.7%
Battery	33	37	-10.8%
Battery on Operator	17	9	88.9%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	7	11	-36.4%
Sex Offenses	6	5	20.0%
Subtotal	85	80	6.3%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	12	24	-50.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	13	11	18.2%
Subtotal	25	35	-28.6%
Crimes Against Society			
Narcotics	12	7	71.4%
Trespassing	24	3	700.0%
Weapons	8	1	700.0%
Subtotal	44	11	300.0%
Total	154	126	22.2%



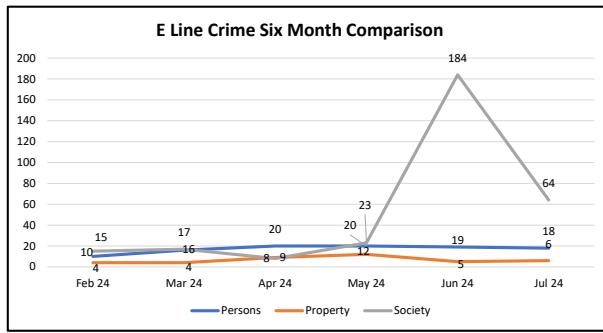
A (Blue) Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	4	3	33.3%
Agg Assault on Op	1	0	100.0%
Battery	9	16	-43.8%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	2	-100.0%
Robbery	12	5	140.0%
Sex Offenses	0	1	-100.0%
Subtotal	26	27	-3.7%
Crimes Against Property			
Arson	0	1	-100.0%
Bike Theft	0	2	-100.0%
Burglary	0	0	0.0%
Larceny	5	6	-16.7%
Motor Vehicle Theft	1	0	100.0%
Vandalism	4	5	-20.0%
Subtotal	10	14	-28.6%
Crimes Against Society			
Narcotics	14	20	-30.0%
Trespassing	70	55	27.3%
Weapons	0	4	-100.0%
Subtotal	84	79	6.3%
Total	120	120	0.0%



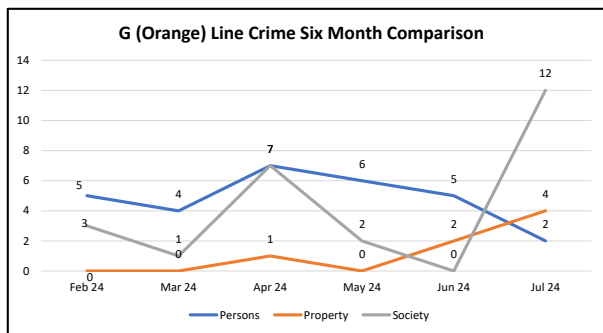
B (Red) Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	12	4	200.0%
Agg Assault on Op	0	0	0.0%
Battery	29	18	61.1%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	3	4	-25.0%
Sex Offenses	1	2	-50.0%
Subtotal	45	28	60.7%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	2	5	-60.0%
Motor Vehicle Theft	0	1	-100.0%
Vandalism	4	2	100.0%
Subtotal	6	8	-25.0%
Crimes Against Society			
Narcotics	57	57	0.0%
Trespassing	448	367	22.1%
Weapons	21	13	61.5%
Subtotal	526	437	20.4%
Total	577	473	22.0%



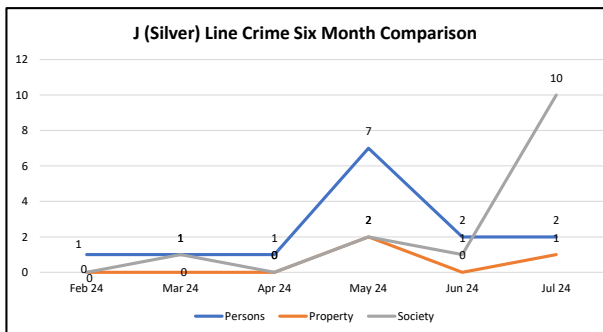
C (Green) Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	0	4	-100.0%
Agg Assault on Op	0	0	0.0%
Battery	4	2	100.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	4	2	100.0%
Sex Offenses	0	0	0.0%
Subtotal	8	8	0.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	3	2	50.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	2	1	100.0%
Subtotal	5	3	66.7%
Crimes Against Society			
Narcotics	9	14	-35.7%
Trespassing	6	1	500.0%
Weapons	1	2	-50.0%
Subtotal	16	17	-5.9%
Total	29	28	3.6%



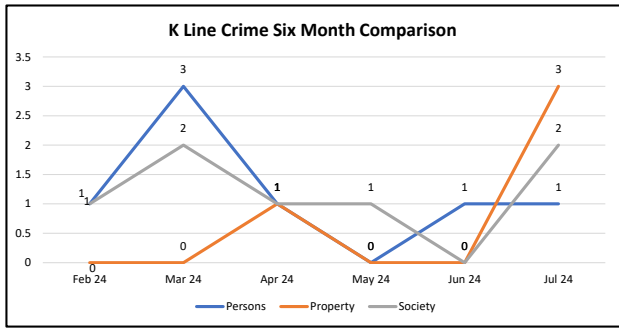
E Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	2	5	-60.0%
Agg Assault on Op	0	0	0.0%
Battery	9	10	-10.0%
Battery on Operator	0	0	0.0%
Homicide	0	1	-100.0%
Rape	1	0	100.0%
Robbery	5	3	66.7%
Sex Offenses	1	0	100.0%
Subtotal	18	19	-5.3%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	5	4	25.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	1	1	0.0%
Subtotal	6	5	20.0%
Crimes Against Society			
Narcotics	6	5	20.0%
Trespassing	58	179	-67.6%
Weapons	0	0	0.0%
Subtotal	64	184	-65.2%
Total	88	208	-57.7%



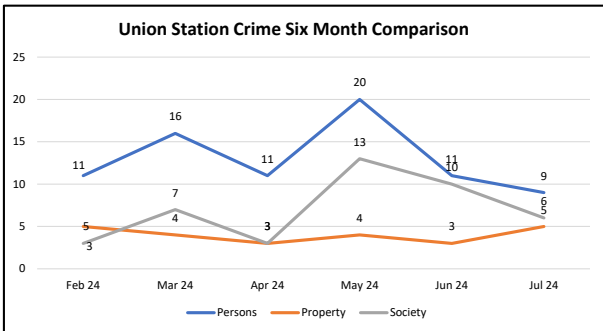
G (Orange) Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	0	0	0.0%
Agg Assault on Op	0	1	-100.0%
Battery	2	2	0.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	0	1	-100.0%
Sex Offenses	0	1	-100.0%
Subtotal	2	5	-60.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	3	0	300.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	1	2	-50.0%
Subtotal	4	2	200.0%
Crimes Against Society			
Narcotics	1	0	100.0%
Trespassing	10	0	1000.0%
Weapons	1	0	100.0%
Subtotal	12	0	1200.0%
Total	18	7	157.1%



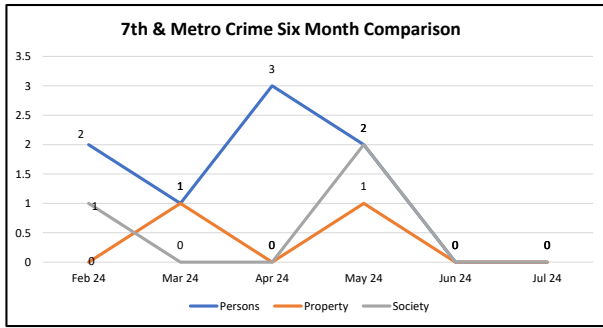
J (Silver) Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	1	0	100.0%
Agg Assault on Op	0	0	0.0%
Battery	1	1	0.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	0	1	-100.0%
Sex Offenses	0	0	0.0%
Subtotal	2	2	0.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	0	0	0.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	1	0	100.0%
Subtotal	1	0	100.0%
Crimes Against Society			
Narcotics	2	0	200.0%
Trespassing	8	1	700.0%
Weapons	0	0	0.0%
Subtotal	10	1	900.0%
Total	13	3	333.3%



K Line	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	0	0	0.0%
Agg Assault on Op	0	0	0.0%
Battery	0	0	0.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	1	1	0.0%
Sex Offenses	0	0	0.0%
Subtotal	1	1	0.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	2	0	200.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	1	0	100.0%
Subtotal	3	0	300.0%
Crimes Against Society			
Narcotics	0	0	0.0%
Trespassing	2	0	200.0%
Weapons	0	0	0.0%
Subtotal	2	0	200.0%
Total	6	1	500.0%



Union Station	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	4	1	300.0%
Agg Assault on Op	0	0	0.0%
Battery	5	8	-37.5%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	0	1	-100.0%
Sex Offenses	0	1	-100.0%
Subtotal	9	11	-18.2%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	2	3	-33.3%
Motor Vehicle Theft	0	0	0.0%
Vandalism	3	0	300.0%
Subtotal	5	3	66.7%
Crimes Against Society			
Narcotics	0	6	-100.0%
Trespassing	6	4	50.0%
Weapons	0	0	0.0%
Subtotal	6	10	-40.0%
Total	20	24	-16.7%

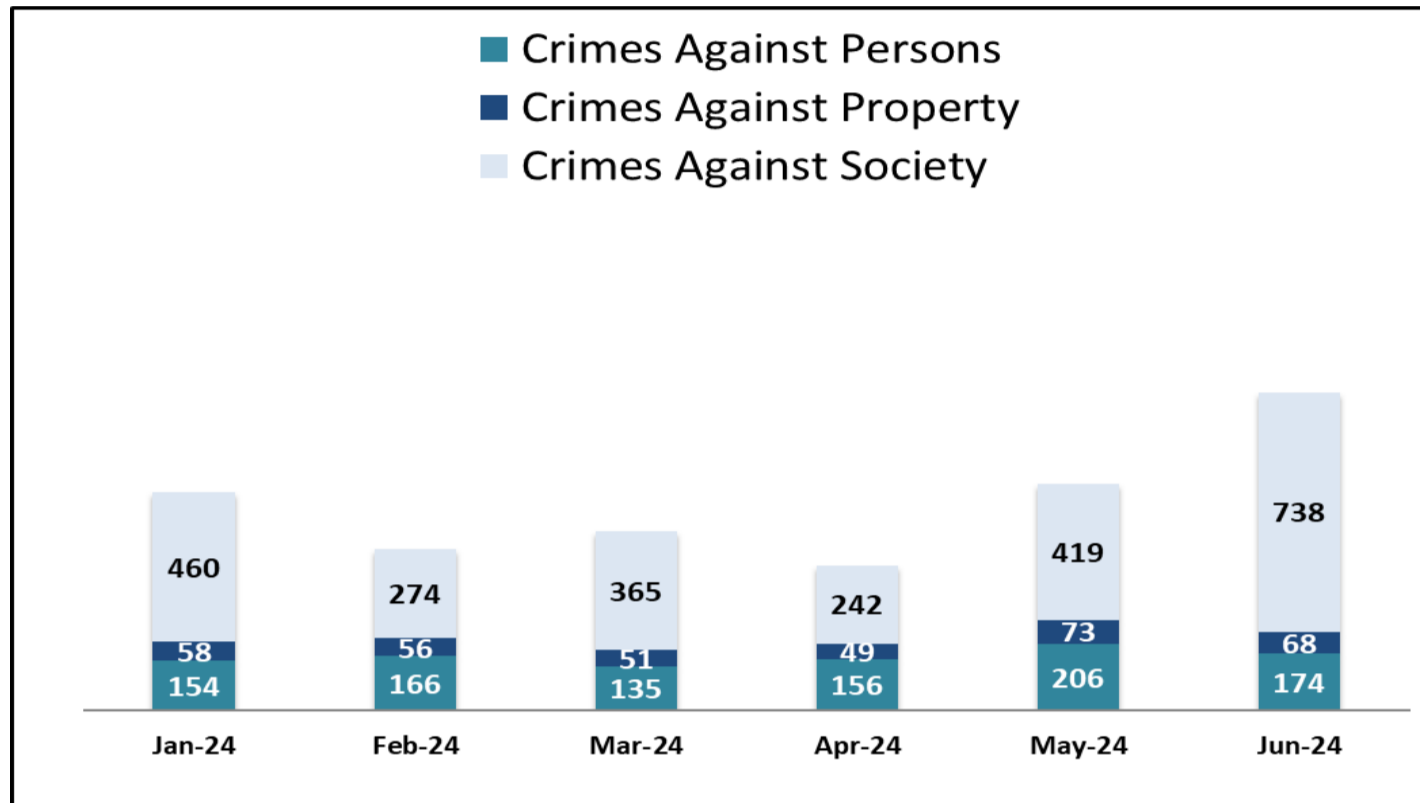


7th & Metro	Jul 24	Jun 24	% Change
Crimes Against Persons			
Agg Assault	0	0	0.0%
Agg Assault on Op	0	0	0.0%
Battery	0	0	0.0%
Battery on Operator	0	0	0.0%
Homicide	0	0	0.0%
Rape	0	0	0.0%
Robbery	0	0	0.0%
Sex Offenses	0	0	0.0%
Subtotal	0	0	0.0%
Crimes Against Property			
Arson	0	0	0.0%
Bike Theft	0	0	0.0%
Burglary	0	0	0.0%
Larceny	0	0	0.0%
Motor Vehicle Theft	0	0	0.0%
Vandalism	0	0	0.0%
Subtotal	0	0	0.0%
Crimes Against Society			
Narcotics	0	0	0.0%
Trespassing	0	0	0.0%
Weapons	0	0	0.0%
Subtotal	0	0	0.0%
Total	0	0	0.0%

SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JUNE 2024

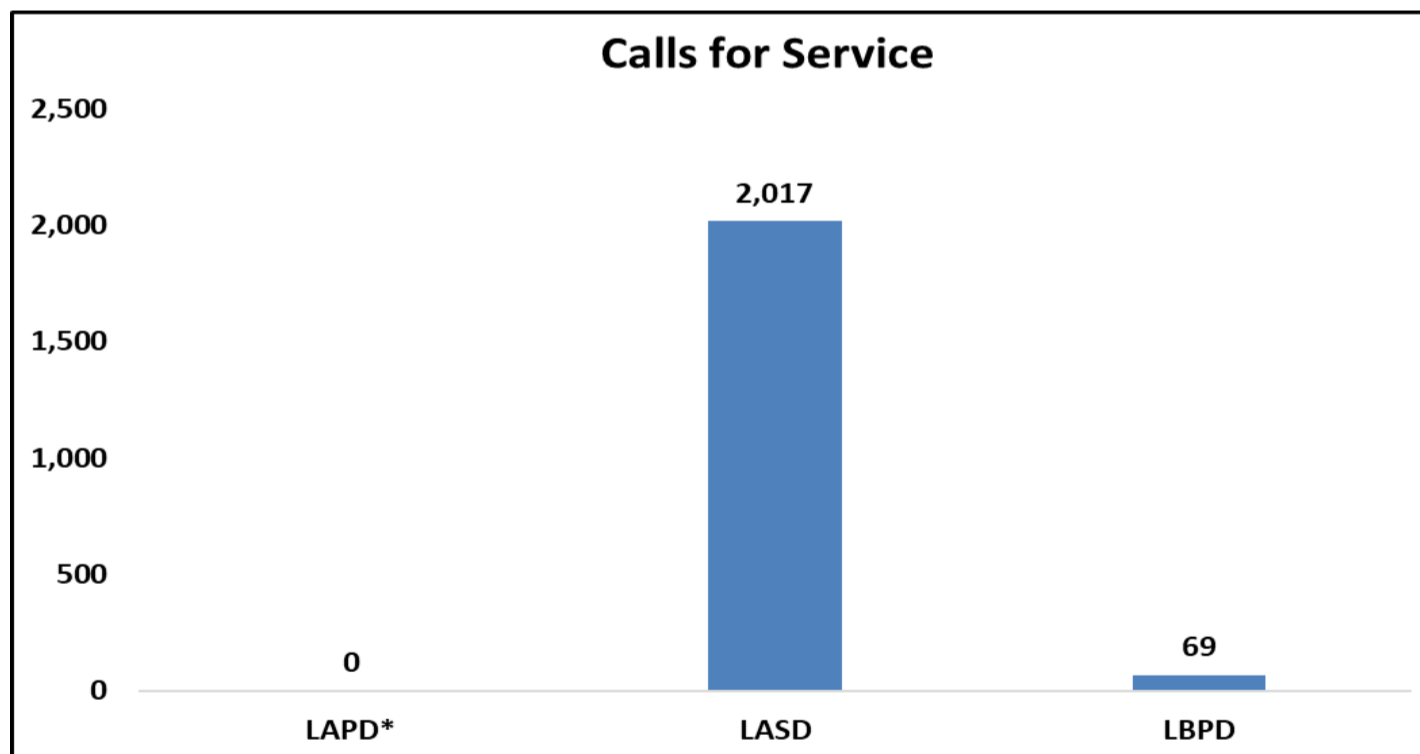
Attachment D

Total Crimes


Crimes Against Persons: violent crimes (i.e., homicide, aggravated assaults) are those in which the victims are always individuals

Crimes Against Property: crimes to obtain money, property, or some other benefit (i.e., theft, vandalism, robbery)

Crimes Against Society: represent society's prohibition against engaging in certain types of activity (i.e., drug violations)



* LAPD Calls for Service data is currently unavailable

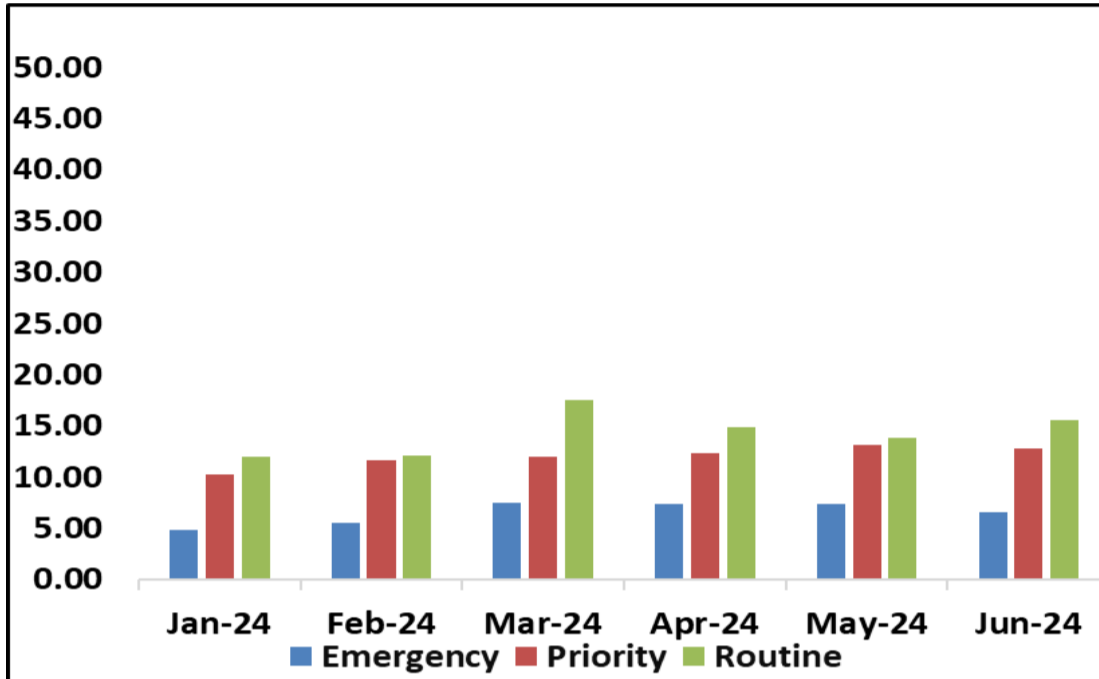
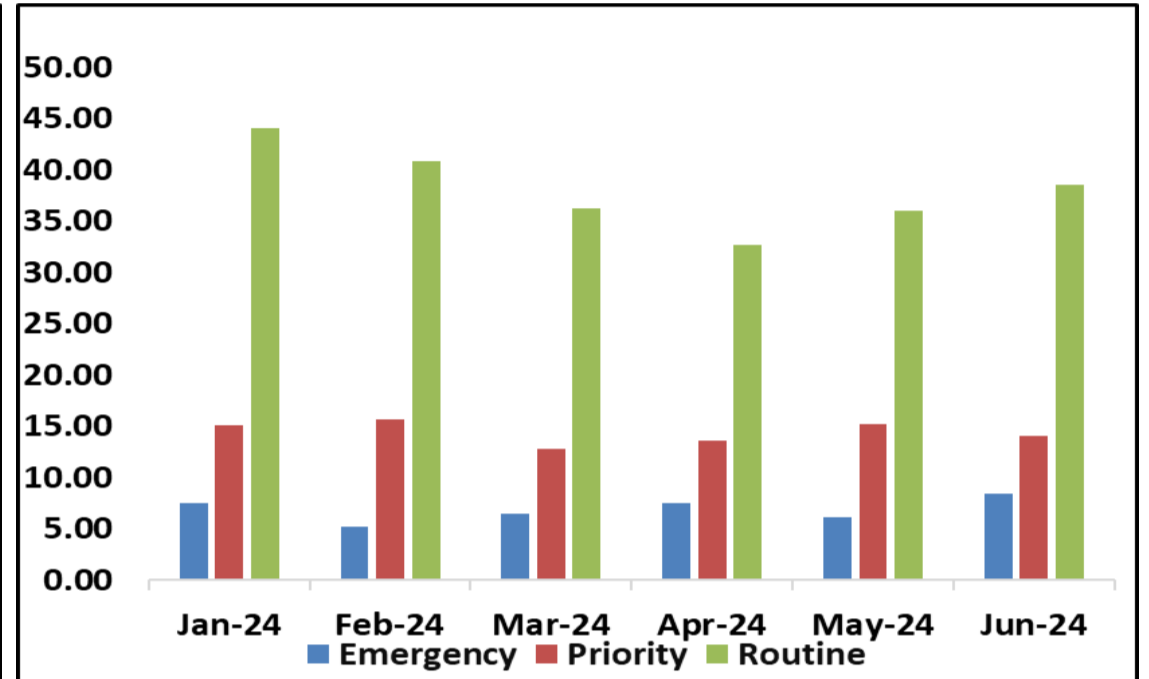
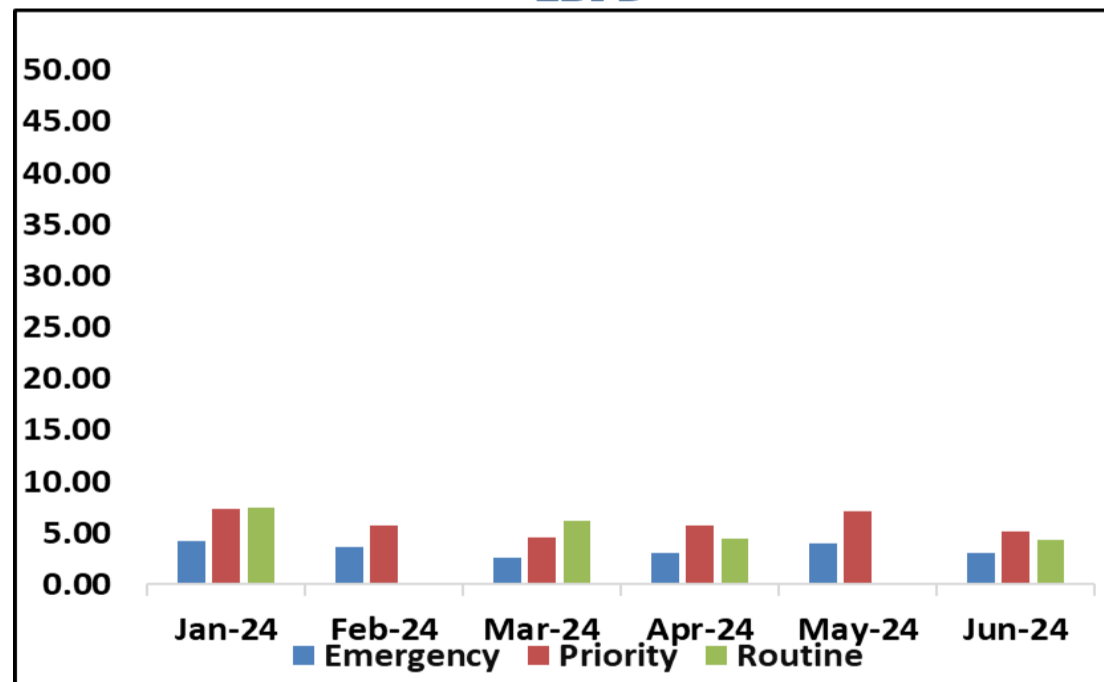
SYSTEM-WIDE LAW ENFORCEMENT OVERVIEW

JUNE 2024

Attachment D

Average Incident Response Times

These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls

LAPD

LASD

LBPD


Transit Police

Monthly Crime Report


Attachment D

	2024	2023	%
	June	June	Change
CRIMES AGAINST PERSONS			
Homicide	1	0	100.0%
Rape*	2	0	200.0%
Robbery	27	32	-15.6%
Aggravated Assault	30	55	-45.5%
Aggravated Assault on Operator	5	6	-16.7%
Battery	91	80	13.8%
Battery on Operator	9	9	0.0%
Sex Offenses	9	10	-10.0%
SUB-TOTAL	174	192	-9.4%
CRIMES AGAINST PROPERTY			
Burglary	0	0	0.0%
Larceny	44	55	-20.0%
Bike Theft	2	1	100.0%
Motor Vehicle Theft	1	11	-90.9%
Arson	1	0	100.0%
Vandalism	20	13	53.8%
SUB-TOTAL	68	80	-15.0%
CRIMES AGAINST SOCIETY			
Weapons	20	2	900.0%
Narcotics	109	25	336.0%
Trespassing	609	48	1168.8%
SUB-TOTAL	738	75	884.0%
TOTAL	980	347	182.4%
ENFORCEMENT EFFORTS			
Arrests	988	268	268.7%
Citations	964	342	181.9%
Calls for Service	2,086	1,387	50.4%

*The reported rape on 6/17/24 at Compton Station has not been substantiated by evidence. The case was handled by LASD's Special Victims Bureau and closed as inactive



Metro

SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

JUNE 2024

Attachment D

Crimes

Monthly

System-Wide	Jun-24	Jun-23	% Change
Crimes Against Persons	174	192	-9.38%
Crimes Against Property	68	80	-15.00%
Crimes Against Society	738	75	884.00%
Total	980	347	182.42%

Six Months

System-Wide	Jan-24-Jun-24	Jan-23-Jun-23	% Change
Crimes Against Persons	991	1,119	-11.44%
Crimes Against Property	355	396	-10.35%
Crimes Against Society	2,498	974	156.47%
Total	3,844	2,489	54.44%

Annual

System-Wide	Jul-23-Jun-24	Jul-22-Jun-23	% Change
Crimes Against Persons	2,107	2,068	1.89%
Crimes Against Property	708	769	-7.93%
Crimes Against Society	3,855	1,176	227.81%
Total	6,670	4,013	66.21%

Average Emergency Response Times

Monthly

Jun-24	Jun-23	% Change
6.00	4.89	22.70%

Six Months

Jan-24-Jun-24	Jan-23-Jun-23	% Change
5.59	5.70	-1.97%

Annual

Jul-23-Jun-24	Jul-22-Jun-23	% Change
5.49	5.62	-2.38%

Bus Operator Assaults

Monthly

Jun-24	Jun-23	% Change
14	15	-6.67%

Six Months

Jan-24-Jun-24	Jan-23-Jun-23	% Change
75	77	-2.60%

Annual

Jul-23-Jun-24	Jul-22-Jun-23	% Change
166	161	3.11%

Ridership

Monthly

Jun-24	Jun-23	% Change
25,181,475	23,824,620	5.70%

Six Months

Jan-24-Jun-24	Jan-23-Jun-23	% Change
151,498,583	138,134,842	9.67%

Annual

Jul-23-Jun-24	Jul-22-Jun-23	% Change
298,741,521	269,956,065	10.66%



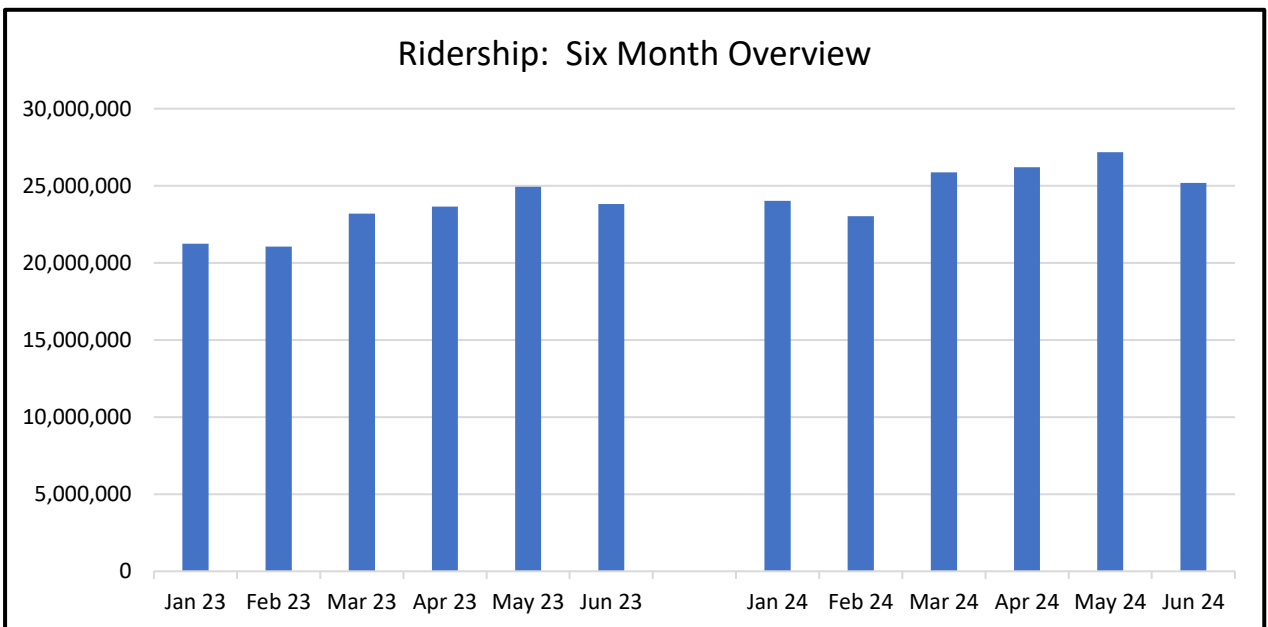
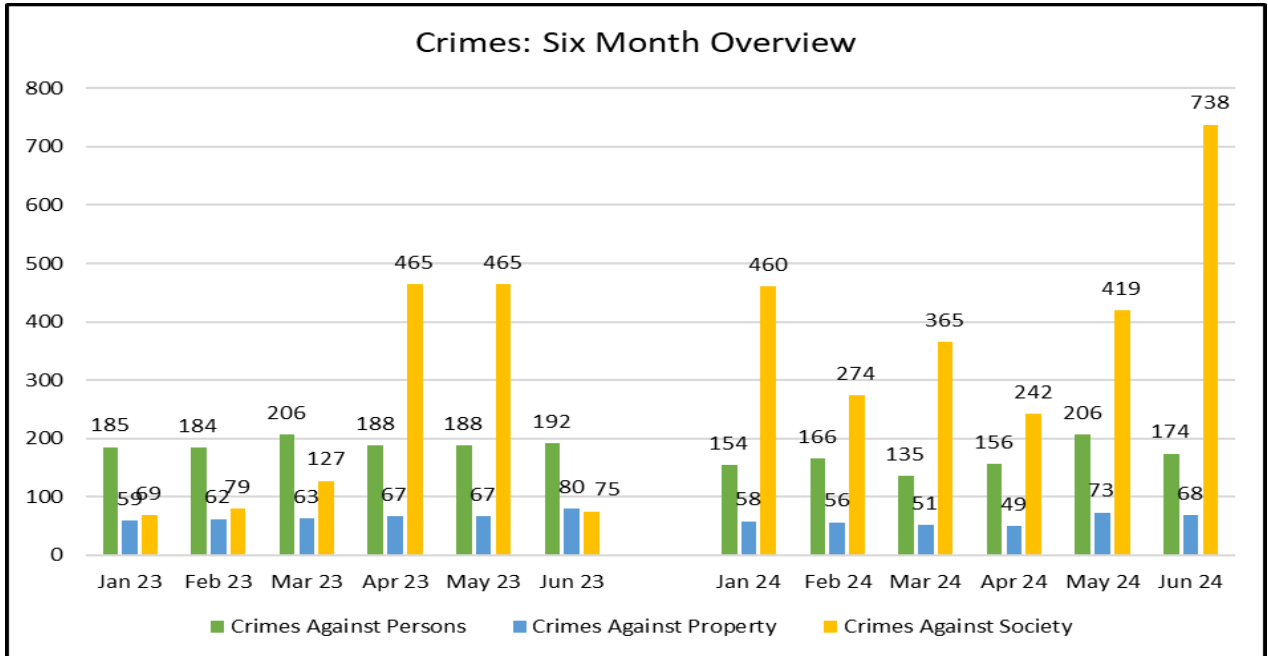
Metro

SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

JUNE 2024

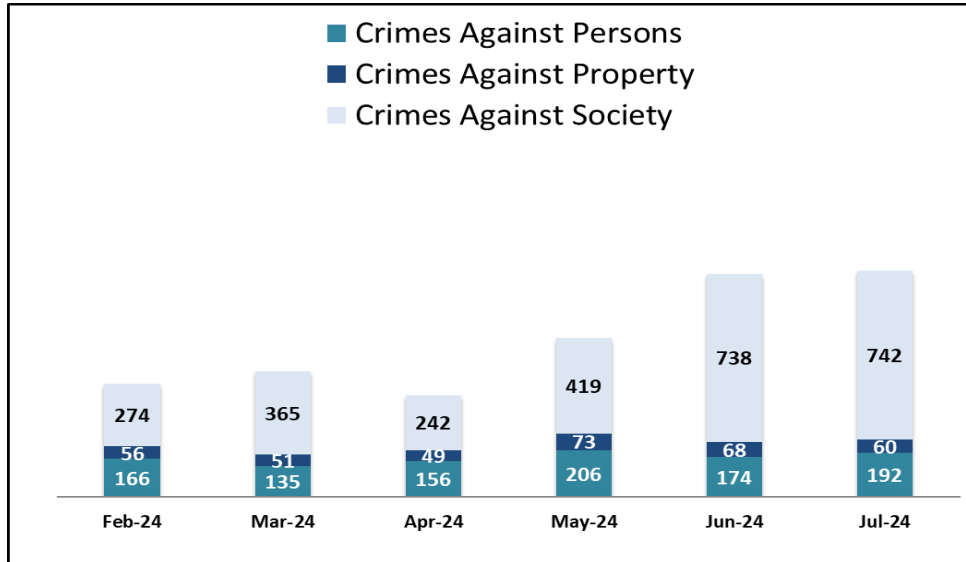
Attachment D



SYSTEMWIDE LAW ENFORCEMENT OVERVIEW

JULY 2024

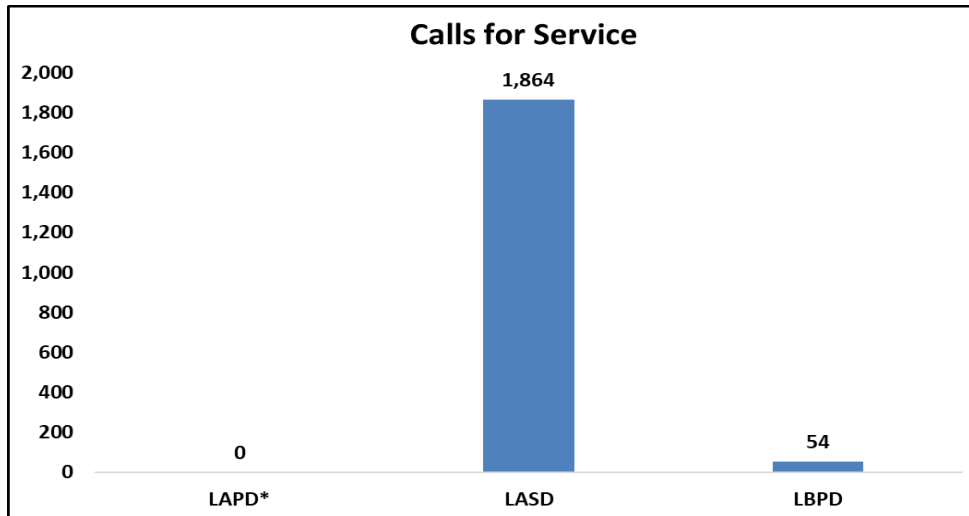
Attachment D

Total Crimes


Crimes Against Persons: violent crimes (i.e., homicide, aggravated assaults) are those in which the victims are always individuals

Crimes Against Property: crimes to obtain money, property, or some other benefit (i.e., theft, vandalism, robbery)

Crimes Against Society: represent society's prohibition against engaging in certain types of activity (i.e., drug violations)

Calls for Service


* LAPD Calls for Service data is currently unavailable



SYSTEMWIDE LAW ENFORCEMENT OVERVIEW

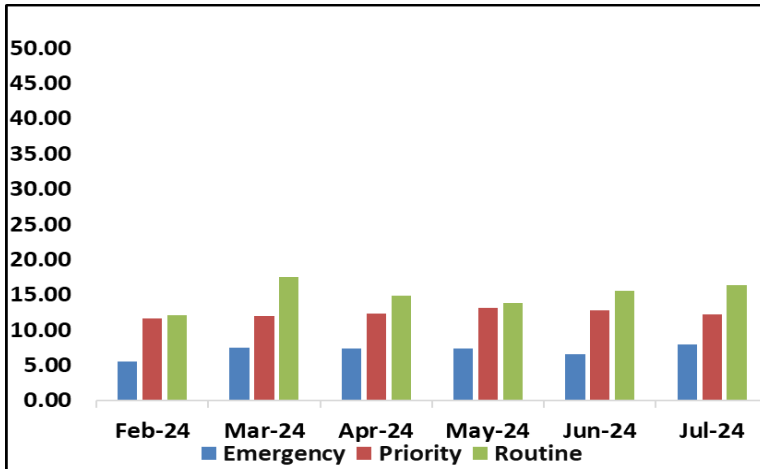
JULY 2024

Attachment D

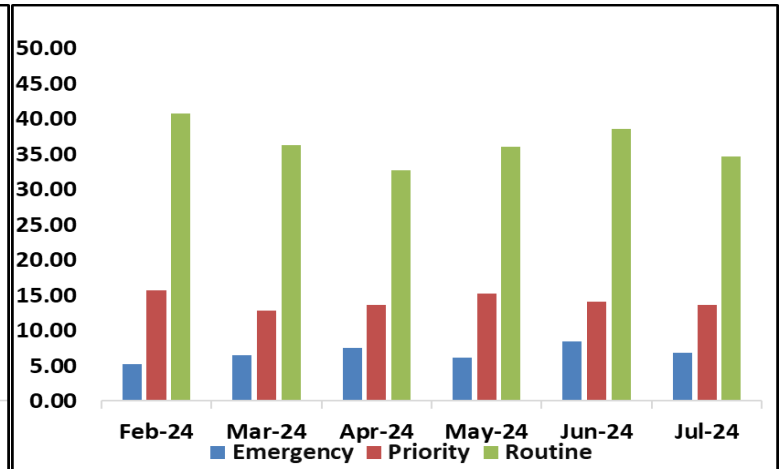
Average Incident Response Times

These graphs show how long it takes (in minutes) for LAPD, LASD, and LBPD to respond to Emergency, Priority, and Routine calls

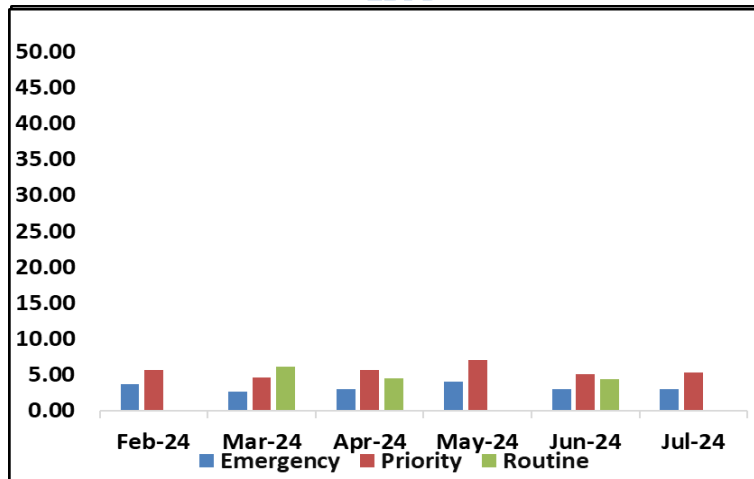
LAPD



LASD



LBPD



Transit Police

Monthly Crime Report



Attachment D

	2024	2023	%
	July	July	Change
CRIMES AGAINST PERSONS			
Homicide	0	0	0.0%
Rape	1	1	0.0%
Robbery	32	23	39.1%
Aggravated Assault	39	45	-13.3%
Aggravated Assault on Operator	6	5	20.0%
Battery	89	69	29.0%
Battery on Operator	17	11	54.5%
Sex Offenses	8	8	0.0%
SUB-TOTAL	192	162	18.5%
CRIMES AGAINST PROPERTY			
Burglary	0	2	-100.0%
Larceny	31	44	-29.5%
Bike Theft	0	5	-100.0%
Motor Vehicle Theft	1	3	-66.7%
Arson	0	0	0.0%
Vandalism	28	18	55.6%
SUB-TOTAL	60	72	-16.7%
CRIMES AGAINST SOCIETY			
Weapons	30	10	200.0%
Narcotics	98	42	133.3%
Trespassing	614	45	1264.4%
SUB-TOTAL	742	97	664.9%
TOTAL	994	331	200.3%
ENFORCEMENT EFFORTS			
Arrests	1,030	283	264.0%
Citations	1,194	467	155.7%
Calls for Service	1,918	1,445	32.7%



Metro

SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

JULY 2024

Attachment D

Crimes

Monthly

System-Wide	Jul-24	Jul-23	% Change
Crimes Against Persons	192	162	18.52%
Crimes Against Property	60	72	-16.67%
Crimes Against Society	742	97	664.95%
Total	994	331	200.30%

Six Months

System-Wide	Feb-24-Jul-24	Feb-23-Jul-23	% Change
Crimes Against Persons	1,029	1,096	-6.11%
Crimes Against Property	357	409	-12.71%
Crimes Against Society	2,780	1,002	177.45%
Total	4,166	2,507	66.17%

Annual

System-Wide	Aug-23-Jul-24	Aug-22-Jul-23	% Change
Crimes Against Persons	2,137	2,061	3.69%
Crimes Against Property	696	756	-7.94%
Crimes Against Society	4,500	1,246	261.16%
Total	7,333	4,063	80.48%

Average Emergency Response Times

Monthly

Jul-24	Jul-23	% Change
5.88	5.99	-1.84%

Six Months

Feb-24-Jul-24	Feb-23-Jul-23	% Change
5.66	5.69	-0.53%

Annual

Aug-23-Jul-24	Aug-22-Jul-23	% Change
5.48	5.57	-1.69%

Bus Operator Assaults

Monthly

Jul-24	Jul-23	% Change
23	16	43.75%

Six Months

Feb-24-Jul-24	Feb-23-Jul-23	% Change
82	84	-2.38%

Annual

Aug-23-Jul-24	Aug-22-Jul-23	% Change
173	160	8.13%

Ridership

Monthly

Jul-24	Jul-23	% Change
25,466,384	23,337,404	9.12%

Six Months

Feb-24-Jul-24	Feb-23-Jul-23	% Change
152,940,320	140,237,920	9.06%

Annual

Aug-23-Jul-24	Aug-22-Jul-23	% Change
300,870,501	272,784,889	10.30%



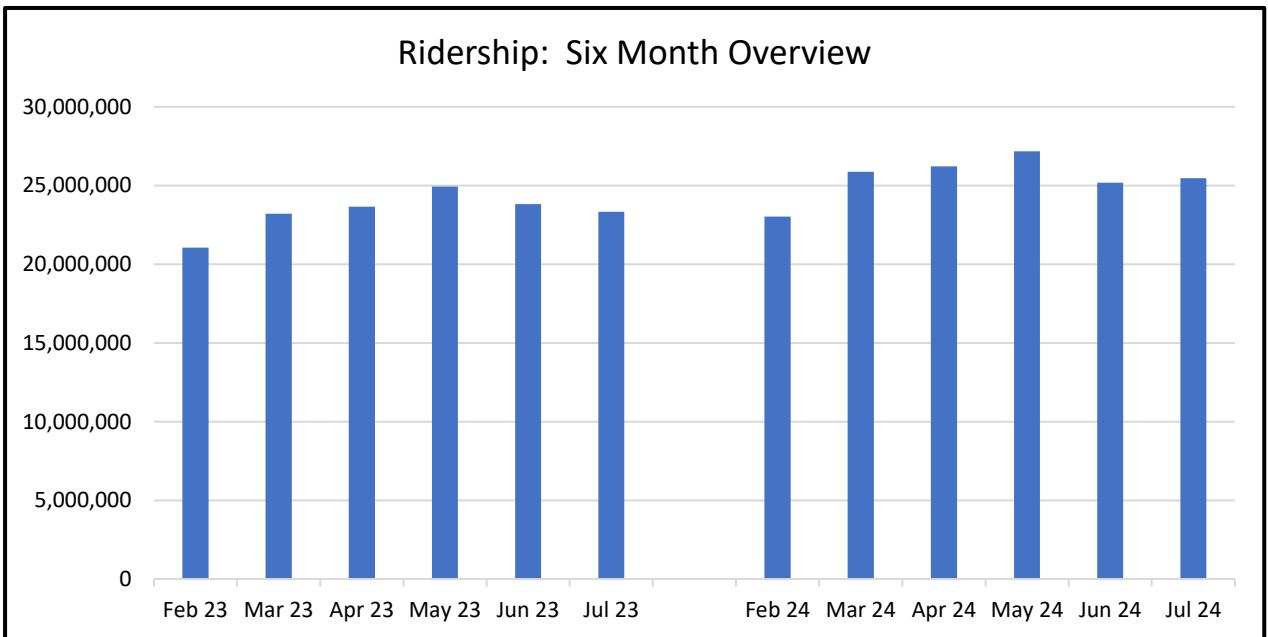
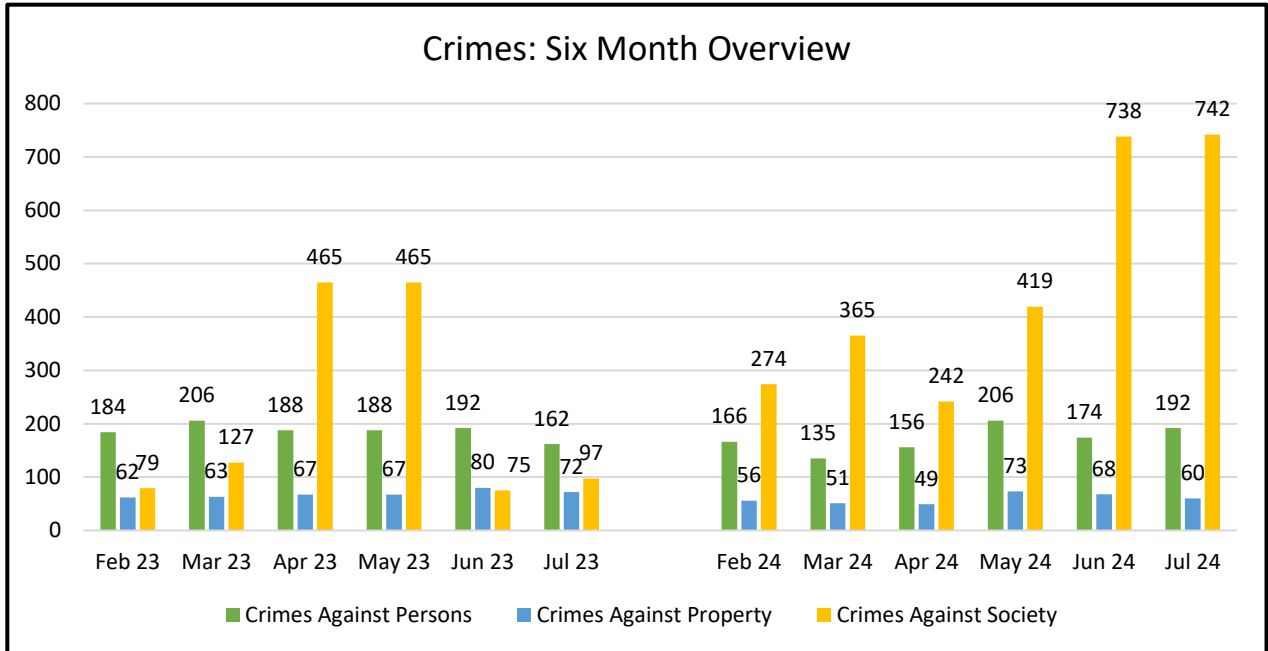
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SYSTEM SECURITY & LAW ENFORCEMENT

MONTHLY, BI-ANNUAL, ANNUAL COMPARISON

JULY 2024

Attachment D



A LINE (BLUE)

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	0
Rape*	0	2	0	5
Robbery	2	3	0	63
Aggravated Assault	2	1	0	82
Aggravated Assault on Operator	0	0	0	0
Battery	8	5	3	167
Battery Rail Operator	0	0	0	1
Sex Offenses	0	1	0	15
SUB-TOTAL	12	12	3	333
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPD	FYTD
Burglary	0	0	0	2
Larceny	3	2	1	73
Bike Theft	0	2	0	7
Motor Vehicle Theft	0	0	0	12
Arson	0	1	0	2
Vandalism	0	4	1	27
SUB-TOTAL	3	9	2	123
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPD	FYTD
Weapons	1	2	1	38
Narcotics	7	13	0	126
Trespassing	55	0	0	397
SUB-TOTAL	63	15	1	561
TOTAL	78	36	6	1,017

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	0	17
Azusa Downtown	0	1	0	12
Irwindale	0	2	0	4
Duarte/City of Hope	0	1	0	8
Monrovia	0	0	0	8
Arcadia	0	0	0	7
Sierra Madre Villa	0	0	0	12
Allen	0	1	0	5
Lake	0	1	4	13
Memorial Park	1	0	0	4
Del Mar	1	0	0	7
Fillmore	0	0	0	9
South Pasadena	0	0	0	5
Highland Park	0	0	2	13
Southwest Museum	0	1	8	17
Heritage Square	0	0	2	9
Lincoln/Cypress	0	0	3	18
Chinatown	1	0	10	33
Union Station	0	0	0	3
Little Tokyo/Arts Dist	1	0	8	55
Historic Broadway	0	1	5	44
Grand Av Arts/Bunker Hill	0	0	22	215
7th St/Metro Ctr	3	1	1	21
Pico	2	0	1	31
Grand/LATTC	0	0	1	20
San Pedro St	0	0	0	18
Washington	2	0	0	28
Vernon	2	0	0	10
Slauson	2	0	1	25
Florence	1	0	2	26
Firestone	0	0	0	25
103rd St/Watts Towers	1	0	0	11
Willowbrook/Rosa Parks	5	3	7	113
Compton	1	0	0	33
Artesia	1	0	1	18
Del Amo	0	0	0	20
Wardlow	0	0	0	6
Willow St	0	1	0	19
PCH	1	0	0	13
Anaheim St	0	0	0	16
5th St	0	0	0	5
1st St	0	0	0	5
Downtown Long Beach	2	1	1	28
Pacific Av	0	0	0	4
Blue Line Rail Yard	0	0	0	0
Other	0	0	0	1
Total	27	14	79	1,014

ARRESTS				
AGENCY	LAPD	LASD	LBPD	FYTD
Felony	9	19	0	212
Misdemeanor	57	55	1	1,026
TOTAL	66	74	1	1,238

CITATIONS				
AGENCY	LAPD	LASD	LBPD	FYTD
Misdemeanor Citations	0	0	0	3
Other Citations	146	80	0	1,216
Vehicle Code Citations	8	1	0	126
TOTAL	154	81	0	1,345

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPD	FYTD
Routine	Currently Unavailable	718	3	9,534
Priority	Currently Unavailable	84	46	2,225
Emergency	Currently Unavailable	10	20	415
TOTAL	0	812	69	12,174

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPD
Dispatched	19%	N/C	3%
Proactive	81%	N/C	97%
TOTAL	100%	0%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Blue Line-LAPD	86%
Blue Line-LASD	N/C
Blue Line-LBPD	80%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Azusa	0	20	0	216
Irwindale	0	17	0	292
Duarte Station	0	10	0	69
Monrovia	0	7	0	96
Magnolia Ave	0	0	0	0
Arcadia Station	0	10	0	143
Pasadena	0	38	0	452
South Pasadena	0	15	0	212
Marmion Way	0	0	0	0
Flower St	0	0	0	0
Washington St	25	0	0	594
Slauson	0	13	0	127
Florence	0	23	0	192
Firestone	0	29	0	160
103rd St	28	0	0	142
Willowbrook	0	28	0	312
Compton	0	4	0	145
Artesia	0	12	0	108
Del Amo	0	8	0	233
Wardlow Rd	0	0	3	36
Long Beach Blvd	0	0	0	0
Pacific Av	0	0	0	0
TOTAL	53	234	3	3,529

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

*The reported rape on 6/17/24 at Compton Station has not been substantiated by evidence. The case was handled by LASD's Special Victims Bureau and closed as inactive

B LINE (RED)

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	2
Rape	0	4
Robbery	4	66
Aggravated Assault	4	105
Aggravated Assault on Operator	0	0
Battery	18	253
Battery Rail Operator	0	0
Sex Offenses	2	29
SUB-TOTAL	28	459
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	5	84
Bike Theft	0	0
Motor Vehicle Theft	1	2
Arson	0	0
Vandalism	2	28
SUB-TOTAL	8	115
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	13	76
Narcotics	57	427
Trespassing	367	2,061
SUB-TOTAL	437	2,564
TOTAL	473	3,138

ARRESTS		
AGENCY	LAPD	FYTD
Felony	41	502
Misdemeanor	480	3,021
TOTAL	521	3,523

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	338	1,485
Vehicle Code Citations	8	88
TOTAL	346	1,573

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	1,557
Priority	Currently Unavailable	1,704
Emergency	Currently Unavailable	149
TOTAL	0	3,410

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

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	85%

LEGEND
Los Angeles Police Department

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	3	1	114	351
Civic Center/Grand Park	1	0	10	50
Pershing Square	0	0	36	294
7th St/Metro Ctr	6	0	82	352
Westlake/MacArthur Park	2	2	99	690
Wilshire/Vermont	1	0	13	117
Wilshire/Normandie	1	0	5	40
Vermont/Beverly	0	2	3	40
Wilshire/Western	0	0	1	52
Vermont/Santa Monica	0	0	3	42
Vermont/Sunset	0	0	8	86
Hollywood/Western	0	0	3	74
Hollywood/Vine	0	0	5	91
Hollywood/Highland	3	0	8	108
Universal City/Studio City	1	2	6	92
North Hollywood	10	1	41	624
Red Line Rail Yard	0	0	0	37
Total	28	8	437	3,140

C LINE (GREEN)

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	2
Robbery	1	1	37
Aggravated Assault	0	4	29
Aggravated Assault on Operator	0	0	0
Battery	1	1	31
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	2	6	101
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	4
Larceny	0	2	68
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	5
Arson	0	0	0
Vandalism	0	1	14
SUB-TOTAL	0	3	93
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	1	1	12
Narcotics	0	14	88
Trespassing	0	1	38
SUB-TOTAL	1	16	138
TOTAL	3	25	332

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	4	8	70
Misdemeanor	2	43	316
TOTAL	6	51	386

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	55	512
Vehicle Code Citations	0	1	13
TOTAL	0	56	525

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	438	5,469
Priority	Currently Unavailable	52	666
Emergency	Currently Unavailable	4	83
TOTAL	0	494	6,218

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	16%	36%
Proactive	84%	64%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	0	0	0	5
Douglas	0	0	0	3
El Segundo	0	0	0	8
Mariposa	0	0	0	5
Aviation/LAX	1	0	0	15
Hawthorne/Lennox	1	0	1	32
Crenshaw	0	0	0	24
Vermont/Athens	2	1	0	25
Harbor Fwy	0	0	1	35
Avalon	1	0	0	27
Willowbrook/Rosa Parks	1	1	4	55
Long Beach Bl	1	0	7	57
Lakewood Bl	1	0	0	13
Norwalk	0	1	4	28
Total	8	3	17	332

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	86%
Green Line-LASD	91%

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

E LINE

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	1	0	2
Rape	0	0	1
Robbery	3	0	41
Aggravated Assault	4	1	53
Aggravated Assault on Operator	0	0	0
Battery	4	6	83
Battery Rail Operator	0	0	1
Sex Offenses	0	0	7
SUB-TOTAL	12	7	188
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	2
Larceny	3	1	57
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	1	0	6
SUB-TOTAL	4	1	67
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	4
Narcotics	3	2	21
Trespassing	179	0	268
SUB-TOTAL	182	2	293
TOTAL	198	10	548

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	8	2	49
Misdemeanor	178	8	364
TOTAL	186	10	413

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	95	6	281
Vehicle Code Citations	1	0	34
TOTAL	96	6	315

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	225	3,546
Priority	Currently Unavailable	19	808
Emergency	Currently Unavailable	4	122
TOTAL	0	248	4,476

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	19%	N/C
Proactive	81%	N/C
TOTAL	100%	0%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Atlantic	1	0	0	11
East LA Civic Ctr	0	0	0	2
Maravilla	0	0	0	2
Indiana (both LAPD & LASD)	0	0	6	13
Soto	1	0	1	17
Mariachi Plaza	1	0	0	13
Pico/Aliso	1	0	0	8
Little Tokyo/Arts Dist	0	0	0	0
Historic Broadway	0	0	0	4
Grand Av Arts/Bunker Hill	0	0	0	0
7th St/Metro Ctr	0	0	0	2
Pico	0	0	0	12
LATTC/Ortho Institute	0	2	103	146
Jefferson/USC	1	0	2	21
Expo Park/USC	0	0	1	11
Expo/Vermont	1	0	1	18
Expo/Western	2	1	1	21
Expo/Crenshaw	0	0	21	53
Farmdale	1	1	7	21
Expo/La Brea	0	0	7	29
La Cienega/Jefferson	2	0	32	48
Culver City	3	1	0	8
Palms	0	0	0	11
Westwood/Rancho Park	0	0	0	5
Expo/Sepulveda	0	0	0	8
Expo/Bundy	2	0	0	9
26th St/Bergamot	0	0	0	4
17th St/SMC	0	0	0	4
Downtown Santa Monica	3	0	2	46
Expo Line Rail Yard	0	0	0	0
Total	19	5	184	547

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	85%
Expo Line-LASD	N/C

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
East Los Angeles	0	11	350
Figueroa St	0	0	0
Exposition Blvd	74	0	1,189
Culver City	0	23	84
Santa Monica	0	107	473
TOTAL	74	141	2,096

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

G LINE (ORANGE)

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	1	8
Aggravated Assault	1	14
Aggravated Assault on Operator	0	0
Battery	2	16
Battery Bus Operator	0	1
Sex Offenses	1	2
SUB-TOTAL	5	41
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	5
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	2	4
SUB-TOTAL	2	9
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	4
Narcotics	0	13
Trespassing	0	13
SUB-TOTAL	0	30
TOTAL	7	80

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	19
Misdemeanor	0	70
TOTAL	0	89

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	4	26
Vehicle Code Citations	5	327
TOTAL	9	353

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	565
Priority	Currently Unavailable	137
Emergency	Currently Unavailable	16
TOTAL	0	718

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

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	85%

LEGEND
Los Angeles Police Department

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	1	0	28
Laurel Canyon	0	0	0	1
Valley College	0	0	0	3
Woodman	0	0	0	4
Van Nuys	1	0	0	7
Sepulveda	0	1	0	5
Woodley	0	0	0	0
Balboa	0	0	0	1
Reseda	0	0	0	6
Tampa	0	0	0	1
Pierce College	0	0	0	0
De Soto	0	0	0	1
Canoga	2	0	0	10
Warner Center	0	0	0	0
Sherman Way	1	0	0	2
Roscoe	0	0	0	0
Nordhoff	0	0	0	2
Chatsworth	1	0	0	6
Total	5	2	0	77

J LINE (SILVER)

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	1	0	5
Aggravated Assault	0	0	10
Aggravated Assault on Operator	0	0	0
Battery	1	0	5
Battery Bus Operator	0	0	1
Sex Offenses	0	0	0
SUB-TOTAL	2	0	21
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	3
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	0
SUB-TOTAL	0	0	3
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	0	0	0
Trespassing	1	0	6
SUB-TOTAL	1	0	6
TOTAL	3	0	30

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	6
Misdemeanor	2	0	15
TOTAL	2	0	21

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	4	0	269
Vehicle Code Citations	0	0	233
TOTAL	4	0	502

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	16	367
Priority	Currently Unavailable	4	82
Emergency	Currently Unavailable	0	9
TOTAL	0	20	458

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	14%	32%
Proactive	86%	68%
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	1
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	1	0	0	1
37th St/USC	0	0	0	1
Slauson	1	0	1	7
Manchester	0	0	0	3
Harbor Fwy	0	0	0	3
Rosecrans	0	0	0	1
Harbor Gateway Transit Ctr	0	0	0	5
Carson	0	0	0	5
PCH	0	0	0	1
San Pedro/Beacon	0	0	0	0
Total	2	0	1	30

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	86%
Silver Line- LASD	87%

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

K LINE

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	0
Robbery	1	0	3
Aggravated Assault	0	0	5
Aggravated Assault on Operator	0	0	0
Battery	0	0	4
Battery Bus Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	1	0	14
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	1
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	0	0	1
SUB-TOTAL	0	0	2
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	5
Narcotics	0	0	7
Trespassing	0	0	12
SUB-TOTAL	0	0	24
TOTAL	1	0	40

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	9
Misdemeanor	0	0	58
TOTAL	0	0	67

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	0	0	24
Vehicle Code Citations	0	0	4
TOTAL	0	0	28

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	128	2,000
Priority	Currently Unavailable	6	82
Emergency	Currently Unavailable	0	10
TOTAL	0	134	2,092

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	18%	51%
Proactive	82%	49%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Expo / Crenshaw	0	0	0	1
Martin Luther King Jr Station	0	0	0	6
Leimert Park Station	0	0	0	6
Hyde Park Station	1	0	0	7
Fairview Heights Station	0	0	0	9
Downtown Inglewood Station	0	0	0	6
Westchester / Veterans Station	0	0	0	5
Total	1	0	0	40

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
K Line - LAPD	85%
K Line - LASD	91%

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

BUS PATROL

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	2
Rape	0	0	2
Robbery	6	3	110
Aggravated Assault	10	2	129
Aggravated Assault on Operator	4	1	45
Battery	26	8	310
Battery Bus Operator	6	3	117
Sex Offenses	2	2	41
SUB-TOTAL	54	19	756
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	2
Larceny	19	5	139
Bike Theft	0	0	6
Motor Vehicle Theft	0	0	8
Arson	0	0	0
Vandalism	9	0	77
SUB-TOTAL	28	5	232
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	1	0	28
Narcotics	3	4	88
Trespassing	2	0	10
SUB-TOTAL	6	4	126
TOTAL	88	28	1,114

LASD's Crimes per Sector		
Sector		FYTD
Westside	3	33
San Fernando	1	18
San Gabriel Valley	8	78
Gateway Cities	11	93
South Bay	5	171
Total	28	393

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	6	24
West Valley	3	17
North Hollywood	2	26
Foothill	1	9
Devonshire	0	9
Mission	1	13
Topanga	1	9
Central Bureau		
Central	15	94
Rampart	4	45
Hollenbeck	4	15
Northeast	1	24
Newton	6	59
West Bureau		
Hollywood	6	38
Wilshire	5	35
West LA	1	22
Pacific	1	11
Olympic	10	55
Southwest Bureau		
Southwest	8	65
Harbor	3	9
77th Street	9	116
Southeast	1	26
Total	88	721

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	4	10	252
Misdemeanor	12	25	492
TOTAL	16	35	744

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	30	18	644
Vehicle Code Citations	49	12	771
TOTAL	79	30	1,415

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	207	4,025
Priority	Currently Unavailable	96	2,230
Emergency	Currently Unavailable	6	476
TOTAL	0	309	6,731

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	0%	3%
Proactive	0%	97%
TOTAL	0%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	0%
LASD BUS	93%

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

UNION STATION

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	1	14
Aggravated Assault	1	17
Aggravated Assault on Operator	0	0
Battery	8	123
Battery Rail Operator	0	0
Sex Offenses	1	7
SUB-TOTAL	11	162
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	3	45
Bike Theft	0	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	7
SUB-TOTAL	3	55
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	5
Narcotics	6	22
Trespassing	4	73
SUB-TOTAL	10	100
TOTAL	24	317

ARRESTS		
AGENCY	LAPD	FYTD
Felony	5	60
Misdemeanor	15	140
TOTAL	20	200

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	103	187
Vehicle Code Citations	0	3
TOTAL	103	190

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	722
Priority	Currently Unavailable	585
Emergency	Currently Unavailable	54
TOTAL	0	1361

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

PERCENTAGE OF TIME SPENT ON THE SYSTEM	
Union Station	81%

LEGEND	
Los Angeles Police Department	

7TH & METRO STATION

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JUNE 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Aggravated Assault	0	7
Aggravated Assault on Operator	0	0
Battery	0	22
Battery Rail Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	0	32
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	7
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	0	9
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	1
Narcotics	0	0
Trespassing	0	14
SUB-TOTAL	0	15
TOTAL	0	56

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	4
Misdemeanor	0	6
TOTAL	0	10

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	34
Vehicle Code Citations	0	12
TOTAL	0	46

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	110
Priority	Currently Unavailable	79
Emergency	Currently Unavailable	9
TOTAL	0	198

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

PERCENTAGE OF TIME SPENT ON THE SYSTEM	
7th & Metro Station	86%

LEGEND	
Los Angeles Police Department	

A LINE (BLUE)

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME				
CRIMES AGAINST PERSONS	LAPD	LASD	LBPD	FYTD
Homicide	0	0	0	0
Rape	0	0	0	5
Robbery	2	10	0	75
Aggravated Assault	1	3	0	86
Aggravated Assault on Operator	0	1	0	1
Battery	6	1	2	176
Battery Rail Operator	0	0	0	1
Sex Offenses	0	0	0	15
SUB-TOTAL	9	15	2	359
CRIMES AGAINST PROPERTY	LAPD	LASD	LBPD	FYTD
Burglary	0	0	0	2
Larceny	2	3	0	78
Bike Theft	0	0	0	7
Motor Vehicle Theft	0	0	1	13
Arson	0	0	0	2
Vandalism	1	2	1	31
SUB-TOTAL	3	5	2	133
CRIMES AGAINST SOCIETY	LAPD	LASD	LBPD	FYTD
Weapons	0	0	0	38
Narcotics	6	8	0	140
Trespassing	67	2	1	467
SUB-TOTAL	73	10	1	645
TOTAL	85	30	5	1,137

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
APU/Citrus College	0	0	0	17
Azusa Downtown	1	0	0	13
Irwindale	0	0	0	4
Duarte/City of Hope	0	0	0	8
Monrovia	0	0	0	8
Arcadia	0	0	0	7
Sierra Madre Villa	0	0	0	12
Allen	0	0	0	5
Lake	0	0	2	15
Memorial Park	0	0	0	4
Del Mar	0	1	0	8
Fillmore	0	1	0	10
South Pasadena	0	0	0	5
Highland Park	1	1	2	17
Southwest Museum	0	0	8	25
Heritage Square	0	0	0	9
Lincoln/Cypress	1	0	1	20
Chinatown	0	1	17	51
Union Station	0	0	3	6
Little Tokyo/Arts Dist	1	0	12	68
Historic Broadway	0	0	3	47
Grand Av Arts/Bunker Hill	0	1	25	241
7th St/Metro Ctr	2	0	1	24
Pico	1	0	0	32
Grand/LATTC	1	0	0	21
San Pedro St	0	0	0	18
Washington	1	0	1	30
Vernon	1	0	0	11
Slauson	5	1	2	33
Florence	0	1	0	27
Firestone	4	1	2	32
103rd St/Watts Towers	0	0	0	11
Willowbrook/Rosa Parks	3	0	1	117
Compton	1	0	0	34
Artesia	1	0	3	22
Del Amo	0	0	0	20
Wardlow	0	0	0	6
Willow St	1	2	0	22
PCH	0	0	0	13
Anaheim St	1	0	0	17
5th St	0	0	0	5
1st St	0	0	0	5
Downtown Long Beach	0	0	1	29
Pacific Av	0	0	0	4
Blue Line Rail Yard	0	0	0	0
Other	0	0	0	1
Total	26	10	84	1,134

ARRESTS				
AGENCY	LAPD	LASD	LBPD	FYTD
Felony	11	11	1	235
Misdemeanor	74	39	1	1,140
TOTAL	85	50	2	1,375

CITATIONS				
AGENCY	LAPD	LASD	LBPD	FYTD
Misdemeanor Citations	0	0	0	3
Other Citations	95	47	3	1,361
Vehicle Code Citations	3	0	3	132
TOTAL	98	47	6	1,496

CALLS FOR SERVICE				
AGENCY	LAPD	LASD	LBPD	FYTD
Routine	Currently Unavailable	616	2	10,152
Priority	Currently Unavailable	97	39	2,361
Emergency	Currently Unavailable	6	13	434
TOTAL	0	719	54	12,947

DISPATCHED VS. PROACTIVE			
AGENCY	LAPD	LASD	LBPD
Dispatched	21%	N/C	2%
Proactive	79%	N/C	98%
TOTAL	100%	0%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Blue Line-LAPD	83%
Blue Line-LASD	N/C
Blue Line-LBPD	80%

GRADE CROSSING OPERATIONS				
LOCATION	LAPD	LASD	LBPD	FYTD
Azusa	0	21	0	237
Irwindale	0	21	0	313
Duarte Station	0	3	0	72
Monrovia	0	5	0	101
Magnolia Ave	0	0	0	0
Arcadia Station	0	19	0	162
Pasadena	0	44	0	496
South Pasadena	0	18	0	230
Marmion Way	0	0	0	0
Flower St	0	0	0	0
Washington St	23	0	0	617
Slauson	0	25	0	152
Florence	0	23	0	215
Firestone	0	20	0	180
103rd St	26	0	0	168
Willowbrook	0	5	0	317
Compton	0	12	0	157
Artesia	0	6	0	114
Del Amo	0	9	0	242
Wardlow Rd	0	0	0	36
Long Beach Blvd	0	0	0	0
Pacific Av	0	0	0	0
TOTAL	49	231	0	3,809

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

B LINE (RED)

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	2
Rape	0	4
Robbery	3	69
Aggravated Assault	12	117
Aggravated Assault on Operator	0	0
Battery	29	282
Battery Rail Operator	0	0
Sex Offenses	1	30
SUB-TOTAL	45	504
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	2	86
Bike Theft	0	0
Motor Vehicle Theft	0	2
Arson	0	0
Vandalism	4	32
SUB-TOTAL	6	121
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	21	97
Narcotics	57	484
Trespassing	448	2,509
SUB-TOTAL	526	3,090
TOTAL	577	3,715

ARRESTS		
AGENCY	LAPD	FYTD
Felony	79	581
Misdemeanor	604	3,625
TOTAL	683	4,206

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	252	1,737
Vehicle Code Citations	27	115
TOTAL	279	1,852

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	1,557
Priority	Currently Unavailable	1,704
Emergency	Currently Unavailable	149
TOTAL	0	3,410

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	24%
Proactive	76%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Red Line- LAPD	84%

LEGEND
Los Angeles Police Department

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Union Station	7	1	296	655
Civic Center/Grand Park	1	0	5	56
Pershing Square	1	0	53	348
7th St/Metro Ctr	4	0	44	400
Westlake/MacArthur Park	3	0	42	735
Wilshire/Vermont	5	1	9	132
Wilshire/Normandie	2	0	9	51
Vermont/Beverly	5	0	4	49
Wilshire/Western	0	0	8	60
Vermont/Santa Monica	1	0	2	45
Vermont/Sunset	5	0	5	96
Hollywood/Western	1	0	3	78
Hollywood/Vine	1	1	6	99
Hollywood/Highland	2	1	9	120
Universal City/Studio City	3	1	2	98
North Hollywood	4	1	29	658
Red Line Rail Yard	0	0	0	37
Total	45	6	526	3,717

C LINE (GREEN)

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	2
Robbery	1	3	41
Aggravated Assault	0	0	29
Aggravated Assault on Operator	0	0	0
Battery	0	4	35
Battery Rail Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	1	7	109
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	4
Larceny	0	3	71
Bike Theft	0	0	2
Motor Vehicle Theft	0	0	5
Arson	0	0	0
Vandalism	1	1	16
SUB-TOTAL	1	4	98
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	1	13
Narcotics	3	6	97
Trespassing	5	1	44
SUB-TOTAL	8	8	154
TOTAL	10	19	361

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	4	1	75
Misdemeanor	14	22	352
TOTAL	18	23	427

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	22	25	559
Vehicle Code Citations	0	1	14
TOTAL	22	26	573

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	406	5,875
Priority	Currently Unavailable	55	721
Emergency	Currently Unavailable	5	88
TOTAL	0	466	6,684

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	22%	33%
Proactive	78%	67%
TOTAL	100%	100%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Redondo Beach	0	0	0	5
Douglas	0	1	0	4
El Segundo	0	0	0	8
Mariposa	0	0	0	5
Aviation/LAX	0	0	0	15
Hawthorne/Lennox	0	0	0	32
Crenshaw	0	1	0	25
Vermont/Athens	1	1	1	28
Harbor Fwy	0	0	7	42
Avalon	1	1	1	30
Willowbrook/Rosa Parks	1	0	2	58
Long Beach Bl	2	1	4	64
Lakewood Bl	0	0	0	13
Norwalk	3	0	1	32
Total	8	5	16	361

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Green Line-LAPD	86%
Green Line-LASD	90%

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

E LINE

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	2
Rape	1	0	2
Robbery	4	1	46
Aggravated Assault	2	0	55
Aggravated Assault on Operator	0	0	0
Battery	6	3	92
Battery Rail Operator	0	0	1
Sex Offenses	0	1	8
SUB-TOTAL	13	5	206
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	2
Larceny	3	2	62
Bike Theft	0	0	1
Motor Vehicle Theft	0	0	1
Arson	0	0	0
Vandalism	1	0	7
SUB-TOTAL	4	2	73
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	4
Narcotics	3	3	27
Trespassing	58	0	326
SUB-TOTAL	61	3	357
TOTAL	78	10	636

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	4	0	53
Misdemeanor	67	10	441
TOTAL	71	10	494

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	95	15	391
Vehicle Code Citations	1	0	35
TOTAL	96	15	426

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	217	3,763
Priority	Currently Unavailable	28	836
Emergency	Currently Unavailable	3	125
TOTAL	0	248	4,724

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	N/C
Proactive	83%	N/C
TOTAL	100%	0%

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Atlantic	1	0	0	12
East LA Civic Ctr	0	0	0	2
Maravilla	0	0	0	2
Indiana (both LAPD & LASD)	1	2	1	17
Soto	1	0	1	19
Mariachi Plaza	1	0	2	16
Pico/Aliso	0	0	0	8
Little Tokyo/Arts Dist	0	0	0	0
Historic Broadway	0	0	0	4
Grand Av Arts/Bunker Hill	0	0	0	0
7th St/Metro Ctr	0	0	0	2
Pico	0	0	1	13
LATTC/Ortho Institute	0	0	1	147
Jefferson/USC	0	0	0	21
Expo Park/USC	1	0	0	12
Expo/Vermont	2	2	11	33
Expo/Western	2	0	3	26
Expo/Crenshaw	1	1	13	68
Farmdale	0	1	1	23
Expo/La Brea	1	0	17	47
La Cienega/Jefferson	2	0	9	59
Culver City	0	0	0	8
Palms	0	0	0	11
Westwood/Rancho Park	1	0	0	6
Expo/Sepulveda	0	0	0	8
Expo/Bundy	1	0	1	11
26th St/Bergamot	0	0	0	4
17th St/SMC	1	0	0	5
Downtown Santa Monica	2	0	3	51
Expo Line Rail Yard	0	0	0	0
Total	18	6	64	635

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
Expo Line-LAPD	85%
Expo Line-LASD	N/C

GRADE CROSSING OPERATIONS			
LOCATION	LAPD	LASD	FYTD
East Los Angeles	0	5	355
Figueroa St	0	0	0
Exposition Blvd	84	0	1,273
Culver City	0	23	107
Santa Monica	0	96	569
TOTAL	84	124	2,304

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

G LINE (ORANGE)

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	8
Aggravated Assault	0	14
Aggravated Assault on Operator	0	0
Battery	2	18
Battery Bus Operator	0	1
Sex Offenses	0	2
SUB-TOTAL	2	43
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	3	8
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	1	5
SUB-TOTAL	4	13
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	1	5
Narcotics	1	14
Trespassing	10	23
SUB-TOTAL	12	42
TOTAL	18	98

ARRESTS		
AGENCY	LAPD	FYTD
Felony	1	20
Misdemeanor	3	73
TOTAL	4	93

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	2	28
Vehicle Code Citations	18	345
TOTAL	20	373

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	565
Priority	Currently Unavailable	137
Emergency	Currently Unavailable	16
TOTAL	0	718

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

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
North Hollywood	0	0	1	29
Laurel Canyon	0	0	0	1
Valley College	0	0	0	3
Woodman	0	1	0	5
Van Nuys	0	1	0	8
Sepulveda	0	1	1	7
Woodley	0	0	0	0
Balboa	0	1	0	2
Reseda	0	0	1	7
Tampa	0	0	0	1
Pierce College	0	0	0	0
De Soto	0	0	0	1
Canoga	1	0	1	12
Warner Center	0	0	0	0
Sherman Way	0	0	0	2
Roscoe	0	0	1	1
Nordhoff	0	0	0	2
Chatsworth	1	0	7	14
Total	2	4	12	95

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Orange Line- LAPD	87%

LEGEND
Los Angeles Police Department

J LINE (SILVER)

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	0
Rape	0	0	0
Robbery	0	0	5
Aggravated Assault	1	0	11
Aggravated Assault on Operator	0	0	0
Battery	1	0	6
Battery Bus Operator	0	0	1
Sex Offenses	0	0	0
SUB-TOTAL	2	0	23
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	0	0	3
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	0	1
SUB-TOTAL	1	0	4
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	0
Narcotics	2	0	2
Trespassing	8	0	14
SUB-TOTAL	10	0	16
TOTAL	13	0	43

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	1	0	7
Misdemeanor	8	0	23
TOTAL	9	0	30

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	13	0	282
Vehicle Code Citations	4	0	237
TOTAL	17	0	519

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	5	372
Priority	Currently Unavailable	2	84
Emergency	Currently Unavailable	0	9
TOTAL	0	7	465

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	15%	6%
Proactive	85%	94%
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	1
LAC/USC Medical Ctr	0	0	0	0
Alameda	0	0	0	0
Downtown	0	0	0	1
37th St/USC	1	0	0	2
Slauson	0	0	0	7
Manchester	1	1	5	10
Harbor Fwy	0	0	4	7
Rosecrans	0	0	0	1
Harbor Gateway Transit Ctr	0	0	1	6
Carson	0	0	0	5
PCH	0	0	0	1
San Pedro/Beacon	0	0	0	0
Total	2	1	10	43

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
Silver Line- LAPD	89%
Silver Line- LASD	83%

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

K LINE

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	1
Rape	0	0	0
Robbery	0	1	4
Aggravated Assault	0	0	5
Aggravated Assault on Operator	0	0	0
Battery	0	0	4
Battery Bus Operator	0	0	0
Sex Offenses	0	0	1
SUB-TOTAL	0	1	15
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	0
Larceny	2	0	3
Bike Theft	0	0	0
Motor Vehicle Theft	0	0	0
Arson	0	0	0
Vandalism	1	0	2
SUB-TOTAL	3	0	5
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	0	0	5
Narcotics	0	0	7
Trespassing	2	0	14
SUB-TOTAL	2	0	26
TOTAL	5	1	46

CRIMES PER STATION				
STATION	CRIMES AGAINST PERSONS	CRIMES AGAINST PROPERTY	CRIMES AGAINST SOCIETY	FYTD
Expo / Crenshaw	0	0	0	1
Martin Luther King Jr Station	0	0	2	8
Leimert Park Station	0	0	0	6
Hyde Park Station	0	3	0	10
Fairview Heights Station	1	0	0	10
Downtown Inglewood Station	0	0	0	6
Westchester / Veterans Station	0	0	0	5
Total	1	3	2	46

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	0	0	9
Misdemeanor	5	1	64
TOTAL	5	1	73

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	9	1	34
Vehicle Code Citations	0	0	4
TOTAL	9	1	38

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	122	2,122
Priority	Currently Unavailable	3	85
Emergency	Currently Unavailable	0	10
TOTAL	0	125	2,217

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	17%	55%
Proactive	83%	45%
TOTAL	100%	100%

PERCENTAGE OF TIME SPENT ON THE RAIL SYSTEM	
K Line - LAPD	85%
K Line - LASD	91%

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

BUS PATROL

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME			
CRIMES AGAINST PERSONS	LAPD	LASD	FYTD
Homicide	0	0	2
Rape	0	0	2
Robbery	5	2	117
Aggravated Assault	11	5	145
Aggravated Assault on Operator	5	0	50
Battery	25	5	340
Battery Bus Operator	11	6	134
Sex Offenses	4	2	47
SUB-TOTAL	61	20	837
CRIMES AGAINST PROPERTY	LAPD	LASD	FYTD
Burglary	0	0	2
Larceny	6	3	148
Bike Theft	0	0	6
Motor Vehicle Theft	0	0	8
Arson	0	0	0
Vandalism	8	3	88
SUB-TOTAL	14	6	252
CRIMES AGAINST SOCIETY	LAPD	LASD	FYTD
Weapons	3	4	35
Narcotics	5	4	97
Trespassing	6	0	16
SUB-TOTAL	14	8	148
TOTAL	89	34	1,237

LASD's Crimes per Sector		
Sector		FYTD
Westside	2	35
San Fernando	3	21
San Gabriel Valley	4	82
Gateway Cities	10	103
South Bay	15	186
Total	34	427

LAPD's Crimes per Sector		
Sector		FYTD
Valley Bureau		
Van Nuys	0	24
West Valley	1	18
North Hollywood	3	29
Foothill	2	11
Devonshire	2	11
Mission	1	14
Topanga	1	10
Central Bureau		
Central	26	120
Rampart	1	46
Hollenbeck	1	16
Northeast	3	27
Newton	4	63
West Bureau		
Hollywood	5	43
Wilshire	6	41
West LA	4	26
Pacific	2	13
Olympic	5	60
Southwest Bureau		
Southwest	5	70
Harbor	0	9
77th Street	11	127
Southeast	6	32
Total	89	810

ARRESTS			
AGENCY	LAPD	LASD	FYTD
Felony	12	17	281
Misdemeanor	13	18	523
TOTAL	25	35	804

CITATIONS			
AGENCY	LAPD	LASD	FYTD
Other Citations	146	27	817
Vehicle Code Citations	95	6	872
TOTAL	241	33	1,689

CALLS FOR SERVICE			
AGENCY	LAPD	LASD	FYTD
Routine	Currently Unavailable	194	4,219
Priority	Currently Unavailable	101	2,331
Emergency	Currently Unavailable	4	480
TOTAL	0	299	7,030

DISPATCHED VS. PROACTIVE		
AGENCY	LAPD	LASD
Dispatched	0%	3%
Proactive	0%	97%
TOTAL	0%	100%

PERCENTAGE OF TIME SPENT ON THE BUS SYSTEM	
LAPD BUS	0%
LASD BUS	93%

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

UNION STATION

ATTACHMENT E

MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	1
Robbery	0	14
Aggravated Assault	4	21
Aggravated Assault on Operator	0	0
Battery	5	128
Battery Rail Operator	0	0
Sex Offenses	0	7
SUB-TOTAL	9	171
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	1
Larceny	2	47
Bike Theft	0	2
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	3	10
SUB-TOTAL	5	60
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	5
Narcotics	0	22
Trespassing	6	79
SUB-TOTAL	6	106
TOTAL	20	337

ARRESTS		
AGENCY	LAPD	FYTD
Felony	3	63
Misdemeanor	6	146
TOTAL	9	209

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	282	469
Vehicle Code Citations	2	5
TOTAL	284	474

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	722
Priority	Currently Unavailable	585
Emergency	Currently Unavailable	54
TOTAL	0	1361

DISPATCHED VS. PROACTIVE	
AGENCY	LAPD
Dispatched	8%
Proactive	92%
TOTAL	100%

PERCENTAGE OF TIME SPENT ON THE SYSTEM	
Union Station	79%

LEGEND	
Los Angeles Police Department	

7TH & METRO STATION

ATTACHMENT E
MONTHLY UPDATE ON TRANSIT POLICING PERFORMANCE - JULY 2024

REPORTED CRIME		
CRIMES AGAINST PERSONS	LAPD	FYTD
Homicide	0	0
Rape	0	0
Robbery	0	3
Aggravated Assault	0	7
Aggravated Assault on Operator	0	0
Battery	0	22
Battery Rail Operator	0	0
Sex Offenses	0	0
SUB-TOTAL	0	32
CRIMES AGAINST PROPERTY	LAPD	FYTD
Burglary	0	0
Larceny	0	7
Bike Theft	0	0
Motor Vehicle Theft	0	0
Arson	0	0
Vandalism	0	2
SUB-TOTAL	0	9
CRIMES AGAINST SOCIETY	LAPD	FYTD
Weapons	0	1
Narcotics	0	0
Trespassing	0	14
SUB-TOTAL	0	15
TOTAL	0	56

ARRESTS		
AGENCY	LAPD	FYTD
Felony	0	4
Misdemeanor	0	6
TOTAL	0	10

CITATIONS		
AGENCY	LAPD	FYTD
Other Citations	0	34
Vehicle Code Citations	0	12
TOTAL	0	46

CALLS FOR SERVICE		
AGENCY	LAPD	FYTD
Routine	Currently Unavailable	110
Priority	Currently Unavailable	79
Emergency	Currently Unavailable	9
TOTAL	0	198

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

PERCENTAGE OF TIME SPENT ON THE SYSTEM	
7th & Metro Station	85%

LEGEND	
Los Angeles Police Department	



**BUS/RAIL OPERATOR ASSAULTS
JUNE 2024**

Date	Time	Line	Bus	Intersection/City	Narrative	Barrier	Reason	Method	Transported to Hospital?
6/1/2024	9:35	45	1722	38th St & Broadway	Victim observed suspect harass other patrons. Victim stopped bus and told suspect to exit due to his erratic behavior. Suspect walked to the front of the bus and stated, "I'm going to kill you." Suspect then produced a hammer, held it over his head approximately 2 feet away from victim. Suspect then struck the passenger side window 3 times.	Unkn	Upset	Object	No
6/2/2024	18:45	60	3958	W Sunset & N Figueroa	Victim parked bus at the curb. Suspect approached bus, banged on the front door and stated, "You know you saw me mother....., I'm going to break your f jaw the next time I see you, I take this line all the time." Suspect then accused victim of driving past him at a bus stop. Victim exited bus for a restroom break. Suspect followed victim and stated, "I'm going to shank you." Suspect ran towards victim with knees bent, body leaned forward his right arm cocked back with his hand in a fist giving the impression he was armed with an edged weapon. Victim did not see a weapon but believed suspect's threats were credible.	No	Wanted to board	Verbal threat	No
6/3/2024	7:00	162	1667	Mason Ave & Sherman Way	Suspect pull alongside bus in a vehicle and asked victim to wait for him at the next bus stop. Suspect took a long time and the other bus patrons became agitated. Victim decided to leave. Victim then observed suspect following bus and observed suspect holding a black semi - automatic handgun in his left hand near the steering wheel.	Yes	Missed boarding	Brandished gun	No
6/7/2024	13:00	60	4042	Pacific Bl & Florence Av	Sus MH/20s pepper sprayed bus op during argument. Bus operator transported to hospital.	Yes	Upset	Pepper spray	Yes
6/7/2024	14:38	240	8442	Lankershim Bl & Campo De Cahuenga Way	Victim observed suspect riding a bike and following the bus. Victim heard suspect yell but could not understand suspect. Suspect continued to follow and struck the driver side mirror, causing it to crack. Victim continued to drive but eventually stopped at an intersection. Suspect approached and threw an unknown liquid substance at victim then fled location.	N/A (o)	No reason	Threw liquid	No
6/14/2024	13:50	45	5678	W 8th St & Spring St	Suspect exited bus, approached victim's driver side window and began yelling at victim. Suspect produced pepper spray and sprayed victim's face and arm then fled location.	Yes	No reason	Pepper spray	Yes
6/15/2024	11:45	40	5995	MLK Jr Bl & Vermont Ave	Suspect entered bus, took a seat and rode peacefully without causing any disturbance. Suspect proceeded to exit bus and approached victim stating unknown words. Suspect then punched victim's right eye with her fist, exited bus and fled location.	No	No reason	Hands (punch, slap)	No
6/15/2024	15:00	260	1805	Atlantic Bl & Pomona Bl	Sus transient MH/50yrs spit on bus op for no reason.	Yes	No reason	Spit	No
6/16/2024	21:50	4	9563	Santa Monica Bl & La Brea Av	Sus MB/30s spat on bus op for missing his stop.	Yes	Missed stop	Spit	No
6/18/2024	2:50	81	1887	82nd St & S Figueroa St	Suspect entered bus, leaned over the protective barrier and requested to ride bus without paying bus fare. Victim asked suspect to, "get out of her personal space." Suspect walked away and stated, "B... just drive the bus, that's why bus drivers always get f... up and killed." After a few seconds, suspect approached victim and spat on victim's glasses then punched victim's face 3 - 4 times. Victim's glasses fell off and broke and victim's pouch badge holder flew out of the bus window (containing victim's employee badge, driver's license, debit card and medical card). Suspect walked off the bus and fled location.	Yes	Upset over fare	Hands (punch, slap)	No
6/19/2024	18:45	720	8747	Wilshire Bl & Vermont Av	Victim observed suspect arguing with another bus patron. Victim stopped bus and asked suspect to exit. Suspect exited the rear exit, walked to the front of the bus and began yelling profanities at victim. Suspect spat on victim, exited and fled. Victim stated the barrier was defective and unable to close.	Yes	Asked to exit	Spit	No
6/24/2024	20:30	4	8716	Santa Monica & Beverly Glen	Suspect asked victim to stop bus in an intersection. Victim advised she was not allowed to stop premature to a designated bus stop. Suspect became angry, yelled and demanded victim to stop bus and that he needed to get off. Victim made it to a bus stop and observed suspect holding a knife in his right hand. Suspect exited bus, then soon re-enters bus, spits on victim and the bus windshield, exited and fled. Victim further stated the barrier door was closed but suspect spat over the barrier.	Yes	Demanded stop	Spit	No
6/29/2024	20:30	602	8428	Sunset Bl & Church Ln	Victim observed suspect obstructing traffic and dancing in the street. Suspect turned towards the bus and began yelling at victim. Suspect threw an unknown object at the windshield and began hitting the windshield with his elbow and hands. Suspect then told victim to call the police and told victim he was a (vulgarity). Suspect approached the driver's side window and opened it (window is defective and does not lock). Suspect was armed with what appeared to be a pocket knife and reared back his right arm. Fearful, victim drove away from the location.	Yes	No reason	Brandished knife	No
6/30/2024	11:45	106	3850	Paramount Bl & Montebello Bl	Sus transient MH/35yrs arrested for trying to hit bus op w/fire extinguisher.	Yes	No reason	Object	No

*N/A (o): Not applicable, assault occurred outside of barrier



**BUS/RAIL OPERATOR ASSAULTS
JULY 2024**

Date	Time	Line	Bus	Intersection/City	Narrative	Barrier	Reason	Method	Transported to Hospital?
7/2/2024	13:15	720	8730	Wilshire Bl & Western Av	Suspect entered bus and harassed other bus patrons. Victim asked suspect to stop harassing the other patrons. Suspect requested to exit. Victim stopped at the designated bus stop and allowed suspect to exit. Suspect exited bus, proceeded to the driver side window and spat on victim, causing spit to land on victim's arm. Suspect fled location and returned during the responding police officer's investigation. Victim advised he did not want suspect arrested but wanted the incident documented.	Yes	Upset	Spit	No
7/4/2024	16:25	94	1659	Aliso St & N Main St	Victim deviated from the regular bus route due to protestors in the area. Suspect became upset and began shouting at victim. Victim arrived at another bus stop and proceeded to allow suspect to exit bus. Suspect proceeded to exit, approached victim and spat on victim causing spit to land on victim's arm.	Yes	Upset over stop	Spit	No
7/4/2024	19:15	207	9516	Western Av & Maplewood Av	Suspect entered bus with a dog. Victim deemed the dog a safety issue due to the dog's continual barking and jumping in the rear of the bus. Victim advised suspect he had to exit the bus due to the dog's intimidating behavior. Suspect became upset and hostile towards victim. As suspect exited bus, suspect stated, "When I see you, I'm going to get you!" Suspect then walked to the front of the bus, reached into his waistband, pulled out a black semiautomatic handgun and pointed it at victim. Suspect then placed the gun back inside his front waistband, mounted his skateboard and fled location.	Yes	Asked to exit	Brandished gun	No
7/5/2024	12:00	4	8746	Nebraska St & Sepulveda Blvd	Victim arrived at the last stop and announced all passengers had to exit bus. All patrons exited bus and victim proceeded to park bus at the N/W/C. Victim then noticed suspect had remained on the bus. Victim advised suspect he had to exit. Suspect responded, "You must think I'm a b..." Suspect then punched victim's cheek with a closed fist, exited bus and fled.	No	Asked to exit	Hands (punch, slap)	No
7/7/2024	2:16	70	9	Santa Anita Av & El Monte Terminal	Suspect MB/30yrs punched bus op in face when told to exit at last stop. Bus Op transported to hospital.	Yes	Asked to exit	Hands (punch, slap)	Yes
7/7/2024	22:52	233	1670	Expo Line / Sepulveda Stn	Victim arrived at the bus stop noting suspect was seated in a wheelchair. Victim deployed the wheelchair ramp but suspect opted to board without the ramp. Victim placed patron the ADA curb but suspect wanted to sit on the driver side. Suspect declined securement but wanted the wheelchair to be secured. Upon victim securing wheelchair, suspect opted to sit in the regular seating area. Victim headed back to the driver's area when suspect struck the back of victim's head causing victim to become unconscious.	N/A (o)	No reason	Hands (punch, slap)	Yes
7/8/2024	22:00	51	4104	Avalon Bl & MLK Jr Bl	Victim observed suspect yelling and screaming inside bus. Victim stated to suspect she needed to leave the bus. Suspect became upset, approached victim and spat on victim, causing spit to land on victim's face. Suspect threw food at victim, punched victim's chest, exited bus and fled.	Yes	Asked to exit	Hands (punch, slap)	No
7/10/2024	16:10	111	8454	Jenny & Westchester	Suspect walked in front of bus and demanded victim allow him to enter. Victim was hesitant due to suspect's behavior but allowed suspect to enter due to suspect placing himself in front on the bus preventing victim to continue driving. Upon entering bus, suspect yelled at victim. Victim felt threatened and called a supervisor. Suspect stated he didn't care if victim called the police. Per bus supervisor's instructions, victim pulled over to allow all passengers to exit. Suspect exited with all the other passengers but then re-entered the bus and approached victim. Suspect punched victim's face with a clenched fist. Suspect then exited bus and fled location.	Yes	Asked to exit	Hands (punch, slap)	No
7/12/2024	18:10	111	18	Florence Av & Graham Av	Suspect pepper sprayed bus op during argument. Bus Op transported to hospital.	Yes	Upset	Pepper spray	Yes
7/12/2024	22:00	761	4093	Van Nuys Bl & Canterbury St	Victim asked suspect to exit due to his smoking on bus. Suspect became belligerent towards victim, walked to the front of the bus and spat on victim. Suspect then exited the bus and fled location.	Yes	Asked to exit	Spit	No
7/15/2024	12:00	76	9	Valley Bl & Abbot Av	Suspect transient threw soda on bus op over her large cart.	Yes	Upset	Threw liquid	No
7/17/2024	1:30	4	8739	W 7th St & Broadway	Suspect argued with other bus patrons. Suspect then stated threats to victim. Suspect heard sirens outside and asked victim, "Why did you call the police?" Suspect became physically aggressive towards victim and reached around the barrier striking victim three times.	Yes	Upset	Hands (punch, slap)	No
7/17/2024	17:29	92	15	252 Brand Bl, Glendale	Suspect punched bus op for no reason.	Yes	No reason	Hands (punch, slap)	No
7/19/2024	9:28	A Line	N/A	Azusa D/T	Suspect arrested for pointing a gun at operator when train was passing by suspect. Suspect arrested a few days later.	N/A (o)	No reason	Brandished gun	No
7/19/2024	12:40	212	5	Florence Av & Market St	Suspect punched bus op multiple times for no reason.	Yes	No reason	Hands (punch, slap)	No



**BUS/RAIL OPERATOR ASSAULTS
JULY 2024**

SYSTEM SECURITY & LAW ENFORCEMENT

Attachment F

Date	Time	Line	Bus	Intersection/City	Narrative	Barrier	Reason	Method	Transported to Hospital?
7/21/2024	19:20	210	18	Crenshaw Bl & El Segundo Bl	Suspect punched bus op for no reason.	Yes	No reason	Hands (punch, slap)	No
7/22/2024	17:35	165	1765	Vanowen St & Tampa Av	Victim stopped at a bus stop and opened the entry door. Suspect appeared to not be ready to enter so victim closed the door then re-opened the door to allow suspect to enter. Victim proceeded to operate the bus and came to another stop. Suspect approached victim, spat on victim's face, exited bus and fled location.	Yes	No reason	Spit	No
7/23/2024	21:00	30	3964	Pico Bl & Western Av	Suspect entered bus angry due to victim passing her bus stop. Suspect began hitting the glass which caused it to open. Suspect scratched victim's arm multiple times, bit victim's left hand and right arm, threw something that appeared to be a mobile phone at victim and grabbed victim's crotch area. Suspect exited bus and fled location. Victim stated barrier was utilized, however it came open.	Yes	Missed stop	Hands (punch, slap)	No
7/24/2024	7:00	32	9583	Wilshire Bl & Cloverdale	Victim observed suspect riding a bicycle next to the left side of the bus. Victim continued operating bus and suspect intentionally pulled in front of the bus, forcing victim to stop to avoid colliding with suspect. Suspect approached the driver side window and attempted several times to stab victim with a 6" knife through the window. Suspect looked at victim and laughed at victim after discovering the window was closed. Suspect then scratched the driver's side fender below the driver's side window. Suspect rode his bike around the bus and continued to scratch the bus with the knife causing visible damage. Suspect fled location.	N/A (o)	No reason	Attempted stab	No
7/27/2024	7:35	115	5772	Avalon Bl & Manchester St	Suspect boarded bus, did not pay fare and began to fuss and curse at victim, unprovoked. Victim continued to operate bus. Suspect reached into his front sweater pocket, produced a black folding knife and opened it revealing a 3" blade. While holding the knife, suspected stated, "I'll cut your throat with this knife!" Suspect observed victim contacting PD. Suspect exited bus and fled location.	Yes	No reason	Verbal threat	No
7/27/2024	20:45	30	4178	Pico Bl & Crenshaw Bl	A group of teenagers (group) entered bus with a large helium tank. Victim advised they would have to exit bus. The group refused. Victim parked the bus, exited and called his supervisor. The group became upset and exited bus. The group then began yelling profanities and threatening to beat up victim if he didn't continue to drive bus. The group then walked away. Victim proceeded to enter bus then felt "2" punches to his back.	N/A (o)	Asked to exit	Hands (punch, slap)	No
7/29/2024	12:40	33	8578	Venice Bl & Wasatch Av	Suspect 1 entered bus and asked to ride for free. Victim allowed suspect to enter and continued operating bus. At another bus stop, Suspect 2 (with a baby carrier) entered bus and sat next to suspect 1. Victim stated it appeared they were in a relationship. Unprovoked, suspect 1 approached victim and punched victim multiple times. Suspect 2 then walked to the front of the bus and began throwing random items at the barrier plexi-glass. Suspect 1 then stated to suspect 2, "get me the knife out of the bag." Victim never saw a knife. Victim stated the barrier was an older barrier and does not reach the windshield.	Yes	No reason	Hands (punch, slap)	No
7/29/2024	13:20	251	8586	Western Av & Franklin Av	A patron approached victim and advised there was a man in the rear with a handgun. Victim replied he could not see anyone with a gun. The bus patron exited bus and informed victim he was going to call PD (Calls for Service incident summary reviewed and verified PD received call). Victim then observed several passengers exit bus. Victim continued to drive. Suspect approached victim and told him to stop and let him out. Victim told suspect he was not going to stop until the next stop. Suspect produced a handgun from his front waistband, pointed it at victim and struck the barrier plexi-glass. Suspect then hit the barrier plexi-glass door twice with the muzzle of the handgun. Suspect continued to tell victim to stop and allow him to exit. Fearful, victim stopped bus and allowed suspect to exit.	Yes	Upset	Brandished gun	No

*N/A (o): Not applicable, assault occurred outside of barrier



SYSTEM SECURITY & LAW ENFORCEMENT

Attachment G

Sexual Crimes / Harassment Calls for Service June 2024

Calls related to sexual crimes / harassment are routed through System Security & Law Enforcement Operations Center, which then transfers the caller to a free 24/7 hotline — Center for the Pacific Asian Family Inc., and Sister Family Services — that can provide more directed counseling. Between June 1 and June 30, Metro Transit Security, LAPD, LASD, and LCPD received eleven (11) incidents and referred all victims of sexual crimes / harassment to the above free hotlines except for one which was witnessed by a police officer and therefore, there was no victim.

Incident Type & Totals						
	Jun 24	May 24	% Change	Jun 24	Jun 23	% Change
Sexual Harassment	0	0	0.0%	0	0	0.0%
Sexual Battery	6	8	-25.0%	6	5	20.0%
Lewd Conduct	1	0	100.0%	1	2	-50.0%
Indecent Exposure	2	1	100.0%	2	3	-33.3%
Rape *	2	0	200.0%	2	0	200.0%
TOTAL	11	9	22.2%	11	10	10.0%

*The reported rape on 6/17/24 at Compton Station has not been substantiated by evidence. The case was handled by LASD's Special Victims Bureau and closed as inactive

Counseling Information Provided	
	Jun 2024
Yes	10
No - If no, why?	1
Gone On Arrival	1
Did Not Have Info	0
Telephonic Report	0
Not Offered	0
Refused	0
Officer Witnessed Incident	1
TOTAL	11



SYSTEM SECURITY & LAW ENFORCEMENT

Attachment G

Sexual Crimes / Harassment Calls for Service July 2024

Calls related to sexual crimes / harassment are routed through System Security & Law Enforcement Operations Center, which then transfers the caller to a free 24/7 hotline — Center for the Pacific Asian Family Inc., and Sister Family Services — that can provide more directed counseling. Between July 1 and July 31, Metro Transit Security, LAPD, LASD, and LBPD received three (3) incidents and referred all victims of sexual crimes / harassment to the above free hotlines.

Incident Type & Totals						
	Jul 24	Jun 24	% Change	Jul 24	Jul 23	% Change
Sexual Harassment	0	0	0.0%	0	0	0.0%
Sexual Battery	1	6	-83.3%	1	6	-83.3%
Lewd Conduct	0	1	-100.0%	0	2	-100.0%
Indecent Exposure	2	2	0.0%	2	2	0.0%
Rape	0	2	-100.0%	0	0	0.0%
TOTAL	3	11	-72.7%	3	10	-70.0%

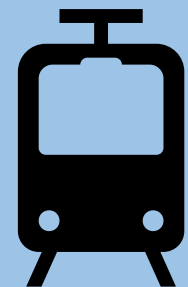
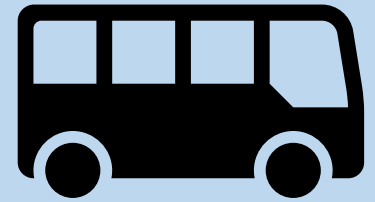
Counseling Information Provided	
	Jul 2024
Yes	3
No - If no, why?	0
Gone On Arrival	0
Did Not Have Info	0
Telephonic Report	0
Not Offered	0
Refused	0
Officer Witnessed Incident	0
TOTAL	3

SEPTEMBER 2024 MONTHLY UPDATE ON PUBLIC SAFETY

Ken Hernandez
Interim Chief Safety Officer

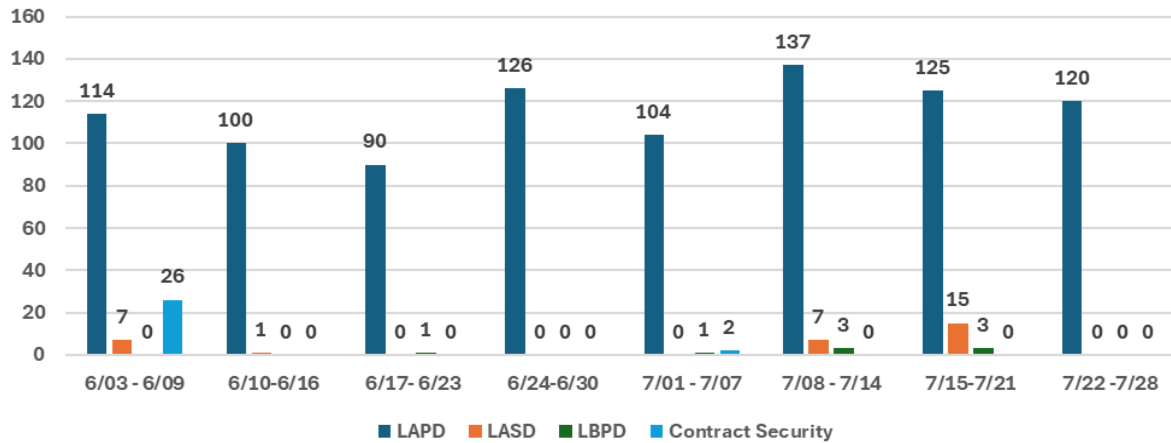


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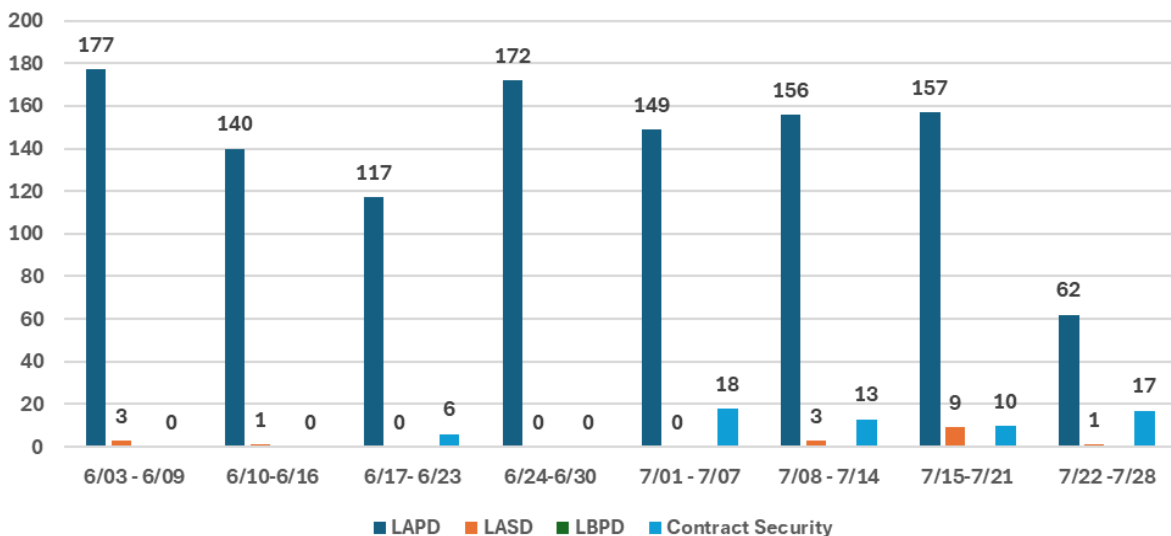


PUBLIC SAFETY SURGE UPDATE

Crimes Reported by Week (06/03 - 07/28)



Arrests Reported by Week (06/03-07/28)



In May 2024, the Board directed staff to increase daily planned deployment of public safety personnel to be physically present on buses and trains and at stations.

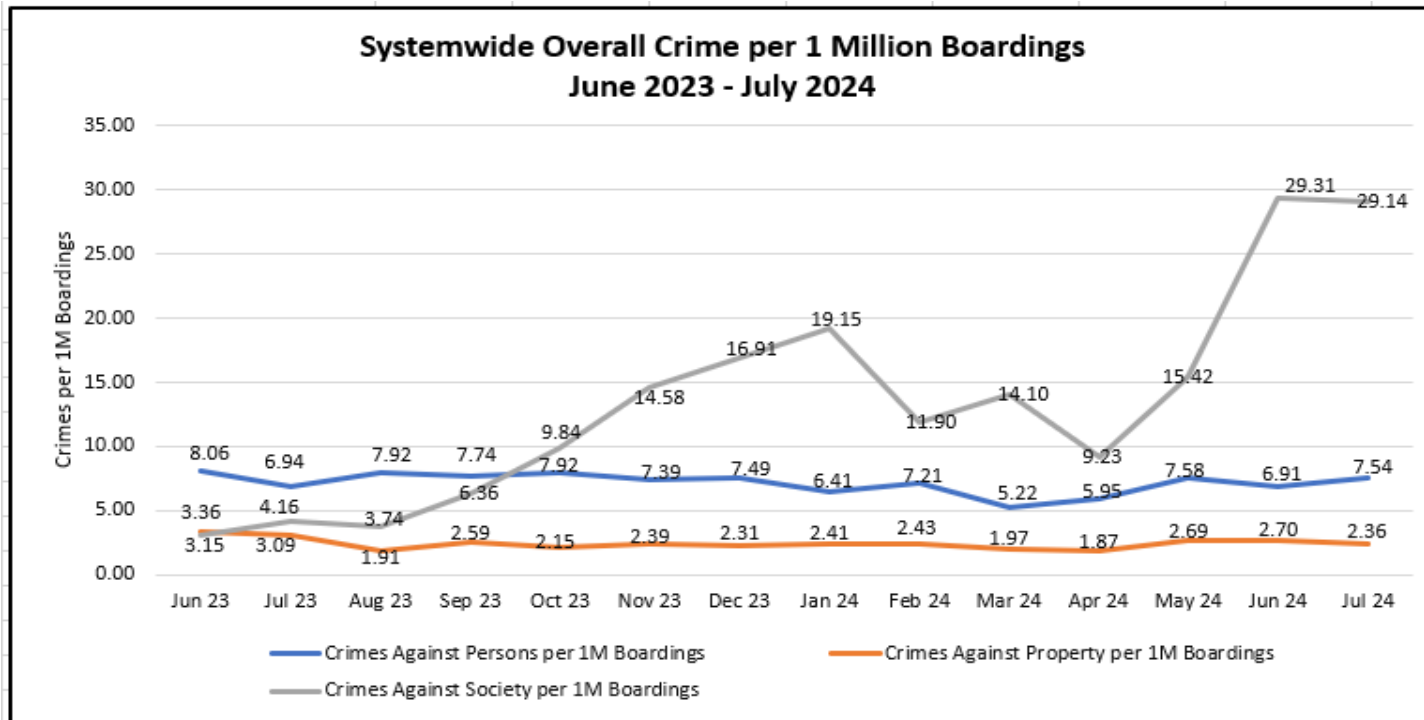
- Serious crime often peaks in the summer months. This summer, the Public Safety Surge may have effectively counteracted this tendency in first full month of operation.
 - On average, over four non-pandemic years (2018, 2019, 2022, and 2023) Crimes Against Persons and Crimes Against Property are **15% higher** in June compared to May.
 - In June 2024, these crimes instead **decreased 15%** compared to May.
 - Surge's efforts may have thwarted what could have been a higher peak for July.
- A total of **1,008** crimes reported by surge law enforcement personnel and **1,375** surge-related arrests between June 1 and July 31, 2024.

JUNE & JULY 2024

PUBLIC SAFETY TRENDS & STATS

Systemwide

Systemwide	Jul-24	Jun-24	May-24	% Change Jul 24 vs Jun 24	% Change Jun 24 vs May 24	Jul-23	Jun-23	% Change Jul 24 vs Jul 23	% Change Jun 24 vs Jun 23
Crimes Against Persons	192	174	206	10.3%	-15.5%	162	192	18.5%	-9.4%
Crimes Against Property	60	68	73	-11.8%	-6.8%	72	80	-16.6%	-15.0%
Crimes Against Society	742	738	419	1.4%	76.1%	97	75	664.9%	884.0%



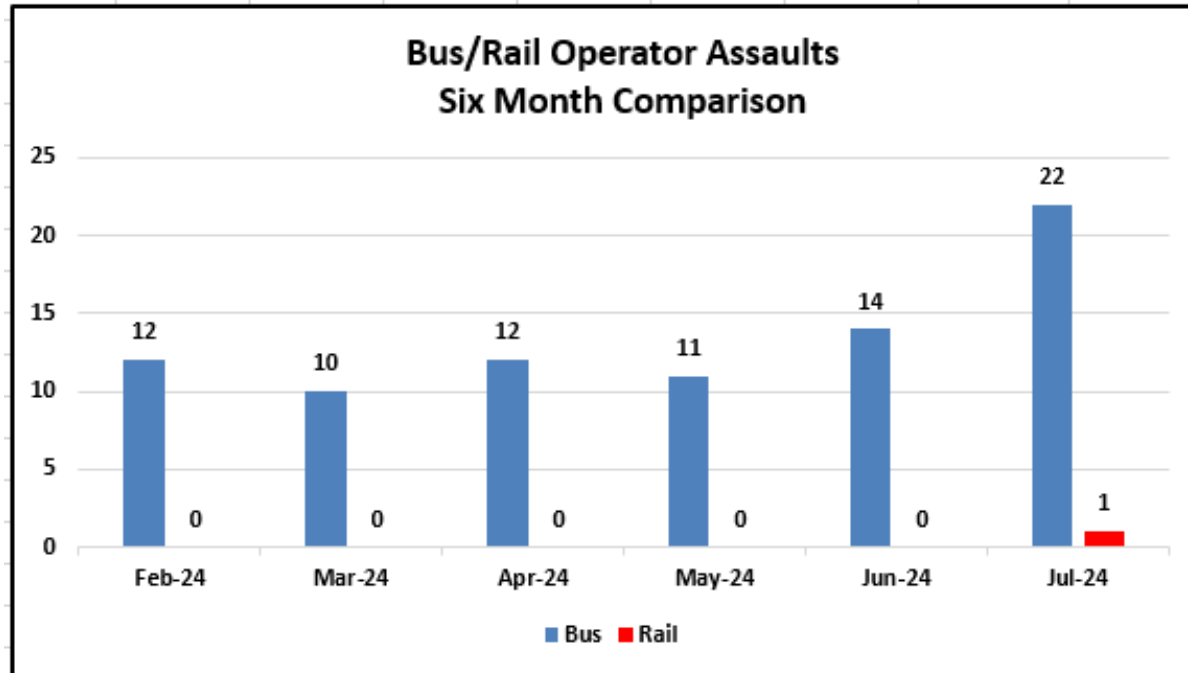
Per 1 Million Boardings

- **Crimes Against Persons** is 6.9 per million boardings in June (8.9% decrease compared to May) and 7.54 in July (9.1% increase compared to June).
- **Crimes Against Property** is 2.7 per million boardings in June (0.5% increase compared to May) and 2.36 in July (12.8% decrease compared to June).
- **Crimes Against Society** is 29.3 per million boardings in June (90% increase compared to May) and 29.1 in July (0.6% decrease compared to June).

JUNE & JULY 2024 OPERATOR ASSAULTS

- Operator assaults increased from 11 in May to 14 in June and 23 in July.
- Using hands (punching, slapping), spitting, brandishing a gun, and using objects were the top methods of assault in June and July.

Top Reasons for Assault		
	June	July
Reason	Count	Count
No reason	6	9
Asked to exit	0	7
Upset	2	5
Upset over fare	1	2
Demanded stop	1	0
Wanted to board	1	0
Told to exit	1	0
Missed boarding	1	0
Missed stop	1	0
Grand Total	14	23



Impact of Retrofit Barriers

- As of July 31, approximately 17%, or 329, of Metro’s fleet of approximately 1,900 buses have been retrofitted with operator barriers.
- Staff is tracking the rates at which assaults occur on these buses. Through July 31, only a single physical assault has been registered on a bus with a barrier.

Bus Safety Teams

- End-of-line operations were conducted during Owl Service at the G Line and J Line end-of-line stations to address bus operator concerns about non-destination travelers refusing to alight buses. Operators have been appreciative of these operations.

MULTI-LAYERED DEPLOYMENT UPDATE

Since July 2023, Metro has been utilizing a multi-layered deployment, which has a significant impact across the entire rail system, including end-of-line stations (EOL) and mid-point (focus) stations, decreasing the number of non-destination travelers that are required to leave the rail system at the end of the night when the system closes.

The following reflects the results of the deployment for the month of June and July.

June

- Law enforcement conducted 988 arrests (261 more than May) and 964 citations (342 more than May)
- Contract security cleared 12,290 trains (1,355 less than May)
- Homeless outreach engaged 1,373 individuals (305 less than May) and made 94 enrollments into Homeless Management Information System (HMIS) (23 less than May) at EOL stations
- Transit Security Officers issued 2,616 citations (2,429 more than May) and 693 written warnings (629 more than May)

July

- Law enforcement conducted 1,030 arrests (42 more than June) and 1,194 citations (230 more than June)
- Contract Security cleared 15,120 trains (2,830 more than June)
- Homeless outreach engaged 1,855 individuals (482 less than June) and made 103 enrollments into HMIS (9 more than June) at EOL stations
- Transit Security Officers issued 1,356 citations (1,260 less than June) and 555 written warnings (138 less than June)

METRO AMBASSADORS UPDATE

Support

Metro Ambassadors continue to support riders, connect them to resources, and report incidents and maintenance needs. Special deployments included support for June service changes, 4th of July Block Party, LA/Santa Monica Pride Events, and Marengo/State bus stop (ongoing). Ambassadors also provided support during the Anime Expo at the LA Convention Center, KCRW Summer Nights at Union Station, Dodger Games (ongoing), CicLAvia events, and service detours systemwide.

Surge Deployments: We continue to deploy additional Ambassadors during peak times with the goal of increasing Ambassador visibility at key locations and providing more support for riders.

Connect

June 2024

For the month of June 2024, Metro Ambassadors conducted 84,098 customer engagements and reported the following:

- 2,244 Cleanliness Issues, a 16.9% increase from last month.
- 1,717 Graffiti Incidents, a 9.8% increase from last month.
- 421 Elevator and Escalator Problems, an 8.6% increase from last month.
- 404 Safety Issues, a 31.2% increase from last month.

July 2024

For the month of July 2024, Metro Ambassadors conducted 88,585 customer engagements and reported the following:

- 1,915 Cleanliness Issues, a 14.7%% decrease from last month.
- 1,440 Graffiti Incidents, a 16.13% decrease from last month.
- 451 Elevator and Escalator Problems, a 7.1% increase from last month.
- 383 Safety Issues, a 5.2% decrease from last month.

METRO AMBASSADORS UPDATE

Report

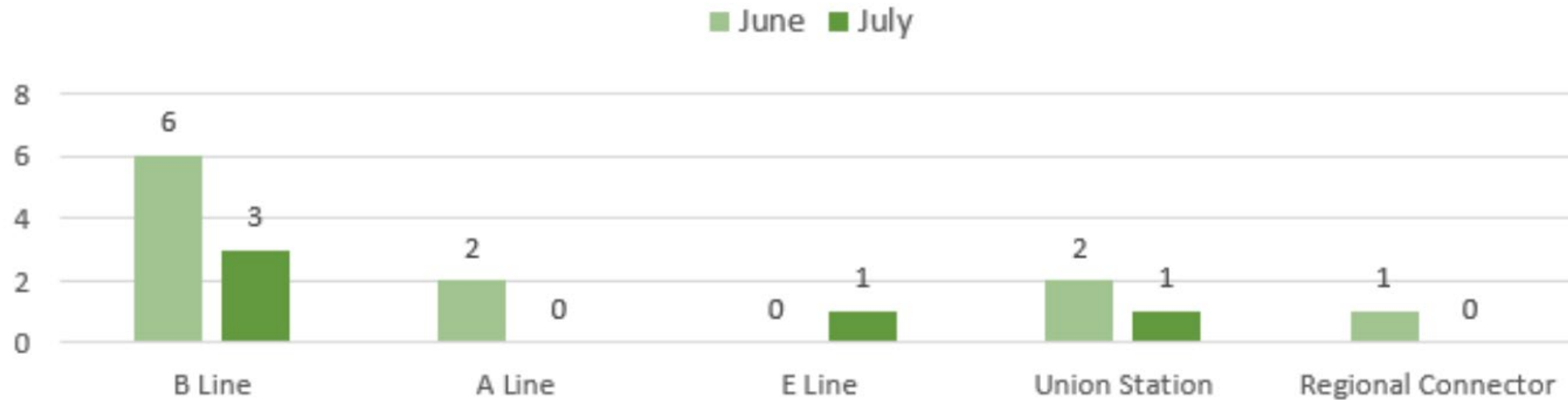
June 2024

For the month of June 2024, Metro Ambassadors reported **11 lives saved** through the timely administration of Narcan, compared to 5 saved in May.

July 2024

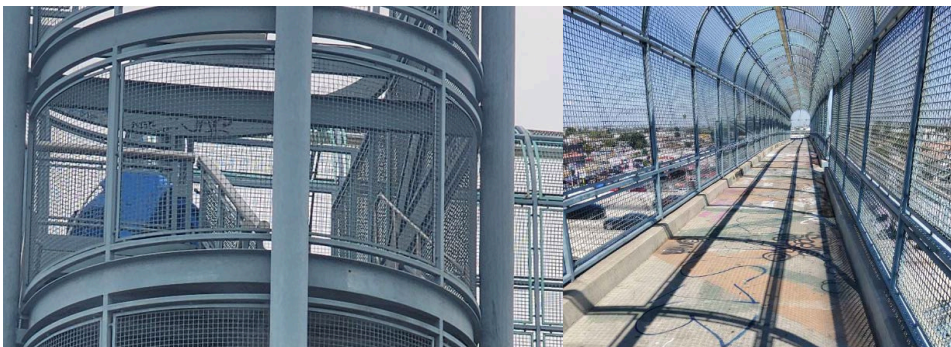
For the month of July 2024, Metro Ambassadors reported **5 lives saved** through the timely administration of Narcan, compared to 11 lives saved in June.

Metro Ambassador Narcan Incidents
June & July 2024



STATION EXPERIENCE UPDATES

- **TAP-to-Exit Expands to Downtown Santa Monica E Line**
1,200+ more fares collected in first 3 days // 44 LIFE enrollments
- **Elevator Open Door Program Completed at All 57 Capable Elevators**
A Line Foothill, E Line Westside, K Line, Regional Connector + More
Custodians report -60% drop in urination, cleaner + safer elevators
- **More Improvements to Norwalk C Line**
DHS Mobile Health Clinic treats 6 patients in first hr
Caltrans partnership to improve off-ramp safety
- **Classical Music Expands to El Monte & Willowbrook/Rosa Parks Plz**
HOME Outreach reports -33% drop in El Monte PEH counts
- **Eliminating Hiding Areas at Lake A Line**
- **Tactical Safety Interventions along I-110 Harbor Transitway J Line**



**Board Report**

File #: 2024-0470, **File Type:** Informational Report**Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2024****SUBJECT: ZERO EMISSION BUS (ZEB) PROGRAM UPDATE****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE status report on the ZEB Program in response to Motion 31.1.

ISSUE

At its April 2024 meeting, the Board approved Motion 31.1 (Attachment A) by Directors Yaroslavsky, Bass, Krekorian, Dupont-Walker, and Solis, which reaffirmed its commitment to transitioning Metro's bus fleet to zero-emission by 2030. The Motion directed staff to report back to the Board at its September 2024 meeting with a more detailed plan to deliver a 100% zero-emission bus fleet. Staff has prepared a more detailed plan that also ensures Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full seven million annualized revenue service hours as planned through the NextGen Bus Plan.

BACKGROUND

In July 2017, the Board approved Motion 50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment B), which endorsed a ZEB Strategic Plan to transition Metro's entire bus fleet to zero-emissions by 2030. This was contingent on cost and performance equivalence with Compressed Natural Gas (CNG) buses and continued advancements in charging infrastructure. In 2018, the California Air Resources Board (CARB)'s Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate zero-emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero emissions by 2023, 50% by 2026, and 100% by 2029. Metro has met all state-mandated program requirements a decade earlier than the ICT mandate of 2029. In September 2019, Metro awarded its final option for CNG buses and committed to having 100% zero emissions in all future procurements. Furthermore, since October 2020, Metro has powered its bus fleet with 100% Renewable Natural Gas.

Since the Board endorsed the ZEB Strategic Plan, Metro prepared a ZEB Program Master Plan in 2022 and a Master Plan Update in 2023. In 2021, Metro electrified the G Line, which has accumulated more than five million miles of zero-emission service, the most miles by any public transit agency in the U.S., however, it is experiencing chronic reliability issues. The electrification of

the J Line is also underway, with both the Harbor Gateway Transit Center scheduled for completion, and civil construction at Division 9 and the El Monte Transit Center to begin this fall. Metro expects to release a Progressive Design Build (PDB) solicitation for Divisions 18 & 7 in the second quarter of FY25. In April 2024, Metro released the largest solicitation for ZEBs in U.S. history, with a base order of 260 battery electric buses (BEBs) and 20 hydrogen fuel cell electric buses (FCEBs), with options to purchase up to 1,160 ZEBs. In July 2024, Metro increased the solicitation option amounts, allowing purchases of up to 1,980 ZEBs and requesting that Original Equipment Manufacturers (OEMs) propose an alternative base order quantity. Proposals are due in September.

Despite progress, the U.S. ZEB industry has neither evolved nor matured to the extent necessary to meet the complete fleet transition by the 2030 goal. In the April 2024 ZEB Program Update (Attachment C), staff identified several challenges (e.g., program cost and funding, technology performance, grid capacity, and U.S. supply chain constraints), which demonstrate that cost and performance parity with CNG buses has yet to materialize and that technology advancements are not projected to meet the necessary thresholds for the 2030 goal. Over the last six months, New Jersey Transit, Houston Metro, CapMetro Austin, and Seattle’s Sound Transit have announced scaling back their 2030 ZEB goal given the state of the industry - in some instances, they have elected to order more diesel buses.

DISCUSSION

Plan to Deliver 100% ZEB Fleet

Staff have prepared a ZEB Program Project Map (Attachment D), which illustrates electrification project sites, and a ZEB Program Division Electrification Detailed Schedule (Attachment E), which outlines the program phasing sequence inclusive of milestones for division electrification. The division electrification schedule details anticipated timelines for project phases, including Requests for Proposals (RFPs), design, and construction.

The Detailed Schedule anticipates that in 2030, five bus Divisions (9, 18, 7, 5, and 13) will be electrified, as will opportunity charging sites (also known as on-route charging) to support battery electric operations of the North San Fernando Valley (NSFV) Transit Improvements Project, North Hollywood to Pasadena Bus Rapid Transit (BRT), J Line, and the Vermont Transit Corridor BRT. Staff also anticipates that by 2030, Metro’s bus fleet will surpass 30% zero emissions. The table below illustrates milestones by year through the completion of the transition.

Division and Fleet Electrification Milestones		
Year	Number of Divisions Electrified	Fleet of Zero Emission Buses (# / %)
2028	3	256/12%
2030	5	647/30%
2032	7	1,175/55%
2034	9	1,709/80%

2035	10	2,130/100%
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Attachment F outlines Metro’s approach to ZEB program project delivery as well as discusses Unsolicited Proposals received and the agency’s evaluation of Charging-as-a-Service to date.

Utility Capacity Upgrades

In addition to the weak manufacturing pipeline, the availability of existing utility power and needed capacity upgrades are major schedule risks for delivering the ZEB program on time. Studies conducted by the California Independent System Operator have shown that the entire California electric grid is undersized by two to three Terawatts and not ready to support a large-scale adoption of zero-emission vehicles.

A key lesson learned from the electrification work to date is that Metro will require substantial utility capacity upgrades at its divisions and opportunity charging sites. This was derived from insights from advancing designs at Division 9 and 18, as well as developing conceptual designs for the remaining divisions, in addition to the advanced coordination with Southern California Edison (SCE) and (LADWP). Metro has submitted service requests to SCE for Division 9, and staff anticipates making service requests for 18 and 7 once each division reaches an 85% level of design, which is expected in Q2 and Q4 FY26. SCE has already reserved 6 Megavolt-Ampere (MVA) for Division 18. However, they cannot proceed with upgrades until Metro advances design to a better-defined scope in FY26.

Firm utility service requests require detailed project information, such as charging equipment power output and the number of charging positions at each site, which Metro will not know until upgrades reach a more advanced level of design (typically 85%). While Metro has delivered power need forecasts to both SCE and LADWP, including worst-case and charge management scenarios, firm calculations cannot be provided until the charging equipment is specified and nameplate power ratings are available. Fortunately, additional charge management scenario analysis suggests that capacity upgrades may be less extensive than previously anticipated, reducing utility capacity scope and timelines.

However, in the near term, Metro is preparing several service requests to LADWP for sites that will support the NSFV, North Hollywood to Pasadena BRT, and North Hollywood Transit Center redevelopment projects. While preliminary, these requests will be based on worst-case power needs, will allow LADWP to evaluate existing grid capacity, and result in developing collaborative strategies that ensure timely/cost-effective upgrades. The charging equipment will be purchased under a new procurement, although nameplate information is currently unavailable. Staff have prepared Attachment G which describes ongoing utility coordination activities in more detail.

Schedule Phasing Constraints

In addition to utility capacity upgrades, the Division electrification phasing schedule is driven by two main constraints: 1) A bus operations disruption mitigation strategy and 2) Olympics and Paralympic Games contingency fleet acquisition.

Metro cannot undertake construction activities at divisions without robust mitigation strategies that ensure Metro’s ability to continue providing reliable bus service. This includes the availability of operations and maintenance funding to support the total seven million annualized service hours as planned through the NextGen Bus Plan. Division electrification work will require the transfer of buses and service delivery to other divisions and facilities during construction. To achieve the transition as soon as possible but not later than 2035, Metro must move up to approximately 475 buses per month to other locations, which places enormous strain on bus operations groups and presents yet-to-be-quantified program costs.

At present, Metro has space to transfer up to 170 buses. However, available space will decrease dramatically when construction of the new Rail Operations Control and Bus Operations Control Centers begins at Division 10. The disruption to bus operations and strain on bus storage space extends over a longer period with the updated schedule but with reduced severity of those impacts and reduced risk related to construction. However, construction and utility assumptions for each division are less aggressive in the updated schedule, reducing the risk of delays and cost overruns.

The need to accommodate the incoming Olympic and Paralympic Games contingency fleet, currently anticipated at 2,700 buses in addition to Metro’s fleet of 2,100 may provide an opportunity to coordinate with the fleet transition. As contingency fleet buses arrive, Metro has requested federal funds to invest in property, upgrade facilities, and retain staff to store, exercise, and maintain contingency fleet buses that may arrive prior to 2028. While this may impact near-term fleet movements, in the long term, property leases and investments to support the Games contingency fleet may be retained to support later phases of the ZEB transition and increase space availability. The updated assumptions shift much of the bus displacement strain to after 2028. This allows better opportunities to extend the utility of the temporary storage facilities needed for the contingency fleet while reducing the scale of the off-site storage required during this period.

Program Cost and Funding

The most recent program estimate prepared in the Master Plan Update indicated a total capital cost of \$4.73 billion through 2030 to replace buses and build charging infrastructure for the zero-emission transition. This is nearly double the cost if Metro replaced its fleet with CNG buses and upgraded the existing CNG fueling infrastructure. The table below compares the capital cost estimates for CNG and ZEB to replace the bus fleet and upgrade fueling infrastructure.

Capital Cost Estimate to Replace Bus Fleet and Upgrade Fueling Infrastructure			
	CNG/RNG	ZEB (2035)	ZEB (2030)
Total Program Cos	\$2.60 billion	\$4.57 billion	\$4.73 billion
Average Annual Cost	\$260 million	\$381 million	\$675 million

In the past eleven years, Metro has annually budgeted an average of \$169.9 million for bus acquisitions, bus facilities improvements, and bus maintenance/state of good repair (SGR). However, transitioning the entire fleet and all ten divisions to zero emission no later than 2035 will require nearly three times that average annual investment. In April 2024, Metro’s Early Intervention Team

(EIT), an interdepartmental working group of subject matter experts from across the agency, recommended updating the program estimate with soft costs, utility capacity upgrades, and other costs not included in previous estimates. Staff will update the estimate in 2025, accounting for recently added program elements, which includes the FCEB pilot project. Staff are now working to prepare updated program cost estimates.

Since the Board approved the March 2021 ZEB Rollout Plan (Attachment H), Metro has maintained a funding strategy for the ZEB conversion as part of the agency's overall financial forecast. This strategy includes a combination of revenue streams, primarily sourced from Proposition A and Proposition C. Additionally, the strategy leverages substantial funding from various state and federal programs, including the Transit and Intercity Rail Capital Program (TIRCP), Regional Improvement Program (RIP), Urbanized Area Formula Funding Program (Section 5307), Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Block Grant (STBG), and the Transportation Development Act (TDA), among others.

As detailed below, Metro has developed a comprehensive funding plan to facilitate the ZEB conversion scenario, utilizing the agency's available eligible revenues to fund the project's current anticipated costs:

- Local funding sources comprise of 47.6 percent of the funding plan, consisting mainly of Proposition C (\$1.7 billion or 38.7 percent of the total) and TDA (\$239.1 million or 5.5 percent)
- Federal funding sources contribute 34.4% to the funding plan, primarily from STBG (\$669.4 million or 15.3 percent), Section 5307 (\$317.6 million of 7.3 percent), and CMAQ (\$240 million or 5.5 percent)
- State funding sources comprise 18.1% of the funding plan, primarily from RIP (\$400.6 million, or 9.2 percent) and TIRCP (\$331.8 million, or 7.6 percent).

A significant portion of the funding relies on operations-eligible financing through Proposition C and TDA. As a result, the funding plan will need to compete with Metro's annual operating budget. The revenue projections heavily depend on borrowed capital, with approximately 15% of the total funding anticipated from debt issuances.

While these funding sources have not yet all been secured, Metro will prioritize them along with other Board-approved projects and programs to cover the necessary ZEB program costs. Although Metro's current revenue forecasts are sufficient to cover the costs of the ZEB conversion (as estimated herein), reallocating funds from other Metro projects may need to be considered if the economic situation changes or costs increase further. Metro will continue to update the funding plan to reflect grant awards, adopted budgets, contract awards, new grant opportunities, and the ongoing reprogramming of Metro funds as part of the Metro systemwide financial forecast. In addition, Metro will continue to evaluate proposals regarding public-private partnerships (P3) and include them in the funding plan for consideration if they provide demonstrable financial benefits to Metro.

Metro has secured \$1.052 billion in state and federal funding for the program. Staff have attached to this report an overview of all ZEB Program Grant Awards and Funding Allocations, Amounts, and Uses (Attachment I).

Since April 2024, staff have secured \$276.9 million in funding from state and federal sources. Metro has recently requested \$261 million through the California State Transportation Agency (CALSTA) Transit and Intercity Rail Capital Program for Division 7 buses and charging equipment. Staff expect a decision on TIRCP in October 2024.

Grants and Legislative Strategy

Metro has taken an all-hands approach to securing state and federal grant funds for the ZEB program. Departments across the agency, including Federal/State Policy and Programming, Government Relations, Community Relations, Sustainability Policy, the Office of Strategic Innovation, Program Management, the Office of the Chief Executive Officer, and Operations, continuously collaborate to develop as well as support grant applications. This includes preparing applications, pursuing grants through new/non-traditional sources (e.g., U.S. Environmental Protection Agency's Climate Pollution Reduction Grant program), including appropriate program costs in Olympic and Paralympic cost estimates and funding requests, accessing Measure M project funds, and garnering local support for proposed projects. Metro has also sought and received vital support from climate advocacy groups like the Los Angeles County Electric Truck and Bus Coalition (LACETBC). In July 2024, Metro hosted a tour for the LACETBC of Division 8 and the G Line to discuss the challenges of the zero-emission transition and opportunities for collaboration. Strengthening partnerships with organizations like LACETBC will better position Metro to secure future grants, as they can support our grant applications and advocate for new and continued funding programs at the state and federal levels.

Metro's Government Relations team is working on several fronts to increase Metro's competitiveness in state and federal grant opportunities related to ZEB procurement and infrastructure deployment. Regarding the federal government, Metro was a national leader in ensuring the Bipartisan Infrastructure Law (P.L. 117-58) dramatically increased federal funding for ZEBs and related infrastructure needs. Specifically, the new federal infrastructure law provides \$5 billion to help transportation agencies, such as Metro, transition to low or zero-emission buses and purchase charging infrastructure.

Following the adoption of the Bipartisan Infrastructure Law, Metro has been working closely with the Biden Administration to address various challenges facing domestic zero-emission bus manufacturing firms. These efforts have included Metro CEO Stephanie Wiggins participating in a White House Roundtable on Clean Bus Manufacturing held on February 7, 2024, to discuss how our agency is taking steps to leverage the upcoming 2028 Olympic/Paralympic Games to ensure our agency can provide the "cleanest" mobility plan for a major sporting event. Prior to this meeting, Metro's CEO had held in-depth conversations on zero-emission bus procurement matters at the White House with the then-Senior Advisor to the President, Infrastructure Coordinator Mitch Landrieu, and later with Samantha Silverberg, Deputy Assistant to the President for Infrastructure Implementation.

In addition to working with White House officials and the U.S. Department of Transportation (USDOT) to explain Metro's plans related to zero-emission buses, the agency has been in regular contact with members of the Los Angeles County Congressional Delegation to build support for our federal grants seeking funding for zero-emission and near-zero emission buses. As a result of strong grant applications and robust support from our federal delegation across Los Angeles County, in 2022, FTA awarded the nation's second-largest Low or No Emission (LoNo) grant to our agency in the amount of \$104 million for zero-emission buses and related infrastructure for our agency's Bus Divisions 9 and 18. In July 2024, Metro was awarded another LoNo grant for \$77.5 million -the nation's second-largest award for zero-emission buses and related infrastructure at Division 7.

At the state level, Metro's legislative program has focused efforts on climate and infrastructure issues by working with the California Legislature, Governor Newsom, as well as the LA County delegation to advocate for the passage of proposals that support the state's climate change goals, transportation projects, and workforce development. In 2024, Metro's state legislative program included goals to ensure the state continues to secure, protect, and fully fund the major transportation programs; support legislative initiatives aimed at increasing funding for LA County transportation projects and initiatives; maximize funding for transportation projects and programs through implementation of the state's cap and trade program; and coordinate with our local and state partners to incorporate the region's needs in emerging climate change and sustainability programs. Government Relations staff have worked with the state to support the development and implementation of Metro's ZEB program.

While funding for many state and federal grant programs has increased dramatically since the COVID-19 health crisis, these infusions are set to expire in the coming years. The massive infusions for grant programs that fund transit, bus acquisitions, construction of fueling infrastructure, and other solutions that address climate change authorized by the Infrastructure Investment and Jobs Act (H.R. 3684) and the Bipartisan Infrastructure Law (P.L. 117-58) will expire in 2026 and 2027 respectively. Without congressional action to extend funding, programs will return to their pre-COVID funding levels, which will be insufficient to support the scale and pace of the transition occurring across the U.S. Likewise, California Senate Bill (SB) 125, authorized the newly created Zero Emission Transit Capital Program (ZETCP), which will also disburse funds through FY27-28. However, Metro continues to advocate for additional funding beyond what is currently planned to meet the agency's zero-emission and climate goals.

Hydrogen Fuel Cell Electric Bus (FCEB)

The December 2023 Master Plan Update modeled Metro's existing service block mileages against multiple rates of BEB technology improvements. The model suggested with current technology improvement rates, BEB technology cannot meet 9 - 27% of Metro's service blocks in 2030, and 1 - 8% cannot be met in 2035 or 2040. Even by introducing opportunity charging, most of these blocks cannot be achieved with anticipated improvements in BEB technology. Metro will evaluate FCEBs, which offer ranges comparable to CNG, and bring zero-emission service for uncompleted service blocks. Other benefits FCEBs provide include a fueling time comparable to CNG's (6-10 minutes per bus) and avoiding expensive utility capacity upgrades.

Metro will purchase 20 FCEBs in the open solicitation's base order. Staff have prepared a preliminary feasibility study to evaluate the placement of hydrogen fueling infrastructure and deployment of FCEBs on bus lines. Staff identified Divisions 8 and 15, contracted service Division 97, and the Marilla Lot, a Metro-owned property near Division 8, as candidate locations to place hydrogen fueling infrastructure. Staff have advanced the feasibility study to more detailed site-level evaluations of the shortlist. Attachment J provides more detail on the preliminary Hydrogen Fueling Infrastructure Feasibility Study.

EQUITY PLATFORM

No changes in equity impacts are expected that were noted in the previously submitted board reports associated with the ZEB program. Bus purchases fall under FTA's Transit Vehicle Manufacturers (TVM) program, and DEOD does not set contract goals on TVM procurements. PLA is only applicable on construction contracts that have a construction-related value in excess of \$2.5 million.

Metro's programmatic transition to a ZEB fleet, as well as modifying facilities, will ensure that Equity Focus Communities see the benefits of reduced noise and greenhouse gas emissions in their communities as the divisions are being transitioned. Metro's ZEBs will operate on routes restructured through the NextGen transit service plan. Five of Metro's ten directly-operated bus Divisions are within an Equity Focus Community (EFC). Seven Divisions are located within a state-classified Disadvantaged Community (DAC) according to the California Environmental Protection Agency and as established in California Senate Bill 535.

The first phase of Metro's ZEB transition will reduce noise and pollution in EFCs. Division 9, the first bus division to be electrified, is located within an EFC, and 59% of the communities served are designated EFCs. Prioritizing electrification of the J Line will also bring environmental benefits to some of the region's most densely populated, congested, and polluted communities, many of which are EFCs. Divisions 18 and 7, the subsequent two divisions to be electrified, serve 70% and 52% EFCs, respectively.

An emissions model was designed to quantify the vehicle tailpipe and lifecycle GHG emission reductions that can be achieved through transitioning to a ZEB fleet. Tailpipe emissions, especially particulate matter (PM) and nitrogen oxides (NOx), pose immediate health risks, including chronic bronchitis, asthma, and increased risks for individuals with heart conditions. Though CNG/RNG buses emit less overall emissions compared to gasoline-powered vehicles, they still emit low levels of criteria pollutants, including significant amounts of carbon monoxide (CO), which can lead to poisoning if inhaled. The model results show that in the County of Los Angeles, the transition to a ZEB fleet will eliminate 86% of harmful tailpipe gases, including CO, NOx, and volatile organic compounds (VOCs), compared to keeping a CNG fleet (fueled with renewable natural gas) from now to 2050. The transition will also help remove 41% of PM10 and 53% of PM2.5. Metro's current fleet profile would generate 13,798 metric tons of lifecycle emissions without the transition. The lifecycle emission reduction depends on the power grid being transitioned to use 100% renewable power. When assuming the grid will gradually transition to 100% renewable generation, transitioning the entire bus fleet by 2035 would yield negative Greenhouse gas (GHG) emissions (-1 metric ton of

CO₂e), meaning it eliminates the lifecycle GHG emissions and removes carbon from the atmosphere.

Considering Metro's 5.2 million BEB service miles to date, this reflects the reduction of 104.98 metric tons of tailpipe CO, 0.68 metric tons of NO_x, 2.4 metric tons of VOCs, 0.55 metric tons of PM₁₀, and 0.09 metric tons of PM_{2.5}. However, the lifetime greenhouse gas emissions of operating BEBs increased by 5,514 metric tons of CO₂e compared to RNG. This is due to the power mix of the electric grid.

Transitioning to a ZEB fleet offers significant public health benefits, especially for those most impacted by transportation emissions. People of color and low-income households are more likely to live near busy roads and face higher exposure to air pollutants, resulting in increased health risks. These demographics also represent a significant portion of Metro ridership. The lifecycle emissions model estimates public health savings of approximately \$223 million between 2025 and 2050 due to the public health benefits of zero-emission buses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This update supports Goal #3 to enhance communities and lives through mobility and access to opportunity and Goal #4 to transform LA County through regional collaboration and national leadership.

NEXT STEPS

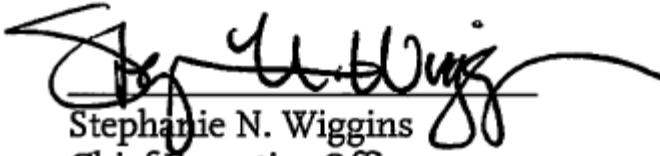
Staff will continue executing the plan to transition Metro's bus fleet to zero emissions, and Operations will return to the board in January 2025 and quarterly thereafter, as requested in Motion 31.1. In addition, Operations will prepare the preliminary utility service requests to LADWP for the NSFV, North Hollywood Transit Center redevelopment, and North Hollywood to Pasadena BRT projects. Operations will also aggressively pursue state and federal grant opportunities through collaboration with internal and external stakeholders, as well as advocate for an extension of grant programs that will expire soon. Lastly, Operations will advance the FCEB fueling infrastructure feasibility study, perform market analysis, and evaluate delivery models.

ATTACHMENTS

- Attachment A - Board Motion 31.1 Related to Item 31: Zero Emission Bus Program Update
- Attachment B - Board Motion 50 Strategic Plan for Metro's Transition to Zero Emission Buses
- Attachment C - April 2024 ZEB Program Update
- Attachment D - ZEB Program Projects Map
- Attachment E - ZEB Program Division Electrification Detailed Schedule
- Attachment F - Project Delivery, Unsolicited Proposals, and Charging-as-a-Service
- Attachment G - Ongoing Utility Coordination Activities
- Attachment H - March 2021 ZEB Rollout Plan
- Attachment I - ZEB Program Grant Awards and Funding Allocations, Amounts, and Uses
- Attachment J - Summary of Hydrogen Fueling Infrastructure Feasibility Study

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Chief Executive Officer

**Board Report**

File #: 2024-0275, **File Type:** Motion / Motion Response**Agenda Number:** 31.1

REVISED
REGULAR BOARD MEETING
APRIL 25, 2024

Motion by:**DIRECTORS YAROSLAVSKY, BASS, KREKORIAN, DUPONT-WALKER, SOLIS**

Related to Item 31: Zero-Emission Bus Program Update

As transportation planner, designer, builder, and operator for the country's most populous county, Metro has an important role in the fight against climate change and in meeting global, state and local greenhouse gas reduction targets. A major part of Metro's role in fighting climate change is its Zero Emission Bus program.

The California Air Resources Board (CARB) proposed the Innovative Clean Transit (ICT) regulation in 2018 that required all transit agencies in the state to transition to all Zero Emission fleets by 2040.

In response, LA Metro has created a comprehensive Zero Emission Bus Program Master Plan which outlines the path to a complete transition to zero emission buses by 2030. The Board took action to endorse this aggressive goal, recognizing the need to act urgently against the climate crisis, improve air quality locally, and leverage Metro to advance the Zero Emissions Bus industry nationwide.

The Master Plan, updated in May 2023, builds off of the Metro CARB Innovative Clean Transit rollout plan, which evaluates service schedules, power needs, proposed technological advancements, bus production, and market conditions to determine the best path to a full fleet transition of Metro's fixed-route fleet by 2030.

According to Metro, and despite the significant progress made to date, staff is of the opinion that the Zero Emission Bus industry is evolving slower than previously anticipated and not mature enough to promote full fleet transition by the 2030 goal, particularly due to Zero Emission Bus costs, performance, and utility infrastructure.

Program challenges identified by Metro include costs, performance, grid capacity, supply chain and utilities' lead times, and market availability. As a result, according to Metro, shifting the program implementation from 2030 to no later than 2035 will help mitigate these challenges by allowing grid capacity to develop and technology to mature. There are also concerns about how attaining the 2030 goal would affect the overall Operations budget.

At the same time, the urgency of both the air quality and climate crises continue, which both disproportionately impact the health and well-being of Equity Focused Communities here locally and beyond. Additionally, Metro has substantial control to move more quickly to ensure that charging infrastructure is installed, regardless of the timing of delivery of new battery-electric buses. Changing a target of this significance cannot be undertaken lightly and must be thoroughly examined so a thoughtful public discourse can occur and solutions that can address the obstacles come forward. For these reasons, accepting a 2035 goal is premature at this time.

Metro has the responsibility to lead the region in mobile source GHG reduction - not only in its own fleet but by incentivizing Angelenos to get out of their cars and onto transit. Every dollar invested here will have a triple net benefit. Therefore, Metro should do everything in its power to strive for a 100% ZEB fleet by 2030. Each year that passes delays us in delivering the benefits of a fully zero emission fleet.

SUBJECT: ZERO EMISSION BUSES MOTION

RECOMMENDATION

APPROVE Motion by Yaroslavsky, Bass, Krekorian, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

- A. Report back to the September Operations Committee on a more detailed and updated plan to deliver a 100% Zero Emissions bus fleet as soon as is possible and fiscally responsible; with interim milestones and metrics for both rolling stock and electric vehicle infrastructure installation that reflect an ambitious and actionable schedule; The report back should include a timeline for the submission of relevant service requests to Southern California Edison and Los Angeles Department of Water & Power. The ZEB conversion schedule should ensure Metro's ability to continue providing reliable bus service, including availability of operations and maintenance funding to support the full 7 million annualized revenue service hours as planned through the NextGen Bus Plan.
- B. Provide quarterly reports beginning in January 2025 to the Operations Committee on progress towards accomplishing that plan, including status of grant applications;
- C. Present a list of alternative funding scenarios from what has been presented to date for zero emission bus fueling infrastructure deployment. The alternative scenarios should take into consideration all flexible capital dollars, including from Measures R and M, Propositions A and C, grants and any other revenues. The alternative scenarios should separate funding and timeline considerations between zero emission fueling infrastructure and rolling stock, focusing strictly on infrastructure deployment, and should provide the board options for moving near term funding from other capital projects to ZEB infrastructure projects where near term changes will not affect project delivery timelines for existing projects. It should also include a report back on any relevant Public Private Partnership opportunities, such as "charging as a service", or unsolicited proposals Metro has received thus far that could support lowering costs to Metro for the transition;
- D. ~~Issue a Request for Information to minimize Metro's capital outlay related to zero emission bus~~

~~procurements and infrastructure deployment;~~

- E. Develop a legislative and administrative advocacy strategy that supports increasing Metro's competitiveness in state and federal grant opportunities related to zero emission bus procurement and infrastructure deployment; and

- F. Present additional detail on the hydrogen bus procurement process including safety plans, sourcing strategies that protect public health, and justification for specific and narrow use cases where hydrogen buses are proposed to be deployed.



Metro

Board Report

File #: 2017-0524, File Type: Motion / Motion Response

Agenda Number: 50

REVISED
REGULAR BOARD MEETING
JULY 27, 2017

Motion by:

DIRECTORS BONIN, GARCETTI, NAJARIAN, HAHN and SOLIS
AS AMENDED BY SOLIS, KUEHL and BARGER

FRIENDLY AMENDMENT BY FASANA

July 27, 2017

Strategic Plan for Metro's Transition to Zero Emission Buses

LA Metro has developed a comprehensive plan to deliver a complete transition to zero emission electric buses by 2030. The transition plan is contingent on two primary factors: continuous advancements in electric bus technology (which must increase range, reduce bus weights, reduce charging times, extend battery life cycles), as well as a drop in prices as the technology develops.

As electric bus technology continues to advance, our electric grid is becoming cleaner by gradually eliminating coal from our energy portfolio and replacing it with renewable sources. A full transition to electric buses coupled with renewable energy sources promises mobility with significantly lower environmental impacts from this form of transportation.

In order to maintain our bus fleet in a state of good repair, Metro plans to continue replacing its aging bus fleet at approximately 200 buses per year. With firm local hiring requirements in Metro bus procurement, routine bus procurement presents a recurring opportunity that bolsters our local labor force in perpetuity.

In 2012, Metro's U.S. Employment Plan resulted in the award of an \$890 million contract to Kinkisharyo, a factory in Los Angeles County, and 404 quality railcar manufacturing jobs. Similarly, Metro can leverage recurring bus replacements to bolster labor throughout Los Angeles County

Metro plans to spend nearly one billion dollars on bus procurements in the next ten years. That level of investment, coupled with a transition to all electric buses, presents an opportunity for LA County to demonstrate leadership on combating climate change, and can make Los Angeles the central marketplace for new electric bus technology: a County rich with quality manufacturing jobs rooted in technologies that provide mobility, sustain a healthy environment and create career paths in clean

energy technologies.

**SUBJECT: MOTION BY BONIN, GARCETTI, NAJARIAN, HAHN
AND SOLIS AS AMENDED BY SOLIS, KUEHL AND
BARGER**

RECOMMENDATION

WE THEREFORE MOVE that the Board:

- A. ENDORSE the Strategic Plan for Metro's Transition to Zero Emission Buses;
- B. DIRECT the CEO to create a zero emission bus infrastructure working group comprised of Metro staff, federal and state regulators and local utility companies to track market availability and to cultivate ongoing collaboration among stakeholders. The working group will monitor market rates for emerging zero emission bus technology to support Metro's 2030 transition plan:
 - 1. Working group to report to the Board annually with the latest technology innovations to support the cost/benefit analysis of fleet conversion
 - 2. MTA to host an industry forum to solicit innovative solutions to delivering the 2030 plan;
- C. AMEND the Metro federal legislative plan to advocate for local jobs as a critical factor in the evaluation criteria of MTA procurements; and
- D. DEVELOP an equity threshold consistent with Title VI regulations for priority deployment of electric buses in underserved communities.

FURTHER MOVE that the Board direct staff to:

- A. As part of establishing a working group:
 - 1. EXPAND the invitation to regional air quality regulators (e.g. South Coast Air Quality Management District), the American Public Transportation Association and California Transit;
 - 2. EXAMINE and TRACK vehicle technology and performance, energy production and pricing, infrastructure needs and life-cycle analysis and creative funding opportunities.
- B. COORDINATE with the County of Los Angeles to explore opportunities to develop a countywide incentive structure to promote and attract more companies to manufacture, assemble and produce zero-emission transit vehicles and related technologies and infrastructure in Los Angeles County;
- C. Widely PROMOTE and ENCOURAGE municipal transit agencies/operators to participate in the established process by which to co-procure ("piggyback procurement" provisions) zero-

emission transit vehicles;

- D. ENSURE that MTA maintains the flexibility to explore the best available technologies that contributes to zero-emissions and/or net-negative emissions in the Los Angeles County public transit sector.

FRIENDLY AMENDMENT BY FASANA that staff report back to the board with a timeline and any commitments by parties before we undertake our next bus purchase and answers to the following questions:

- A. Will electric buses and their batteries deliver the guaranteed range and service?
- B. Can municipal and electric utilities timely invest in the grid in order to power electric buses?
- C. Which strategies will maximize Metro's ability to receive cap and trade credits?
- D. How and when can charging infrastructure be deployed at our bus divisions? More importantly, how will such infrastructure be paid for?
- E. Why is Metro's role critical for the adoption of low NOX engines in the trucking industry? What assurances do we have that this will take place when Metro has operated cleaner engines since the 1990s without adoption of these technologies by the trucking industry?
- F. What are the resiliency impacts to our service if electricity or natural gas service is disrupted? What is our back-up plan?
- G. Metro can intervene in regulatory proceedings at the California Public Utilities Commission for investor owned utilities regarding transportation electrification and equivalent natural gas proceedings as appropriate. Metro needs to assess the current regulatory schedule for such proceedings, develop advocacy position, and indicate that our adoption of electrification may be affected if electric transportation infrastructure is funded by shareholders, recovered through rates, and implemented on a timely basis.
- H. Conversely, how will Metro undertake the capital investments directly? Foothill Transit has intervened in the active proceeding. Antelope Valley and other providers are engaged. Metro needs to be more actively engaged and needs to report back to our Board on what is at stake. In SCE's service area, demand charges make the operating costs of electric buses more costly than natural gas vehicles. Are we working to influence changes to the rate schedules?
- I. Can RNG be adopted without direct Metro involvement by substituting RNG for natural gas purchased out of state? We should participate in any state framework that could create linkages between Metro's adoption of RNG and RNG implementation by the trucking industry.



Board Report

File #: 2023-0766, **File Type:** Informational Report

Agenda Number: 31.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE APRIL 18, 2024

SUBJECT: ZERO-EMISSION BUS PROGRAM UPDATE

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status report on the Zero-Emission Bus (ZEB) Program.

ISSUE

In 2018, The California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation mandated that all transit agencies in the state operate all-zero emission fleets by 2040. In addition, ICT ZEB purchase requirements for large transit agencies require 25% of bus purchases to be zero-emission beginning in 2023, 50% beginning in 2026, and 100% beginning in 2029.

In July 2017, Metro's Board of Directors approved Motion #50 by Directors Bonin, Garcetti, Najarian, Hahn, and Solis (Attachment A), which endorsed a ZEB Strategic Plan (SP) to transition the entire bus fleet to ZE by 2030, contingent on envisioned cost and performance equivalence with compressed natural gas (CNG) buses and continued advancements in charging infrastructure. As a result, Metro is the largest transit agency in the State with the largest investment in transition from CNG to ZE. The Motion has enabled Metro to meet all of the ICT ZEB purchase requirements 10 years ahead of schedule.

However, cost and performance parity have yet to materialize, and it is not projected to reach it for the foreseeable future. Furthermore, the recent pandemic adversely impacted the financial viability and competitiveness of the US clean bus manufacturing market. This, and other factors, recently led an OEM to announce plans to close its US manufacturing facility in 2025, another OEM to file for bankruptcy relief, and another OEM to close its manufacturing facility in Southern California - all within the last 12 months. The US now finds itself with just two major OEMs that can compete for Metro bus procurements.

BACKGROUND

Since the Board's actions in 2017, Metro has embarked on the most extensive ZEB transition program in the U.S. In 2018, Metro initiated the development of a comprehensive plan of action to guide the ZE transition. The "2022 Zero-Emission Bus Program Master Plan" was developed with

service analysis, design criteria, and action-ready requests for proposals (RFPs) to begin the transition of Metro's fleet to ZEBs.

To date, Metro has made significant progress in transitioning to ZEB service.

- Metro's G (Orange) Line bus rapid transit (BRT) initiated 100% ZE service at the start of 2021. To date, these vehicles have accumulated over three million miles of ZE service, the most miles by any public transit agency in the country.
- Conversion of Metro's J (Silver) Line BRT is underway and is anticipated to be completed by mid-2025.
 - Harbor Gateway opportunity charger installation work: 3 chargers installed out of 8 chargers.
 - El Monte Transit Center opportunity chargers & Division 9 Full electrification: Bids are due 04/05/2024.
- Division 18 & Division 7 Full electrification: RFP will be released in July with award planned for January 2025
- Metro is initiating a pilot program of approximately 20 buses to explore hydrogen fuel cell bus technology and the application in LA County's service environment.

Procurements:

- In September 2019, Metro awarded its final option for CNG buses and committed to all future procurements being ZE - a decade earlier than the ICT ZEB deadline of 2029.
- A total of 145 BEBs have been ordered, one of the most significant BEB procurements to date in California and among the three most significant in the country. Currently, 50 BEBs have been delivered, with the remaining 95 scheduled to be delivered between March and September 2024. Metro is projected to have the most BEBs in active service in the U.S upon delivery of these buses.
- In January 2023, the Metro Board authorized the solicitation of a Request for Proposal (RFP) of 260 additional BEBs and associated charging infrastructure, with up to four options of 200 BEBs each. The RFP will be released by May 2024.

Workforce Development:

- Metro has made significant investments in workforce development, developing a manufacturing careers policy and implemented advanced training for operators and maintainers specific to BEB technology.

Funding & Grant Applications:

- Metro has aggressively pursued all available ZEB-related federal and state grant funding, having applied for approximately \$741 million and successfully secured \$446 million to-date, inclusive of \$155 million in local funding, including one of the largest Low-Emission/No-Emission (LoNo) grants in this federal program's history (\$104.1 million awarded in 2022).
- Securing grant funding is challenging as the main criteria for all ZE grants is demonstrating GHG reductions. As Metro operates highly clean buses fueled with Renewable CNG, it is disadvantaged against agencies who have not pursued cleaner options and are still operating diesel buses.

- The grants will pay for Zero Emission Buses, charging infrastructure, and workforce development.
- In the last 12 months Metro has applied for numerous grants including: FTA -LoNo, SCAG-CMAQ/STBG/CRP, and EPA-CPRG.
- Scheduling project delivery is critical to ensure it aligns with grant draw-down requirements.

While aggressive program achievements and collaboration with relevant international and national organizations have incentivized the market to make investments in battery technology, energy management, and motor efficiencies, transit bus OEMs continue to leave the U.S. market including Nova Bus, Proterra, and ENC. Additionally, despite the progress made to date, significant challenges remain as the ZEB industry is still evolving and not sufficiently mature to allow for full implementation without risk to service. Key issues include cost and funding, vehicle performance, early obsolescence, utility lead times, and supply chain issues. Each is discussed below.

DISCUSSION

ZEB Costs and Funding

BEB cost and technical parity with CNG buses have not materialized. For example, per current contract prices from the states of California and Washington, the cost of a BEB 40-footer is almost double that of a CNG 40-foot bus. For 60-footers, the cost differential is 70.1% more. ZEBs are more expensive than CNG buses, and the new infrastructure required to support ZEBs requires a large initial capital investment.

The following are the areas of note regarding cost comparisons between ZEB and CNG buses:

- Capital Costs
 - This cost differential for ZEBs has dropped slower than initially expected.
 - The capital costs for installing BEB charging infrastructure at the depots and on-route charging are approximately \$600 million to \$800 million higher than the periodic cost of replacing CNG infrastructure.
 - Although Metro has successfully obtained more than \$400 million in additional grant funding for the ZEB program, more must be obtained or other Metro capital programs re-scheduled in order to complete the full transition to ZEB operation.
- Operating Costs
 - Costs to maintain and operate ZEBs are still being evaluated. From initial deployments, savings in maintenance costs have only now begun to be realized in some agencies. However, energy costs have not remained stable.
 - Costs to maintain and operate charging infrastructure can be higher than conventional CNG storage and fueling infrastructure, although many agencies are mitigating cost increases through external vendor contracts and extended warranties on the charging equipment, covered under capital expenditures.
 - Costs associated with charge management are still being developed; however, these costs will also be new costs over that of the CNG legacy fleet.

BEB Performance Challenges

- Range - Current BEBs have an operable range of 150-160 miles (dependent on a myriad of factors, such as seasonal fluctuations in energy usage, operator driving habits, route topography, general traffic speeds, etc.). Metro's updated service modeling analysis estimated future BEB battery capacities, and derived energy consumption rates to project the service blocks that can be completed by a single BEB on a single charge. Currently, 64% of Metro's 1,800 service blocks are within 150 miles. The model projected that up to 27% of the service blocks could not be completed with a fully charged battery pack by BEBs Metro will have purchased by 2030. In comparison, this situation is reduced to only 8% non-completion with BEB technology Metro expects to acquire between 2030 and 2035.
- Reliability - The industry is still gaining experience in integrating new technologies into existing systems. Metro continues to experience integration issues between new and existing battery systems and interfaces between the bus and charging infrastructure, leading to premature failures of components. Recent reports suggest that this continues to be an industry-wide problem and not unique to Metro's operation. Extending the transition period will allow technology to mature, improving fleet availability and reducing the time and resources required to maintain the fleet in a State of Good Repair (SGR).
- Maintainability - While the industry has focused primarily on ensuring ZEBs can perform as CNG counterparts, less effort has been made to develop diagnostic information and tools for on-site technicians to expeditiously investigate and repair failures. Because the technology is relatively new and rapidly evolving, agencies must resort to relying on OEM suppliers' subject matter experts who are remotely located to investigate and mitigate failures, leading to longer out of service times. Metro has taken on additional consulting staff to address these issues and recently received a \$5 million training grant for workforce development. The recent LoNo grant from the federal government can also be used to improve operator and maintenance staff training. Additionally, Metro's work to establish a Center for Transportation Excellence for advanced transportation technology is also designed to address these issues by incentivizing suppliers to locate their technical staff in Southern California.
- Operability - BEBs are relatively less user-friendly to operate compared to Metro's legacy fleet. As such, operators of BEBs need to be more intentional with driving. For example, operators will need to consider regenerative braking, HVAC usage, and buses' state of charge. Additional training and experience are needed to ensure the operators' familiarity with correct procedures to avoid creating faulty conditions.
- Obsolescence - As technology advances, parts, models, and other seemingly new equipment are rapidly becoming replaced - and in some cases, obsolete - as vendors continue to evolve their products and respond to market needs. As a result, vendors have less incentive to support early technology than their newest offerings.

Utility, Infrastructure, and Supply Chain Challenges

- Long lead times for grid upgrades - According to discussions with relevant staff of the electric utilities serving Metro's bus divisions, the project time that the utilities need to perform service studies, develop engineering and design documents, as well as add the necessary construction contractor time, is a core factor in achieving the transition at each division. It was identified that a minimum of four to five years is required to complete utility upgrades. Furthermore, should substation or transmission infrastructure upgrades be needed, the project time could be up to seven years.
- Grid capacity - Studies conducted by the California Independent System Operator (CAISO) have shown that the entirety of the California electrical grid is undersized by 2-3 terawatts (TW) and not ready to support a large-scale adoption of ZE vehicles. Additionally, more refined surveys of the divisions have revealed that the available grid capacity to serve some of its divisions may be less than the assumed minimum of five additional megawatts needed for each division. These challenges will require added efforts in the planning and design processes to mitigate and may result in schedule impacts.

Market availability - Supply chain issues and constraints are currently impacting the timelines to deliver ZEBs and their supporting infrastructure. These issues are worse for FCEBs than for BEBs, as the market is still not mature enough to support Metro's goals. Only two OEMs produce FCEBs, and only 4% of all ZEBs (procured or in operation) are FCEBs.

Considerations

Metro's bus fleet contributes only 0.2% of LA County transport emissions.

Over the last year, Metro has continued to engage with SCE and DWP. Specifically, Metro is taking advantage of the SCE Charge Ready Program and Chair Bass and Director Yaroslavsky's offices have facilitated meetings with DWP and Metro staff to improve communication and understanding of Metro's future utility needs.

APTA Bus Task Force

Labor market tumult, hyperinflation in material and component prices, commodity shortages, hardships by many parts suppliers, and the significant increase in the cost of capital, have undermined the financial health of the bus OEMs. Preserving, protecting, and nurturing a highly competitive US bus manufacturing market and the capacity to transition to zero-emission buses are essential. In October 2023, APTA created a Bus Manufacturing Task Force to recommend immediate actions that can support a more competitive and stable bus manufacturing capacity in the US.

State and Regional Collaboration

- Working with Los Angeles County Municipal Operators Association (LACMOA) in developing a ZEB joint procurement. This procurement will allow LA Metro and LACMOA to purchase hydrogen fuel cell buses, battery electric buses, opportunity chargers, and depot chargers.
- LA Metro and LACMOA are considering potential combined procurement for as many as 300 BEBs and fuel cell electric buses (FCEB) and for more than 1,300 ZEBs over the next seven

years. Vehicle and charging equipment specifications were distributed to municipal operators for review and feedback in March.

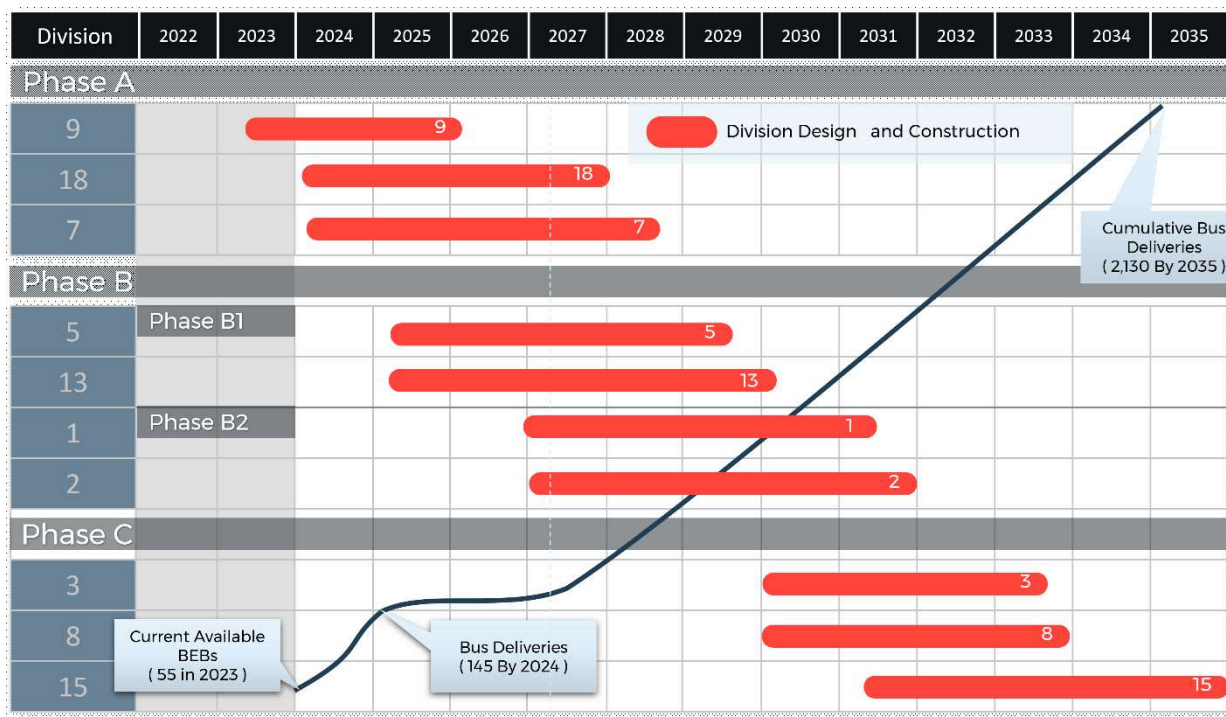
Current ZEB Conversion Schedule

The following updated phasing timeline for the continuation of the ZEB program is designed to maximize the potential gains from BEB technology growth while accommodating the extended timeline required for utility coordination.

- Phase 1 includes Divisions 7, 9, and 18, which are all serviced by SCE. Combining them in one phase allows for potential time savings with the related utility coordination and upgrades, particularly considering that such work has already commenced for Divisions 9 and 18.
- Phase 2 will focus on divisions serviced by LADWP, with most service blocks within 150 miles, which are divisions with service less dependent on on-route changing facilities. Phase 2 is further divided into two sub-phases as Divisions 1 and 2 have been identified with site-related constraints.
 - Phase 2A: D5 & D13
 - Phase 2B: D1 & D2
- Phase 3 includes Divisions 3, 8, and 15, where more of the bus network's longer service blocks are currently deployed, indicating the more extensive need for power and on-route chargers. Grouping them in the last phase will also benefit the most from potential advancement in BEB technology and range.

Moreover, the optimized infrastructure phasing schedule is consistent with the new bus procurement and charger installation schedules, SGR planning, and the staff's capacity to receive and make ready the new BEB and associated systems for service.

The following Gantt chart shows the phasing and transition schedule, by bus division, as well as the new BEB deliveries schedule based on updated procurement timelines: However, staff continues to explore other opportunities to advance ZEB conversion, including hydrogen.



DETERMINATION OF SAFETY IMPACT

This update has no impact on safety.

EQUITY PLATFORM

No changes in equity-associated impacts are expected in the previously submitted board reports associated with the ZEB transition program. Maintaining service reliability and operability with the proposed program extension, as noted above, will allow Metro to continue to provide transit service for travelers throughout Los Angeles County with the fewest mobility options. BEBs will operate on routes restructured through the NextGen transit service plan. Seven out of the 10 Metro directly-operated bus divisions are located within a state-classified disadvantaged community (DAC) according to the California Environmental Protection Agency and in the established California Senate Bill 535. A DAC is defined as a community located in one of the top 25% highest-scoring census tracts identified by the CalEnviroScreen health screening tool. At least 50% of the communities serviced by lines from each division are DACs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This update supports Goal #3 (enhance communities and lives through mobility and access to opportunity) and Goal #4 (Transform LA County through regional collaboration and national leadership). The revised implementation schedule also fulfills Metro’s ZEB Strategic Plan goals in a manner consistent with considerations that minimize cost and operational risks to Metro’s existing capital and operation plans.

NEXT STEPS

Staff will continue to proceed with a competitively negotiated solicitation for acquiring new ZEBs and supporting charging and fueling infrastructure, forecast to be released by May 2024.

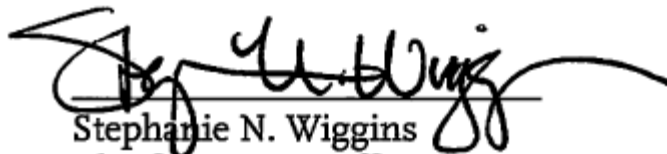
ATTACHMENTS

Attachment A - Board Motion 50 Strategic Plan for Metro's Transition to Zero Emission Buses

Prepared by: Jesus Montes, Senior Executive Officer, Vehicle Engineering & Acquisitions, (213) 418-3277

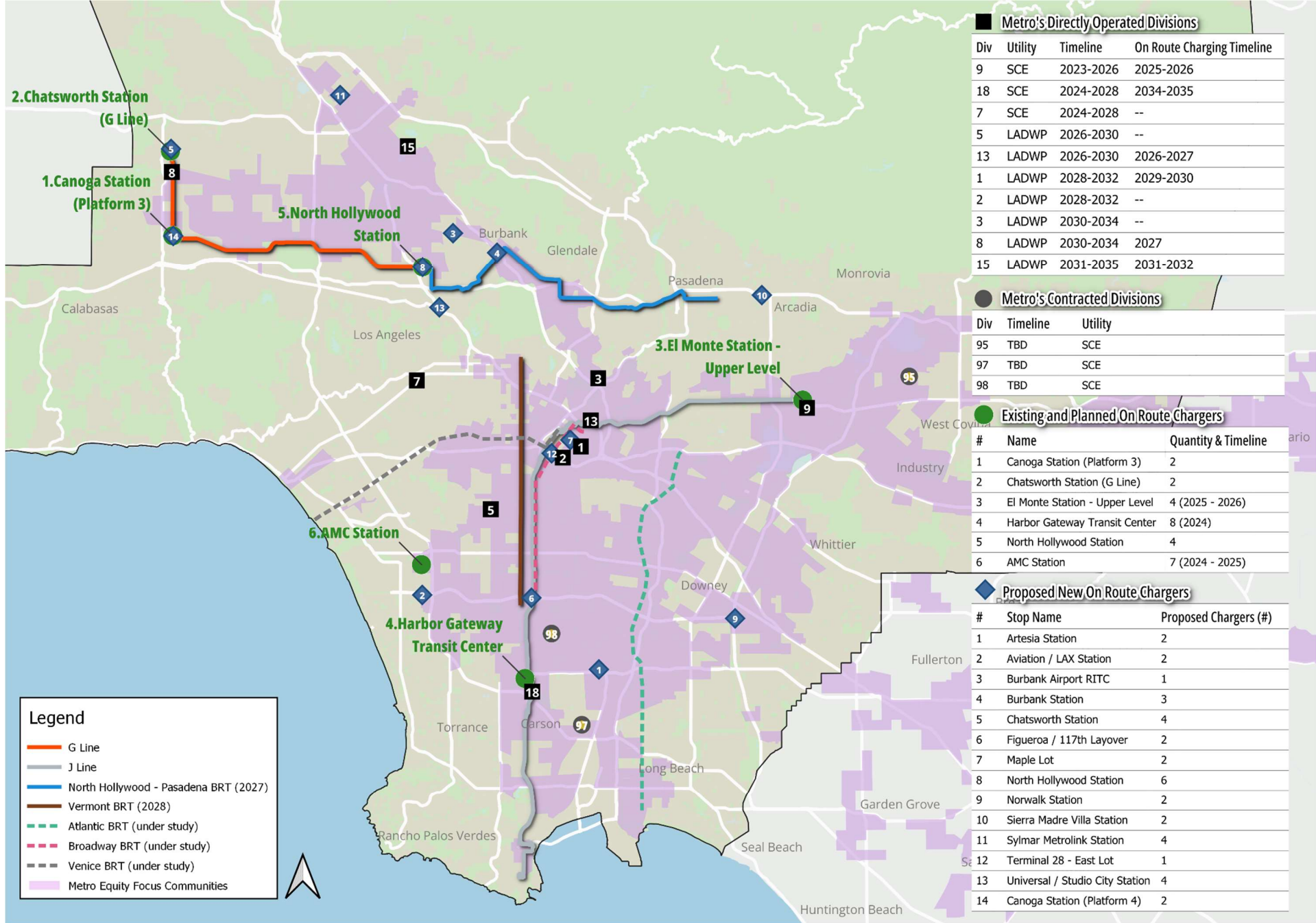
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT D



PROJECT DELIVERY, UNSOLICITED PROPOSALS, AND CHARGING AS A SERVICE

Program Project Delivery to Date

To date, Metro has employed two delivery methods for its ZEB projects. For example, division 9, El Monte Transit Center, and Harbor Gateway Transit Center were pursued as Design Bid Build (DBB). In contrast, Divisions 18 and 7 will be pursued through a Progressive Design Build (PDB) delivery method. In the former approach, Metro designs the project to 100%, while in the latter, Metro benefits from early contractor involvement during the design phase. Metro continues to evaluate the costs, benefits, opportunities, and challenges of traditional and alternative delivery methods in the remaining seven divisions. Metro also continues to consider other alternative delivery methods, including Design Build, Operate Maintain (DBOM), Progressive Design Build, Operate and Maintain (PDBOM), and Charging-as-a-Service (CaaS). Discussion of DBOM and CaaS will continue in the Cost and Funding section of this report.

As noted previously, Metro released a regional procurement to purchase up to 1,980 ZEBs. For local and municipal operators who wish to participate, Metro will assign option bus quantities based on local and municipal operator needs. Operators do not need to commit to a quantity until after the procurement award. The assignability of options approach preserves flexibility and reduces the administrative burden on Metro and participating municipal operators. Metro expects to release another bus procurement no later than 2029 for the remainder as well as any additional buses for local and municipal operators, unlocking the latest zero-emission technology advancements and potentially limiting exposure risk to a single fleet type.

Unsolicited Proposals

In 2019, Metro received two unsolicited proposals related to the ZEB program: one from Proterra for a Bus-as-a-Service (BaaS) delivery approach and one from Amply (now bp Pulse) for a Charging-as-a-Service (CaaS) delivery approach. Each proposal offered Metro potential opportunities to spread capital expenditures over the life of the project and transfer risk to a private partner in exchange for long-term asset performance. The proposal review team recommended Metro advance toward an alternative delivery approach for Phase II of the ZEB program. In June 2021, the CEO directed the Office of Strategic Innovation (OSI) to proceed with a business case and assess alternative program delivery approaches to assist with achieving Metro's goals.

Charging-as-a-Service and Other Alternative Delivery Methods

In January 2022, Metro retained a financial advisor to initiate an evaluation of program delivery options. Following qualitative analysis and market soundings, Metro developed a conceptual project scope comprised of Divisions 3, 5, 13, and 15, as well as evaluated three "as-a-service" delivery approaches in the preliminary business case:

- **CaaS with energy management:** Includes facility upgrades, charging infrastructure, distributed energy resources, management systems, and operations/maintenance of the charging infrastructure. A project developer would commit to the timely delivery of the assets as well as the infrastructure's ongoing performance and availability.
- **CaaS with Vehicle Delivery Only:** This includes all scope elements from Option 1, as well as the acquisition and on-time delivery of the buses.
- **BaaS:** Includes all scope elements from Option 2, as well as maintenance and long-term performance of the buses.

The inclusion of buses in the project bundle introduces a significant cost increase compared to the base CaaS approach. Financing buses, primarily through private instruments, would likely introduce a high cost of capital over the life of the project. Given that the U.S. bus market is limited and technology is still developing, the market's appetite to bear vehicle performance risk beyond standard warranties remains untested. However, Metro bears the sole risk of vehicles not meeting its performance needs under Metro's current bus acquisition approach.

The assessment concluded that due to the uncertainty surrounding several factors, not least the performance of buses and charging equipment, a progressive contracting approach, like CaaS, PDB, or Progressive DBOM, could enable several benefits, including:

- **Collaboration:** Early contractor involvement could allow Metro to collaborate with the private sector to better understand the risks related to costs as well as technical constraints regarding the transition to ZEB, test assumptions, and validate the project's commercial/financial feasibility. This iterative process would allow Metro to refine the project scope and schedule with the private partner as new information and analysis are completed while maintaining control over the overall project outcome.
- **Global Private Sector Expertise:** Metro will benefit from private sector expertise and innovation in optimal technology to deliver the ZEB transition and provide opportunities for improved outcomes through early involvement in the design of solutions. In 2022, 66,000 BEBs were sold worldwide, but only 2,000 were sold in the U.S. While the U.S. lags behind Asia and Europe in BEB deployments, there is vast international experience available in the marketplace that can deliver tangible benefits to Metro.
- **Pricing Risk:** The better a contractor understands a risk, the more likely it is to price that risk efficiently. Early contractor involvement may help drive more efficient pricing for project activities and reduce contingencies for shared/transferrable risk opportunities.

- **Project Schedule and Concurrent Activities:** Early contractor involvement with these alternative delivery strategies will enable Metro to accelerate project development as well as allow various planning, procurement, environmental, permitting, and development activities to occur concurrently using early work packages (e.g., utility capacity upgrades).

Metro staff continue to evaluate the cost and benefit of alternative delivery methods, including the extent to which Metro may require access to financing to deliver the latter phases of the program, as well as operations/maintenance support to ensure high levels of performance of charging equipment. While alternative delivery approaches may help Metro manage the cost of the transition through risk transfer and spreading costs over the asset lifecycle, lessons learned from Metro's existing ZEB projects and contracted bus service will be crucial to understanding the potential total cost of the transition as a benchmark.

ONGOING UTILITY COORDINATION ACTIVITIES

While it is premature to submit preliminary service requests for the divisions in the LADWP service territory, staff provided updated load demand forecasts to LADWP's Distribution Planning team in July. The estimates presented three indicative scenarios that describe future electrified division power needs:

- Unregulated scenario, which does not account for charge management and represents the maximum anticipated site load
- Minimum scenario, which accounts for charge management and represents the lowest possible utility limit for viable operation
- Efficient scenario, which accounts for charge management and represents the least monthly utility cost to Metro.

LADWP staff are reviewing the latest power forecasts.

Staff will continue to closely coordinate with LADWP to identify opportunities to accelerate upgrade timelines, mitigate capacity needs, and minimize the cost of upgrades. Regarding the latter, staff have advocated for LADWP to develop a Charge Ready Transport (CRT)-like incentive program (currently operated by SCE), which covers some of the costs of utility capacity upgrades and charging equipment. Metro has enrolled in SCE's CRT program and expects that the program will deliver \$12.6 million in incentives for Division 9 and El Monte Transit Center alone.

Furthermore, Metro is engaged with LADWP across all departments and levels as working groups negotiate terms for a Master Utility Cooperative Agreement (MUCA). Staff expect the MUCA to be executed in June 2025 and that it will support Metro's efforts to convert the bus fleet to zero-emissions.

Staff are also collaborating with the Los Angeles Mayor's Office, the Los Angeles Cleantech Incubator (LACI), LADWP, SCE, and other local stakeholders to prioritize site planning and grid interconnection for transportation electrification initiatives that support the 2028 Olympic and Paralympic Games. This work is ongoing under the Games Energy Council (GEC) Mobility Electrification Working Group. While many sites and their respective needs remain to be determined, the regional approach will ensure that needs, synergies, and actions support collective efforts and deliver legacy infrastructure.



Board Report

File #: 2020-0636, File Type: Plan

Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE MARCH 18, 2021

SUBJECT: ZERO EMISSION BUS ROLLOUT PLAN

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Zero Emission Bus Rollout Plan for submittal to California Air Resources Board (CARB).

ISSUE

CARB's Innovative Clean Transit (ICT) Regulation requires all public agencies in the State of California to submit a Zero Emission Rollout Plan, approved by the agency's governing body, describing the agency's strategy to transition to 100% zero emission bus operation by 2040.

BACKGROUND

In December 2018, the California Air Resources Board (CARB) approved the Innovative Clean Transit (ICT) Regulation which requires all public transit agencies in the state to transition from conventional buses (compressed natural gas, diesel, etc.) to ZEBs (battery-electric or fuel cell electric) by 2040. The regulation requires a progressive increase of an agency's new bus purchases to be ZEBs based on their fleet size.

To ensure that each agency has a strategy to comply with the 2040 requirement, the ICT regulation requires each agency to submit a ZEB Rollout Plan (Rollout Plan) before purchase requirements take effect. The Rollout Plan is considered a living document and is meant to guide the implementation of ZEB fleets and help transit agencies work through many of the potential challenges and explore solutions.

As a "Large Transit Agency", as defined by the CARB ICT regulation, Metro was originally required to submit a Board-approved Rollout Plan by July 1, 2020. However, due to the severe impact the COVID-19 pandemic to agencies' operations, budgets, and schedules, CARB staff has permitted larger transit bus agencies to request an extension. Metro requested an extension on June 29, 2020 to submit the Rollout Plan by December 31, 2020. CARB granted the extension on June 30th, 2020. Due to resource impacts with COVID, Metro requested another extension on October 22, 2020 to submit the Rollout Plan by March 31, 2021. CARB granted the extension on October 27, 2020.

DISCUSSION

California Air Resources Board (CARB) Zero Emission Bus Rollout Plan

Pursuant to the CARB ICT Regulation, Metro's Rollout Plan (Attachment A) describes the plan to meet CARB's 2040 ZEB goals. Since Metro's goal is to transition by approximately 2030, Metro's Rollout Plan is more aggressive than the ICT Rule's schedule and thus complies with the CARB ICT regulation.

Zero Emission Bus Program Master Plan

The ICT Regulation Rollout Plan is derived the Metro's ZE Master Plan. The key difference is that the ICT Regulation specifies a generic format and level of information to be provided by all California transit bus agencies. Metro's ZE Master Plan is customized for Metro's Operations.

The Rollout Plan (Plan) is based on pre-COVID-19 pandemic operations. While no change to Metro's goal of transitioning to a 100% ZEB bus fleet by 2030 fleet is recommended at this time, staff is investigating potential impacts that changes to revenue, ridership, and service levels may have to the Plan and the Board's 2030 goal.

In parallel:

- Staff continues to refine development of layover charging locations in preparation for additional modeling of battery bus performance with on-route charging options, including for the Pasadena-North Hollywood Bus Rapid Transit Project.
- Staff continues to coordinate with Southern California Edison's (SCE) as they work to electrify the Silver Line. SCE's method of service (MOS) study preliminary analyses is anticipated to be complete by September 2020. This study will inform Metro on strategies to electrify Division 9 and El Monte Station, including considerations for energy storage and siting.

Should staff identify any issues that will result in material changes to the Plan or schedule, Metro will inform the Board and CARB as required by the ICT regulations.

DETERMINATION OF SAFETY IMPACT

This recommendation will have a positive impact on system safety, service quality, and system reliability for our customers.

FINANCIAL IMPACT

Adoption of the Rollout Plan would have no additional financial impact to the agency. Financial impact is consistent with previous Master Plan updates.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports the following Strategic Goals: 1) Provide high-quality mobility options that enable people to spend less time traveling and 2) Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

Staff could request another extension, but such an action would likely not be approved by CARB.

NEXT STEPS


If this action is approved, staff will submit the Rollout Plan to CARB by March 31, 2021 as directed.

ATTACHMENTS

Attachment A - Metro's Rollout Plan

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418-3277

Reviewed by: James T. Gallagher, Chief Operations Officer, (213) 418-3108



Phillip A. Washington
Chief Executive Officer

ZEB Program Grant Awards and Funding Allocations, Amounts, and Uses (August 2024)

LINE	GRANT TYPE	GRANT AMOUNT	PURPOSE
1	\$ 17,096,000	STIP-RIP	Buses
2	\$ 17,915,334	CRP	Buses
3	\$ 25,507,000	SCCP	Buses
4	\$ 40,749,000	STIP-RIP	Buses
5	\$ 5,000,000	FTA	Buses
6	\$ 56,400,000	AHSC	Buses
7	\$ 200,633,000	STIP-RIP	Buses
8	\$ 39,098,039	LCTOP (FY19-20)	Charging Infrastructure
9	\$ 52,157,339	LCTOP (FY22-23)	Charging Infrastructure
10	\$ 38,189,000	CRRSAA-STIP	Charging Infrastructure
11	\$ 500,000	STIP-RIP	Charging Infrastructure
12	\$ 24,000,000	CRP	Charging Infrastructure
13	\$ 19,132,000	STIP-RIP	Buses & Charging Infrastructure
14	\$ 159,100,000	TIRCP	Buses & Charging Infrastructure
15	\$ 104,160,000	FTA LoNo	Buses, Charging Infrastructure & Workforce Development
16	\$ 77,536,675	FTA LoNo	Buses, Charging Infrastructure & Workforce Development
17	\$ 175,364,000	SB125 (ZETCP)	Buses & Charging Infrastructure

TOTAL \$ 1,052,537,387

Summary of the Hydrogen Fueling Infrastructure Feasibility Study

The December 2023 Master Plan Update modeled Metro’s existing service block mileages against multiple rates of BEB technology improvements. The model suggested with current technology improvement rates, BEB technology cannot meet 9 – 27% of Metro’s service blocks in 2030, and 1 – 8% cannot be met in 2035 or 2040. Even by introducing opportunity charging, most of these blocks cannot be achieved with anticipated improvements in BEB technology. Metro will evaluate FCEBs, which offer ranges comparable to CNG, and bring zero-emission service for uncompleted service blocks. Other benefits FCEBs provide include a fueling time comparable to CNG's (6-10 minutes per bus) and avoiding expensive utility capacity upgrades.

Metro will purchase 20 FCEBs in the open solicitation’s base order. Staff have prepared a preliminary feasibility study to evaluate the placement of hydrogen fueling infrastructure and deployment of FCEBs on bus lines. Staff also established four criteria to assess all directly operated and contracted divisions, as well as identified a short list of suitable locations for implementation. The four criteria and their respective components included:

- Space constraints
 - Available space in the bus yard to accommodate hydrogen fueling infrastructure
 - Number of bus parking spaces that would be displaced
 - Impact on yard circulation
- Service block profile
 - Divisions with the most significant number of service blocks over 200 miles
 - Blocks that a BEB cannot complete with a 2028 forecasted range
- Development plans
 - Avoid interference with ongoing or planned division electrification activities
- Equity Focus Communities (EFC)
 - Location within and the number of EFCs potentially served by FCEBs

Divisions 8 and 15, as well as the Marilla Lot, a Metro-owned property near Division 8, received the highest scores based on the evaluation criteria. All three locations appear to have the space to accommodate FCEB fueling infrastructure, and none would experience a significant loss of bus parking spaces. Divisions 8 and 15 each have more than 40 service blocks with distances over 200 miles, and no major development or construction is planned for either location, except Division 15, which may receive resiliency charging infrastructure in 2026. Neither division is located within an EFC, and 27% and 34% of the communities served by Divisions 8 and 15 are EFCs, respectively.

While Metro's two contracted divisions (95 and 97) did not score as highly, Division 97 received a medium score, which warrants further consideration. Transitioning Metro's contracted divisions to zero-emissions may be more feasible and cost-effective if they operate FCEBs instead of BEBs. This is due to the unique characteristics of each site, contract term lengths, and the cost to upgrade facilities. However, Metro continues to evaluate the available pathways for transitioning contracted divisions.

Staff have advanced the feasibility study to more detailed site-level evaluations of the shortlist (Divisions 8, 15, the Marilla Lot, and Division 97). Staff are also collaborating with the Federal/State Policy and Programming team to identify grant funding sources for the FCEBs and fueling infrastructure.

Safety Considerations

FCEB technology necessitates specific safety measures due to the properties of hydrogen as a fuel source. These measures include adequate safety setbacks for hydrogen storage tanks, emergency shutdown (ESD) mushroom-style buttons throughout the station, comprehensive gas detection systems to monitor for leaks, Ultraviolet and Infrared-Flame (UV and IR) detectors, as well as fire-rated barriers to protect facilities in the event of a fire and to reduce the required safety setbacks.

While similar safety precautions are taken with Compressed Natural Gas (CNG) fueling and buses, the transition to FCEBs introduces unique challenges. Colorless/odorless Hydrogen requires more sensitive and specialized leak detection systems than those used for CNG, which typically rely on odor cues for initial leak identification. Agencies already operating CNG facilities can adapt much of their existing infrastructure (e.g., gas handling systems) but must enhance their leak detection technology to manage hydrogen safely. Additionally, transitioning to FCEB facilities involves accommodating the high pressures and low temperatures specific to hydrogen storage, alongside electrical safety measures for managing on-board high-voltage batteries, such as those in BEBs.

Several agencies within California, including the Alameda-Contra Costa Transit District (AC Transit), Sunline Transit Agency, and the Orange County Transportation Authority (OCTA), operate FCEBs. During previous conversations with Metro staff, staff at these agencies have not reported any unique safety incidents related to FCEBs and infrastructure.

Sourcing Strategies

While FCEBs have zero tailpipe emissions, upstream emissions vary depending on the hydrogen production method. The two primary methods for generating hydrogen fuel

are steam methane reformation (SMR) and water electrolysis. Both are typically conducted off-site at a central production plant but can be done on-site at the bus facility, producing gaseous hydrogen (GH₂). SMR, a process that extracts hydrogen atoms from natural gas, is predominantly used by hydrogen suppliers at a large scale. Electrolysis, a process utilizing electricity to separate hydrogen atoms from water, generates no on-site emissions.

The hydrogen gas produced via these methods is categorized as gray, blue, or green, each signifying a different degree of upstream emissions. It is crucial to acknowledge the actual advantages and drawbacks will depend on Metro's specific design and contract. The table below summarizes several considerations for each hydrogen type and provides on-site and off-site hydrogen generation considerations:


Hydrogen Fuel Types

Gray (SMR)	Blue (SMR)	Green (Electrolysis)
<ul style="list-style-type: none"> • Produced via natural gas SMR, resulting in CO₂ emissions that are released into the atmosphere. • Currently, the most prevalent hydrogen production method in the U.S. is approximately 95% of current hydrogen production. • Largest emission profile compared to blue and green hydrogen. • Requires a supply of natural gas to the site if produced on-site. 	<ul style="list-style-type: none"> • Produced via natural gas SMR, CO₂ is captured and stored using carbon capture storage (CCS) technology. • CCS is not 100% efficient, resulting in residual emissions. • Mostly done on a large scale at a central plant. 	<ul style="list-style-type: none"> • Produced via electrolysis. • Requires a significant amount of water and power. • Does not emit CO₂ during electrolysis; however, the total upstream emissions are contingent upon the electric grid mix. Emissions can be negligible if powered entirely by renewable sources, such as solar or wind. • Currently, hydrogen is the most expensive compared to gray and blue.

Green hydrogen, though limited, is available locally. At least one site in Ontario produces green hydrogen, and several other producers plan to enter the local market in the coming years. In 2021, Metro received an unsolicited proposal for a two-year

Hydrogen-as-a-Service Pilot Program to design, install, implement, perform operations/maintenance on FCEB fueling infrastructure, supply FCEBs, and supply liquid hydrogen to fuel the vehicles. The proposal offered a green hydrogen fuel option, albeit at a cost premium to gray hydrogen. Given the limited local supply, green hydrogen currently sells for a 30-50% price premium compared to gray hydrogen. FCEBs powered by green hydrogen generate up to 16 times fewer metric tons of CO₂e greenhouse gas emissions compared to gray or blue hydrogen.

In July 2024, California Hydrogen Hub ARCHES, a statewide public-private partnership to create a sustainable statewide clean hydrogen hub, was awarded \$1.2 billion from the U.S. Department of Energy. ARCHES priorities include renewable and clean (green) hydrogen, focusing efforts on communities with the largest pollution burden, as well as creating an economically sustainable, expanding renewable hydrogen market. Metro will benefit from this partnership as it will increase the local supply of green hydrogen and drive down the long-term cost compared to gray and blue hydrogen.



Zero Emission Bus (ZEB) Program Update Motion 31.1 Response

VEHICLE ENGINEERING & ACQUISITION



Metro

Operations, Safety, and Customer Experience Committee

September 19, 2024

Program Updates Since April 2024



- Released regional procurement to purchase up to 1,980 ZEBs, the largest ZEB order in U.S. history.
- Awarded \$77.5 million from FTA LoNo grant program.
 - **\$1.052 billion in state and federal funds secured to date.**
- Submitted updated power needs for (7) LADWP divisions. Preparing service requests for SFV opportunity charging sites.
- Civil work has begun for Division 9 electrification.
- First five chargers at Harbor Gateway Transit Center have been commissioned.

Fund Sources Secured Since April 2024

Fund Source	Amount (\$)	Use
Low or No Emission Grant (FTA)	\$77.5 million	Div 7 Buses and chargers and workforce development
Carbon Reduction Program	\$24 million	Div 18 chargers
Zero Emission Transit Capital Program (SB125)	\$175 million	Buses and chargers

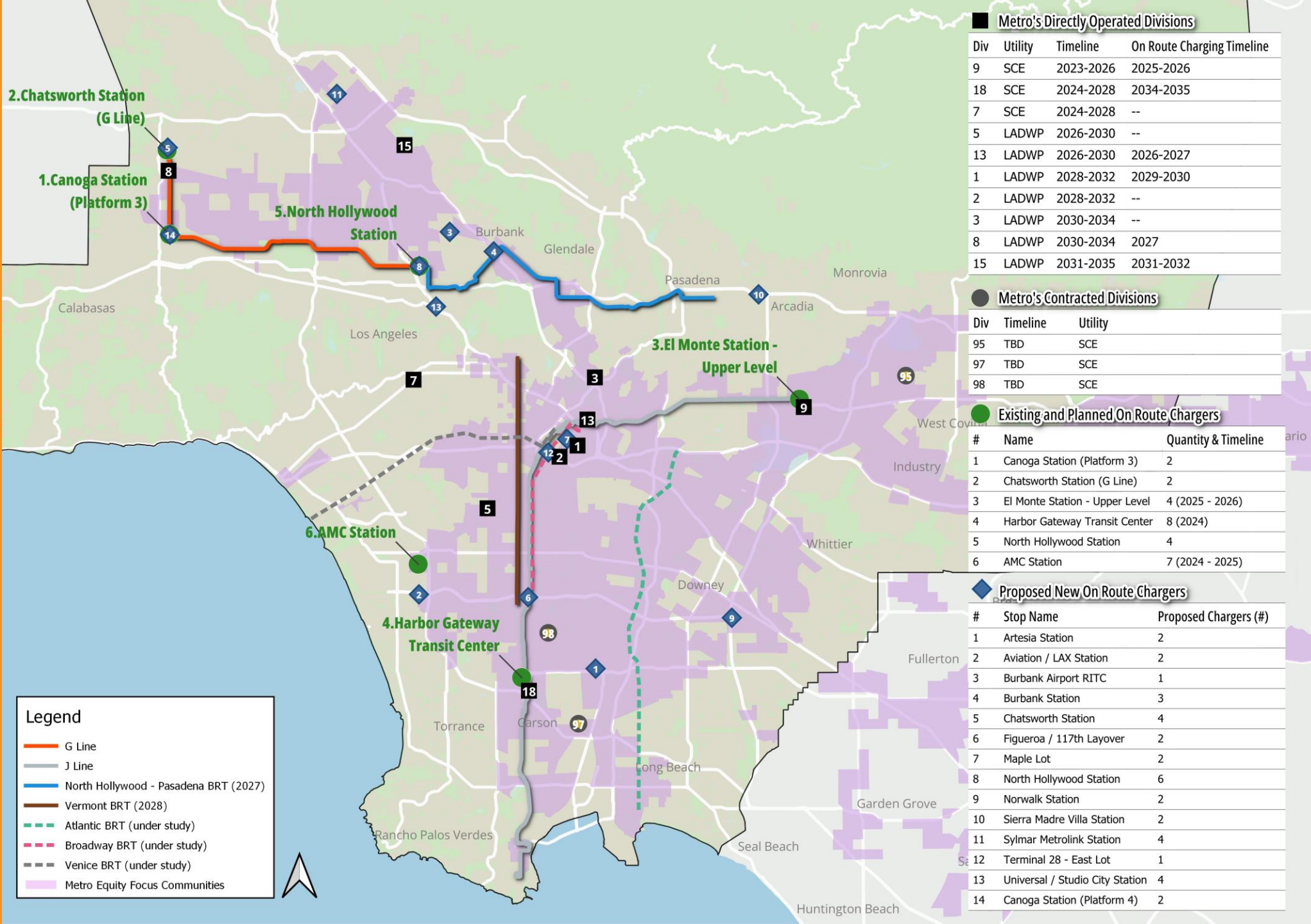


Metro

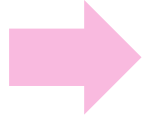
State and Federal Funding Strategy

- Working on several fronts to increase competitiveness:
 - Addressing issues in U.S. bus manufacturing industry
 - White House Roundtable on Clean Bus Manufacturing
- All-hands approach to securing state and federal funds.
- Continuously seek new grant opportunities and garner local support for projects.
- Seek vital support from and strengthen partnerships with climate advocacy groups.
- Advocate for extension of IIJA / BIL funding infusions.

ZEB Program Projects Map

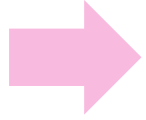


Transition Schedule



Project Milestones by FIFA World Cup (2026)

- Fleet of 145 BEBs in operation
- J Line, Division 9 & El Monte Transit Center electrified
- AMC Station electrified
- Divisions 18 & 7 under construction



Project Milestones by Olympic & Paralympic Games

- Division 18 electrified & Division 7 nearing completion
- North San Fernando Valley TIP & North Hollywood to Pasadena BRT electrified
- First buses from regional procurement begin to arrive.
- Solicitation for Divisions 5 & 13 and 1 & 2 will have been released.

Schedule Phasing Constraints

- Utility capacity upgrades
- Bus operations disruption mitigation
- Olympic and Paralympic Games contingency fleet acquisition



Photo: First charging session at HGTC

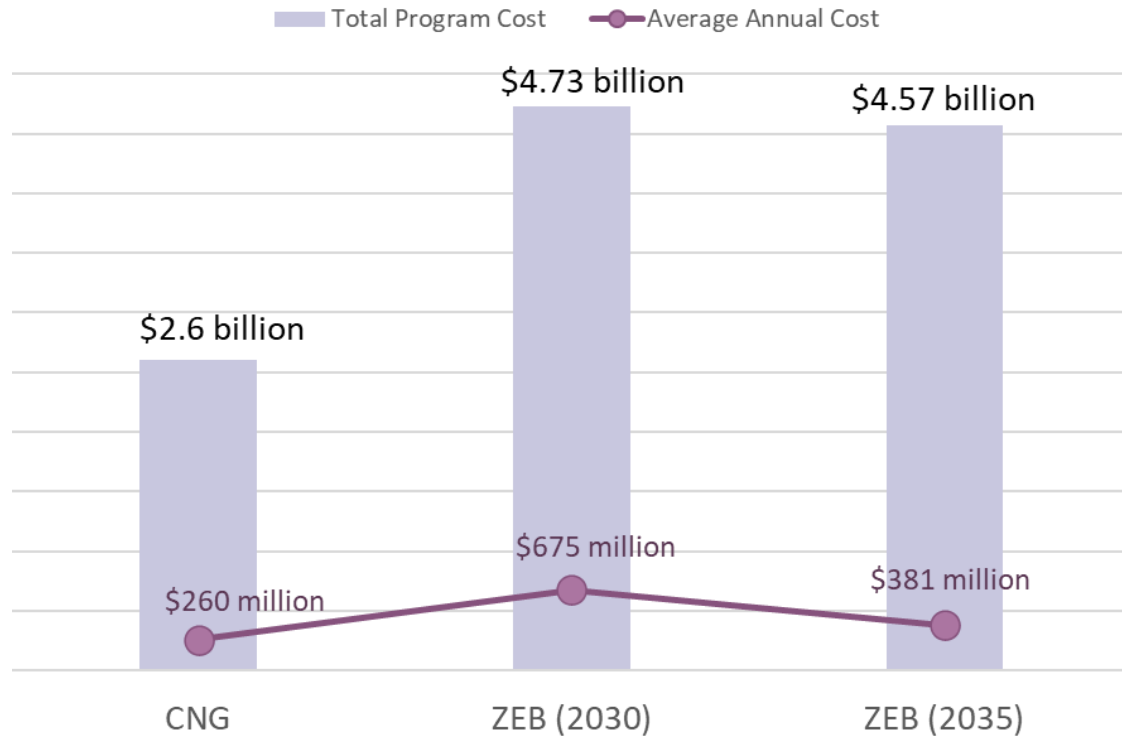


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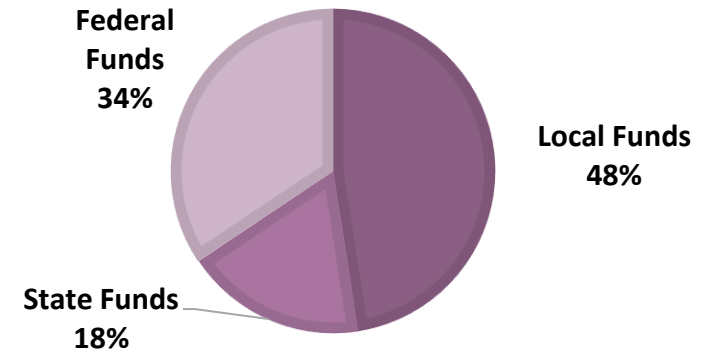
Program Cost and Funding



Estimated Capital Costs (RNG v. ZEB)

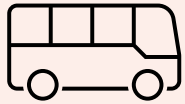
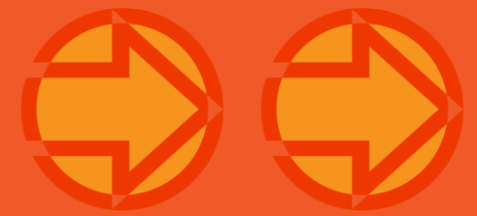


Funding Plan



- Local funds consist largely of Prop C and TDA. As a result, program will compete with annual operating budget.
- Revenue projections are heavily on borrowed capital; ~15% of total funding from debt issuances.
- Current revenue forecasts sufficient to deliver program, but reallocating funds from other projects may be needed if economic situation changes or costs increase.
- Continue to evaluate Charging-as-a-Service and other P3 approaches.

Hydrogen Fuel Cell Electric Buses (FCEBs)



- At current rate of technology improvement, up to 8% of Metro's 2035 / 2040 service blocks cannot be served by BEBs.
- Hydrogen FCEBs, which offer range and fueling time comparable to RNG, will be evaluated to meet long service blocks.
- Staff have identified Divisions 8 and 15, contracted service Division 97, and the Marilla Lot, a Metro-owned property near Division 8, as short-list locations for hydrogen fueling infrastructure.
- FCEBs have zero tailpipe emissions. Upstream emissions depend on fuel production method.
- For the 20-bus pilot, Metro intends to use green hydrogen, pending available and reliable local supply to support bus operation.

THANK YOU

