



Metro

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

Agenda - Final

Thursday, April 24, 2025

10:00 AM

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Board of Directors - Regular Board Meeting

Janice Hahn, Chair

Fernando Dutra, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Karen Bass

James Butts

Lindsey Horvath

Holly J. Mitchell

Ara J. Najarian

Imelda Padilla

Tim Sandoval

Hilda Solis

Katy Yaroslavsky

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 coming before an agency involving a license, permit, or other entitlement for use including all contracts (other than competitively bid contracts that are required by law, agency policy, or agency rule to be awarded pursuant to a competitive process , labor contracts, personal employment contracts, contracts valued under \$50,000, contracts where no party receives financial compensation, contracts between two or more agencies, the periodic review or renewal of development agreements unless there is a material modification or amendment proposed to the agreement, the periodic review or renewal of competitively bid contracts unless there are material modifications or amendments proposed to the agreement that are valued at more than 10 percent of the value of the contract or fifty thousand dollars (\$50,000), whichever is less, and modifications of or amendments to any of the foregoing contracts, other than competitively bid contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$500 made within the preceding 12 months by the party, or the party's agent, to any officer of the agency. When a closed corporation is party to, or participant in, such a proceeding, the majority shareholder must make the same disclosure. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

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A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 364-2837 or (213) 922-4600. Live Public Comment Instructions can also be translated if requested 72 hours in advance.



323.466.3876

x2 *Español (Spanish)*

x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

x5 *Tiếng Việt (Vietnamese)*

x6 *日本語 (Japanese)*

x7 *русский (Russian)*

x8 *Հայերէն (Armenian)*

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Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department) - <https://records.metro.net>

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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 Meeting begins at 10:00 AM Pacific Time on April 24, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 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 10:00 AM, hora del Pacifico, el 24 de Abril de 2025. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-978-8818 y ingrese el codigo
Codigo de acceso en ingles: 5647249#
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Los comentarios del público se tomaran 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

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 9, 11, 17, 18, 21, 24, 25, 26, 27, and 28.

Consent Calendar items are approved by one motion unless held by a Director for discussion and/or separate action.

All Consent Calendar items are listed at the end of the agenda, beginning on page 8.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2025-0316](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2025-0317](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

16. **SUBJECT: PROPOSITION A AND PROPOSITION C SHORT-TERM BORROWING PROGRAMS** [2025-0109](#)

RECOMMENDATION

ADOPT:

- A. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit ("LOC") with respect to the Proposition A ("Prop A") short-term borrowing program (Attachment A); and
- B. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C ("Prop C") short-term borrowing program (Attachment B).

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

-
- Attachments:** [Attachment A - Proposition A Authorizing Resolution](#)
[Attachment B - Proposition C Authorizing Resolution](#)
[Attachment C - Bank Recommendation Summary Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

32.1. SUBJECT: EMBRACING AUTISM AND NEURODIVERSITY IN TRANSPORTATION [2025-0328](#)

RECOMMENDATION

APPROVE Motion by Mitchell, Yaroslavsky, Dupont-Walker, Butts, Sandoval, and Padilla that the Board direct the Chief Executive Officer to:

- A. Develop and administer a survey no later than September 2025 that solicits feedback from individuals with autism and other developmental disabilities, including their families and caregivers, on how they ride public transit and ways to improve their transit experience. The survey should also solicit feedback from those who do not use public transit to understand barriers and opportunities. The survey should be developed and administered in consultation with key stakeholder groups that directly represent or work with individuals with autism and other developmental disabilities, such as the Special Needs Network, The Wiley Center, and Aging and Disability Transportation Network.
- B. Based on the survey, identify gaps, opportunities, and recommendations on changes or additions to policy, programming, and operational capital infrastructure that can be implemented in the short-, medium-, and long-term, and respective funding required. Recommendations may include modeling existing programs such as the On the Move Rider Program that increases awareness and confidence in public transportation for individuals with autism and other developmental disabilities. Report back on the survey results and recommendations by November 2025.

33. SUBJECT: EXTEND THE CHIEF EXECUTIVE OFFICER APPOINTMENT [2025-0329](#)

RECOMMENDATION

EXTEND the appointment of Stephanie Wiggins as the Chief Executive Officer of the Los Angeles County Metropolitan Transportation Authority at an annual starting salary of \$510,806.94, for an additional four-year term, with an effective date of June 1, 2025, plus one, one-year option exercisable at the discretion of the Board.

END OF NON-CONSENT

34. SUBJECT: CLOSED SESSION

[2025-0330](#)

A. Conference with Legal Counsel - Existing Litigation

Government Code 54956.9(d)(1)

1. Shoghig Zaven Bardekjian, et al. v. LACMTA, Case No. 22STCV26174
2. Jose Mejia-Morales v. LACMTA, Case No. 23STCV00350
3. Richard Rayner, et al. v. LACMTA, Case No. 19STCV11651
4. Jobs To Move America v. LACMTA, Case No. 24STCP02977

B. Conference with Legal Counsel - Anticipated Litigation

Government Code 54956.9(d)(4)

Initiation of Litigation (Two cases)

C. Conference with Labor Negotiator - Government Code 54957.6

Agency Designated Representatives: Cristian Leiva, Dawn Jackson-Perkins

Employee Organizations: AFSCME, SMART, Teamsters

D. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 500 S. Santa Fe Avenue, Los Angeles, CA 90036

Agency Negotiator: Holly Rockwell, SEO; and John Beck, Manager

Negotiating Party: Gregg Hall, Managing Director Steelwave

Under Negotiations: Price and Terms

CONSENT CALENDAR - ITEMS 2, 6, 7, 8, 9, 11, 17, 18, 21, 24, 25, 26, 27, and 28.

2. SUBJECT: MINUTES [2025-0319](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 27, 2025.

Attachments: [Regular Board Meeting MINUTES - March 27, 2025](#)
[March 2025 RBM Public Comments](#)

PLANNING AND PROGRAMMING COMMITTEE (5-0) AND EXECUTIVE MANAGEMENT COMMITTEE (4-0) MADE THE FOLLOWING RECOMMENDATION:

6. SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM CYCLE 1 PROGRAMMING UPDATE [2024-1101](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of additional funding capacity in the amount of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) to add funds to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Attachments: [Attachment A - MAT Cycle 1 Funding Adjustments](#)
[Attachment B - MAT Cycle 1 Programming Table](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE (5-0) AND EXECUTIVE MANAGEMENT COMMITTEE (4-0) MADE THE FOLLOWING RECOMMENDATION:

7. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR MOBILITY INVESTMENT PLAN UPDATE [2024-1108](#)

RECOMMENDATIONS

CONSIDER:

A. APPROVING:

- 1. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of "No Build" for the I-710 South

Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project's new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services;

2. PROGRAMMING up to \$3,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3,000,000 originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project; and
3. PROGRAMMING \$9,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions; and

C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

- Attachments:**
- [Attachment A - LB-ELA CMIP Initial Investment Project List](#)
 - [Attachment B - Port of Los Angeles Drayage Truck Charging Depot](#)
 - [Attachment C - City of LB Rec. for Funding for Shoemaker Bridge/Shoreline Dr.](#)
 - [Attachment D - LB-ELA CMIP Pre-Investment Plan Op.Proj. Status Update](#)
 - [Attachment E - Community Leadership Cmmt Reflections & Rec. Report Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

8. **SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

[2025-0028](#)

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in California Cap-and-Trade proceeds accumulated in State Fiscal Year (FY) 2024-25 disbursed through LCTOP, and to use \$48,761,092 for A Line operations, as enhanced by the opening of the Regional Connector, and \$4,460,720 for Special Event Supplementary Bus Service;

-
- B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and
 - C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

Attachments: [Attachment A - Board Resolution to Execute LCTOP Project Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

9. **SUBJECT: COMPLETION OF SURFACE TRANSPORTATION PROGRAM-LOCAL (STP-L) ANNUAL APPORTIONMENTS TO LOCAL AGENCIES** [2025-0235](#)

RECOMMENDATION

AUTHORIZE:

- A. the reallocation of \$25.74 million of Proposition C discretionary funds from the Access Services (Access) budget to fulfill unprogrammed STP-L funding program balances; and
- B. the Chief Executive Officer (CEO) or their designee to execute STP-L balance fulfillment agreements with local agencies, allowing them to receive their unprogrammed STP-L balances using available non-federal Metro funds.

Attachments: [Attachment A - Summary STP-L Balances for Agencies in LA County Presentation](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

11. **SUBJECT: LINK UNION STATION PROJECT** [2025-0094](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS120069000 to Flatiron West, Inc., for Phase 1 Preconstruction Services for the Link Union Station Phase A Construction Manager/General Contractor (CM/GC) Project, in the amount of \$7,000,000, subject to the resolution of any properly submitted protest(s) if any.

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

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

17. SUBJECT: LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING [2025-0112](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee, to execute a 45 year license agreement commencing May 1, 2025, with the City of Santa Clarita ("City") for a portion of real property located on parcel numbered (APN) 2864-003-901 ("Property") depicted in Attachment A, for a one-time administrative fee of \$1,500 ("License").

Attachments: [Attachment A - Property Location Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

18. SUBJECT: PROPERTY INSURANCE PROGRAM [2025-0190](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of \$11 million for the 12-month period of May 10, 2025, through May 10, 2026.

Attachments: [Attachment A - Recommended Program Pricing and Carriers](#)
[Attachment B - Alternatives Considered](#)
[Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE RECEIVED AND FILED THE FOLLOWING:

21. SUBJECT: FY2026 COMMITTEE AND BOARD MEETING CALENDAR [2025-0063](#)

RECOMMENDATION

RECEIVE AND FILE the FY2026 Committee and Board Meeting Calendar (Attachment A).

Attachments: [Attachment A - FY26 Board Meeting Calendar](#)
[Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

24. SUBJECT: METRO TRANSIT OPERATIONS DOWNTOWN HUB

[2025-0131](#)

RECOMMENDATION

ESTABLISH a Life-of-Project (LOP) budget of \$102.0 million for the Metro Transit Operations Downtown Hub, a coordinated relocation and expansion of several existing Metro offices and training locations to one or more new locations in the downtown Los Angeles area.

Attachments: [Attachment A - Metro Transit Operations Downtown Hub Summary Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

25. SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT

[2025-0142](#)

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS125899000 to Airport Van Rental, Inc. (AVR) and PS125899001 to Enterprise Rent-a-Car Company of Los Angeles (Enterprise), in the Not-to-Exceed (NTE) amount of \$57,188,760 for the six-year base period and \$27,234,168 for the first, two-year option, and \$30,741,000 for the second, two-year option, for a combined NTE amount of \$115,163,928, effective July 1, 2025, subject to the resolution of properly submitted protest(s) if any; and

- B. EXECUTING individual contract modifications within the Board approved contract modification authority.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 26. SUBJECT: RESPONSE TO MOTION 49: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY** [2024-1120](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 49, Expanding the LIFE Program Through Technology Motion; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements, contract awards, including contract modifications, in an amount not to exceed \$600,000 for software development and/or integration to expand the LIFE Program Through Technology.

Attachments: [Attachment A - Motion 49, Expanding LIFE Program through Tech. Presentation](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 27. SUBJECT: BUS ENGINEERING/ACQUISITION, PROGRAM MANAGEMENT, AND TECHNICAL SUPPORT SERVICES CONTRACT** [2025-0033](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to increase the total authorized funding for Contract No. PS81062000, to Williams Sale Partnership (WSP) USA, Inc. for as-needed professional consultant support services that will be utilized for Zero Emission Bus (ZEB) and charger engineering/acquisition, program management, as well as technical support services, in the Not-to-Exceed (NTE) amount of \$8,897,431.55, increasing the Contract total NTE amount from \$10,930,917.43 to \$19,828,348.98.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

28. SUBJECT: APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL [2025-0204](#)

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council (Attachment A).

Attachments: [Attachment A - New Appointee Nomination Letter](#)
[Attachment B - New Appointee Biography and Qualifications](#)
[Presentation](#)

SUBJECT: GENERAL PUBLIC COMMENT [2025-0320](#)

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 #: 2025-0317, **File Type:** Oral Report / Presentation

Agenda Number: 4.

**REGULAR BOARD MEETING
APRIL 24, 2025**

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

Report by the CEO

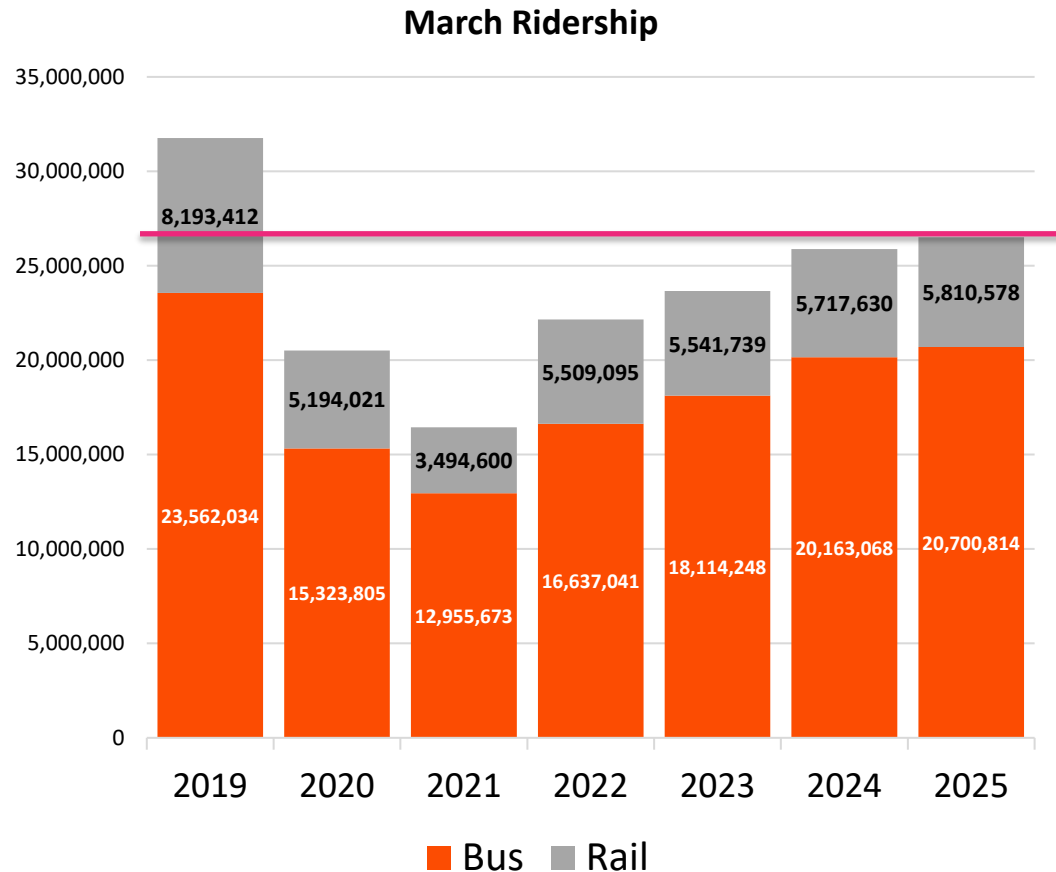
Item #4



CHIEF EXECUTIVE OFFICER

April 2025

28-Straight Months of Ridership Growth!



March 2025 Ridership Report

- Ridership grew 2.4% year-over-year, extending our streak of year-over-year ridership growth to 28 months
- Saturday ridership growth was particularly strong:
 - Saturday Bus Ridership **+16.7%**
 - Saturday Rail Ridership **+13.4%**
- Saturday rail ridership grew most on:
 - A Line **+20.7%**
 - C/K Line system **+19.4%**
 - E Line **+16.6%**
- Strongest bus ridership growth continues to come from lines in the San Fernando Valley
 - Line 166 (Nordhoff/Osborne St) **+13.8%**
 - Line 152 (Roscoe Bl) **+12.1%**
 - Line 240 (Reseda/Ventura Bl) **+10.8%**
 - Line 164 (Victory Bl) **+10.3%**



CHIEF EXECUTIVE OFFICER

April 2025

Dodger Stadium Express Performance



**DSE boardings from
LA Union Station are**

+40%

**this season
compared to last!**

Cellular Service Activation in New Underground Stations



Dates of Service Activation

Regional Connector

- AT&T – April 22, 2025 – DONE!
- T-Mobile – June 2025 (target)
- Verizon – July 2025 (target)

K Line

- T-Mobile – April 23, 2025 – DONE!
- AT&T – April 30, 2025 (target)
- Verizon – May 15, 2025 (target)

3-Week Wilshire Bl Closure Leads to Successful Street Restoration



TRAFFIC ADVISORY
PURPLE (D LINE) EXTENSION TRANSIT PROJECT- SECTION 2
Wilshire/Rodeo Station – Deck Removal 3-Week Closures of Wilshire Blvd. between El Camino Dr. and Crescent Dr.
MARCH 17, 2025 TO APRIL 7, 2025

Between March 17, 2025 and April 7, 2025, Wilshire Blvd. between El Camino Dr. and Crescent Dr., including the Wilshire/Beverly intersection, will be **CLOSED** to all traffic for the Metro Purple (D Line) construction. This closure will complete deck removal and roadway restoration.

WORK HOURS: 24/7

FOR ANY QUESTIONS, please contact the 24/7 Metro Hotline at (213) 922-6934.

FOR MORE INFORMATION, VISIT beverlyhills.org/purpleline

April 2025

Celebrating Armenian American History



Metro

CHIEF EXECUTIVE OFFICER

April 2025

Congratulations International Bus Rodeo Winners!



Metro

CHIEF EXECUTIVE OFFICER

Proud to be One Metro

April 2025



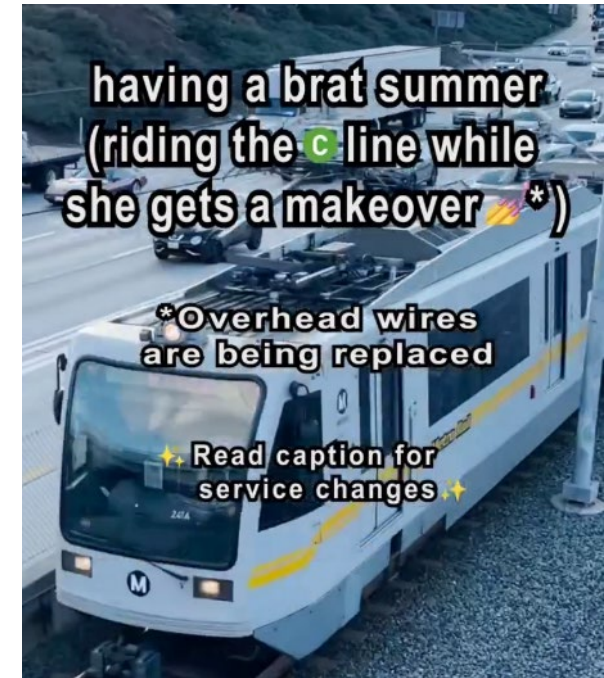
WE WON
A WEBBY

#webbys

Congratulations Social Media Team!

We're also a finalist for the Shorty Awards and WE NEED YOUR VOTES TO WIN 🏆

Cast your vote daily through April 30 at shortyawards.com and help us bring home the Shorty Awards win.



CHIEF EXECUTIVE OFFICER

Proud to be One Metro

April 2025

Thank You for Your Service to Metro's Riders!



Neal Richman, Ph.D.
Co-Founder,
Metro's Aging and
Disability
Transportation Network
(ADTN)



CHIEF EXECUTIVE OFFICER

April 2025



Board Report

File #: 2025-0109, File Type: Resolution

Agenda Number: 16.

FINANCE, BUDGET AND AUDIT COMMITTEE
APRIL 17, 2025

SUBJECT: PROPOSITION A AND PROPOSITION C SHORT-TERM BORROWING PROGRAMS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

ADOPT:

- A. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit (“LOC”) with respect to the Proposition A (“Prop A”) short-term borrowing program (Attachment A); and
- B. a resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C (“Prop C”) short-term borrowing program (Attachment B).

(REQUIRES SEPARATE, SIMPLE MAJORITY VOTE OF THE BOARD)

ISSUE

The Prop A and Prop C Short-Term Borrowing programs have proven to be flexible, cost-effective methods of short-term financing for Metro’s capital program. The Prop A LOC provided by Bank of America expires in June 2025 and the Prop C Revolving Credit Facility (“RCF”) with the Bank of Montreal (BMO), formerly known as Bank of the West, expires in May 2025.

BACKGROUND

The Board established the Prop A short-term borrowing program in January 1991 to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Under the Proposition A short-term borrowing program, Metro is authorized to issue and have outstanding at any one time up to \$350 million in Commercial Paper (“CP”) notes. An LOC, which guarantees payment of the maturing CP Notes, is a required feature of the CP program.

CP is a short-term debt instrument that can be issued with maturities from 1 to 270 days. As notes mature, new notes are simultaneously issued (i.e. “rolled over”). The LOC provides guaranteed liquidity to investors when their notes mature and are a required component of the program.

Additionally, the LOC provides a safety net to Metro in the form of a term loan in the unlikely event the notes cannot be remarketed, protecting Metro from incurring an obligation to immediately repay the entire amount of maturing CP Notes using funds on hand. The CP will be backed by a subordinate pledge of 75% of Prop A sales tax revenues. Metro can issue either tax-exempt or taxable CP under the Prop A CP program.

The Board established the Prop C short-term borrowing program in June 1993 to provide interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Under the Proposition C short-term borrowing program, Metro is authorized to issue and have outstanding at any one time up to \$150 million in CP notes or revolving credit obligations.

Under the Prop C RCF program, the selected bank will provide short-term revolving loans directly to Metro in an aggregate amount of up to \$150 million outstanding at any one time. The loans provided under the Prop C RCF will bear interest at variable interest rates based on an index of 80% of 1-month Secured Overnight Financing Rate ("SOFR") for tax-exempt loans and 100% of 1-month SOFR for taxable loans, plus the bank's applicable fee. The Prop C RCF will be backed by a subordinate pledge of 80% of Prop C sales tax revenues.

DISCUSSION

A request for proposals was sent to 18 banks by Metro's municipal advisor, PFM Financial Advisors LLC ("PFM"). Under Metro's Debt Policy, the municipal advisor conducts a competitive process to select financial product providers, including letters of credit. The request for proposal required banks to have short-term ratings of at least P-1, A-1 or F-1 from at least two of the three following rating agencies: Moody's Investors Service, Standard & Poor's and Fitch Ratings, as is standard practice and required by Metro's Debt Policy. Evaluation criteria included pricing, any rate penalties investors may impose on a particular bank, the status of a bank's credit approval, and willingness to execute the form of agreement. Local institutions do not offer these types of financial products or services. Overall program objectives include low cost and maximizing access to borrowing capacity achieved through diversification of products and providers. Seven proposals were received for a commitment amount of \$150 million for each program. The selection group was composed of Treasury staff and PFM. The selection group ranked each proposer and recommended Sumitomo Mitsui Banking Corporation (SMBC) for the Prop A LOC (4-year term) and BMO for the Prop C RCF (3-year term) (See Attachment C).

Costs will vary depending on the amount of tax-exempt and taxable debt Metro issues under the Prop A and Prop C programs. Additional fees and interest may be incurred under certain extreme circumstances. None of Metro's CP notes have failed to be remarketed to date.

DETERMINATION OF SAFETY IMPACT

Approval of this report will not impact the safety of Metro's patrons or employees.

FINANCIAL IMPACT

Funding of \$26.2 million for the Prop A and Prop C programs are included in the FY2025 budget in

Cost Center #0521, Treasury Non-Departmental, under project #610306, task 03.01 and project #611309, task 01 for Prop A and project #610307, task 03.01 for Prop C. The cost center manager and the Chief Financial Officer will be accountable for budgeting the cost in future years.

Impact to Budget

The funding sources of Prop A and Prop C are eligible for bus & rail operations and capital projects.

EQUITY PLATFORM

Approval of this item will maintain liquidity support and/or borrowing capacity for Metro's Prop A and Prop C short-term borrowing programs that facilitate planned financing for Metro's capital program. At this time, there are no specific equity benefits or concerns anticipated due to this action.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Traveled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides interim taxable or tax-exempt financing until grant reimbursement or other funding sources are received. Because the Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

* Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal(s):

Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommended credit support or facility for the Prop A CP or the Prop C RCF programs. The termination of the Prop A CP or the Prop C RCF programs reduces Metro's liquidity and hinders the ability to provide low-cost short-term financing options when needed on Prop A and Prop C projects. The capital projects that require immediate cash flow to continue moving forward would not have financing mechanisms in place. This alternative is not recommended.

NEXT STEPS

- Negotiate final terms and conditions with the recommended banks.
- If satisfactory terms cannot be agreed upon with one or both recommended banks, negotiate with the next highest-ranked proposers for the applicable program (Prop A or Prop C, as applicable) to obtain the best combination of terms and pricing.
- Prepare agreements and documentation to implement the replacement LOC and RCF, including, among others, notices, reimbursement agreements, fee agreements, reimbursement notes, credit agreements, revolving obligation notes, supplemental trust agreements and offering memoranda.
- Obtain credit ratings for the CP notes based on the credit ratings of the selected bank.
- Execute documents prior to the expiration date of the current agreements in May and June of 2025.

ATTACHMENTS

Attachment A - Proposition A Authorizing Resolution

Attachment B - Proposition C Authorizing Resolution

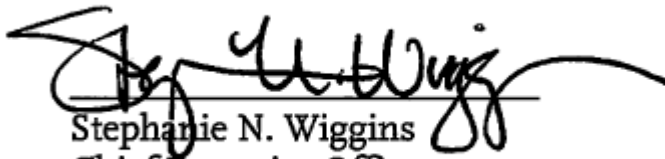
Attachment C - Bank Recommendation Summary

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Stephanie N. Wiggins
Chief Executive Officer

Proposition A Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF A REIMBURSEMENT AGREEMENT AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION A COMMERCIAL PAPER PROGRAM AND AUTHORIZING OTHER RELATED MATTERS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue indebtedness and securities of any kind or class, including, but not limited to, bonds, notes, bond anticipation notes, commercial paper and other obligations ("Bonds"), to finance and refinance the acquisition, construction, rehabilitation or equipping of facilities to be used as part of a countywide transportation system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission is authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval of the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 16 adopted August 20, 1980 ("Ordinance No. 16"), imposed a 1/2 of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition A Tax"), and such tax was approved by the electors of the County on November 4, 1980; and

WHEREAS, the revenues received by the LACMTA from the imposition of the Proposition A Tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any Bonds issued pursuant to the Act and include the payment or provision for the payment of the principal of such bonds and any premium, interest on such Bonds and the costs of issuance of such Bonds; and

WHEREAS, the LACMTA, on an on-going basis, is planning and engineering a County-wide public transportation system (the "Public Transportation System") to serve the County and on an on-going basis is constructing portions of the Public Transportation System; and

WHEREAS, to facilitate the development and construction of the Public Transportation System, as authorized by the Act, the LACMTA by resolution adopted January 23, 1991 (the "1991 Authorizing Resolution"), authorized and implemented a program of commercial paper (the "Program") involving the issuance from time to time of the Second Subordinate Sales Tax Revenue Commercial Paper Notes, Series A (the "Notes") for the purpose of providing for the financing of the acquisition of real and personal property and the construction of the Public Transportation System, provided that the aggregate principal amount of Notes and Reimbursement Obligations (as defined in such 1991 Authorizing Resolution) outstanding at any time shall not exceed \$350,000,000; and

WHEREAS, the Notes and other obligations incurred in connection with the Program are issued under and secured by the Subordinate Trust Agreement, dated as of January 1, 1991 (the

“Subordinate Agreement”), by and between the LACMTA (as successor to the Commission) and U.S. Bank Trust Company, National Association, as successor to BancAmerica Trust Company, as successor to Security Pacific National Trust Company (New York), as trustee (the “Trustee”); the First Supplemental Subordinate Trust Agreement, dated as of January 1, 1991, as amended (the “First Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Second Supplemental Subordinate Trust Agreement, dated as of January 1, 1994 (the “Second Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Third Supplemental Subordinate Trust Agreement, dated as of December 1, 1996 (the “Third Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Fourth Supplemental Subordinate Trust Agreement, dated as of December 1, 1996 (the “Fourth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Fifth Supplemental Subordinate Trust Agreement, dated as of May 1, 2004 (the “Fifth Supplemental Trust Agreement”), by and between the LACMTA and the Trustee; the Sixth Supplemental Subordinate Trust Agreement, dated as of September 24, 2009 (the “Sixth Supplemental Trust Agreement”); and the Seventh Supplemental Subordinate Trust Agreement, dated as of September 1, 2010 (the “Seventh Supplemental Trust Agreement” and collectively with the Subordinate Agreement, the First Supplemental Trust Agreement, the Second Supplemental Trust Agreement, the Third Supplemental Trust Agreement, the Fourth Supplemental Trust Agreement, the Fifth Supplemental Trust Agreement and the Sixth Supplemental Trust Agreement, the “Trust Agreement”), by and between the LACMTA and the Trustee; and

WHEREAS, the LACMTA has determined that it is necessary and desirable to have the Notes supported by one or more letters of credit (the “Letter of Credit,” or the “Letters of Credit”) that are delivered pursuant to the terms of one or more reimbursement agreements (each, a “Reimbursement Agreement,” or collectively the “Reimbursement Agreements”) each between the LACMTA and one or more providers of a Letter of Credit (a “Letter of Credit Provider,” or the “Letter of Credit Providers”) that, along with one or more related fee letters between the LACMTA and the related Letter of Credit Provider or Letter of Credit Providers (each, a “Fee Letter” or the “Fee Letters”), set forth the terms and conditions for the repayment by the LACMTA of Reimbursement Obligations; and

WHEREAS, the Notes are currently supported by a Letter of Credit (the “BANA Letter of Credit”) previously issued by Bank of America, N.A. (“BANA”), in the stated amount of \$163,315,069, as amended to date, which expires on September 22, 2025; and

WHEREAS, BANA issued the BANA Letter of Credit pursuant to the Reimbursement Agreement, dated as of June 1, 2022, between the LACMTA and BANA; and

WHEREAS, the LACMTA now desires to (a) replace the BANA Letter of Credit with a Letter of Credit (the “SMBC Letter of Credit”) to be issued by Sumitomo Mitsui Banking Corporation, acting through its New York Branch (“SMBC”) in the stated amount of \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069), or (b) replace the BANA Letter of Credit with one or more new Letters of Credit to be issued by such other Letter of Credit Provider(s) or one or more alternative bank products (“Alternative Bank Products”), as requested in the Bank RFP (defined below), to be provided by such financial institutions in a combined available amount not to exceed \$163,315,069 (representing principal of up to \$150,000,000 plus an interest component, if any, of up to \$13,315,069) that may be selected by the LACMTA from the pool of respondents to the LACMTA’s “Request for Proposals to Provide Replacement Direct Pay Letter of Credit and/or Bank Product and/or Alternative Products” (the “Bank RFP”) distributed to potential respondents on February 11, 2025 (each, an “Other Letter of Credit Provider”);

WHEREAS, so long as the Program is active, the LACMTA deems it necessary and desirable to have one or more Letters of Credit securing the payment of principal of and interest on the Notes as they mature from time to time; and

WHEREAS, currently, no Notes are outstanding; and

WHEREAS, Section 5922 of the Government Code of the State of California provides that in connection with, or incidental to, the issuance or carrying of Bonds (which is defined to include notes) any public entity may enter into any contracts which the public entity determines to be appropriate to place the obligations represented by the Bonds, in whole or in part, on the interest rate, cash flow or other basis desired by the public entity, including without limitation contracts providing for payments based on levels of, or changes in, interest rates or stock or other indices, or contracts to exchange cash flows or a series of payments, in each case to hedge payment, rate, spread or similar exposure, and may enter into credit enhancement or liquidity agreements, with payment, interest rate, currency, security, default, remedy, and other terms and conditions as the public entity determines; and

WHEREAS, pursuant to Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Reimbursement Agreements to be entered into in connection with, or incidental to, the Program, will reduce the amount and duration of interest rate risk with respect to the Notes issued under the Program and are designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Notes or enhance the relationship between risk and return with respect to investments; and

WHEREAS, in order to minimize debt service and maximize benefits to the LACMTA, the LACMTA will enter into one or more Reimbursement Agreements with BANA, SMBC, and/or such Other Letter of Credit Provider which will provide one or more Letters of Credit that will separately secure the payment of principal of and interest on certain designated Notes as issued and maturing from time to time, or the LACMTA will enter into one or more agreements for Alternative Bank Products pursuant to the Bank RFP; and

WHEREAS, the LACMTA desires that BANA, SMBC, and/or such Other Letter of Credit Provider will provide credit support for \$150,000,000 in aggregate principal amount of the Notes (which is only a portion of the \$350,000,000 authorized under the 1991 Authorizing Resolution); and

WHEREAS, forms of the following documents are on file with the Clerk of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the "Board"):

(a) a Letter of Credit Reimbursement Agreement (the "SMBC Reimbursement Agreement"), that will be entered into by the LACMTA and SMBC in connection with the issuance of the SMBC Letter of Credit;

(b) a Fee Letter (the "SMBC Fee Letter"), that will be entered into by the LACMTA and SMBC;

(c) a Reimbursement Note (the "SMBC Reimbursement Note" and collectively, with the SMBC Reimbursement Agreement and the SMBC Fee Letter, the "Documents"), that will be executed and delivered by the LACMTA to evidence its reimbursement obligations under the SMBC Reimbursement Agreement and the SMBC Fee Letter; and

(d) a Commercial Paper Offering Memorandum (the “Offering Memorandum”), to be used in connection with the offer and sale of the Notes; and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents are subject to modification to reflect the various details applicable to the Program and the Notes and the results of negotiation with SMBC (or BANA or an Other Letter of Credit Provider, as the case may be); and

WHEREAS, in the event the LACMTA decides that it is in its best interests to renew the BANA Letter of Credit or replace such Letter of Credit with one or more Letters of Credit to be issued by one or more Other Letter of Credit Provider(s) other than SMBC, the LACMTA will (a) enter into one or more Reimbursement Agreements with the Other Letter of Credit Provider(s), (b) will enter into one or more fee agreements or fee letters with the Other Letter of Credit Provider(s), (c) execute and deliver one or more reimbursement notes relating to such Reimbursement Agreement or Agreements, and (d) revise and deliver the Offering Memorandum relating to such Letters of Credit and Other Letter of Credit Provider(s); and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings. The foregoing recitals are true and correct and the LACMTA so finds and determines.

Section 2. Approval of Documents; Authorization for Execution. The LACMTA hereby approves the appointment of SMBC and/or BANA and/or such Other Letter of Credit Provider selected and appointed by a Designated Officer (as defined below), as the providers of the Letters of Credit (in a combined stated amount of up to \$163,315,069 (representing principal of up to \$150,000,000 plus interest of up to \$13,315,069)) with respect to the Program and the Notes. The form, terms and provisions of the Documents are in all respects approved and the Chief Executive Officer of the LACMTA, the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance of the LACMTA, any Deputy Executive Officer, Finance of the LACMTA, any Assistant Treasurer of the LACMTA, or any such officer serving in an acting or interim capacity, and any written designee of any of them (each, a “Designated Officer”), and any one or more thereof, are hereby authorized, empowered and directed to execute, acknowledge and deliver each of the Documents including counterparts thereof, in the name and on behalf of the LACMTA. The Documents, as executed and delivered, shall be in substantially the forms now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board’s approval of any and all changes or revisions therein from the forms of the Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Documents.

If a Designated Officer determines that it is in the LACMTA’s best interests to replace the BANA Letter of Credit with one or more Letters of Credit to be issued by one or more Other Letter of

Credit Provider(s), instead of SMBC, the Designated Officers are hereby authorized to (a) (i) enter into one or more Reimbursement Agreements with one or more Other Letter of Credit Provider(s) (each an “Alternate Reimbursement Agreement”), (ii) enter into one or more fee agreements or fee letters with one or more Other Letter of Credit Provider(s) (each an “Alternate Fee Agreement”) and (iii) execute and deliver one or more reimbursement notes (each an “Alternate Reimbursement Note”) or (b) enter into documents relating to Alternative Bank Products pursuant to the Bank RFP (each an “Alternate Product,” and collectively with the Alternate Reimbursement Agreement, the Alternate Fee Agreement and the Alternate Reimbursement Note, the “Alternate Documents”). The Alternate Documents, as executed and delivered, may be substantially similar to the forms of the Documents now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board’s approval of any and all changes or revisions therein from the forms of the Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate Documents.

The LACMTA hereby determines that entering into one or more Reimbursement Agreements with SMBC, BANA, and/or such Other Letter of Credit Provider pursuant to Section 5922 of the Government Code of the State of California would be designed to reduce the LACMTA’s cost of borrowing for the Notes. In addition to the provisions set forth in the previous paragraph, no Designated Officer shall enter into a Reimbursement Agreement with SMBC, BANA, and/or such Other Letter of Credit Provider unless (a) such Reimbursement Agreement is designed (i) to reduce or hedge the amount or duration of any payment, interest rate, spread or similar risk, or (ii) to result in a lower cost of borrowing when used in combination with the issuance of the Notes, (b) the term of such Reimbursement Agreement or Alternate Product does not exceed the Program Termination Date; and (c) the amounts payable by the LACMTA with respect to such Reimbursement Agreements shall be payable solely and exclusively from Net Pledged Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that the Reimbursement Agreements entered into in accordance with this Resolution and consistent with the requirements set forth herein is designed to reduce the amount or duration of payment, interest rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the Notes.

Section 3. Offering Memorandum. The distribution by any of the Dealers of an Offering Memorandum in connection with the offering and sale of the Notes from time to time in substantially the form on file with the Clerk of the Board and made available to the Board, with such changes therein as shall be approved by a Designated Officer, is hereby authorized and approved. Each Offering Memorandum so distributed shall first be approved by a Designated Officer pursuant to the terms of the Dealer Agreements. The Dealers are hereby authorized to distribute Offering Memoranda in final form to market the Notes from time to time, and are hereby authorized to distribute copies of the LACMTA’s most recent annual audited financial statements and such other financial statements of the LACMTA as a Designated Officer shall approve.

Section 4. Additional Authorization. The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Documents and/or the Alternate Documents and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on

behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Documents and/or the Alternate Documents or to evidence said authority and its exercise. In connection with the execution and delivery of the Documents and the delivery of the SMBC Letter of Credit and/or the execution and delivery of the Alternate Documents and/or the issuance of a new Letter of Credit by an Other Letter of Credit Provider, the LACMTA is hereby authorized and directed to prepare and cause to be distributed, from time to time, one or more commercial paper offering memoranda with respect to the Notes. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any amendments or supplements to the Trust Agreement deemed not materially adverse to the Holders, extend the expiration date of any Letter of Credit, and any additional amendments to agreements relating to obligations payable from Net Pledged Revenues, which they, or any of them, may deem necessary or advisable in order to manage and administer the Program. All actions heretofore taken by the Designated Officers and all other officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 5. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 6. Effective Date. This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on April 24, 2025.

By _____
Board Clerk, Los Angeles County Metropolitan
Transportation Authority

Dated: _____, 2025

Proposition C Authorizing Resolution

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY APPROVING AND AUTHORIZING THE EXECUTION AND DELIVERY OF ONE OR MORE REVOLVING CREDIT AGREEMENTS AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION C REVOLVING OBLIGATIONS, THE EXECUTION AND DELIVERY OF ONE OR MORE REIMBURSEMENT AGREEMENTS AND CERTAIN OTHER DOCUMENTS RELATED TO THE PROPOSITION C COMMERCIAL PAPER PROGRAM AND AUTHORIZING OTHER RELATED MATTERS

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "LACMTA"), as successor to the Los Angeles County Transportation Commission (the "Commission"), is authorized, under Chapter 5 of Division 12 of the California Public Utilities Code (the "Act"), to issue indebtedness and securities of any kind or class, including, but not limited to, bonds, notes, bond anticipation notes, commercial paper and other obligations ("Bonds"), to finance and refinance the acquisition, construction, rehabilitation or equipping of facilities to be used as part of a countywide transportation system; and

WHEREAS, pursuant to the provisions of Section 130350 of the California Public Utilities Code, the Commission is authorized to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County of Los Angeles (the "County") subject to the approval of the voters of the County; and

WHEREAS, the Commission, by Ordinance No. 49 adopted August 28, 1990 ("Ordinance No. 49"), imposed a 1/2 of 1% retail transactions and use tax upon retail sales of tangible personal property and upon the storage, use or other consumption of tangible personal property in the County, the proceeds of the tax to be used for public transit purposes (the "Proposition C Tax"), and such tax was approved by the electors of the County on November 6, 1990; and

WHEREAS, the revenues received by the LACMTA from the imposition of the Proposition C Tax are, by statute, directed to be used for public transit purposes, which purposes include a pledge of such tax to secure any Bonds issued pursuant to the Act and include the payment or provision for the payment of the principal of such Bonds and any premium, interest on such Bonds and the costs of issuance of such Bonds; and

WHEREAS, the LACMTA, on an on-going basis, is planning and engineering a County-wide public transportation system (the "Public Transportation System") to serve the County and on an on-going basis is constructing portions of the Public Transportation System; and

WHEREAS, to facilitate the development and construction of the Public Transportation System, as authorized by the Act, the LACMTA by resolution adopted June 23, 1993 (the "1993 CP Authorizing Resolution"), authorized and implemented a commercial paper program (the "CP Program") involving the issuance, from time to time, of the Subordinate Proposition C Sales Tax Revenue Commercial Paper Notes, Series A (the "CP Notes") for the purpose of providing for the financing of the acquisition and construction of the Public Transportation System, provided that the aggregate principal amount of CP Notes and Reimbursement Obligations (as defined in the 1993 CP Authorizing Resolution) outstanding at any time shall not exceed \$150,000,000; and

WHEREAS, the CP Notes and other obligations incurred in connection with the CP Program are issued under and secured by the Subordinate Trust Agreement, dated as of June 1, 1993 (the “Subordinate Master Trust Agreement”), by and between the LACMTA and U.S. Bank Trust Company, National Association, as successor to Bank of America National Trust and Savings Association, as trustee (the “Trustee”), and the First Supplemental Subordinate Trust Agreement, dated as of June 1, 1993 (the “Original First Supplemental Subordinate Trust Agreement”), by and between the LACMTA and the Trustee, as amended by Amendment No. 1 to First Supplemental Subordinate Trust Agreement, dated as of October 16, 1995 (the “First Amendment”), by and between the LACMTA and the Trustee, Amendment No. 2 to First Supplemental Subordinate Trust Agreement, dated as of July 1, 1996 (the “Second Amendment”), by and between the LACMTA and the Trustee, Amendment No. 3 to First Supplemental Subordinate Trust Agreement, dated as of June 1, 1998 (the “Third Amendment”), by and between the LACMTA and the Trustee, Amendment No. 4 to First Supplemental Subordinate Trust Agreement, dated as of May 1, 2002 (the “Fourth Amendment”), by and between the LACMTA and the Trustee, Amendment No. 5 to First Supplemental Subordinate Trust Agreement, dated as of January 1, 2008 (the “Fifth Amendment”), by and between the LACMTA and the Trustee, Amendment No. 6 to First Supplemental Subordinate Trust Agreement, dated as of September 1, 2010 (the “Sixth Amendment” and collectively with the Original First Supplemental Subordinate Trust Agreement, the First Amendment, the Second Amendment, the Third Amendment, the Fourth Amendment, the Fifth Amendment and the Sixth Amendment, the “First Supplemental Subordinate Trust Agreement”), the Second Supplemental Subordinate Trust Agreement, dated as of April 1, 2013 (the “Second Supplemental Subordinate Trust Agreement”), the Third Supplemental Subordinate Trust Agreement, dated as of March 1, 2016 (the “Third Supplemental Subordinate Trust Agreement”), the Fourth Supplemental Subordinate Trust Agreement, dated as of April 1, 2019 (the “Fourth Supplemental Subordinate Trust Agreement”), and the Fifth Supplemental Subordinate Trust Agreement, dated as of June 1, 2022 (the “Fifth Supplemental Subordinate Trust Agreement” and, together with the Subordinate Master Trust Agreement, the First Supplemental Subordinate Trust Agreement, the Second Supplemental Subordinate Trust Agreement, the Third Supplemental Subordinate Trust Agreement, and the Fourth Supplemental Subordinate Trust Agreement, the “Subordinate Trust Agreement”), each by and between the LACMTA and the Trustee; and

WHEREAS, the LACMTA has previously determined that it is necessary and desirable to have the CP Notes supported by one or more letters of credit (the “Letter of Credit,” or the “Letters of Credit”) that are delivered pursuant to the terms of one or more reimbursement agreements (a “Reimbursement Agreement,” or the “Reimbursement Agreements”) each between the LACMTA and one or more providers of a Letter of Credit (a “Letter of Credit Provider,” or the “Letter of Credit Providers”) that sets forth the terms and conditions for the repayment by the LACMTA of Reimbursement Obligations; and

WHEREAS, currently, no CP Notes are outstanding; and

WHEREAS, Section 5922 of the Government Code of the State of California provides that in connection with, or incidental to, the issuance or carrying of Bonds (which is defined to include notes) any public entity may enter into any contracts which the public entity determines to be appropriate to place the obligations represented by the Bonds, in whole or in part, on the interest rate, cash flow or other basis desired by the public entity, including without limitation contracts providing for payments based on levels of, or changes in, interest rates or stock or other indices, or contracts to exchange cash flows or a series of payments, in each case to hedge payment, rate, spread or similar exposure and may enter into credit enhancement or liquidity agreements, with payment, interest rate, currency, security, default, remedy, and other terms and conditions as the public entity determines; and

WHEREAS, pursuant to Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that any Reimbursement Agreement(s) to be entered into in connection with, or incidental to, the CP Program, will reduce the amount and duration of interest rate risk with respect to CP Notes issued under the CP Program and are designed to reduce the amount or duration of payment, rate, spread or similar risk or result in a lower cost of borrowing when used in combination with such CP Notes or enhance the relationship between risk and return with respect to investments; and

WHEREAS, in addition to the authority to issue CP Notes, pursuant to the terms of the Subordinate Trust Agreement, the LACMTA is authorized to issue and/or incur, from time to time, Subordinate Obligations in the form of Subordinate Proposition C Sales Tax Revenue Revolving Obligations (the “Subordinate Revolving Obligations”); and

WHEREAS, the Subordinate Revolving Obligations are issued and/or incurred in the form of one or more revolving lines of credit (a “Revolving Line of Credit”) provided by one or more providers of such Revolving Lines of Credit (a “Line of Credit Provider”); and

WHEREAS, a Revolving Line of Credit (the “Existing Revolving Line of Credit”) is currently provided by BMO Bank N.A., as successor by merger to Bank of the West (“BMO”) pursuant to the Revolving Credit Agreement, dated as of June 1, 2022, by and between the LACMTA and BMO, as amended to date, which is scheduled to expire on August 28, 2025; and

WHEREAS, the LACMTA now desires to (i) extend the Existing Revolving Line of Credit with BMO, or (ii) replace the Existing Revolving Line of Credit with one or more replacement Revolving Lines of Credit to be provided by such other Line of Credit Provider(s) that may be selected by the LACMTA from the pool of respondents pursuant to the Bank RFP (defined below) (each, an “Other Line of Credit Provider”), or (iii) replace the Existing Revolving Line of Credit with CP Notes supported by one or more Letters of Credit, pursuant to one or more Reimbursement Agreements and the related fee letters with one or more Letter of Credit Providers that may be selected by the LACMTA from the pool of respondents to the LACMTA’s “Request for Proposals to Provide Replacement Direct Pay Letter and/or Bank Product and/or Alternative Products” (the “Bank RFP”) distributed to potential respondents on February 11, 2025; and

WHEREAS, the proposed extended Revolving Line of Credit (the “Extended Revolving Line of Credit”) will be provided to the LACMTA by BMO or the replacement Revolving Line of Credit will be provided to the LACMTA by such Other Line of Credit Provider, as applicable, pursuant to a revolving credit agreement (each, a “Credit Agreement”) to be entered into by and between the LACMTA and BMO or such Other Line of Credit Provider, as applicable, whereby the LACMTA will be allowed to request Advances (as defined in the applicable Credit Agreement), from time to time, in an aggregate principal amount not to exceed \$150,000,000 at any one time outstanding to finance or refinance on either a reimbursement or forward funding basis the acquisition, construction, rehabilitation or equipping of facilities authorized under the Act and Ordinance No. 49 (including, but not limited to facilities to be used as part of a Public Transportation System), to finance certain costs of issuance and for any other financing needs of the LACMTA authorized under the Act and Ordinance No. 49 (including, but not limited to, the refunding and restructuring of existing indebtedness of the LACMTA); and

WHEREAS, the Advances (as defined in the applicable Credit Agreement), the Revolving Loans (as defined in the applicable Credit Agreement) and the Term Loans (as defined in the applicable

Credit Agreement) will be incurred pursuant to the Subordinate Trust Agreement and the applicable Credit Agreement; and

WHEREAS, the obligations incurred by the LACMTA pursuant to the terms of the Credit Agreement (including, but not limited to, the Advances, the Revolving Loans and the Term Loans) will be limited obligations of the LACMTA, secured by, and payable from, Net Pledged Revenues and such other funds and accounts as provided in the Subordinate Trust Agreement and will be evidenced by one or more promissory notes; and

WHEREAS, the Advances, the Revolving Loans and the Term Loans may be incurred under the Credit Agreement whereby the interest paid by the LACMTA on such Advances, Revolving Loans and Term Loans may be (i) excluded from the gross income of the recipients thereof under the varying provisions of the Internal Revenue Code of 1986, as amended, and the regulations promulgated thereunder or related thereto (collectively, the “Code”) and/or (ii) included in the gross income of the recipients thereof under the Code; and

WHEREAS, forms of the following documents are on file with the Clerk of the Board of Directors of the LACMTA and have been made available to the members of the Board of Directors of the LACMTA (the “Board”) with respect to the Extended Revolving Line of Credit:

(a) an Amended and Restated Revolving Credit Agreement (the “BMO Credit Agreement”), to be entered into by the LACMTA and BMO, in connection with the Extended Revolving Line of Credit; and

(b) a Tax-Exempt Note and a Taxable Note (the “BMO Revolving Obligation Notes,” and together with the BMO Credit Agreement, the “Revolving Obligations Documents”), that will be executed and delivered by the LACMTA to evidence its payment and reimbursement obligations under the BMO Credit Agreement; and

WHEREAS, the LACMTA has been advised by its Bond Counsel that such documents are in appropriate form, and the LACMTA hereby acknowledges that said documents are subject to modification to reflect the various details applicable to the Subordinate Revolving Obligations and the Extended Revolving Line of Credit and the results of negotiation with BMO (or an Other Line of Credit Provider as the case may be); and

WHEREAS, in the event the LACMTA decides that it is in its best interests to replace the Existing Revolving Line of Credit with a Letter of Credit to be issued by a Letter of Credit Provider, the LACMTA will (i) enter into a Reimbursement Agreement with the Letter of Credit Provider, (ii) enter into a fee agreement or fee letter with the Letter of Credit Provider and (iii) execute and deliver a reimbursement note relating to such Reimbursement Agreement; and

WHEREAS, in the event the LACMTA decides that it is in its best interests to replace the Existing Revolving Line of Credit with a Revolving Line of Credit to be provided by an Other Line of Credit Provider, instead of BMO, the LACMTA will (i) enter into a Credit Agreement with the Other Line of Credit Provider and (ii) execute and deliver tax-exempt and taxable notes relating to such Credit Agreement; and

WHEREAS, terms used in this Resolution and not otherwise defined herein shall have the meanings assigned to them in the Subordinate Trust Agreement;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, AS FOLLOWS:

Section 1. Findings.

(a) The foregoing recitals are true and correct and the LACMTA so finds and determines.

(b) The issuance and/or incurrence of the Subordinate Revolving Obligations, from time to time, and the payment of certain costs related thereto, if determined by a Designated Officer (as hereinafter defined) to be in the best interest of the LACMTA, are in the public interest.

Section 2. Issuance and/or Incurrence and Terms of Subordinate Revolving Obligations. For the purposes set forth in the foregoing recitals, the LACMTA is hereby authorized to (a) issue and/or incur, from time to time, the Subordinate Revolving Obligations in the form of the Extended Revolving Line(s) of Credit to be provided by BMO or the replacement Revolving Line(s) of Credit to be provided by such Other Line of Credit Provider, as applicable, pursuant to one or more Credit Agreements (including the BMO Credit Agreement or the Alternate Credit Agreement (as hereinafter defined)), provided that the aggregate principal amount of all Subordinate Revolving Obligations outstanding at any time shall not exceed \$150,000,000, and (b) incur the other Obligations (as defined in the applicable Credit Agreement) under each Credit Agreement and the Subordinate Trust Agreement. The commitment by BMO or such Other Line of Credit Provider to make Advances under the applicable Credit Agreement shall have a term not less than two years from the date of execution of the applicable Credit Agreement unless such date is earlier terminated pursuant to the terms of the applicable Credit Agreement or extended, reduced or rescinded by a subsequent resolution of the LACMTA (and approved by BMO or such Other Line of Credit Provider, as applicable). The outstanding principal amount of each Revolving Loan and each Term Loan shall bear interest at the interest rates set forth in each Credit Agreement. Notwithstanding anything to the contrary in the previous sentence or the provisions of this Resolution, interest payable by the LACMTA on any Revolving Loan or Term Loan shall not exceed the Maximum Rate (as defined in the applicable Credit Agreement); provided, however, if the rate of interest calculated in accordance with the terms of each Credit Agreement exceeds the Maximum Rate, interest at the rate equal to the difference between the rate of interest calculated in accordance with the terms of the applicable Credit Agreement and the Maximum Rate shall be deferred until such date as the rate of interest calculated in accordance with the terms of the applicable Credit Agreement ceases to exceed the Maximum Rate, at which time the LACMTA shall pay BMO or such Other Line of Credit Provider, as applicable, the deferred interest as provided in the applicable Credit Agreement.

The Revolving Lines of Credit are being obtained to provide funds, from time to time, to finance on either a reimbursement or forward funding basis the acquisition, construction, rehabilitation and equipping of facilities authorized under the Act and Ordinance No. 49 (including, but not limited to facilities to be used as part of a Public Transportation System), to finance certain costs of issuance and for any other financing needs of the LACMTA authorized under the Act and Ordinance No. 49 (including, but not limited to, the refunding and restructuring of existing indebtedness of the LACMTA).

The LACMTA shall be obligated to repay BMO or such Other Line of Credit Provider, as applicable, for all Advances, Revolving Loans and Term Loans and to pay all Obligations owed to

BMO or such Other Line of Credit Provider, as applicable, and such Advances, Revolving Loans, Term Loans and Obligations shall be payable, both with respect to interest and principal as provided for in the Subordinate Trust Agreement, each Credit Agreement and the BMO Revolving Obligation Notes and the Alternate Revolving Obligation Notes (as hereinafter defined, and together with the BMO Revolving Obligation Notes, the “Subordinate Revolving Obligation Notes”). The Advances, the Revolving Loans and the Term Loans may be incurred under each Credit Agreement whereby the interest paid by the LACMTA on such Revolving Loans and Term Loans is excluded from gross income for federal income tax purposes or not excluded or part excluded and part not excluded in such combination as is acceptable to the Designated Officer authorizing the same.

Section 3. Pledge to Secure the Advances, the Revolving Loans, the Term Loans, the Notes and the Obligations – Subordinate Revolving Obligations. The LACMTA hereby approves the pledge to secure the Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Obligations as set forth in the Subordinate Trust Agreement, each Credit Agreement and the Subordinate Revolving Obligation Notes.

Section 4. Limited Obligations; Subordinate Obligations – Subordinate Revolving Obligations. The Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement) shall be limited obligations of the LACMTA, secured by, have a lien on and be payable from, Net Pledged Revenues and from the funds and accounts held by the Trustee and the LACMTA under the Subordinate Trust Agreement, as and to the extent therein described. The Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement) shall also be secured by and be paid from such other sources as the LACMTA may hereafter provide, including, but not limited to, proceeds of additional borrowings for such purpose and any applicable state or federal grants received by the LACMTA.

The Subordinate Revolving Obligations shall be issued, from time to time, as Subordinate Obligations as provided for in Section 2.09 of the Subordinate Trust Agreement.

The Obligations (other than Reimbursement Obligations (as defined in the applicable Credit Agreement) and payment of principal of and interest on the Subordinate Revolving Obligation Notes) shall be secured by and have a lien on Net Pledged Revenues junior and subordinate in all respects to the liens on, security interest in and pledges of the Net Pledged Revenues granted to the Subordinate Obligations (including, but not limited to, the Subordinate Revolving Obligations, the Advances, the Revolving Loans, the Term Loans, the Subordinate Revolving Obligation Notes and the Reimbursement Obligations (as defined in the applicable Credit Agreement)).

Section 5. Approval of Revolving Obligations Documents; Authorization for Execution - Subordinate Revolving Obligations. The LACMTA hereby approves the appointment of BMO, or such Other Line of Credit Provider selected and appointed by a Designated Officer, as the provider of the Revolving Line of Credit with respect to the Subordinate Revolving Obligations. The form, terms and provisions of the Revolving Obligations Documents are in all respects approved and any one or more of the Designated Officers, are hereby authorized, empowered and directed to execute, acknowledge and deliver each of the Revolving Obligations Documents, including counterparts thereof, in the name and on behalf of the LACMTA. The Revolving Obligations Documents, as executed and delivered, shall be generally in the forms now on file with the Clerk of the Board and

made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the forms of the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Revolving Obligations Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Subordinate Trust Agreement and the Revolving Obligations Documents.

If a Designated Officer determines that it is in the LACMTA's best interests to replace the Existing Revolving Line of Credit with a Revolving Line of Credit to be provided by an Other Line of Credit Provider, instead of by the BMO, the Designated Officers are hereby authorized to (a) enter into a Credit Agreement with the Other Line of Credit Provider that is substantially similar to the form of the BMO Credit Agreement (an "Alternate Credit Agreement") now on file with the Clerk of the Board and made available to the Board and approved above, and (b) execute and deliver tax-exempt and taxable notes that are substantially similar to the form of the BMO Revolving Obligation Notes (the "Alternate Revolving Obligation Notes" and together with the Alternate Credit Agreement, the "Alternate Revolving Obligations Documents") now on file with the Clerk of the Board and made available to the Board and approved above. The Alternate Revolving Obligations Documents, as executed and delivered, shall be substantially similar to the forms of the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board and hereby approved, or with such changes therein as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board's approval of any and all changes or revisions therein from the forms of the Revolving Obligations Documents now on file with the Clerk of the Board and made available to the Board; and from and after the execution and delivery of the Alternate Revolving Obligations Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate Revolving Obligations Documents.

Section 6. Trustee, Paying Agent and Registrar – Subordinate Revolving Obligations. U.S. Bank Trust Company, National Association is hereby appointed as Trustee, Paying Agent and Registrar for the Subordinate Revolving Obligations. Such appointments shall be effective upon the adoption of this Resolution and shall remain in effect until the LACMTA, by supplemental agreement, resolution or other action, shall name a substitute or successor thereto.

Section 7. Designated Officers – Subordinate Revolving Obligations. The Board hereby appoints the Chair of the LACMTA, any Vice Chair of the LACMTA, the Chief Executive Officer of the LACMTA (the "CEO"), the Chief Financial Officer of the LACMTA, the Treasurer of the LACMTA, any Executive Officer, Finance, any Deputy Executive Officer, Finance, any Assistant Treasurer of the LACMTA, or any such officer serving in an acting or interim capacity and any other persons the CEO may designate to serve, as "Designated Officers" of the LACMTA under the terms of this Resolution, the Subordinate Trust Agreement and each Credit Agreement. The Designated Officers are, and each of them is, hereby authorized and are hereby directed to perform those duties set forth in the Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents, including, without limitation, the execution of a Request for Advance and Revolving Loan (as described in the applicable Credit Agreement). The Designated Officers are, and each of them is, also authorized to make representations, certifications and warranties in connection with implementing and obtaining the Revolving Lines of Credit and the issuance and/or

incurrence of Advances, Revolving Loans and Term Loans as and when required in the Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents, and the certifications and agreements relating to the federal tax exemption with regards to certain advances. The Designated Officers are hereby further authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents.

Section 8. Authorized Authority Representative – Subordinate Revolving Obligations. The Board hereby designates the Designated Officers, as an Authorized Authority Representative for all purposes under the Subordinate Trust Agreement and as an Authorized Officer (as defined in the applicable Credit Agreement) for all purposes under each Credit Agreement and with respect to the Subordinate Revolving Obligations, the Revolving Lines of Credit, the Advances, the Revolving Loans, the Term Loans and the Subordinate Revolving Obligation Notes. Such appointments shall remain in effect until modified by resolution.

Section 9. Additional Authorization – Subordinate Revolving Obligations. Each Designated Officer and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Revolving Obligations Documents or the Alternate Revolving Obligations Documents and to carry out the terms thereof. Each Designated Officer and all officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments that may be required in order to carry out the authority conferred by this Resolution, the Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents or to evidence the same authority and its exercise. The foregoing authorization includes, but is in no way limited to, authorizing the LACMTA staff to pay costs of issuance of implementing and obtaining the Revolving Lines of Credit and fees and costs of BMO or such Other Line of Credit Provider, as applicable, authorizing the investment of the proceeds of the Advances in one or more of the permitted investments provided for under the Subordinate Trust Agreement, and authorizing the execution by a Designated Officer, or any one of them, of one or more tax compliance certificates as required by the Subordinate Trust Agreement and the Revolving Obligations Documents or the Alternate Revolving Obligations Documents for the purpose of complying with the rebate requirements of the Code. Each Designated Officer and all officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to do any and all things and to take any and all actions and to execute and deliver any and all agreements, certificates and documents, including, without limitation, any amendments or supplements to the Subordinate Trust Agreement deemed not materially adverse to the Holders, extend the expiration date of any Revolving Line of Credit, and any additional amendments to agreements relating to obligations payable from Net Pledged Revenues, which they, or any of them, may deem necessary or advisable in order to manage and administer the Program. All actions heretofore taken by each Designated Officer and all officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 10. Approval of Alternate CP Documents. If a Designated Officer determines that it is in the LACMTA's best interests to replace the Existing Revolving Line of Credit with a Letter of Credit to be issued by a Letter of Credit Provider, the Designated Officers are hereby authorized to (i) enter into a Reimbursement Agreement with the Letter of Credit Provider (an "Alternate Reimbursement Agreement"), (ii) enter into a fee agreement or a fee letter with the Letter of Credit Provider (an "Alternate Fee Agreement"), and (iii) execute and deliver a reimbursement note (the

“Alternate Reimbursement Note,” and collectively with the Alternate Reimbursement Agreement and the Alternate Fee Agreement, the “Alternate CP Documents”). The Alternate CP Documents, as executed and delivered, shall be in such form as shall be approved by the Designated Officer executing the same; the execution thereof shall constitute conclusive evidence of the Board’s approval of any and all provisions therein consistent with this Resolution; and from and after the execution and delivery of the Alternate CP Documents, the officers, agents and employees of the LACMTA are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents as may be necessary to carry out and comply with the provisions of the Alternate CP Documents.

The LACMTA hereby determines that entering into one or more Reimbursement Agreements with any such Letter of Credit Provider pursuant to Section 5922 of the Government Code of the State of California would be designed to reduce the LACMTA’s cost of borrowing for the CP Notes. In addition to the provisions set forth in the previous paragraph, no Designated Officer shall enter into an Alternate Reimbursement Agreement with such Letter of Credit Provider unless (a) such Alternate Reimbursement Agreement is designed (i) to reduce or hedge the amount or duration of any payment, interest rate, spread or similar risk, or (ii) to result in a lower cost of borrowing when used in combination with the issuance of the CP Notes, (b) the term of such Alternate Reimbursement Agreement does not exceed the Program Termination Date; and (c) the amounts payable by the LACMTA with respect to such Alternate Reimbursement Agreement shall be payable solely and exclusively from Net Pledged Revenues. In accordance with Section 5922 of the Government Code of the State of California, the LACMTA hereby finds and determines that any Alternate Reimbursement Agreement entered into in accordance with this Resolution and consistent with the requirements set forth herein is designed to reduce the amount or duration of payment, interest rate, spread or similar risk or result in a lower cost of borrowing when used in combination with the CP Notes.

Section 11. Additional Authorization – CP Program. The Designated Officers and all officers, agents and employees of the LACMTA, for and on behalf of the LACMTA, be and they hereby are authorized and directed to do any and all things necessary to effect the execution and delivery of the Alternate CP Documents and to carry out the terms thereof. The Designated Officers and all other officers, agents and employees of the LACMTA are further authorized and directed, for and on behalf of the LACMTA, to execute all papers, documents, certificates and other instruments and take all other actions that may be required in order to carry out the authority conferred by this Resolution or the provisions of the Alternate CP Documents or to evidence said authority and its exercise. In connection with the execution and delivery of the Alternate CP Documents and the issuance of a Letter of Credit by a Letter of Credit Provider, the LACMTA is hereby authorized and directed to prepare and cause to be distributed, from time to time, one or more commercial paper offering memoranda with respect to the CP Notes. All actions heretofore taken by the officers, agents and employees of the LACMTA in furtherance of this Resolution are hereby confirmed, ratified and approved.

Section 12. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 13. Effective Date. This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on April 24, 2025.

By _____
Board Clerk, Los Angeles County Metropolitan
Transportation Authority

Dated: _____, 2025

Bank Recommendation Summary

Proposer	Maximum Principal Commitment	Estimated First Year Cost*	Total Estimated Costs*
Commercial Paper Support – Prop A			
Bank of America, N.A.	\$150,000,000	\$2,811,100	\$11,214,400
JP Morgan Chase Bank, N.A.	\$150,000,000	\$3,553,400	\$14,063,600
PNC Bank, N.A.	\$150,000,000	\$2,715,900	\$10,728,600
Sumitomo Mitsui Banking Corporation	\$150,000,000	\$2,688,400	\$10,588,600
TD Bank, N.A.	\$150,000,000	\$2,704,000	\$10,667,600
Revolving Line of Credit Support – Prop C			
JP Morgan Chase Bank, N.A.	\$150,000,000	\$3,275,900	\$9,727,700
PNC Bank, N.A.	\$150,000,000	\$2,481,380	\$7,344,140
BMO Bank, N.A.	\$150,000,000	\$2,465,900	\$7,297,700
Wells Fargo Bank, N.A.	\$150,000,000	\$2,617,400	\$7,752,200

Targeted firms are shown in bold.

Alternative Products – Revolving Line of Credit

TD Bank provided a proposal for a product that was less desirable to Metro and is therefore not included in the summary above.

*All Costs are based on a standardized assumption of a \$60,000,000 facility size with provided pricing for a three-year tenor (Revolving Line of Credit) and a four-year tenor (Commercial Paper).

Proposition A and C Short-Term Borrowing Programs

Finance, Budget and Audit Committee
April 17, 2025

Proposition A and C Short-Term Borrowing Programs

Recommendations:

ADOPT:

- A. A resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct-pay letter of credit (“LOC”) with respect to the Proposition A (“Prop A”) short-term borrowing program, Attachment A; and
- B. A resolution that authorizes the Chief Executive Officer and/or other Designated Officers to renew and/or replace the existing direct purchase revolving credit facility with respect to the Proposition C (“Prop C”) short-term borrowing program, Attachment B.

Background:

- The Prop A and Prop C Short-Term Borrowing programs are secured by sales tax revenues from the respective ordinances
- Current Prop A LOC with Bank of America expires in June 2025
- Current Prop C RCF with Bank of Montreal expires in May 2025



Metro

Proposition A and C Short-Term Borrowing Programs

Purpose:

- A. Provide liquidity at lowest cost of borrowed capital, maintain prudent level of risk, and preserve financial flexibility in Metro's capital structure
- B. Provide interim financing for Board-approved capital projects and programs
 - Offer financing until grant reimbursement or other funding sources are received, or until permanent financing is arranged
 - Short-term borrowing facilities are utilized for quick access to funds at the beginning of the capital project cycle

Life of a Project



Proposition A and C Short-Term Borrowing Programs

Action:

- A. Replace the existing \$150MM Prop A direct-pay letter of credit (LOC) for a 4-year term
- B. Renew the existing \$150MM Prop C direct purchase revolving credit facility (RCF) for a 3-year term

Next Steps:

- Negotiate final terms and conditions with the recommended banks
- Prepare agreements and documentation for the replacement LOC and RCF, including, among others, notices, reimbursement agreements, fee agreements, reimbursement notes, credit agreements, revolving obligation notes, supplemental trust agreements and offering memoranda
- Obtain credit ratings for the CP notes based on the credit ratings of the selected banks
- Execute documents prior to the expiration date of the current agreements

Proposition A and C Short-Term Borrowing Programs

Discussion



Board Report

File #: 2025-0319, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
APRIL 24, 2025**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held March 27, 2025.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 20, 2025

The Honorable Janice Hahn, Chair
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Proposed Renaming of Douglas K Line Station

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes, and provide monthly opportunities for the public to engage with Metro about service, policies, and programs.

At our February 14, 2025 meeting, the South Bay Cities Service Council approved a motion to formally request the renaming of the Douglas K Line Station to Rosecrans/Douglas Station. Metro's Station Naming policy states that property names will reflect the following principles:

- **Transit system context:** Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.
- **Property area context:** Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can navigate the area after their arrival and to support system access via automobile drop-off and parking.

This station is named after Douglas Street, a little-known, 2.2 mile, north-south street running from Imperial Hwy in the north to Rosecrans Av in the south. The Douglas Station name fails to inform transit users *where* along Douglas St the station is located. Incorporating Rosecrans Av, a major 27-mile east-west thoroughfare, would provide better context both within the transit system and the property area. Rosecrans Av is 0.2 mile from Douglas Station. Other Metro station names taken from nearby locations or landmarks include:

- Azusa Pacific University is 0.4 miles from APU/Citrus College Station;
- Citrus College is 0.2 miles APU/Citrus College Station;
- Watts Towers are 0.4 miles from the 103rd St/Watts Towers Station.

The Rosecrans Corridor is home to more than 1 million square feet of office, creative and retail space, hotels, and restaurants. It includes Continental Park, numerous Class "A" office buildings, the 22-acre, 685,000 sq ft MBS Media Campus (also known as Manhattan Beach Studios), and westdrift Hotel Manhattan Beach, The Hyatt House Los Angeles/El Segundo,

located at 810 S Douglas St, 300 ft from the Douglas Station, is promoted as located “in the heart of the Rosecrans Corridor.”

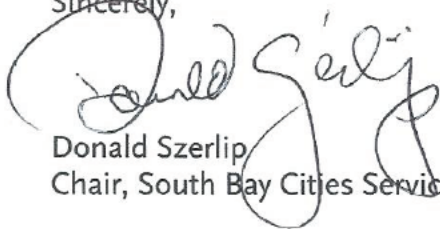
Metro’s Station Naming Policy describes the process for renaming a station as follows:

Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.

With the new signage, maps, and timetables being produced for the LAX/Metro Transit Center Station, and additional Metro projects slated to open later this year, now would be an ideal time to make this change as the new name could be incorporated into those products, thus reducing the overall cost of the change. It would also reduce rider confusion which will be key during the multiple special events that the greater Los Angeles area is preparing for, such as the 2026 World Cup, Super Bowl LXI in 2027, and the 2028 Olympics and Paralympics Games. This is particularly key for the 2028 events, as there are shopping, dining, and lodging destinations in close proximity to the Douglas Station.

We encourage the Metro Board to take these factors into consideration and support the renaming of the Douglas K Line Station to Rosecrans/Douglas Station. Our Service Council stands ready to continue to work with Metro to address community transportation concerns and improvements.

Sincerely,



Donald Szerlip
Chair, South Bay Cities Service Council



David Mach
Vice Chair, South Bay Cities Service Council

cc: Stephanie Wiggins, CEO, Metro
Conan Cheung, Chief Operations Officer
Jennifer Vides, Chief Customer Experience Officer

The proposed LA ART gondola project is a 1.2 mile long aerial gondola that is proposed to travel between Union Station and Dodger Stadium. This project has been proposed as a permanent mass transportation system that would be privately owned and financed. As currently proposed, the system would include three passenger stations, one non-passenger junction or angle station, and three towers.

The Echo Park Neighborhood Council's opposition to the LA ART gondola project is rooted in the following findings and analysis.

La Loma, Bishop, and Palo Verde, aka "Chavez Ravine"

The residents of Echo Park live every day in the shadow of the historic injustice caused by the displacement of the residents "Chavez Ravine." We wholeheartedly support the efforts of the descendants of the families of La Loma, Bishop, and Palo Verde in seeking reparations for the land and lost opportunities for generational wealth that was stolen from them.

We do not need to recount these injustices but we want to highlight the irony that the city of Los Angeles is on the verge of repeating the same injustice from the past. This gondola will invade our historic neighborhoods with unnecessary permanent infrastructure without providing any essential services. This project will be an environmental injustice because it places heavy burdens on historic working class communities for the benefits of the wealthy.

Gentrification

The covenants, conditions and restrictions agreed to during the Dodger bankruptcy in 2011 prevent development of the parking lots surrounding Dodger Stadium, still partially owned by Frank McCourt (former owner of the Dodgers), unless the city approves a "mass transportation" option to service the area. We believe the gondola is such a public transit fig leaf that unlocks the development rights to build a luxury high rise shopping and dining experience on much of the land surrounding Dodger Stadium. Why else would you need access to Dodger Stadium every day.

Unfortunately, the gondola will impact multiple neighborhoods already facing increasing rent increases and displacement due to luxury development. McCourt Global is also already a gentrifier in the area. Frank McCourt is building luxury apartments with abysmal affordable options on Stadium Way and on College Ave.

In a city where our most vulnerable working class Angelenos continue to face the realities of being economically and culturally pushed out of their communities, a tourist attraction such as the gondola will only contribute to displacement. This is because having such an attraction in time for the Olympics, now becomes an asset to developers who are bypassing land use protocols to rapidly build luxury buildings, as we have seen across the communities surrounding Dodger Stadium. The city should instead focus on how to protect the lifelong residents that love and care for Los Angeles.

In neighborhood where three quarters of the residents are tenants, approving multi-billionaire projects that do not benefit the constituents of the area, only adds to the housing crisis of Los Angeles because property owners are enticed to sell their properties due to property values increasing as a result of projects such as these. This cycle is what has fueled an unprecedented and accelerated form of evictions, both illegal and unjust, as most tenants cannot afford to defend themselves against much better resourced landlords and property owners.

The Environment

No gondola system in the world operates at the capacities claimed by LA ART and no queuing plan has been presented to demonstrate the feasibility of passenger loading and unloading under the conditions specified for the LA ART gondola, so it seems the project is likely to carry fewer passengers than is purported. And a UCLA Mobility Lab study found that the gondola project does little to take cars off the road, because many will likely drive to the stations to get on. Therefore, it is reasonable to state that the environmental benefits of this project are overstated and based on many unsound assumptions including maximum wait to get on a gondola of 15 minutes and 68% of gondola riders using transit for their entire trip with an average trip of 22 miles.

The negative environmental impacts of the gondola, unfortunately, are too real. LA State Historic Park was an environmental justice victory that was 20 years in the making for the communities surrounding the park including Chinatown, Solano Canyon, and William Mead Homes and will be negatively affected. Not only would the gondola project locate a 98 ft tall station at the entrance of LA State Historic Park and fly cabins as low as 26 ft over recreation areas in the park, invading the viewsheds of the park, including the iconic DTLA skyline view, while removing 80 trees from the park. Finally, the proposed gondola sits directly atop a liquefaction zone and a fault line.

Public Transit

The need for increased public transit around Echo Park and during Dodger games is real but the LA ART gondola project is not the right solution. According to LA ART's own calculations the gondola can transport 5,000 passengers per hour per direction which is woefully inadequate given the 56,000 person capacity of Dodger stadium.

A mix of parking permits, expanding the Metro Dodger Express buses to transport Dodger fans on game days, and using the Hollywood Bowl's transportation system as a model is a cheaper, less invasive, and accessible solution to the traffic caused by games and concerts at Dodger Stadium. We could also look to the highly successful Comuna 13 escalator system in Medellin, Colombia as an example, and simply increase pedestrian access to the stadium.

This privately owned project that provides transportation only to Dodger Stadium at an estimated cost of over \$500 million covering a 1.2 mile 20 minute walk for approximately 88 days a year cannot be called public transit. A real solution to the public transit problems facing the communities surrounding Dodger Stadium would be to restore the many bus lines that LA Metro has eliminated over the last few years, including the only bus that connected Echo Park to Union Station.

Therefore let it be resolved that the Echo Park Neighborhood Council hereby declares that the LA ART Gondal project will negatively impact our community and the surrounding communities of Chinatown, Solano Canyon, William Mead, El Pueblo, LA State Historical Park, and more. We urge Mayor Bass, Councilmember Eunisses Hernandez, Councilmember Hugo Soto-Martinez and the rest of the city council to support the community in their opposition to this development.

Finally, we urge all elected leaders and decision-makers to reconsider the opaque process that has brought this ill-conceived project to this point in the approvals process. Our communities must be treated with respect and dignity, rather than as a path of least resistance. We encourage future discussions with the community on how to improve access to and from Dodger Stadium.

March 2025 RBM General Public Comment

From: [REDACTED]

Sent: Friday, March 21, 2025 4:36 PM

To: Laura.cornejo@lacity.org; Wiggins, Stephanie N <SWiggins@metro.net>; firstdistrict@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; Kathryn@bos.lacounty.gov; Board Clerk <BoardClerk@metro.net>; atagawadisabilitycomm@gmail.com; Councilmember.krekorian@lacity.org; Councilmember.yaroslavsky@lacity.org; Councilmember.padilla@lacity.org; jdupontw@aol.com; Councilmember.park@lacity.org; hydee.feldsteinsoto@lacity.org; dharrison@lacounty.gov; Cc: lauren.hodgins@lacity.org <lauren.hodgins@lacity.org>

Subject: MTA/BRT plans for Colorado Blvd. in Eagle Rock

Dear Public Servants,

I am forwarding a very thoroughly detailed letter about the very real safety issues involved in the plans for the MTA/BRT disruption of a portion of Colorado Blvd. in Eagle Rock.

I also want to call to your attention another aspect of this that will seriously impact neighbors (of which I am one) who live in the several blocks to the North and to the South of Colorado Blvd.

Parking has become a real nightmare for those of us homeowners who must rely on street parking and for the businesses on the Boulevard (the majority) that do not have parking lots. This is a problem that exists every day and which is a disaster on street cleaning days when the already inadequate parking is reduced by fifty percent. On those days my husband and I often have to walk at least a block from wherever we can find space for our cars, often carrying heavy bags of groceries.

And this is to say nothing of the traffic that is already extremely heavy, especially in the morning and throughout the afternoon. We live on La Roda Ave. south of Colorado and we must often wait several minutes just to make a right turn onto the boulevard. In an emergency, this would be unacceptable. This safety issue also speaks to the letter below which I am forwarding to you.

I ask you to PLEASE not allow this bus lane to go through our community.

Respectfully,

Ellen Stern

Subject: NOTICE to the City of LA & the LA MTA that the Colorado Blvd. MTA BRT Design in Eagle Rock Constitutes a Dangerous Condition

LA Times 2-2-25: "What happened in the first critical hours of the Palisades fire? A chaotic scene emerges as delayed alerts, overwhelmed firefighters and gridlocked exits are revealed through photos, videos and emergency service dispatches."

Dear Mayor Karen Bass, Interim Fire Chief Ronnie Villanueva, Former Fire Chief Kristin Crowley, Councilmember Ysabel Jurado, Mr. Stephen Simon, Ms. Laura Rubio-Cornejo, Commission on Disability President Akiko Tagawa, MTA Chief Executive Officer Stephanie Wiggins, Supervisor Hilda Solis, Supervisor Lindsey Horvath, Supervisor Kathryn Barger, Los Angeles County Metropolitan Transit Authority Board of Directors, Councilmember Paul Krekorian, Councilmember Imelda Padilla, Councilmember Katy Yaroslavsky, Councilmember Traci Park, Ms. Jacquelyn Dupont-Walker, City Attorney Hydee Feldstein Soto and County Counsel Dawyn Harrison:

A. NOTICE TO THE CITY OF LA & THE LA MTA THAT THE LA MTA BUS RAPID TRANSIT DESIGN IN EAGLE ROCK CONSTITUTES A DANGEROUS CONDITION.

This letter constitutes NOTICE to both the City of Los Angeles (City of LA) and the Los Angeles County Metropolitan Transit Authority Board of Directors (LA MTA Board) that both the City of LA and the Los Angeles County Metropolitan Transit Authority (LA MTA) created a DANGEROUS CONDITION, when the LA MTA Board approved two Los Angeles County Metropolitan Transit Authority Bus Rapid Transit (LA MTA BRT) only lanes on a City of LA street at the April 28, 2022 MTA Board meeting. Former City Councilperson Kevin de Leon, who represented Eagle Rock, made the first public comment at that meeting by fully supporting this dangerous design, consisting of two LA MTA BRT only lanes adjacent to a median on Colorado Boulevard in Eagle Rock, a neighborhood in the City of LA. Before the MTA Board's approval of the Colorado Boulevard "Refined F1 1-Lane option" (MTA BRT Eagle Rock Design) neither he nor any of the MTA Board members, including LA City Councilperson Paul Krekorian and former LA City Councilperson Mike Bonin, addressed the fact that this design blocks access of fire trucks stationed at City of LA Fire Station #42 (Eagle Rock Fire Station). Both LA Councilperson and former MTA Board member Krekorian as well as former MTA Board member and former LA Councilperson Bonin voted to approve the Colorado Boulevard design at that April 28, 2022 MTA Board meeting.

The MTA BRT Eagle Rock Design removes street lanes by reallocation of one general travel lane on each side of Colorado Boulevard for two dedicated MTA Bus Rapid Transit bus lanes from Eagle Rock Boulevard to Linda Rosa Avenue. Instead of two lanes of general traffic on each side of Colorado Boulevard, the MTA BRT Eagle Rock Design limits general traffic on each side to one lane.

It is undisputed that the MTA BRT Eagle Rock Design blocks fire trucks from the Eagle Rock Fire Station on Colorado Boulevard from turning left onto Colorado Boulevard to travel east bound. This disastrous design includes a double center median directly in front of the Eagle Rock Fire Station, making a left turn impossible for those fire trucks responding to emergencies. In addition, the design makes right turns for trucks traveling west dangerous and difficult due to the new medians, a narrowed traffic lane, and an expanded "bus platform" right at the western edge of the Eagle Rock Fire Station driveway. As a result, the MTA BRT Eagle Rock Design makes

it impossible for any fire truck to turn left to proceed east when exiting the Eagle Rock Fire Station and extremely difficult for fire trucks to turn right exiting the station to proceed west causing substantial delay times in response to any fire or any emergency.

Eagle Rock has been identified as being one of the twenty most evacuation-constrained communities in California, and it was listed before the Pacific Palisades community in a 2019 joint analysis by U.S. News & World Report, McClatchy News Service, and the Associated Press. (Evacuation Constrained California Communities Analysis). See: "Here's why so many California wildfire evacuations turn into deadly traffic jams," Ventura County Star, 4/25/2019 (<https://www.vcstar.com/in-depth/news/local/2019/04/25/california-wildfire-evacuation-routes-traffic-jams/3238313002>) and <https://www.nbclosangeles.com/news/california-wildfire-evacuation-routes-analysis/163922>. Investigative journalists analyzed factors including population, population density, roadway space, and fire threats. In that joint Evacuation Constrained California Communities Analysis Eagle Rock was found to be one of the most endangered California neighborhoods, including Pacific Palisades in the City of LA and Rancho Palos Verdes.

Last month our City and our neighborhood watched as fires destroyed our neighbor the City of Altadena as well as Pacific Palisades. The Evacuation Constrained California Communities Analysis accurately predicted that Pacific Palisades was one of the most endangered California neighborhoods due to evacuation constraints. Let's not be cavalier about a potential fire endangering Eagle Rock.

On the morning of January 8, 2025, we followed the Watch Duty app, which showed Zone GLN-E044 Evacuation Order - Level 3 GO. Zone GLN-E044 borders many homes in Eagle Rock. We saw the Eaton Fire spread close to the Chevy Chase neighborhood of Glendale - just north of our Eagle Rock borders. That is why we recognize the importance of providing this NOTICE to the City of LA and the LA MTA because the MTA BRT Eagle Rock Design threatens and endangers our community with its unsafe and dangerous design by its limiting the number of general travel lanes to one in each direction. Fortunately, this time Eagle Rock was spared the devastation experienced by the residents and business owners in Altadena and Pacific Palisades. Many of us still are recovering from how close the fires were to our neighborhood: The mountain adjacent to Eagle Rock was engulfed in flames.

Included above is the February 2, 2025 LA Times News heading that linked to photos, videos and emergency dispatches depicting "the first critical hours of the Palisades fire", and proclaimed that City of LA neighborhood a "chaotic scene" due to "delayed alerts, overwhelmed firefighters and gridlocked exits." By providing this NOTICE to the City of LA and the LA MTA that the MTA BRT Eagle Rock Design constitutes a dangerous condition, both the City of LA and the LA MTA should be found legally responsible for any and all damages, including loss of real property and personal property, in the event a "chaotic scene" results from any traffic gridlock and emergency response delays due to the MTA BRT Eagle Rock's irresponsible and unsafe design.

The MTA BRT Eagle Rock Design is one segment of the LA MTA North Hollywood to Pasadena Bus Rapid Transit Project (NoHo to Pasadena MTA BRT Project). As supported by the

facts in the Evacuation Constrained California Communities Analysis the MTA BRT Eagle Rock Design would most likely cause a catastrophic impact on any mass evacuation in Eagle Rock. On February 15, 2025, the Wall Street Journal wrote an article entitled “After Public -Safety Missteps in Palisades Fire, Residents Want Answers: Nancy Spiller and her husband tried for hours to evacuate their burning Pacific Palisades neighborhood... There was fire on both sides of the road... no one was going anywhere.”

Given this Notice your failure as City of LA officials and LA MTA Board members to review and reconsider the City of LA and the LA MTA’s public safety missteps, viz., the MTA Board’s approving the MTA BRT Eagle Rock Design (and its total disregard for the fact that the LA MTA’s approved design blocks the Eagle Rock Fire Station) a court or jury should find that the City of LA and LA MTA should pay substantial damages resulting from any person’s inability to evacuate after a fire, earthquake or other disaster and any person’s loss of real property and/or personal property.

Even though the MTA will spend millions of dollars on the LA MTA NoHo to Pasadena MTA BRT Project, according to a Wikipedia entry regarding the MTA NoHo to Pasadena Transit Corridor it appears that the LA MTA sent out a May 15, 2024 request for proposals regarding a “Scope of Services for a NoHo-Burbank-Pasadena Rail Transit Feasibility Study”, which includes Colorado Boulevard in Eagle Rock. Documents under the category of Conversion to Light Rail on that Wikipedia.orgpublic website appear to include responses to the MTA’s RFP from companies such as Michael Baker International and Kimley Horn , which wrote: 1) The MTA BRT Eagle Rock Design “is already repurposing a travel lane in the middle of Colorado Boulevard between Eagle Rock Blvd. and SR134... 2) Realign BRT to SR 134 to provide space for rail along Colorado Boulevard...3) LA Railway 5 Car (streetcar) operated on Colorado Boulevard between 1920 and 1955”. STV, another company, apparently responded: “This segment could likely be converted from BRT to rail, with the rail alignment in the median along Colorado Boulevard through Eagle Rock.”

In a worst case scenario involving a natural or human caused disaster the MTA Eagle Rock BRT Design will have a catastrophic impact on evacuations, but a MTA Eagle Rock Rail Design on Colorado Boulevard will be even worse: Unprecedented and substantial destruction of our community similar to what recently occurred in the City of LA neighborhood of Pacific Palisades. During an emergency, Colorado Boulevard in Eagle Rock would become a virtual obstacle course for fire trucks and other emergency vehicles. Emergency drivers would be forced to navigate gridlocked conditions, confused motorists and the median would act as a physical impediment to any emergency vehicle access: All blocking fire fighters stationed at the Eagle Rock Fire Station on Colorado Boulevard from quickly responding and frightened residents from evacuating.

These outcomes will constitute clear violations of California and City of LA fire codes if the City of LA and the LA MTA fail to include the City of LA and County of LA Fire Departments in their requisite evaluations to approve either the MTA BRT Eagle Rock Design or a MTA Eagle Rock Rail Design.

On April 6, 2022, before the LA MTA Board approved the MTA BRT Eagle Rock Design some of us as individuals and on behalf of Save Eagle Rock Community previously sent a letter to former City of LA Fire Chief Kristin Crowley, former City of LA Councilmember Kevin de Leon, former City of LA Police Department (LAPD) Chief Michael Moore and former LA County Fire Department Chief Daryl Osby that raised many of these same points and detailed unsafe fire design issues with the MTA BRT Eagle Rock Design. We received no response from anyone except former LAPD Chief Michael Moore on April 13, 2022. He replied as follows:

“Re: Fire Code Violations/Safety Concerns in Metro BRT Noho-Pasadena Final EIR designs:

Hello,

Thank you for your correspondence. However, I believe the City’ established protocols for this matter fall outside of our areas of responsibility. We will remain available to the appropriate city entity overseeing these proposed design changes as appropriate.

Respectfully,

Mike”

That April 6, 2022 letter also was copied to Stephanie Wiggins, MTA’s then and current CEO (swiggins@metro.net); Supervisor Hilda Solis (firstdistrict@bos.lacounty.gov), who was and is the LA County Supervisor for our district; then County Counsel Rodrigo A. Castro-Silva (contact_us @counsel.lacounty.gov); former City Attorney Mike Feuer (mike.n.feuer@lacity.org) and former General Manager for the City of LA Department of Transportation (LADOT) Seleta Reynolds (seleta.reynolds@lacity.org), who now is employed by the LA MTA as the LA MTA’s Chief Innovation Officer (ReynoldsS@metro.net). None of them responded to our letter.

The City of LA supported the MTA BRT Eagle Rock Design as evidenced by City of LA Councilperson Paul Krekorian and former City Councilperson Mike Bonin's April 28, 2022 MTA Board votes to approve the design; former Councilperson de Leon’s public comments at that same MTA Board meeting; as well as the December 28, 2020, City of LA MTA BRT Environmental Impact Report Comment Letter No. 5 RE: the NoHo to Pasadena MTA BRT Project (City of LA MTA EIR Comment Letter No. 5). The LA DOT (headed by current MTA Chief Innovation Officer Seleta Reynolds) prepared the City of LA MTA EIR Comment Letter No. 5 because former Mayor Eric Garcetti decided that “key City agencies coordinate a single request with precise mitigation measures” regarding “impacted City streets/public rights of way”. With respect to the MTA BRT Eagle Rock Design on a City of LA street the LA DOT was the designated “key” City of LA agency to coordinate the City of LA’s position.

In that City of LA MTA EIR Comment Letter No. 5 the LA DOT focused primarily upon a center running MTA BRT lane alignment on Colorado Boulevard. Based upon a Public Records Act response we learned that the LA DOT completely disregarded the December 14, 2020 recommendation sent to the LA DOT from former Mayor Garcetti’s Office that “(b)ased on engagement with community stakeholders and field investigation, the on-street side-running

North Hollywood to Pasadena BRT alignment within Eagle Rock is recommended because a ‘potential 1.7 mile center running BRT on Colorado Boulevard impacted some of the City’s planned curb extensions and medians, eliminated left turns at 15 unsignalised intersections and required that medians be narrowed or removed/be less contiguous; - 40% reduced on-street parking spaces’” in Eagle Rock’s commercial center.

With respect to “Emergency Access” the City of LA MTA EIR Comment Letter No. 5 failed to set forth that the MTA BRT Eagle Rock Design blocked a fire station on Colorado Boulevard, and it took issue with the LA MTA’s own preferred side-running bus alignment (and former Mayor Garcetti’s internal recommendation to the LA DOT) because the LA DOT believed that a side-running MTA BRT option would degrade the “travel experience for bicycle riders” under the City of LA Mobility Plan 2035. A center running MTA BRT bus only lane on Colorado Boulevard will force all MTA BRT passengers, including disabled passengers, to enter and exit a MTA BRT bus in the middle of a City of LA street at designated MTA BRT stations on Colorado Boulevard: Degrading the travel experience for disabled passengers and creating a dangerous condition for them in violation of their access rights. It should be noted that the City of LA MTA EIR Comment Letter No. 5 made no mention of any disabled person’s rights.

Notably, both the MTA Board, including two former MTA Board members - LA Councilperson Krekorian as well as former LA Councilperson Bonin- and the City of LA failed to address the fact that **on August 12, 2020, a federal court found that the City of LA violated Title II of the Americans With Disabilities Act and Section 504 of the Rehabilitation Act, 29 U.S.C. Section 794 and California Government Code Section 11135 after the City of LA installed a similar street design on Reseda Boulevard as described in “Sarfaty v. City of LA” U.S. District Court Case No. 2-17-cv-039594- SVW-KS. Public records establish that LA Councilperson and former MTA Board member Krekorian moved for the City of LA to resolve “Sarfaty” on April 21, 2021, a year before he voted to approve the MTA BRT Eagle Rock Design on Colorado Boulevard with the same street design flaws, which violated the plaintiff’s rights in “Sarfaty”. The LA City Council unanimously approved resolving “Sarfaty” on April 21, 2021.**

By way of background, plaintiff Ron Sarfaty, a disabled person, successfully sued the City of LA in “Sarfaty v. City of LA” for violations of the ADA and the aforementioned equal access statutes. Like the MTA BRT Eagle Rock Design’s street alterations on Colorado Boulevard, “Sarfaty” involved the introduction of “cycletracks”, i.e., physically separated protected bike lanes along the curb in Mr. Sarfaty’s City of LA neighborhood. In April 2015, the City of LA altered Reseda Boulevard, a City of LA street “as part of the City’s ‘Great Streets Initiative’... The alterations included the installation of cycletracks and buffer zones containing bollards, and the restriping/relocation of parking spaces away from the curb.... The City assert(ed) that one of the goals of the Great Streets Project was to ‘improve access and mobility’ and that the alterations to Reseda Boulevard involved accessibility review.” However, the court in “Sarfaty” found, “No portion of the information packet describing the Reseda Boulevard project to residents discusses accessibility, references disabled individuals or depicts wheelchair use.”

After the City of LA altered Reseda Boulevard as part of the City of LA’s “Great Streets Initiative” in April 2015, Mr. Sarfaty was no longer able to use his wheelchair out the back or

side doors of his van to reach the street curb. It was necessary for him to ride his wheelchair in the newly designed bike lane, down the street, to the corner to access a ramp to get on to the curb. In letters to the City of LA Department of Street Maintenance Mr. Sarfaty “suggests that the alterations must have been ‘designed by a moron with no sensitivity whatsoever to disabled or handicapped person.’”

Like the illegal Reseda Boulevard street design, the MTA approved Final Environmental Impact Report Diagrams (MTA FEIR Eagle Rock Diagrams) for the alteration of Colorado Boulevard depict installation of “cycletracks” (bike lanes next to the curb), including in front of and across the Eagle Rock Fire Station. In that specific Eagle Rock location the bike lane also will be next to the curb where MTA Lines 180, 81 and City of LA Dash buses will stop. Along Colorado Boulevard the MTA BRT Eagle Rock Design will force disabled, elderly people, and all bus riders to step into a bike lane as they depart the buses on those lines, cross that bike lane in order to step on to the curb. It will be just a matter of time until a disabled person or transit rider is hit by a fast moving electric bike, bicycle or electric scooter.

2010 ADA Standards Section 810.2.2 supports liability against the City of LA and the MTA for violating disabled person’s access rights. That section states: “**810.2.2 Dimensions.** Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.” Rather than comply with the law the MTA BRT Eagle Rock Design includes a bus stop just west of the Eagle Rock Fire Station with a 60” bike lane directly adjacent to the sidewalk- not the requisite legal clear length of 96 inches. See: MTA FEIR Eagle Rock Diagram Sheet No. 0-2.

Even though the court in “Sarfaty” found the City of LA liable for equal access violations because it failed to ensure that a City of LA street was accessible to persons with disabilities when it installed “cycletracks”, **both the City of LA and the MTA Board have ignored that 2020 federal court decision as established by their support and approval of this same illegal design on Colorado Boulevard** in Eagle Rock in April 2022. Both the City of LA and the MTA Board chose to disregard the “Sarfaty” court’s finding that the City of LA failed to ensure that Reseda Boulevard, a City of LA street, was accessible to persons with disabilities as demonstrated by their support and approval of the same unsafe and illegal street design on Colorado Boulevard.

In August 2020, the court in “Sarfaty” found Mr. Sarfaty’s “past encounters and continuing fear of cyclists hitting him in the bike lane to be credible...It is readily apparent that any encounter between a cyclist and a wheelchair-bound individual in this narrow bike lane carries the potential risk of a collision and possible harm. This constitutes a significant accessibility concern for individuals like Plaintiff.” By approving and supporting the MTA BRT Eagle Rock Design and the MTA FEIR Eagle Rock Diagrams, both the MTA Board and the City of LA showed its complete disregard for the “Sarfaty” court’s rationale for finding that the City of LA violated the ADA and other key access laws when it altered a City of LA street to include a continuous bike lane adjacent to a City of LA sidewalk; in April 2022, the MTA Board deliberately approved the same “Sarfaty” street design to alter Colorado Boulevard.

Public Records Act responses from the City of LA Department on Disabilities (LA DOD) prove that the LA DOT did not conduct a coordinated City of LA response with another sister City department – the LA DOD – before the LA DOT submitted the City of LA MTA EIR Comment Letter No. 5 regarding the MTA BRT Eagle Rock Design in December 2020. As pointed out in former LAPD Chief’s April 13, 2022 response LA City has “established protocols for this matter”, and a sister City department such as either the LA DOD or the LAPD was “available to the appropriate city entity overseeing these proposed design changes as appropriate”.

The City of LA also has a Commission on Disability, which works with the City of LA Department on Disability “to work together to respond to the needs and concerns of citizens in Los Angeles”. Before submitting the December 28, 2020 City of LA MTA EIR Comment Letter No. 5, the LA DOT failed to contact both the City of LA Commission on Disability and the LA DOD even though the MTA BRT Eagle Rock Design fell within the LA DOD’s “areas of responsibility” regarding accessibility of a new street design on Colorado Boulevard.

In April 2022, when the MTA Board approved the MTA BRT Eagle Rock Design the City of LA and the MTA (including then MTA Board members Krekorian and Bonin) knew that unsafe street design for Colorado Boulevard is similar to the street design, addressed in “Sarfaty”, that a federal court found to be in violation of the ADA. A court may use that fact to support a finding that the City of LA and the MTA showed their deliberate indifference to the rights of disabled persons, constituting intentional discrimination. See: “Sarfaty”.

B. THE MTA BRT EAGLE ROCK DESIGN VIOLATES DISABLED PERSONS’ ACCESSIBILITY RIGHTS AND CONSTITUTES A DANGEROUS CONDITION FOR DISABLED PERSONS.

In the previously described April 6, 2022 letter it also was pointed out that the MTA BRT Eagle Rock Design is dangerous for disabled persons and the elderly. The LA DOD’s response to a February 24, 2022 Public Records Act establishes that the LA DOT failed to coordinate the City of LA’s response with the LA DOD before the LA DOT provided the City of LA’s support of the MTA BRT Eagle Rock Design to the LA MTA on December 28, 2020. Most importantly, the LA DOT did not request that a LA DOD Americans With Disabilities Act Compliance Coordinator review the MTA BRT Eagle Rock Design to ensure that the MTA BRT Eagle Rock Design complied with the Americans With Disabilities Act (ADA) as well as all applicable federal and state accessibility guidelines and laws.

LA DOD’s August 3, 2022 Public Records Act Response also proves that the LA DOT failed to comply with the City of LA’s own Mobility Plan 2035 outreach requirements before it provided the City of LA’s support for the MTA BRT Eagle Rock Design to the LA MTA. The City of LA’s Public Records Act Response is clear: LA DOT failed to conduct any outreach to either the LA DOD or to the board members of the City of LA Commission on Disability at any time. It also is doubtful that the LA MTA obtained the approval of the LA MTA Accessibility Advisory Committee before the MTA Board approved the MTA BRT Eagle Rock Design.

The LA DOD took more than five months to respond to the aforementioned Public Records Act request. In its response the LA DOD established that it had no involvement with the City of LA’s

approval of the MTA BRT Eagle Rock Design. In addition, the LA DOD made no finding that the MTA BRT Eagle Rock Design complied with the ADA as well as all applicable accessibility laws and guidelines enacted to protect disabled persons because the LA DOT never asked the LA DOD to perform its responsibilities to ensure that the MTA BRT Eagle Rock Design complied with all disability access laws and guidelines. The LA DOT did not request, therefore, it did not obtain, any written comments from the LA DOD regarding the MTA BRT Eagle Rock Design on Colorado Boulevard, a street in the City of LA that is substantially affected by the accessibility aspects of the NoHo to Pasadena MTA BRT Project. Additionally, the City of LA had notice of the Colorado Boulevard street design's illegalities and unsafe design because a federal court issued its "Sarfaty" opinion on August 12, 2020, that reviewed a similar street alteration.

It also should be noted that MTA ACCESS vehicles will not be allowed to use the MTA BRT bus only lanes in Eagle Rock. Based upon a City of LA DOT record-also obtained pursuant to a Public Records Act request- the LA MTA does not recommend allowing non-BRT MTA or any municipally-operated buses to use a MTA BRT bus only lane on City of LA streets. As a result, non-MTA BRT vehicles and MTA ACCESS vehicles are required to use the reduced one lane of general traffic in each direction on Colorado Boulevard.

C. THE MTA BRT EAGLE ROCK DESIGN WILL MAKE BUS STOPS INACCESSIBLE BY SEPARATING THEM FROM THE SIDEWALK, VIOLATING THE ADA.

According to a LA Times December 27, 2022 Op-Ed, noted climate activists and attorneys Sebastien Jodoin, Penelope J.S. Stein and Michael Ashley Stein wrote: "People with disabilities are two to four times more likely to die or be critically injured during disasters... Organizations of persons with disabilities have had to fill the gaps, leading efforts to disasters, including wildfires in California... Climate solutions developed without input from people with disabilities, their representative organizations and allies run the risk of being exclusionary and inaccessible. Consider some seemingly straightforward strategies to cut emissions, the world's top climate goal. Protected and continuous lanes for bicycling, for example, make it faster and safer to bike through city streets, a greener alternative to cars. **However, redesigning streets to add bike lanes can make bus stops inaccessible by separating them from the sidewalk, and it can introduce other obstacles for wheelchair users as well as pedestrians with visual and hearing disabilities, thus violating the ADA.**" That is exactly what the MTA BRT Eagle Rock Design does – Separates a MTA BRT Bus from the sidewalk on Colorado Boulevard in Eagle Rock, "thus violating the ADA". See: LA Times Op-Ed: Climate change efforts won't work if they exclude people with disabilities. <https://www.latimes.com/opinion/story/2022-12-27/climate-change-disab...>

It should be noted that Mr. Jodoin is a law professor at McGill University, where he directs the Disability-Inclusive Climate Action Research Programme. Mr. Ashley Stein is the executive director of the Harvard Law School Project on Disability and a visiting professor at Harvard Law School; he participated in drafting the United Nations Convention on the Rights of Persons With Disabilities.

D. THE VOICES OF PERSONS WITH DISABILITIES WERE NOT HEARD BEFORE THE LA MTA BOARD APPROVED THE MTA BRT EAGLE ROCK DESIGN NOR WERE

THEIR VOICES HEARD BEFORE THE CITY OF LA APPROVED THE CITY MOBILITY PLAN 2035.

The City of LA Mobility Plan 2035 committed the City of LA to publicly communicate “the consequences of any major proposed changes to the City’s right-of-way that carries out the Plan’s vision by requiring the City to ‘(p)rovide a web portal to receive feedback’ regarding any new street design.” Despite having years to create such a portal the City of LA has yet to do so for the MTA BRT Eagle Rock Design. The LADOT has been well-aware of the City of LA Mobility Plan’s notice and community outreach requirements before it sent the City of LA MTA EIR Comment Letter No. 5 and long before the LA MTA approved the MTA BRT Eagle Rock Design on April 28, 2022 – almost three years ago. In fact, the City of LA MTA EIR Comment Letter No. 5 pointed out that the City of LA Mobility Plan 2035 “committed the City to continue to communicate to the public the consequences of any major proposed changes to the City’s right of way that carries out the Plan’s vision.”

Since the MTA BRT Eagle Rock Design results “in a general purpose lane reduction” both the City of LA and LA MTA have failed in conducting a “thorough review of the potential effect of” that reduction on adjacent streets as required by addressing the concerns of disabled persons. As a result, the City of LA has failed to comply with its own requirements set forth in the City Mobility 2035 Project Outreach and Evaluation Process FlowChart as mandated for the MTA BRT Eagle Rock Design.

It is clear that the City of LA did not comply with any of its outreach obligations to the disabled community regarding the street and curb impacts, which the MTA BRT Eagle Rock Design will cause on Colorado Boulevard. In fact, the City of LA absolutely failed in its outreach to the disabled community before the City of LA approved the City of LA Mobility Plan 2035. By way of background, the LA DOD was not included in the “task force” before the City of LA Council adopted the City of LA Mobility Plan 2035 even though the LA MTA was on the “task force”. The only reference to any disability group in the acknowledgements of the City of LA Mobility Plan 2035 is an unknown entity “Disabled Access Commission”.

In contrast, the LA MTA was included in the Acknowledgement and Task Force before the City of LA Mobility Plan 2035 was approved by the City of LA Planning Commission on June 23, 2016, and adopted by the City Council on September 7, 2016. The LA DOD and the City Commission on Disabilities were not included as participants on the City Mobility 2035 Task Force. Even though the City of LA Mobility Plan 2035 Plan describes over a hundred different “programs” only one of the hundreds of City Mobility Plan 2035 Programs address the rights of children, disabled persons and seniors.

The City of LA Mobility Plan 2035 itself provides a scant reference to the ADA at Page 84. That single page states: “3.2 People with Disabilities: Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right of way. Seemingly minor modifications such as adding curb cuts and audible signals at intersections, providing an occasional bench to rest, and ensuring that pathways are free of obstacles, can do much to increase the comfort and safety of all pedestrians, particularly those with disabilities.” In that entire 150 plus page City of LA Mobility Plan 2035, that’s it for addressing disabled persons.

It is clear that both the City of LA and the LA MTA failed to conduct proper outreach to disabled persons in April 2022, before the LA MTA Board approved the MTA BRT Eagle Rock Design. In a January 19, 2023 Harvard Law Today article, Rachel Reed quoted Mr. Ashley Stein as follows: “For example, consider a situation that requires evacuation. What happens when the evacuation or refugee center is not accessible, or there is no accessible transportation? What happens to those left behind that may have wished to migrate but cannot?” Mr. Ashley Stein called on scientists “to include the diverse needs of persons with disabilities when thinking about adaptations and responses to a changing climate.... People with disabilities must be part of the conversation.” Both the City of LA and the LA MTA too must include people with disabilities in the conversation about the street design of Colorado Boulevard in the City of LA neighborhood of Eagle Rock as well as all of the City of LA Mobility 2035 programs, which will affect City of LA neighborhoods and streets.

E. THE LA MTA AND THE CITY OF LA MUST RETRACT THEIR RESPECTIVE APPROVAL AND SUPPORT OF THE UNSAFE AND ILLEGAL MTA BRT EAGLE ROCK DESIGN. ANY REDESIGN MUST BE SAFE AND MUST COMPLY WITH THE “SARFATY” COURT’S FINDINGS AND THE CITY OF LA MOBILITY 2035’S OUTREACH FLOW CHART REQUIREMENT, THE ADA AND ALL ACCESSIBILITY LAWS.

For all the reasons set forth in this NOTICE, the MTA Board should immediately retract its approval of the MTA BRT Eagle Rock Design, and the City of LA should retract its support for the MTA BRT Eagle Rock Design. Both the LA MTA and the City of LA at minimum must engage with their respective County of Los Angeles and City of LA Fire Departments, their own respective disability committees and departments to ensure that people with disabilities are a part of the conversation before any additional work proceeds that impacts Colorado Boulevard in Eagle Rock.

The MTA BRT Eagle Rock Design:

- 1) Creates unsafe conditions because it blocks the Eagle Rock Fire Station;
- 2) Worsens Conditions of an Evacuation Constrained Street – Colorado Boulevard;
- 3) Causes a catastrophic impact on any emergency evacuation on Colorado Boulevard; and
- 4) VIOLATES DISABLED PERSONS’ ACCESSIBILITY RIGHTS as established by applicable legal precedent: “Sarfaty v. City of LA”. The City of LA made no findings and made no effort to ensure that the MTA BRT Eagle Rock Design complied with the ADA, and made no finding that it complied with the City Mobility 2035 Project Outreach and Evaluation Process Flow Chart as mandated for the MTA BRT Eagle Rock Design.

Given the County of Los Angeles’ and the City of LA’s painful recovery from the recent fire disasters it is clear that the LA MTA must retract its approval of the MTA BRT Eagle Rock Design to comply with all applicable state, local and City of LA fire/safety codes and regulations as well as the ADA, all accessibility laws and guidelines in any redesign of Colorado Boulevard in Eagle Rock that must occur. Failure for either the LA MTA to retract its approval or the City

of LA to retract its support will likely subject both public entities to huge damages if these two public entities are found to be civilly liable for a dangerous condition created by the MTA BRT Eagle Rock Design.

In any potential action against the City of LA and the MTA, both also may be found to have intentionally discriminated against disabled persons. Should each of them fail to retract their respective support and approval of the MTA BRT Eagle Rock Design a court may find that both public entities ignored a federal court's legal conclusions in "Sarfaty". This March 5, 2025 NOTICE is ACTUAL NOTICE to the MTA and the City of LA that the MTA BRT Eagle Rock Design on Colorado Boulevard that was approved by the MTA Board on April 28, 2022, constitutes a DANGEROUS CONDITION and VIOLATES the ADA.

Respectfully Submitted By Concerned Eagle Rock Stakeholders, Homeowners, Business Owners and Residents as Individuals,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, March 21, 2025 11:10 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafo.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment All Agencies: BCHD Simply CANNOT Tell the Entire Truth - The District condemned the 10 acre site for the benefit of "residents who reside" within the District

LALAFCO, in the same meeting as BCHD cites below in its HALF TRUTH Q&A, also clearly stated that BCHD has no preclusion from having a RESIDENCY REQUIREMENT for its services. BCHDs Board and its \$2.4M per year in executives are CHOOSING to give away the value of taxpayer-owned facilities along with taxpayer-funding to non-residents. Notwithstanding any opinion of the LALAFCO, the language of the condemnation of the Prospect land CLEARLY requires residency for services. It states clearly that benefits of the land to be condemned are for the "residents who reside within the District".

100 California Street
Redondo Beach, California
Telephone: FRontier 4-3456

FILED
JUL 31 1957
CLERK OF COURT, COUNTY OF LOS ANGELES
Reddy
DEPUTY

Attorney for Plaintiff

DUPLICATIONS ISSUED

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA
IN AND FOR THE COUNTY OF LOS ANGELES

SOUTH BAY HOSPITAL DISTRICT,
a governmental agency, } NO. INTEL. C-1594

upon said real property and operating on said real property a
hospital in order to provide hospital facilities for the various
residents who reside within the South Bay Hospital District.

Q: Does BCHD charge non-resident fees?

A: BCHD has two fee-based facilities, the Center for Health & Fitness and AdventurePlex. Later this year, these facilities will introduce a non-resident fee to help contribute to costs, offset expenses, and maintain high-quality services. Government entities like cities and healthcare districts have the option to charge non-resident fees or give preference to residents in their jurisdiction.

The Los Angeles County Local Area Formation Commission, or LAFCO, has jurisdiction over special districts, including BCHD. In September 2022, they confirmed that residency requirements are not mandated, let alone required. The following is from the LAFCO staff report as part of the most recent Municipal Services Review of the County’s Health Districts:

“The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (“Act”) empowers a special district to provide services within its jurisdictional boundary. LAFCO’s statutory authority pertains to what services a district offers, and where those services are provided. The Act does not impose a “residency” requirement for an individual who receives services within the boundary of a special district – doing so would be both contrary to State law, and is impractical. If one thinks of this issue in the context of other municipal services – such as law enforcement, fire protection, retail water service, and sanitary sewage treatment – the limits of such a residency requirement become apparent.”

From: Mark Nelson (Home Gmail) <menelson@gmail.com>

Sent: Friday, March 21, 2025 11:16 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment ALL AGENCIES: South Bay Hospital District testified to the Superior Court that it condemned the 10 acres Prospect parcel for the Benefit of "Residents Who Reside" within the District

BCHD continues its PR campaign of half truths. In order to gain funding and condemn the Prospect site and take it from private residential use, the District clearly stated in its pleading that the land was needed for the benefit of the "residents who reside" within the District. That contemporaneous evidence provided to the Court by the District is a clear statement of the limits of the specific need of the District. Had the District intended to "take" the land for the broad use of the region, it was compelled to state that. IT DID NOT.

Q: What is the original language for the measure establishing Beach Cities Health District (né South Bay Hospital District)?

A: On Thursday, December 23, 1954, the Daily Breeze included a Public Notice in its "Legals and Proposals" section: "Notice of Special Election to be held on January 11, 1955, to determine whether the proposed South Bay Hospital District shall be formed."

NOTICE IS HEREBY GIVEN that on Tuesday, the 11th day of January, 1955, a special election will be held, pursuant to a resolution adopted by the Board of Supervisors of the

County of Los Angeles dated November 30, 1954, for the purpose of submitting to the qualified voters of the proposed South Bay Hospital District a proposition which will appear on the ballot in substantially the following form:

“Shall the proposed South Bay Hospital District, with boundaries as fixed and described in that certain resolution of the Board of Supervisors of the County of Los Angeles, duly adopted on the 20th day of November, 1954, be formed and organized pursuant to the Local Hospital District law?”

It is important to note that the public notice and proposed ballot language make no mention of limiting services to residents of the Beach Cities. In addition, the Local Hospital District Law was updated in 1994 to meet the evolving health needs of communities.

From California Health Care District Law, section 32000, known as “The Local Health Care District Law.” Any reference in any statute to the Local Hospital District Law shall be deemed a reference to the Local Health Care District Law, and any reference in any statute to a hospital district shall be deemed to be a reference to a health care district. (Amended by Stats. 1994, Ch. 696, Sec. 1. Effective January 1, 1995)

From the Legislative Analyst's Office: State Law Enumerates Various Powers. Authority granted to health care districts under current law includes, but is not limited to:

- Operating health care facilities such as hospitals, clinics, skilled nursing facilities (SNF), adult day health centers, nurses' training school, and child care facilities.
- Operating ambulance services within and outside of the district.
- Operating programs that provide chemical dependency services, health education, wellness and prevention, rehabilitation, and aftercare.
- Carrying out activities through corporations, joint ventures, or partnerships. - Establishing or participating in managed care.
- Contracting with and making grants to provider groups and clinics in the community.
- Other activities that are necessary for the maintenance of good physical and mental health in communities served by the district.

From: [REDACTED]

Sent: Friday, March 21, 2025 11:35 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment All Agencies: BCHD continues to falsely take credit for results of programs that are unevaluated

In California Public Records Request responses, BCHD clearly acknowledges that it does not even have the capability to determine if any of its programs have any net benefits (that is, benefits that exceed program costs). For example, LA County was clear to say that NO EVALUATION has ever been done of the LiveWell Kids program, because BCHD failed to structure a control group and the other needed measures to evaluate the program.

All claims by BCHD of community benefits are subjective and unmeasured. We truly have no idea what the net benefit (if any) of the hundreds of millions spent by the District has been.

On Thu, Apr 7, 2022 at 5:15 PM PRR <PRR@bchd.org> wrote:

Please see below for the District's response (*in BOLD*) to your public records request received 1/27/22 that reads:

Q -For each KPI presented in the Board study session Jan 26, 2022, provide Forecasted Benefit-to-Cost ratios to justify continued program operation.

A - Please note that the District has previously explained that **calculating a dollar community benefit for each program is beyond the scope of the District's mission, financial resources and abilities.**

Further, Gallup director of research stated on video in a BCHD Board Meeting that Gallup does not conduct any evaluation of any BCHD programs.

See video at <https://www.facebook.com/bigbadbchd/videos/3753666611629022> for Gallup's Dan Witter statement on the record.

Taxpayer's deserve more than happy chat. They deserve 100% of BCHD assets and funds to be spent ON RESIDENTS.

Q: What is BCHD's impact on the community?

A: Here are some examples of BCHD's positive impact on our community:

- The Beach Cities are near the nation's best in the Gallup National Health and Well-Being Index (WBI) while well-being has declined nationally.
 - The Beach Cities' WBI score of 68.0 is well above the national score of 58.2.
 - Manhattan Beach's WBI score of 70.6 is the highest ever recorded by Gallup among 1,500+ community scores since 2008.
 - From these results, Gallup estimates that [Beach Cities adults save \\$182.4 million on healthcare costs each year](#) thanks to lower rates of obesity, diabetes and smoking.
- In 2024, the obesity rate for RBUSD elementary school students was 5.0%, the lowest rate in 17 years.
 - There has been a 75% decline in RBUSD student obesity since 2007, when the BMI rate was 20%. 2007 is the year BCHD and RBUSD began the LiveWell Kids program in schools.
- During the 2023-24 fiscal year, 1,611 BCHD volunteers put in 28,433.43 hours, which equates to \$1,097,583.07 in value, based on Independent Sector's average volunteer value for California of \$38.61 per hour*. The 2023-24 value delivered by BCHD volunteers surpassed

the previous record, set in 2018-19, when volunteers contributed \$1,082,872 in value to our community.

- In November 2022, BCHD opened the first allcove center in Southern California/second allcove facility in California. Since opening, more than 10,000 young people have visited allcove Beach Cities, with nearly 1,200 young people enrolled in an allcove service stream. Fifty-five percent of enrollees are from the Beach Cities (more than 650 young people).
- BCHD was named a recipient of a five-year, \$625,000 Drug-Free Communities Grant in 2019 and 2024.
 - Since receiving the DFC grant, the percentage of Beach Cities 11th graders who report ever using alcohol has dropped 14 percent, from 46% in 2019 to 32% in 2023, according to the California Healthy Kids Survey.
 - The [Beach Cities Partnership for Youth Coalition](#) conducted on-campus assemblies for nearly 800 Beach Cities students to warn of the dangers of substance use and illicitly manufactured fentanyl. The assemblies were held at Redondo Union HS on January 13 and Mira Costa HS on January 17.
- BCHD's Center for Health & Fitness (CHF) is one of just two facilities in California certified by the Medical Fitness Association.

- During the COVID-19 pandemic (2020-2023):
 - BCHD coordinated 74 COVID-19 vaccine clinics, with more than 23,100 doses administered
 - BCHD ran a COVID-19 testing site that administered 155,684 tests.
 - BCHD's 500+ volunteers helped complete more than 2,600 errands for residents needing assistance and delivered more than 4,700 meals.
- The Little Hoover Commission, a non-partisan oversight agency that promotes economy and efficiency in California government, cited BCHD as an exemplar of how a health district can successfully operate.
- The Beach Cities were named the 1st certified Blue Zones Project® community in the US in 2016.
- In June 2016, U.S. Surgeon General Vivek Murthy visited BCHD, and told representatives, "We tend to believe that America's health problems are too big and intractable. You have proven that communities can take charge and reverse the trend."

Sent: Friday, March 21, 2025 11:40 PM

To: Eleanor Manzano <cityclerk@redondo.org>; executiveoffice@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; cityclerk@manhattanbeach.gov; cityclerk@hermosabeach.gov; MHSOAC <MHSOAC@mhsoac.ca.gov>; info <info@lalafco.org>; Board Clerk <BoardClerk@metro.net>; Kevin Cody <kevin@easyreadernews.com>; Garth Meyer <gmeyer@easyreadernews.com>; City Council <citycouncil@hermosabeach.gov>; citycouncil@manhattanbeach.gov; CityClerk <CityClerk@torranceca.gov>; info@redondochamber.org

Subject: Public Comment All Agencies: 100% of BCHD's revenues and assets are TAXPAYER FUNDED

BCHD creates no revenue. BCHD loses \$1M annually on the CHF (costs are \$1M greater than revenues). BCHD loses \$880K per year on AdventurePlex. Both allow for the free ridership of non-residents and taxpayers in the District subsidize non-residents as well.

Clearly, 100% of the revenues from building rents, interest payments, taxes, LPs, etc. are the property of RESIDENT TAXPAYERS ONLY.

For an easy example of BCHD's doublespeak, CHF and AdventurePlex require \$2M in taxpayer subsidies, ABOVE AND BEYOND the undercharges that BCHD claims as "revenue". BCHD needs to transparent in its claims and stop obfuscating its use of 100% TAXPAYER FUNDS.

Q: How is BCHD funded?

A: BCHD has a diverse funding structure, maximizing your tax contribution and allowing the District to provide residents with a wide range of community health and wellness programs. FY23-24 Incoming Funding:

- 33% (\$5m) – Property Taxes
- 27% (\$4.1m) – Property Leases
- 15% (\$2.4m) – Grants, Interest
- 14% (2.1m) – AdventurePlex/Center for Health & Fitness user fees
- 11 % (\$1.7m) – Limited Partnerships

BCHD has maintained a balanced or surplus budget for the last decade. The only exceptions were during the pandemic, and those shortfalls were later reimbursed by FEMA. We are projecting a revenue shortfall two years from now when the old South Bay Hospital building is decommissioned and will address that shortfall through alternative revenue sources and expenditure reductions.

The District's annual audits routinely report no issues and for the last five years, BCHD has received the Certificate of Achievement for Excellence in Financial Reporting award from the Government Finance Officers Association of the U.S. and Canada (GFOA).

From: [REDACTED]
Sent: Tuesday, March 25, 2025 1:51 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: GENERAL PUBLIC COMMENT

Hello,

What will the timeframe for the LAX/Metro Transit Center to be fully open, in regards to alerting riders on buses and social media informing them about the grand opening weekend? I am asking because I am excited about the project being fully operational after many years of construction.

[REDACTED]

From: [REDACTED]

Sent: Wednesday, March 26, 2025 5:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Greg Goldin <goldinarch@gmail.com>; Jarrett Thompson <jarrett.thompson@lacity.org>; George Hakopiants <george.hakopiants@lacity.org>; Joanne D'Antonio <trees@nca.la>; Charles Miller <CharlesAllenMiller@gmail.com>; Michael Bircumshaw <mbircumshaw@me.com>; Rebecca Schwaner <raschwaner@gmail.com>

Subject: Metro Board Meeting 3/27/25 - General Public Comment

Dear Metro Board,

This is regarding the 6 Holm Oaks located on the Ogden side of the new Metro stop on Wilshire Blvd, across from LACMA and Urban Lights, and located in the Miracle Mile neighborhood. This is also the Metro stop for my Carthay Circle neighborhood, Beverly Grove, and more.

Since 2021, I have watched these handsome oak trees and pressed Metro to save these shade trees to integrate into the design of the subway stop. Thanks to Heather Repenning, in 2022, Metro agreed to save these trees and placed inventory tags on their trunks. The trees have thrived during the last 2 rainy winters. From time to time, I stop by to prune watershoots and make sure they are OK.

Now that we are headed into the final stretch of construction for the subway stop, we need to be sure the 6 Holm Oaks will receive the kind of environment needed for them to become even bigger shade trees and long-lived oaks. I have been advised by knowledgeable tree experts that the tree wells need to be enlarged, and the concrete block wall needs to be removed to stop the encroachment on the trees.

It is advisable for Metro to have an arborist on site during demolition of the nearby walls, and during expansion of the tree wells, to be sure the trees, and their root zones, are properly protected. I urge Metro to please take this precaution and make this effort. We have no other such shade trees in the area, which is losing its tree canopy due to development, both private and public.

Ned Racine of Metro has informed me that LACMA will take possession of the east side (Ogden) of the subway stop where the trees reside. We don't know the nature or terms of this agreement with Metro, but community members would like to be apprised of what will take place and be assured that the 6 Holm Oaks will be properly integrated into design plans and receive proper care on an on-going basis.

These Holm Oaks will be enjoyed for 100 years by all the visitors and neighbors who walk this stretch, to and from the museums, and to and from the subway. Personally, I plan to continue visiting the trees on Fridays on my way to listen to jazz at LACMA during the warmer months. Please stop by to see these oaks, and you will see what compels us to preserve them here.

Thank you,

[REDACTED]







March 2025 RBM Public Comment – Item 6

From: [REDACTED]
Sent: Wednesday, March 26, 2025 4:26 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: kimani.black@lacity.org; hakeem.parke-davis@lacity.org; info@crenshawsubway.org
Subject: 3/27/25 Metro Board Meeting -- 6. SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT

Item 6.
SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT

Dear Metro Board,

This is such a tragedy to demolish these native Sycamores on the public lot at the Expo Line as part of the plans for affordable housing, located in CD-10.

The Joint Development could stand as a shining example of how to integrate existing big trees into site design.

The future residents of this new housing development would enjoy living with these handsome California Sycamores as part of the property. These kind of trees are not replaceable in one's lifetime.

This is our public land, and Metro has the power to assert our interests on this matter.

I urge you to require the developer to have their architect integrate these California Sycamores -- which are protected tree species here -- into their new building, for the sake of future residents and their health, our ecology, and to serve as a model going forward.

Please see attached photos and short video.

Thank you,

[REDACTED]







March 26, 2025

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

Re: Agenda Item 9: Vermont Transit Corridor Environmental and Planning Study

Dear Board Members,

On behalf of Los Angeles City Council District 1, I am writing in support of the Los Angeles County Metropolitan Transportation Authority (Metro) Vermont Transit Corridor Project. I view this project as critical to meet our need for high-quality transit service on *the busiest* bus corridor in the County.

My district contains a key portion of the corridor, including a proposed station at Vermont/Pico. The communities along this corridor are densely populated, consisting of mostly low income residents who are transit dependent. The 204 and 754 buses are critical lifelines for these communities who use them in order to access their jobs and other major centers across the City. Given the significant amount of infrastructure and changes proposed with this project, I believe effective collaboration between Metro and the City of Los Angeles (City) will be necessary, especially as it relates to maintaining station infrastructure.

As Chair of the City's Public Works Committee, I would like to encourage Metro to continue coordinating with the City and develop a comprehensive maintenance plan to ensure stations are clean and well maintained, not just for the transit users but in order to improve the quality of life for each neighborhood where these stations are located. We also encourage Metro to continue to coordinate with the City and consider implementing stations in accordance with the [City's Sidewalk and Transit Amenities Program](#) which provides a cohesive, modular, and cost-effective set of transit shelter standards that can be more easily maintained over the long term.

In March 2024, nearly $\frac{2}{3}$ of voters in the City of Los Angeles mandated the implementation of the Mobility Element via Measure HLA, which designates Vermont on the Transit Enhanced Network, Bicycle Lane Network, and as a Pedestrian Enhanced District. Vermont also appears on the City's High Injury Network, which notes the 6% of City streets that account for 70% of the deaths and severe injuries that occur as a result of traffic violence. This project provides a great opportunity to reimagine Vermont as a safer, truly multimodal corridor. I encourage Metro, in partnership with the City, to implement the City's Mobility Element to the maximum extent possible in order to facilitate increased transit ridership and provide infrastructure that will protect our pedestrians and cyclists.



I believe that these additions will help ensure the project best meets the needs of our transit users. I look forward to continued partnership and collaboration between Metro and the City of Los Angeles.

If you have any questions, please contact my Planning Director, Helen Campbell, at helen.campbell@lacity.org or by phone at (213) 473-7001.

Thank you for your consideration,

Eunisses Hernandez
Los Angeles Councilmember, 1st District



MARQUEECE HARRIS-DAWSON
Los Angeles City Council President

March 21, 2025

Dear Metro Board of Directors,

On behalf of Council District 8, I would like to express our full support for the Vermont Transit Corridor Project, a transformative initiative, that will enhance public transportation, alleviate traffic congestion, and promote sustainable mobility throughout our community.

As Council President and representative of Council District 8, I acknowledge the immense benefits this project will bring to our residents, riders, and the wider region. The Vermont Corridor is one of the most heavily traveled and congested routes in our system. This project will offer an efficient, safe, and environmentally friendly transportation option for those who need it most.

For the residents of Council District 8 and neighboring communities, this project represents an opportunity to access reliable transit that connects them to essential destinations, including jobs, schools, healthcare facilities, and key activity centers within and beyond their neighborhoods. Investing in this corridor is an investment in economic opportunity, equity, and the long-term sustainability of our transit network. I urge the Metro Board of Directors to prioritize and expedite this project of much-needed transportation improvements. The future of our community depends on an accessible and sustainable transit network that serves the needs of all residents and communities alike.

Thank you for your consideration and leadership. Please feel free to contact us with any questions regarding this correspondence.

Sincerely,

Council President Marqueece Harris-Dawson
Council District 8



HUGO SOTO-MARTINEZ
Councilmember, Thirteenth District

March 27, 2025

Los Angeles Metro Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Improving the Vermont Transit Corridor

Dear Metro Board,

As Councilmember for District 13 in the City of Los Angeles, the northernmost segment of this project, I want to share support for the continued improvements to the Vermont Transit Corridor and offer some suggestions for Phase 2. This type of investment is needed to connect all transit riders, especially the working class that depends on the bus to get to their destinations. The residents of my district along the Vermont Corridor in East Hollywood have some of the highest rates of transit dependence and opportunities for transit connectivity - this is an opportunity to improve mobility for our most vulnerable communities that cannot be delayed.

As we work to improve mobility access for our communities, we must recognize that Measure HLA has changed the landscape of how projects are accomplished in the City to bring improvements for people walking, bicycling, and taking transit. All these improvements stand to benefit Metro's customers as well as help meet local, regional and state mobility and sustainability goals. To achieve these shared goals, I encourage our agencies to collaborate and build on successful partnerships such as the Bus Speed and Reliability Working Group to incorporate improvements for people walking and bicycling alongside transit improvements led by Metro. Measure HLA uplifts the 2035 Mobility Plan, which increases connectivity to and from Metro's network as well as to destinations across the City. This can provide us with an opportunity to build connectivity to future BRT stations by leveraging the Mobility Plan's flexibility of identifying alternative corridors as needed to deliver the connectivity voters demanded last March.

Los Angeles deserves a world class Transit System. I understand the tradeoffs between center and side running configurations, and want to collaborate with Metro as Phase 2 develops to ensure that the station and accessibility improvements elevate this corridor into an iconic project, like what is seen in

cities such as Mexico City, Bogota, and Albuquerque. I hope to see stations with inviting environments and amenities including shelters, effective wayfinding, trash bins, trees for shade, and real time arrival information. Additionally, Metro must take a more inclusive and welcoming approach to the vibrant vendors who help make the Vermont Corridor the lively and dynamic community it is today. As the home to Hollywood, we must dream boldly and deliver a vision that truly transforms how Angelenos move.

In the near future, as the peak hour bus lanes are implemented through my District, I am encouraged by the Transit Signal Prioritization coming in southern stretches of the corridor. However, the lack of peak hour bus lanes should be met with other improvements to increase accessibility and reliability of bus service along Vermont. Our most vulnerable transit users deserve a comprehensive approach—not a patchwork of fixes. Only by making service more frequent, reliable, and comfortable throughout the corridor can we fulfill the promise of this project.

Thank you for your attention to this letter. Once more, I am in support of this project and look forward to collaborating as details for Vermont Avenue's transformation take shape . Should you have any questions, please contact our Transportation Deputy, Rogelio Pardo, at rogelio.pardo@lacity.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hugo Soto-Martinez', with a stylized flourish at the end.

Hugo Soto-Martinez
Los Angeles City Councilmember, 13th District



March 26, 2025

RE: Vermont Transit Corridor

Dear Metro Los Angeles Board of Directors,

The League of Women Voters of Los Angeles County has long championed meeting the [Basic Human Needs](#) of all people, including [Transportation](#). The League of Women Voters of California has established critical principles including Accountability and Voter Intent in the [Position on Initiative and Referendum](#).

In March 2024, City of Los Angeles Voters overwhelmingly (65.5%) approved Measure HLA. The wording of Measure HLA:

A **"yes"** vote supported requiring the City of Los Angeles to implement street modifications outlined in the Mobility Plan 2035 anytime a street improvement, such as paving, is made on a street segment that is at least one-eighth of a mile long.

The [Mobility Plan 2035](#) (adopted September 2014) clearly shows on Map D1 (page 161) that Vermont Ave, between approximately Gage south to Del Amo Blvd, is part of the planned "Low Stress" Bicycle Network that will receive a protected bike lane.

The [Metro Vermont Transit Corridor Environmental and Planning Study](#) shows no protected bike lane. LWVC understands that minor changes may be necessary when implementing voter initiatives:

- a. Under limited circumstances, the legislature, without approval by the voters, should be allowed to amend a statute adopted by initiative. Circumstances could include that the amendments are consistent with the original intent of the initiative or are made after a waiting period.

However, omitting the protected bike lanes altogether is nullification of voter intent, not a minor amendment. This is unacceptable. Please do not approve the plans submitted today. Direct staff to put the low-stress bike lanes in the road redesign.



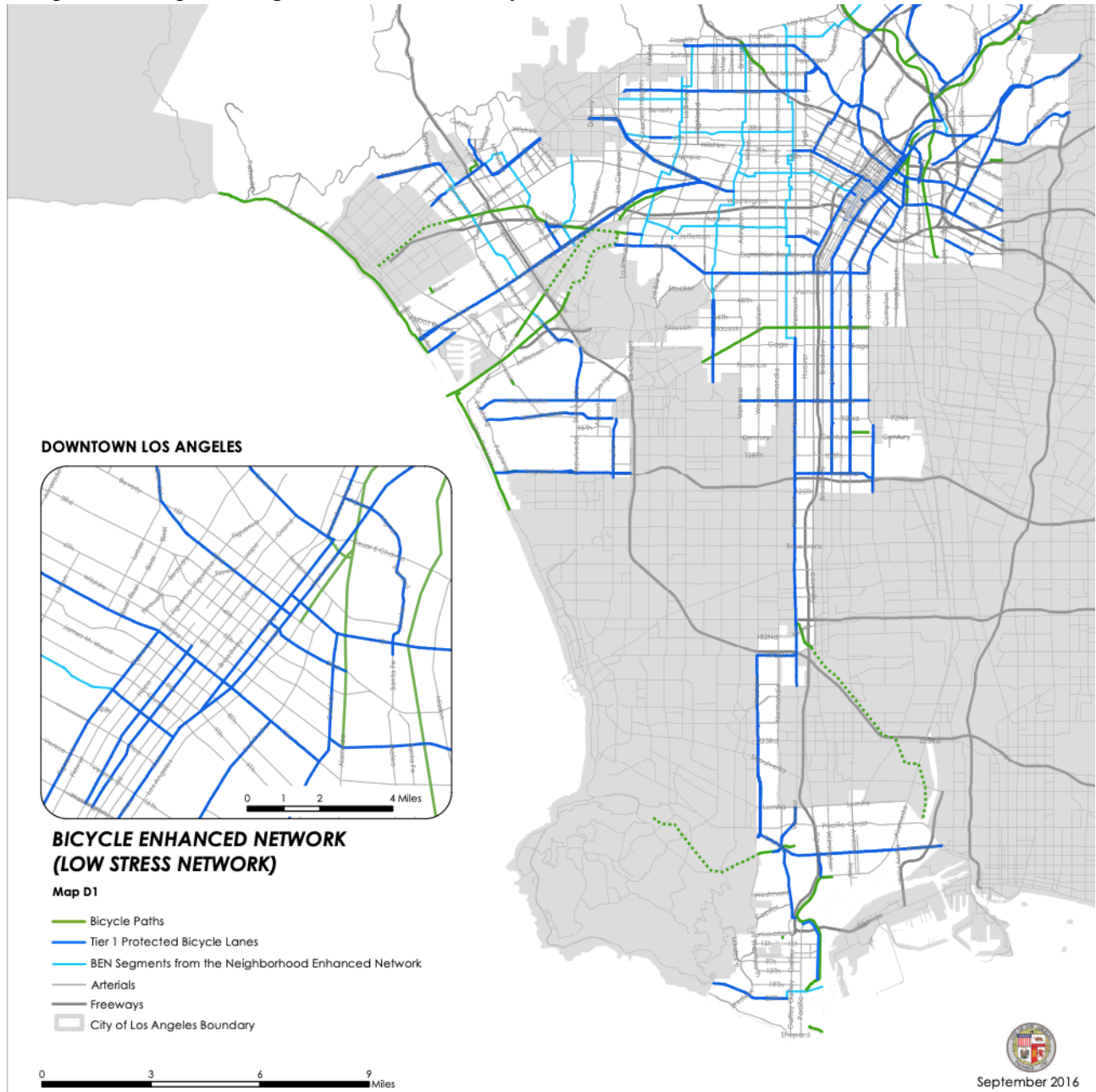
Thank you for the opportunity to provide input on this important matter.

Sincerely,

A handwritten signature in blue ink that reads "Margo A. Reeg". The signature is written in a cursive style.

Margo Reeg, President, LWV Los Angeles County Inter League Organization

Excerpt from Map D1, Page 161/202 of Mobility Plan 2035



March 26, 2025

RE: Vermont Transit Corridor

Dear Metro Los Angeles Board of Directors,

I am writing to urge you to vote no and disapprove the plans submitted for the Vermont Transit Corridor. Direct staff to honor Voter Intent of Measure HLA and implement plans that include protected bike lanes along Vermont Ave.

In March 2024, City of Los Angeles Voters overwhelmingly (65.5%) approved Measure HLA. The wording of Measure HLA:

A **"yes"** vote supported requiring the City of Los Angeles to implement street modifications outlined in the Mobility Plan 2035 anytime a street improvement, such as paving, is made on a street segment that is at least one-eighth of a mile long.

The [Mobility Plan 2035](#) (adopted September 2014) clearly shows on Map D1 (page 161) that Vermont Ave, between approximately Gage south to Del Amo Blvd, is part of the planned "Low Stress" Bicycle Network that will receive a protected bike lane.

The [Metro Vermont Transit Corridor Environmental and Planning Study](#) shows no protected bike lane. I understand that implementing voter initiatives can be difficult and necessitate some minor changes. However, omitting the protected bike lanes altogether is nullification of voter intent, not a minor amendment. This is unacceptable.

The Vermont Corridor is heavily and negatively impacted by freeways along and adjacent to it. Heavy truck traffic, few crossings of the freeways and the Dominguez Channel, and frequent freeway on/off ramps impair access for everyone in the area.

Because travel outside of cars is so perilous in the area, people traveling with bicycles will take buses on even very short distances just for safe passage through the shark-infested (truck traffic) area. The bus bike racks are full even though waiting for a bus takes more time than just riding through the area on a bicycle directly. This is a time tax and prevents people from traveling freely.

I have also witnessed bus pass ups of wheelchair users because the buses are too full to accommodate another wheelchair. Metro's own reporting on missed bus trips shows this corridor experiences one of the highest cancellation rates of scheduled bus trips.

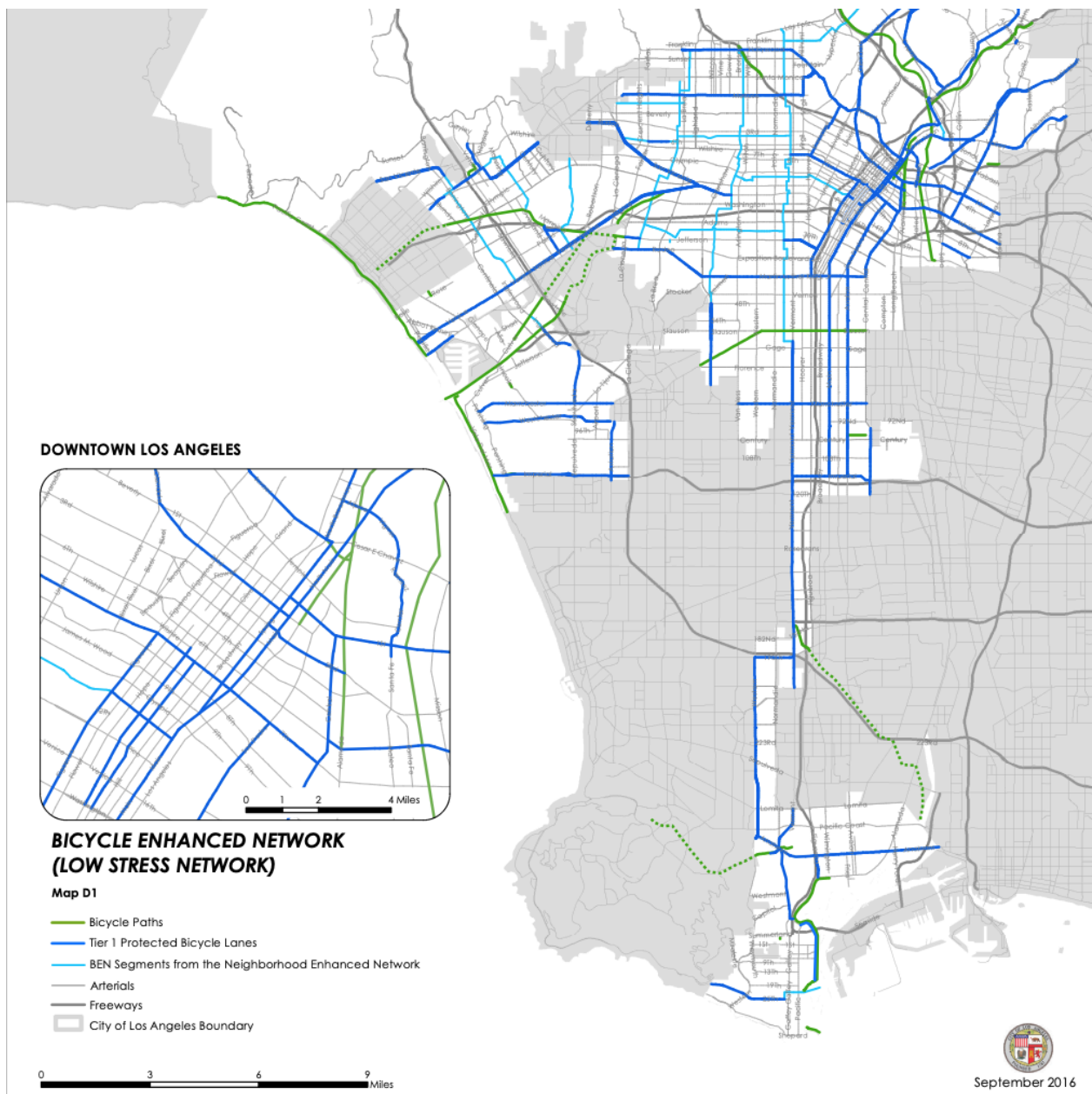
Protected bike lanes are mobility lanes. They can be used by people in motorized wheelchairs to move freely, efficiently, safely and with dignity.

I have also ridden the quick-build bike lanes in Culver City. Where the bus and bike lanes are separated, you can see families with children riding in the bike lane. Where

the bus and bike lanes are combined, you see only very fit adults and confident eBike riders. People do not become confident and fit riders without practice in low stress bike paths and bike lanes first. Build the protected bike lanes and let the people move.

Please do not approve the plans submitted today. Direct staff to put the low-stress protected bike lanes in the road redesign. Thank-you for giving me the opportunity to comment.

Grace Peng, PhD
Natural Resources Director, LWV LA County



Vermont Corridor Planning Team (vermontcorridor@metro.net)
LA Metro Board of Directors
Stephanie Wiggins, Chief Executive Officer
Heidi Jackson, *Manager, Community Relations*
Martha Butler, *Countywide Planning*

One Gateway Plaza
Los Angeles, CA 90012
DATE: 3/26/2025

SUBJECT: HLA Compliance for Vermont Transit Corridor Project (Item 9)

Dear LA Metro and Vermont Transit Corridor Team,

In light of this week's March 27th meeting regarding the Vermont Transit Corridor project, we would like to comment on item 9.

South Bay Forward seeks to move the South Bay LA region forward on housing, transit, and active mobility. We are a volunteer-run chapter of Abundant Housing LA, a grassroots nonprofit organization working to solve Southern California's housing crisis. The Torrance-Carson region is the 3rd largest jobs center in Los Angeles County but lacks high-quality transit.¹ We envision a South Bay with abundant and affordable housing near good jobs with convenient, sustainable transportation and have enthusiastically provided our support for the C Line Extension to Torrance and the Vermont Transit Corridor.^{2 3}

In our previous letter regarding this topic, we were concerned regarding certain aspects of this project.

We would like to echo a few statements made from other mobility organizations on this project and add additional comments of our own.

The Vermont Transit Corridor (VTC) is in dire need of a Complete Streets reconfiguration to speed up buses and accommodate safe infrastructure for biking and walking. As the longest street in the county, it serves a large population of residents and businesses. We are overall supportive of Metro's plan to implement high-quality transit on Vermont Ave through bus improvements, bus rapid transit, and a future rail line. As one of the longest streets in the county, one of the highest ridership corridors, and one of the deadliest by pedestrian and bike fatalities, it is an obvious candidate for transit investment and safety improvements.

However, the current plans do not include protected bike lanes, but instead opt for combo bus and bike lanes. This combination will be a detriment to those traveling by bus, bike, and foot, because combination bus-bike lanes pose dangers to people on bikes who must pass or allow buses to pass them, thus slowing down buses, and are not safe for all ages and abilities to ride.

As stated in our earlier letter, Measure HLA requires protected bike lanes for the VTC. We were disappointed to learn that Metro is choosing to preserve more than 90% of underutilized parking space,

¹ <https://hub.scag.ca.gov/datasets/5a9796e44aba46f1b217af1b211ce2ac>

² https://docs.google.com/document/d/1uj8_H8cMeWzpQfOOo2XdtzGLi3ow2WQ1ntDkbbk-oIk/edit?usp=sharing

³ https://drive.google.com/file/d/1L_PVxo8IlfIBo_qxWswbYtVPpavAOSYp/view?usp=sharing

of which, only 48% has been utilized (according to your own technical report⁴). Furthermore, this decision does not prioritize equity as nearly 20% of households in the corridor do not have access to a car. Safer infrastructure for biking and walking along the corridor will provide the most safety and mobility benefits to the communities nearby. We urge the Metro Board to include protected bike lanes in the designs for the Vermont BRT.

In addition to this, we would also like to restate the importance of **including the South Bay extension to maximize the benefits of this project** to equity-focused communities in the South Bay:

Route termination at 120th St. overlooks benefits of extending further into the Harbor Gateway and South Bay region as was previously studied and found to be feasible.⁵ We were told that the ridership numbers do not justify the extension past 120th. However, these numbers do not provide the full picture as there is no continuous bus service south of 120th St. due to service switching to GTrans Line 2. The right-of-way along Vermont into the South Bay is similarly wide and could accommodate bus lanes and bike lanes. We know if you build it they will come, and extending the BRT all the way to San Pedro will better serve South Bay residents in high-need neighborhoods such as Carson, West Carson, Wilmington, Harbor Gateway, and San Pedro. We urge the board to include the South Bay extension in plans for the Vermont Transit Corridor and to work with the agencies involved to plan this including Gardena Transit and CD15.

We urge the LA Metro Board to work with the city of LA and advocates to comply with Measure HLA, include the South Bay extension into the VTC project, and to prioritize bus, pedestrian, and bicycle facilities over parking. We appreciate Metro's commitment to building transit to serve high-need areas like the Inland South Bay.

Thank you for considering our comments,

South Bay Forward Steering Committee & Harbor Area Members

Allen Natian, Communications Lead, San Pedro
Brianna Egan, Transportation Lead, Redondo Beach
Brandon Smith, City Lead, Gardena
Chester Li, Events Team, Gardena
Courtney Alicia Miles, Field Organizer, Gardena
Ivan, Transportation Team Member, Wilmington

cc:

Supervisor Holly J. Mitchell, Second Supervisorial District
Supervisor Janice Hahn, Fourth Supervisorial District, LA Metro Board Chair
Mayor James Butts, South Bay Representative
Jacki Bacharach, South Bay Cities COG Executive Director
South Bay Cities COG Staff, Board, Chair, and Transportation Committee
Andy Sywak, LA Metro South Bay Representative

⁴ [2017 VermontBRT-Chapter 2 Setting the Transportation Context](#)

⁵ https://boardarchives.metro.net/boardbox/2022/220524_Vermont_Transit_Corridor-%20South_Bay_Extension_Feasibility_Study.pdf

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont BRT should include bike lanes
Date: Monday, March 24, 2025 4:46:58 PM

hello Metro board,

I am very excited for a Vermont Ave BRT, and believe it is of the most impactful improvements possible for bus riders in the county (country!?).

Please recall that Measure HLA requires that bike lanes be implemented on this street, a safety improvement that not only helps bike riders but increases safety for all road users.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 10:54:38 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 10:18:09 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:57:47 PM

Dear Metro board,

As a transit rider and L.A. resident, I am excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Ross Rivas

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:57:37 PM

Metro Board,

Please add bike lanes to the bus lanes on Vermont. If not, it will be such a miss opportunity and more lives will be at risk for a longer time. You have the power to protect lives, at a very low cost. Please use it now.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:39:27 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:20:39 PM

Dear Los Angeles County Metropolitan Transportation Authority (Metro/LACMTA) Board,

My name is David Tran, and I am a resident of Canoga Park. I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. I would love to be able to access all parts of Los Angeles County with my ebike, and this bus lane along Vermont would greatly incentivize me to visit and support businesses along the corridor.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. I urge LA City Council to work out an agreement with LACMTA to resolve the funding and jurisdiction issues raised by their legal team.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. It would make LA that much better and green! We cannot let this opportunity pass us by risking future litigation and the lives of Angelenos. LA City Council, LADOT, and LACMTA must work together at this critical junction for the sake of constantly evolving green transportation infrastructure. LA deserves no less and voted in Measure HLA with resounding approval.

Best regards,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:18:30 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 9:12:18 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:55:14 PM

Dear Metro board,

I am very excited about BRT on Vermont Avenue, and believe it is of the most impactful improvements possible for bus riders throughout the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I strongly encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Best,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:53:46 PM
Attachments: [image175746.png](#)

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

This message is confidential. It may also be privileged or otherwise protected by work product immunity or other legal rules. If you have received it by mistake, please let us know by e-mail reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please send us by fax any message containing deadlines as incoming e-mails are not screened for response deadlines. The integrity and security of this message cannot be guaranteed on the Internet.

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:27:45 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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[REDACTED]

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To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:20:17 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:19:59 PM

Dear Metro Board,

As an avid e-bike rider and a father of two young children, I'm writing to express my strong support for the Bus Rapid Transit (BRT) project on Vermont Avenue. I believe this is a crucial step towards improving public transportation accessibility and efficiency for our community.

I'm deeply concerned about the current plans that seem to disregard the mandatory bike lane implementation required by Measure HLA. Vermont Avenue is notoriously dangerous, and as someone who frequently uses my e-bike for local errands and recreation, I understand the urgent need for safer infrastructure. The average of five fatalities per year on this street is unacceptable, and implementing bike lanes is a critical safety measure that benefits everyone, not just cyclists.

As a parent, I worry about the safety of all road users, including pedestrians and drivers. Safer streets mean a safer community for my children and everyone else. The benefits of dedicated bike lanes extend beyond cyclists, contributing to traffic calming and overall road safety.

Having had a year since the passage of HLA, Metro's resistance to incorporating these bike lanes is disheartening. It feels like a missed opportunity to create a truly comprehensive and safe transportation corridor.

I urge you to direct your staff to move forward with the BRT project *and* incorporate the required bike lanes as mandated by Measure HLA. Let's prioritize the safety of our community and avoid future litigation by adhering to the law. We cannot afford to compromise on safety.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:17:40 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:05:59 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 8:05:25 PM

Dear Metro board,

As Los Angeles citizens, taxpayers, homeowners and cyclists, we are excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

We urge you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:57:00 PM

Dear Metro board,

I oppose bus lanes as well as any bike lanes that result in the loss of general vehicle traffic lanes on Vermont Ave.

The radicals that think streets are for everything other than cars cannot be allowed to destroy our city and inconvenience everyone else for their utopia.

I oppose the loss of general purpose traffic lanes and support protected bike lanes that do not take away the existing general purpose traffic lanes.

Respectfully,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:46:24 PM

Dear Metro board,

Please build the Bus Rapid Transit on Vermont. This bus route attracts the most riders of any bus bus route in all of Los Angeles. It should at least be redesigned for Bus Rapid Transit, which hopefully could be upgraded to Light Rail to increase capacity.

However, I also can't believe I have to say this, but please follow the law. When voters passed HLA, they made it the law of the land (at last here in Los Angeles) to follow to mobility plan. The mobility plans calls for bike lanes. So please build those.

You are not Donald Trump. This city won't take your cowardice and attempt to skirt the law lying down. Respect the will of the voters. Build the bike lanes.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; [Randall Winston](mailto:RandallWinston); tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:36:35 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

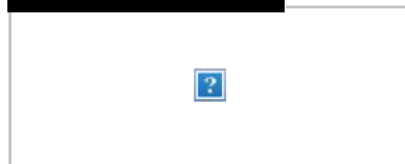
However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]



From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; hollymitchell@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:20:24 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:15:10 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 7:03:20 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:58:27 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:37:42 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:33:45 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year.

Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:26:38 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county!

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; Randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:23:06 PM

Dear Metro board members,

As a longtime county resident, I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. This is unconscionable and irresponsible. The vast majority of metro users access the system by foot or bike. Ensuring our streets are transit, pedestrian and bike friendly is good business.

Please direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:21:17 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 6:11:06 PM

Dear Metro board,

HLA requires bike lanes on Vermont. For a year Metro has dragged it's feet and has failed to act in accordance with the law, ignoring the requirement to implement bike lanes. I urge Metro to correct this situation by immediately, and in coordination with the Vermont Bus Rapid Transit Project, implementing the required bike lanes.

Vermont is one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to start implementation of the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. If Metro fails to implement Bike lanes in conjunction with the Vermont Bus Rapid Rapid Transit project, the ultimate cost of compliance with HLA will be higher, and, in all likelihood, the lack of coordination in designing the two projects will result in a less functional, and possibly less safe, result.

I encourage you to direct staff to simultaneously move forward on both the bus lanes AND the bike lanes that are required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:59:36 PM

Dear Metro board,

I am very excited about BRT on Vermont, and being a Pico Union resident, I believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:53:49 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:52:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:52:25 PM

Dear Metro board,

Include bike lanes on Vermont! Please don't prioritize driver convenience over the safety of our lives.

Also, and I shouldn't have to remind you of this, but you are required by law (HLA) to incorporate these bike lanes.

Thank you.

[REDACTED]

[REDACTED]

This electronic message is from a law firm. It may contain confidential or privileged information. If you received this transmission in error, please reply to the sender to advise of the error and delete this transmission and any attachments.

We may monitor and record electronic communications in accordance with applicable laws and regulations. Where appropriate we may also share certain information you give us with our other offices (including in other countries) and select third parties. For further information (including details of your privacy rights and how to exercise them), see our updated Privacy Notice at www.bcplaw.com.

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:40:30 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: [councilmember.padilla@lacity.org](#); [Councilmember.Yaroslavsky@lacity.org](#); [idupontw@aol.com](#); [HollyJMitchell@bos.lacounty.gov](#); [ThirdDistrict@bos.lacounty.gov](#); [firstdistrict@bos.lacounty.gov](#); [randall.winston@lacity.org](#); [tina.backstrom@lacity.org](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:39:30 PM
Attachments: [Outlook-wlsfdmqj.png](#)
[Outlook-lhyxia35.png](#)

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:37:23 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:22:19 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:21:28 PM

Dear Metro board, I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos. [REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:21:20 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:18:20 PM

Dear Metro board,

I am a Kaiser Permanente member, so I often find myself in the Vermont Ave corridor. I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:16:54 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

Thanks,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; [Holly J. Mitchell](mailto:Holly.J.Mitchell@lacity.org); ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:16:16 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

This is personal for me. I have had multiple terrifying near-miss experiences as a cyclist on Vermont. Currently, the only sane way to navigate Vermont on a bicycle is to ride on the sidewalk, which has its own obvious problems.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. This is very hard for me to understand. Perhaps this is just a question of culture and hardware: is it because Metro is mainly in the bus and train business, and not in the bicycle business?

I strongly encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:12:59 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:12:25 PM

Dear Metro board,

This is a public comment regarding the Vermont Transit Corridor for the March 27 board meeting. In summary, it voices support for Metro's refusal to pay for betterments requested by the City of LA.

You will probably be receiving numerous comments as part of a campaign directed by Streets for All to get Metro to pay for Measure HLA improvements in the City of LA as part of this projects. This follows the release of a letter from your legal team making it (I thought) very clear that Metro has no obligation under state law, the MCA, or the text of HLA to be responsible for the cost of betterments requested by the City, and the subsequent misreading of this letter by Streets for All and associated entities with the result of blaming the wrong entity for this dispute.

I urge the Metro board not to cave to misdirected advocate pressure on Thursday. No matter how inexpensive relative to the cost of the full project HLA improvements consisting of striping changes may be, setting a precedent in which municipalities can shunt off unrelated transportation improvements onto Metro's project budgets can only have deleterious effects on efficient project delivery - costs will grow higher still and more uncertain, timelines will expand, and other jurisdictions may use this case as precedent for their own extractions beyond the strict text of their respective MCAs. Metro should certainly - as the legal letter states it will - cooperate with the City to implement these HLA improvements, but the City of Los Angeles must pay its way and uphold its side of the agreement.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:11:46 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:08:31 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:06:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:01:41 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. Yay Buses are great! We should stop Waymo from clogging traffic with empty cars and have more bus lanes.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA **requires that bike lanes be implemented on the street**, a safety improvement that not only helps bike riders but increases safety for all road users.

I commute to work and ride recreationally. This city would be ideal for bike riding if it received more of a priority in these design decisions.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; councilmember.yaroslavsky@lacity.org; jdupontw@aol.com; hollymitchell@bos.lacounty.gov; thirddistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 5:01:20 PM

Dear Metro board,

Cutting out bike lanes is not the future. It's a chauvinist, cowardly move that will further entrench LA in pollution, congestion, debt, and road deaths. I've had two cars destroyed in crashes while both were parked, both in LA. For about 3 years I've been car free and both love it but see how needlessly dangerous and inadequate it is given how much space is dedicated to cars.

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:59:41 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:59:35 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:58:47 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:55:04 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users. Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements. I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

I used to bike to work on Vermont, the bike lanes would make that a viable option again.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:51:15 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:50:56 PM

Dear Metro board,

For the last five years I have lived 2 blocks from Vermont near the intersection at Santa Monica. I don't have a car, so get around the city using public transportation and on my bike. Besides the bike path on Virgil, there are few bike lanes in the area so I was very excited to hear about BRT on Vermont. I know firsthand how dangerous the street is for cyclists and pedestrians.

It's been over a year since Measure HLA, passed. It's past time that Metro direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law.

Thousands of people are impacted by the current conditions of Vermont Street. This is your chance to make it better for all of them.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:50:24 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:46:23 PM

Dear Metro board,

I am excited about the new bus lanes on Vermont, but Vermont is also one of the most dangerous streets in LA- and HLA (which I voted for) requires that bike lanes be added as well.

In 2012 I was struck by a car while riding my bike on Sunset Blvd. I was on my way to get Bus Passes for my kids. We have a long way to go in this city to make the streets safe. HLA is a start.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under HLA. We cannot let this opportunity pass us by.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:45:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:45:01 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I understand Metro wants to do combo bus/bike lanes simply because you want to preserve more than 90% of on-street parking. This move is very shortsighted because:

- a) Parking is a symptom of car dependency, Good transit will negate the need for all or most of that parking
- b) Preserving parking at the expense of everyone NOT in a car preserves the dangerous and classist status quo.
- c) This figure was obtained for today's needs. Metro needs to plan for the future without car dependency, not now.
- d) combo bus/bike lanes are bad at either task, slowing down buses, and making it dangerous for cyclists to let them pass.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:44:54 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. This safety improvement not only helps bike riders but increases safety for all road users. Ideally the bike lane would also have a physical barrier to general traffic. Perhaps the bike lane is adjacent to the curb with parking/bus lane next to traffic as in culver city?

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos given that litigation costs seem to be bankrupting our lovely city.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:44:52 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of

[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:43:22 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:42:54 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:42:22 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:44 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

My husband is a bike commuter and bike safety in Los Angeles is very important to me.

Thank you.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:22 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

I don't own a car, and I use metro and the bus as my primary mode of transportation. It's how I get around, so I am always supportive of more projects like this that make the bus faster and more efficient for Angelenos. More buses please!! And more bus lanes!

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Back when I had a bicycle, I used that as my primary mode of transportation.

I remember how scary driving on the street was. I felt like I was risking my life any time I wanted to go somewhere. I was almost hit by a driver more times than I like to remember. And without a dedicated bike lane, drivers would get *furious* at me simply for existing in their lane, trying to get to my destination.

In a world that is dying because of climate change, we need to make biking an appealing and safe option so that more people choose to do it instead of driving. It's better for your cardiovascular health. It's great for your legs!

If you don't get killed in the process.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

This makes me sad. Buses and bicycles should co-exist on the road together.

It's gas-guzzling car drivers that should have to take a backseat.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:16 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is one of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:41:02 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:40:50 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:39:44 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:39:04 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:37:50 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:36:48 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 4:34:52 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Monday, March 24, 2025 11:28:23 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; [Randall Winston](mailto:RandallWinston); tina.backstrom@lacity.org
Subject: Item 9: Vermont and HLA
Date: Monday, March 24, 2025 6:52:05 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

I also ask that you drop the frivolous lawsuit threats regarding Measure HLA, avoid unnecessary redesigns down the road, and agree to construct Metro projects in accordance with Measure HLA.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Comment on Item 9: Vermont BRT Project - We need bike lanes!
Date: Tuesday, March 25, 2025 9:11:03 AM

Dear Metro Board,

As a resident of Los Angeles, I'm writing to express my enthusiasm for the Vermont Bus Rapid Transit (BRT) project, which I believe will significantly enhance public transportation in our county. However, I'm concerned about the current plans overlooking a crucial aspect of street safety.

Vermont Avenue's alarming safety record, with an average of five fatalities annually, cannot be ignored. The recently passed Measure HLA mandates the implementation of bike lanes on this street, a requirement that not only benefits cyclists but also improves overall road safety for all users.

It's disappointing to see that despite having a year since HLA's passage, Metro has not incorporated the required bike lanes into the project plans. This oversight goes against both legal obligations and common-sense safety improvements that are both necessary and cost-effective.

I strongly urge the board to instruct staff to proceed with the bus lane project while simultaneously incorporating the bike lanes as mandated by law. We must seize this opportunity to create a safer, more inclusive Vermont Avenue for all Angelenos. Failing to do so risks potential legal challenges and, more importantly, jeopardizes the lives of our community members.

Let's make Vermont Avenue a model of progressive urban planning that prioritizes both efficient public transit and the safety of all road users.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont (Support for Vermont BRT & Required Bike Lanes)
Date: Tuesday, March 25, 2025 11:28:08 AM

Dear Metro Board,

I'm thrilled to see the Vermont Bus Rapid Transit project moving forward—it's one of the most impactful transit improvements possible for bus riders in LA County. With more riders than any other street in the region, Vermont Ave deserves this investment.

However, Vermont is also one of the most dangerous streets in LA, with nearly 50 people killed in the last decade. Measure HLA mandates bike lanes as part of this project to benefit cyclists and improve safety for everyone on the road. Metro has had a year to incorporate this requirement but is instead resisting a straightforward, cost-effective safety improvement.

If these bike lanes aren't implemented now—while Metro is already making major infrastructure upgrades—the City of LA will bear the full cost later, despite its current budget crisis. Worse, delaying them means risking more lives on an already deadly corridor.

I want you to ensure that the Vermont BRT project moves forward with the required bike lanes. This is our chance to impact safety and mobility—we can't afford to miss it.

Thank you for your time and leadership.

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 6:09:33 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

Please walk, bike and take public transit on Vermont Blvd with your young kids/loved ones and tell me the REQUIRED Bike Lanes aren't needed for their safety.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 7:12:02 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 7:56:12 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 8:13:50 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

From: [REDACTED]
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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:09:04 AM

Dear Metro board,

I am glad to hear your new bus plans for the BRT project on Vermont Ave. However, I was upset to learn you are failing to include a bike lane as mandated by HLA. You are already repaving the streets, the cost of adding a bike lane at this stage is not drastic. The addition will go a long way to making this corridor safer, which is essential in this moment when road deaths are at a historic high. However, if you fail to do this, the city will have to later repave the street to make it compliant, only further driving up the cost to us Los Angeles tax payers. This is wasteful. Your leadership's complete refusal to engage on adding bike infrastructure is discouraging to someone who is a biker and who frequently uses your services.

It is misleading at best to claim that when the average Los Angeles voter cast their ballot in favor of HLA they believed that this provision would not apply to Metro projects. Your threat to sue the city over forced compliance is fundamentally anti-democratic and demonstrates that you are out of touch with the very people you claim to serve. Do the right thing. Comply with HLA and the will of the people. Install a bike lane when you upgrade Vermont.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:20:10 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:25:41 AM

Dear Metro board,

I live near Los Feliz and frequent Vermont as a driver, pedestrian, and cyclist.

Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

The government is meant to serve ALL people of the municipality, not just the interests of car drivers, and if the city is serious about achieving Vision 0, this is a crucial first step.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:28:33 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is one of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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[REDACTED]

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To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:47:57 AM

Dear Metro board,

As someone who has spent a majority of their lives in LA unable to drive an automobile and using all modes of active and public transportation, I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 9:55:15 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 10:17:04 AM

Dear Metro board,

As a public transit user, I'm happy to see that you're planning to make improvements to Vermont Avenue for people who ride the buses. However, also being a cyclist who has crashed and come close to getting run over on Vermont, I urge you to implement bike lanes into the project. Our public streets and roads must be safe for EVERYONE... not just for people in motor vehicles.

Another thing to consider is that the City of Los Angeles has a one billion dollar budget deficit, in no small part due to lawsuit settlements. Unless Metro starts building complete streets, the city will likely remain in this quagmire and will be an even bigger embarrassment when visitors from all the world's less car-centric and more enlightened metropolises come to the Olympics in 2028.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; [Mitchell, Holly](#); ThirdDistrict@bos.lacounty.gov; [Solis, Hilda](#); randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:07:28 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:14:01 AM

Dear Metro Board,

I am very excited about BRT on Vermont and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:25:48 AM

Dear Metro board,

I'm very excited about the projects Metro has in the pipeline to bring more transit access to LA County – especially BRT on Vermont, which will be an incredibly important upgrade to the efficiency and reliability of transit in a busy and important corridor.

However, there is a lot more work necessary to make Vermont a safe and efficient streets. It's currently one of the most dangerous streets in Los Angeles and an average of 5 Angelenos are killed on it every year. Measure HLA, which was widely supported and passed by nearly two thirds of voters, requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

It's been over a year now since HLA passed, and rather than working to implement the desperately needed, and legally required, safety improvements, Metro is instead fighting to keep our streets dangerous. As a Metro rider, and person who cares deeply about safe streets, I encourage the board to direct staff to move forward on both the BRT project as well as the bike lanes that are required by law.

Each day that we wait to improve our street safety results in more preventable injuries and deaths in our communities.

Thank you,

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:29:21 AM

Dear Metro board,

I concur with Streets for All... I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 11:43:55 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 5:50:32 AM

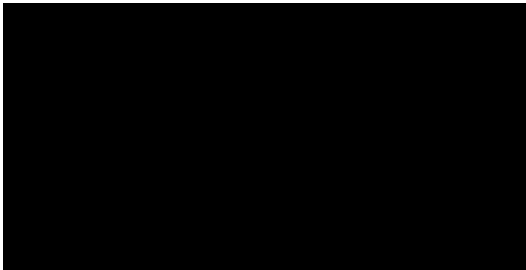
Dear Metro board,

I ride my bike to the Vermont/ Beverly and to Vermont/ Wiltshire stations. I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.



From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 1:40:37 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 1:27:07 PM

Dear Metro Board,

Awesome that the Bus Rapid Transit project on Vermont is moving forward. It will benefit many bus riders.

I'm an avid bicycle rider, and I know how dangerous L.A.'s streets are. Vermont Avenue is one of the most hazardous streets in Los Angeles. **Under Measure HLA bike lanes must be added as a critical safety upgrade.** This will protect cyclists and also enhance safety for *everyone* using the road.

It sounds like despite having a year to integrate these legally required bike lanes, Metro has resisted implementing this straightforward and cost-effective safety measure.

I urge you to ensure that both the bus lanes and the mandated bike lanes move forward. This is a crucial moment to prioritize public safety, prevent legal challenges, and save lives.

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:51:14 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:49:02 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. My family lives and works near Vermont Ave, so this is an extremely personal issue for us.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

My family commutes via public transportation or bike to school and work. We currently take a longer bike route to avoid biking on Vermont because we do not feel it is safe at all. Part of why we were so excited for HLA to pass was because we thought the city and Metro would finally recognize and prioritize safer streets for all of us who try to get around without cars in this city.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:24:34 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 1:58:18 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:10:10 PM

Dear Metro board,

I'm thrilled about BRT on Vermont, believing it's a significant improvement for bus riders. However, Vermont is also one of LA's deadliest streets, averaging 5 fatalities annually.

Measure HLA mandates bike lanes, enhancing safety for all road users. Despite a year since HLA passed, Metro opposes common sense and affordable road safety improvements.

Please direct staff to implement bus lanes and bike lanes as required by law. We can't miss this opportunity, risking future litigation and Angelenos' lives.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:18:08 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:27:15 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:35:53 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 2:45:25 PM

Dear Metro board,

I am very excited about BRT on Vermont Ave., and believe it is of the most impactful improvements possible for bus riders in the county. I am particularly excited since our son is a patient at CHLA so we frequently drive down Vermont to get to his appointments and BRT will add a vital connection for the thousands of transit users who use that corridor along with drivers like us.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 3:05:40 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 12:15:11 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 4:03:49 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 3:27:20 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county. I live right at the intersection of 1st & Vermont and cannot safely use Vermont for my needs due to how dangerous it is.

There is no alternative that isn't meandering and time consuming to be able to ride my bicycle from my home south to the USC area.

Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: randall.winston@lacity.org; councilmember.padilla@lacity.org; tina.backstrom@lacity.org; councilmember.yaroslavsky@lacity.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; thirddistrict@bos.lacounty.gov; hollyjmitchell@bos.lacounty.gov
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 4:13:41 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Agenda Item 9 / Vermont
Date: Wednesday, March 26, 2025 6:49:16 AM

Dear Metro board,

I am writing to you to submit a public comment in support of Metro implementing BRT on Vermont Ave and seeing through to it that they adhere to Measure HLA that voters overwhelmingly passed.

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont - Measure HLA
Date: Wednesday, March 26, 2025 10:11:18 AM

Good morning, my name is Andrew Solomon. I'm a resident of West Hollywood, a daily cyclist, a transit rider, and I serve as a city planning commissioner.

I want to express my full support for the Vermont Transit Corridor BRT project. Vermont is the busiest bus corridor in Los Angeles County, and this project is long overdue. It will improve travel times, access, and equity along a critical spine of our city.

But I must implore the Board to follow the law.

Measure HLA passed overwhelmingly in March 2024. It mandates that any major street project must include the Mobility Plan 2035 enhancements—especially bike lanes. This is not optional.

Vermont is one of the deadliest streets in Los Angeles, with an average of five traffic deaths per year. It is on the City's High Injury Network. The Board cannot justify hundreds of millions in public investment without making this corridor safer for cyclists.

The Metro report admits the BRT project complements—but does not implement—the full Mobility Plan. That's not enough. Sidewalk bulb-outs and crosswalks improve pedestrian safety, but cyclists are left behind. That's both unacceptable and unlawful under Measure HLA.

If Metro is truly committed to equity, sustainability, and safety, then bike lanes must be integrated into this project. I urge the Board to coordinate with LADOT and **ensure Vermont becomes a complete street—not just a better bus route.**

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 7:48:39 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

[REDACTED]

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 8:22:11 PM

Dear Metro Board,

I am thrilled about the Vermont BRT project and believe it's one of the most significant improvements for bus riders in the county.

My wife uses her bike and the bus on Vermont to get to and from her job at USC. Every time she does I worry she won't make it back alive. Vermont is one of the most dangerous streets in the city, killing (on average) 5 people a year. Measure HLA mandates the installation of bike lanes, a safety feature that not only benefits cyclists but also enhances overall safety for all road users.

Metro has had a full year since HLA passed to implement the required bike lanes, yet it continues to resist sensible, cost-effective safety measures - measures that might keep my wife from being killed or paralyzed. (As has happened to friends of hers.)

I urge you to direct staff to proceed with both the bus lane and the bike lanes as required by law. We cannot miss this critical opportunity, which would not only avoid potential litigation but might also save my wife's life.

[REDACTED]

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 10:49:21 PM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I encourage you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

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Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 12:42:18 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is one of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

I ask you to direct staff to move forward on the bus lane AND incorporate bike lanes as required under the law. We cannot let this opportunity pass us by, risking future litigation and the lives of Angelenos.

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Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 12:51:38 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 1:12:33 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Board Clerk](#)
Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; jdupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 6:40:57 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Cc: councilmember.padilla@lacity.org; Councilmember.Yaroslavsky@lacity.org; idupontw@aol.com; HollyJMitchell@bos.lacounty.gov; ThirdDistrict@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; randall.winston@lacity.org; tina.backstrom@lacity.org
Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 10:37:35 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

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Subject: Item 9 / Vermont
Date: Wednesday, March 26, 2025 10:55:01 AM

Dear Metro board,

I am very excited about BRT on Vermont, and believe it is of the most impactful improvements possible for bus riders in the county.

However, Vermont is also one of the most dangerous streets in LA, with an average of 5 people killed on it per year. Measure HLA requires that bike lanes be implemented on the street, a safety improvement that not only helps bike riders but increases safety for all road users.

Metro has had a year since HLA passed to incorporate the required bike lanes, but instead is fighting against common sense and affordable road safety improvements.

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Subject: Item 9 / Vermont
Date: Tuesday, March 25, 2025 6:38:38 PM

Dear Metro board,

I live about a half mile from Vermont and it is one of my nearest commercial boulevards. It is also one of the most dangerous streets in LA. There are parks and other city amenities that my family foregoes because walking along Vermont, especially after dark, is a gamble.

I support the bus lane AND insist that Metro incorporate bike lanes as required under the law.

Metro has had a year since HLA passed to incorporate required bike lanes, why has it taken so long?

Thank you,

[REDACTED]

[REDACTED]



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

March 19, 2025

The Honorable Janice Hahn, Chair
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Station Experience Program

Honorable Chair and Metro Board Members,

At our February 12, 2025 meeting, the Westside/Central Service Council received our quarterly update on Metro's Station Experience Program. As transit users and advocates, our Councilmembers have personally seen the beneficial effects of the fare gate improvements, use of background music, brightened lighting, increased layered staffing presence and fresh air circulation at Metro stations. These efforts have improved the flow of people, making the system more similar to those in other large cities that are good at directing people where to go and making it easier for tourists to navigate. The Metro Ambassadors and law enforcement provide a welcoming presence that makes the environment feel safer, and makes personnel available to respond if customers have questions. We appreciate how much cleaner and inviting Metro rail stations have become since these interventions were implemented. Upon further discussion of the success of these interventions at our March 12 meeting, we voted unanimously to offer some ideas for consideration as these interventions are expanded and other pilot programs considered.

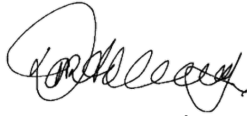
We would encourage Metro to develop a busking program similar to the City of New York (MTA Music Under New York). We understand that Metro Art occasionally organizes events such as the recent Expo Line 15th Anniversary Quinceñera, where mariachi played at the East LA Civic Center Station and on the Expo Line to greet morning riders. We would love to see more regular performances at more stations, and for our own local performers to be provided opportunities to partner with Metro to provide our riders with a welcoming experience. Further, we understand that the 2028 Olympics Organizing Committee has a goal of enlivening transit hubs for the Games. We would suggest that such a program be launched sooner rather than later, at those transit hub sites already identified for those types of efforts, to align with related Olympics initiatives and complement the Station Experience interventions being implemented across the Metro system.

As supporters of Metro, we recognize that these programs directly and rightfully benefit riders of those who rely most heavily on Metro services, including women, people of color, and low income communities. We applaud Metro for these improvements, and support continuing and potentially expanding such efforts to other stations across the system so that transit

users throughout LA County can benefit from these investments, enabling more Angelenos to consider riding Metro or increasing their use of the system.

We will continue to work with Metro to address community transportation concerns and improvements. We hope our suggestion for an expansion of these interventions will help the Los Angeles County residents understand the efforts that Metro is making and the success being achieved in making the system safer and more attractive to all residents and visitors.

Sincerely,



Dan Wentzel
Chair, Westside/Central Service Council



Thomas Praderio
Vice Chair, Westside/Central Service Council

cc: Stephanie Wiggins
Jennifer Vides
Conan Cheung



MINUTES

Thursday, March 27, 2025

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

**Janice Hahn, Chair
Fernando Dutra, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair*
James Butts
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Katy Yaroslavsky
Gloria Roberts, non-voting member**

Stephanie Wiggins, Chief Executive Officer

***Attended virtually under AB2449 under Just Cause.**

CALLED TO ORDER: 10:14 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 6, 8, 9, 10, 11, 12**, 14, 15, 20, 21, 22, 23, 24, and 29.

Consent Calendar items were approved by one motion except item 12, which required a two-thirds vote and was taken separately due to absences.

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

**Voting Deviations:*

Item 6 – the following Directors were conflicted: LH and KRB

2. SUBJECT: MINUTES

2025-0224

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held February 27, 2025.

3. SUBJECT: REMARKS BY THE CHAIR

2025-0222

RECEIVED remarks by the Chair.

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

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2025-0223

RECEIVED report by the Chief Executive Officer.

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

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

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

5. **SUBJECT: PROGRAM FUNDS FOR CITY OF REDONDO BEACH IMPROVEMENTS AT AVIATION AND ARTESIA BOULEVARD** **2025-0064**

APPROVED ON CONSENT CALENDAR:

- A. \$1,500,000 in additional programming within the capacity of Measure R Multimodal Highway Subregional Programs for improvements at the intersection of Aviation Blvd at Artesia Blvd in the City of Redondo Beach within the South Bay Subregion; and
- B. AUTHORIZING the Chief Executive Officer or their designee to negotiate and execute all necessary agreements for the Board-approved projects.

6. **SUBJECT: EXPO/CRENSHAW JOINT DEVELOPMENT** **2024-1093**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer (CEO), or designee, to execute and enter into a joint development agreement (JDA), ground lease, and other related documents with Expo Crenshaw Apartments, LP (Developer), for the construction and operation of a mixed-use affordable housing project (Project) on 1.77 acres of Metro-owned property located at the southeast corner of W. Exposition Blvd. and Crenshaw Blvd. (Metro Site), adjacent to the K Line Expo/Crenshaw Station in the City of Los Angeles in accordance with the Summary of Key Terms and Conditions and upon receipt of concurrence by the Federal Transit Administration (FTA); and
- B. FINDING the Project complies with the requirements of the California Environmental Quality Act (CEQA) for using a Sustainable Communities Environmental Assessment (SCEA) as authorized pursuant to Public Resources Code Section 21155.2(b), which is consistent with the Environmental Studies and Report, making the CEQA findings set forth further below (CEQA Findings) and authorizing the CEO or designee to file a Notice of Determination for the Project in accordance with said findings by the Metro Board of Directors (Metro Board).

8. **SUBJECT: ADOPTION OF THE PROJECT PRIORITIZATION FRAMEWORK FOR THE 2025 SCAG CMAQ/STBG CALL FOR PROJECTS** **2025-0040**

AUTHORIZED ON CONSENT CALENDAR the CEO or their designee to submit to SCAG the Project Prioritization Framework Metro will use to evaluate and rank projects for Los Angeles County as part of the 2025 SCAG CMAQ/STBG Call for Projects.

9. SUBJECT: VERMONT TRANSIT CORRIDOR ENVIRONMENTAL AND PLANNING STUDY 2025-0044

APPROVED ON CONSENT CALENDAR:

- A. RECEIVING AND FILING the Vermont Transit Corridor environmental study findings as per Senate Bill 922 Statutory Exemption requirements;
- B. the proposed Vermont Transit Corridor Project, a new 12.4-mile at-grade, side-running bus rapid transit (BRT) line with 26 stations at 13 intersection locations, as the Locally Preferred Alternative (LPA);
- C. the finding that the Project is statutorily exempt from CEQA under Section 21080.25(b); and
- D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk and the Governor's Office of Planning and Research.

10. SUBJECT: MAJOR CAPITAL PROJECT GRANTWRITING 2025-0052

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed unit rate Contract No. PS125381000 to Capitol Government Contract Specialists for Major Capital Project grantwriting services to support Board priorities, in an amount Not-to-Exceed (NTE) \$6,332,734 for a two-year base period, with one, two-year option in the amount of \$6,287,602, for a total NTE amount of \$12,620,336, effective April 7, 2025, subject to resolution of any properly submitted protest(s), if any.

11. SUBJECT: METRO CENTER PROJECT CLOSE-OUT 2024-1164

AUTHORIZED ON CONSENT CALENDAR an increase to the Life of Project budget in the amount of \$13,000,000 from \$143,688,310 to \$156,688,310 for the Metro Center Project to fully resolve all claims and complete the close-out of the Project.

12. SUBJECT: ZERO EMISSION BUS (ZEB) CHARGING INFRASTRUCTURE FOR DIVISIONS 18 & 7

2024-1073

APPROVED BY TWO-THIRDS VOTE OF THE BOARD:

- A. FINDING that authorization of the use of alternative delivery methods, including Progressive Design Build Operate Maintain (PDBOM), pursuant to Public Utilities Code Section 130242 (b), will achieve integration of design, project works, and operations and maintenance of charging equipment in an efficient manner for ZEB Charging Infrastructure Projects at Divisions 18 & 7; and
- B. APPROVING a competitive solicitation of a PDBOM contract to achieve the proposed design approach, specific project features and functions, and other project criteria in addition to price, pursuant to Public Utilities Code 130242 (e).

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

13. SUBJECT: FEMALE PARTICIPATION IN PROJECT LABOR AGREEMENT/CONSTRUCTION CAREERS POLICY CONSTRUCTION PROJECTS

2025-0036

RECEIVED AND FILED the Construction Workforce Disparity Study report and response to Board Motion 29.

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

13.1 SUBJECT: MEETING THE MOMENT: A REGIONAL APPROACH TO REALIZING LA METRO'S WORKFORCE EQUITY GOALS MOTION

2025-0237

APPROVED AS AMENDED Motion by Horvath, Hahn, Dutra, Solis and Yaroslavsky and that the Board direct the Chief Executive Officer to:

- A. expand the Cultural Competency Plan requirement to integrate Community Benefits and Workforce Equity components into RFP procurements, and identify mechanisms to embed workforce commitments, such as childcare accessibility, reliable transportation, supportive work environments and an inclusive workplace culture, ensuring alignment with Metro's broader workforce initiatives;

(continued on next page)

(Item 13.1 – continued from previous page)

- B. establish a regional roundtable with the Program Management Office (PMO), general contractors’ associations, contractors, the Los Angeles Department of Economic Opportunity (DEO), LA/OCBCTC, union trades, and other key stakeholders to develop a strategic action plan. Discussion should include, but not be limited to consistent goal setting for regional public contracting agencies, the provision and/or subsidization of childcare services similar to that of “TradesFutures” childcare pilots in Milwaukee and New York City, and “Care That Works” in Boston, and apprentice/journeyman ratios on construction sites. The roundtable should provide a unique forum for stakeholders to address the systematic barriers that confront the participation of women in the trades;
- C. conduct a Women in the Trades Regional Summit to bring together public agencies, trade unions, workforce development boards, and academic institutions to foster collaboration, share best practices, and drive commitments to increase female participation in the construction workforce;
- D. establish a Construction Female Advisory Group composed of experienced women in the Trades, which will provide mentorship, guidance, and best practices to help dismantle barriers for women in construction; and
- E. launch a targeted social media campaign (Built By Her) focused on women, youth, and mentorship opportunities. The social media campaign should be complemented with outreach to potential partners in the field of women’s sports and the creative arts.

WE FURTHER MOVE that the Chief Executive Officer be directed to report back in June 2025 with a series of workforce equity components that could be embedded in RFP procurements, such as a contractor’s previous commitments and attainment of workforce hiring goals, the maintenance of an inclusive and harassment-free workplace, and the provision or subsidization of childcare resources, that would generate more accountability for a contractor meeting proposed hiring goals.

DUPONT-WALKER AMENDMENT: Report back in May on the status of efforts to address cultural competency requirements for the rest of the historically underutilized, including the other cultural sensitivities and the disparities that continue to exist and what factors to consider, and include best practices of those that took the scorecard seriously.

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

14. SUBJECT: INVESTMENT POLICY

2025-0043

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Investment Policy;
- B. APPROVING the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA's Officials; and
- C. DELEGATING to the Treasurer or their designees, the authority to invest funds for a one-year period, pursuant to California Government Code ("Code") Section 53607.

15. SUBJECT: WEB PLATFORM DEVELOPMENT SERVICES

2024-1163

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 2 to Contract No. PS87947000 with Exemplifi, LLC in the amount of \$400,000 increasing the Not-to-Exceed (NTE) contract value from \$550,000 to \$950,000, and extend the period of performance from August 31, 2025 to June 30, 2026 to continue providing essential digital maintenance and development support for Metro.net and standalone websites (The Source, El Pasajero, and art.metro.net).

20. SUBJECT: METRO B AND D LINES UNINTERRUPTIBLE POWER SUPPLY BATTERIES

2024-1128

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to amend Contract No. OP44570-2000B with Skyler Electric Company, Inc., in the amount of \$1,403,491 for Task Order No. 9, to provide Uninterruptible Power Supply (UPS) Batteries for Metro B and D Lines, increasing the cumulative Not-to-Exceed (NTE) contract amount from \$3,468,400 to \$4,871,891.

21. SUBJECT: COUNTYWIDE TRANSIT SIGNAL PRIORITY (TSP) CLOUD SOLUTION

2025-0045

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a 30-month, firm-fixed-price Contract No. PS125493000 to JMDiaz, Inc., for the design, development, and implementation of a cloud-based Transit Signal Priority (TSP) system on portions of the NextGen Tier One network in the County of Los Angeles in the amount of \$2,443,389, subject to the resolution of any properly submitted protest(s), if any.

22. SUBJECT: PEST AND BIRD CONTROL SERVICES

2025-0160

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to award a firm fixed unit rate Contract No. OP48505(2)0008370 to CDS Services, Inc. DBA Legion Pest Management, for pest and bird control services throughout Metro's bus and rail facilities, rail cars, and non-revenue vehicles, in the Not-To-Exceed (NTE) amount of \$2,887,332 for the three-year base period and \$1,925,728 for the two-year option, for a combined NTE amount of \$4,813,060, effective May 5, 2025; subject to the resolution of any properly submitted protest(s), if any.

23. SUBJECT: METRO AGENCYWIDE FURNITURE AND MOVING SERVICES

2025-0071

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a five-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. PS125302000, for furniture, space planning, and installation services, to M3 Office, Inc., for a Not-to-Exceed (NTE) amount of \$3,475,000.00 for the three-year base period and \$1,075,000.00 for each of the two, one-year options, for a combined total of \$5,625,000.00 effective April 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

24. SUBJECT: METRO BIKE SHARE

2025-0096

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to:

- A. EXECUTE Modification No. 18 to Contract No. PS272680011357 with Bicycle Transit Systems, Inc. (BTS) in the amount of \$8,357,384 to continue Metro Bike Share (MBS) program services increasing the total contract value from \$116,292,084 to \$124,649,468 and extend the period of performance by a total of 7 months from April 30, 2025 through November 30, 2025, inclusive of a base period of four months and three, one-month options; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

28. SUBJECT: COMMUNITY ADVISORY COUNCIL (CAC) QUARTERLY UPDATE

2024-1145

CARRIED OVER TO THE MAY 2025 REGULAR BOARD MEETING:

~~RECEIVE AND FILE quarterly status report on the Community Advisory Council (CAC).~~

29. SUBJECT: STATION ACTIVATION MOTION

2025-0217

APPROVED ON CONSENT CALENDAR Motion by Yaroslavsky, Bass, Dupont-Walker, Sandoval and Mitchell that the Board direct the Chief Executive Officer to:

- A. Create a pilot station activation program to help Metro reimagine and determine how to elevate the experience of our transit riders and the surrounding communities, using tools like farmers markets, cultural programming, vending, and community events and report back in 3 months on the progress. The plan should also identify a rapid deployment that can support Purple Line Extension Section 1 station openings;
- B. Open TAP Card art contest for the new stations, time permitting;
- C. Explore TAP ticket integration art entertainment venues and cultural centers near stations, such as, but not limited to, the El Rey Theater, Pomona Fairplex, LACMA, and the Petersen Museum, building off of the successful Hollywood Bowl pilot; and
- D. Report back on the progress of the actions above on a quarterly basis to the Operations, Safety, and Customer Experience Committee, including progress on the Visionary Seed Fund station activation program at Leimert Park Station, Willowbrook/Rosa Parks Station, and Westlake/MacArthur Park Station.

30. SUBJECT: FEDERAL AND STATE REPORT

2025-0162

APPROVED:

- A. RECEIVING AND FILING the March 2025 Federal and State Legislative Report; and
- B. ADOPTING Staff Recommended Position:
 - AB 1237 (McKinnor). County of Los Angeles: sporting events: ticket charge: public transit. - SUPPORT-WORK WITH AUTHOR/SPONSOR.

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

31. SUBJECT: CLOSED SESSION

2025-0238

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

- 1. Julissa Adriana Castaneda v. LACMTA, LASC Case No. 22STCV04100

APPROVED settlement in the amount of \$1,350,000.

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

- 2. Angel Saucedo v. LACMTA, LASC Case No. 23LBCV01790

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

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

- 3. Sara Valtierra v. LACMTA, LASC Case No. 23CHCV00139

APPROVED settlement in the amount of \$1,000,000.

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

B. Public Employment - G.C. 54957

Title: Chief Executive Officer

No report.

C. Conference with Labor Negotiator - Government Code 54957.6

Agency Designated Representatives: Cristian Leiva and Dawn Jackson-Perkins

Employee Organizations: AFSCME, SMART and Teamsters

No report.

ADJOURNED AT 1:05 P.M.

Prepared by: Jennifer Avelar
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



Board Report

File #: 2024-1101, File Type: Program

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE

APRIL 16, 2025

EXECUTIVE MANAGEMENT COMMITTEE

APRIL 17, 2025

SUBJECT: METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of additional funding capacity in the amount of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile program (MAT Program) to add funds to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Due to higher than projected sales tax revenues in 2020 and 2021, \$11.9 million authorized for the Cycle 1 solicitation is available to program. Staff recommends programming \$6.4 million of these additional funds to existing Cycle 1 projects that are adding new beneficial scope elements. These projects include elements that improve safety, were identified through community engagement, and/or were originally not funded due to lack of funding availability at the time. These also include three projects that are relevant to the 2028 Olympic Games.

..Background

BACKGROUND

The MAT Program is included in the Measure M Expenditure Plan and allocates \$857 million (in 2015 dollars) for investment in active transportation infrastructure over 40 years. The initial MAT solicitation as authorized by the Board in January 2020 anticipated awarding a total of \$75 million in Cycle 1. However, due to concerns about a potential reduction in sales tax revenue because of the COVID-19 pandemic in 2021, the Board approved awarding a lesser amount of \$63.1 million to 16 projects, consistent with cash flow adjustments for comparable Measure M programs at that time.

Sales tax revenues were higher than projected in 2020 and 2021 when the projects were programmed so the original \$75 million is therefore available to MAT Cycle 1. At this time, \$63.1 million is currently obligated to awarded projects or expended, leaving \$11.9 million in unobligated funds. Most MAT projects include early work to plan and design projects with considerable community input, so after Cycle 1 projects had advanced further in planning/scoping and design, staff developed and implemented a process to maximize the use of these available funds and achieve program objectives. The result of this process is a recommendation to add \$6.4 million of these funds to several existing Cycle 1 projects and adding the remaining \$5.5 million of unobligated funds to Cycle 2.

DISCUSSION

The Cycle 1 solicitation split funding evenly between active transportation corridor projects (five in total) and first/last mile projects (11 in total). Many of the projects that were awarded funding received less than was requested and adjusted project scopes accordingly.

In September 2024, staff queried all MAT Cycle 1 grantees regarding interest and ability to amend project scopes and cost estimates to add new project elements. Staff evaluated all requests based on the following questions:

- Will additional funding be used to better prioritize people walking, biking, or accessing transit?
- Will additional funding allow for bicycle and pedestrian improvements not funded by the original grant to address a need identified during community engagement and/or project scoping/conceptual design?
- Will additional funding allow for an upgrade in materials and/or design adjustments/reconfiguration of the project to improve safety above and beyond what can be achieved with existing funding?
- Will the improvements afforded by the larger funded project reduce points of conflict between vehicles, transit vehicles, bicycles, and pedestrians?

Justification for additional funding was evaluated by the degree to which the requested scope enhances the project based on responses to the questions and the level of engagement and scoping that informed the identified needs. Additional consideration was given to the ability, through this action, to expedite delivery of projects that support the Mobility Concept Plan for the 2028 Games, as noted in Attachment A. New cost estimates and the degree of progress made on the project to date were also considered, along with whether the project received less funding than originally requested in 2021. All new elements also needed to be closely tied to the original project scope (e.g. improvements within the footprint of the project or project elements that were in the original application from 2020 but cut due to the reduction in funding that took place). No single project could result in a total funding award greater than the maximum allowed for each category (\$8 million for active transportation corridors and \$5 million for first/last mile projects).

Metro staff received six requests to add scope to first/last mile projects and four requests to add

scope to active transportation corridor projects. Based on the considerations described above, staff recommends programming additional funds in the amount of \$6.4 million to four of these first/last mile projects and three active transportation corridor projects (Attachment A). Staff recommend programming these additional funds and scope now to expedite amendments to existing funding agreements for projects that are already in the planning, design or construction phase. The additional funding will not change the timeline of projects and will proceed on the previously agreed-upon timeline. The remaining \$5.5 million will be made available to augment Cycle 2 funding, for which the call for projects is currently underway.

DETERMINATION OF SAFETY IMPACT

The programming of \$6.4 million in additional funds to these seven MAT Cycle 1 projects will result in improved safety for pedestrians, bicyclists, and people accessing transit. All seven requests are adding features that better prioritize space for exclusive use by pedestrians or bicyclists, upgrade materials to improve durability and safety on pedestrian and bicycle routes above and beyond what can be achieved with the original grant award, and reduce conflict points between vehicles, pedestrians, and bicyclists.

FINANCIAL IMPACT

Most MAT Cycle 1 projects were originally programmed for funding in FY 2022 to FY 2025 to include all phases of project development. Some of the projects received Board approval to extend their programming years. Most spending thus far has been for planning and design, and as projects enter the construction phase, the expenditures of Measure M funds should increase considerably in the coming years.

This action will increase available MAT Cycle 1 funds to these seven projects in FY 2025. The full life cycle of programming for all MAT Cycle 1 projects is shown in Attachment B with the additional funds added to each project's FY25 programmed funding. Project sponsors have three years from the programming year to spend funds before they lapse. These projects will be budgeted in the Metro Active Transport project (#473001) for reimbursement payments to MAT projects being implemented by local jurisdictions. Since these are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for these projects is Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures. Taking this action will not impact Metro's finances as the funding is already dedicated to active transportation and first/last mile projects implemented by local jurisdictions.

EQUITY PLATFORM

The MAT Program is purposed with creating safe and dignified routes for Metro riders who are walking to or from Metro stations. The MAT program initially chose projects based on a screening and

ranking process intended to target high-need locations based on indexes of socio-economic and environmental disadvantage. Projects within Equity Focus Communities (EFC) were assigned additional points as part of the evaluation process. Supporting these projects with additional funds will uphold the initial dedication to addressing infrastructure inequities in EFCs.

Of the seven projects receiving additional funding in this action, five are in or immediately adjacent to EFCs including South LA, Van Nuys, Commerce, Bell, and Huntington Park . This additional funding will improve quality of safety infrastructure for vulnerable road users like pedestrians and bicyclists, many of whom are regular transit users. Many households in EFCs do not have access to a car and would benefit from safer options for travel within neighborhoods and accessing transit to meet daily needs. The additional project elements, moreover, were largely developed with the input of local community participation during project scoping. For those projects that Metro led early planning and scoping using cooperative agreements, community engagement included partnerships with CBOs and involved community meetings, pop-up events, and walk audits with community members and translation services where applicable.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- *Goal #1:* High-quality mobility options - advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- *Goal #2:* Outstanding trip experiences for all - will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- *Goal #3:* Enhancing communities and lives - includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- *Goal #4:* Transform LA County through collaboration and leadership - prompts new partnership

models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board could elect to program all additional Cycle 1 funds to the Cycle 2 solicitation and not provide these additional funds to existing Cycle 1 grantees. This action is not recommended as Cycle 1 projects are more likely to be delivered within the next two years (i.e. before the 2028 Games) and contain project elements that have already been developed during project scoping. Adding these funds to Cycle 2 only would reduce the ability for existing grantees to deliver higher quality projects.

NEXT STEPS

Upon approval by the Board, the project Funding Agreements will be executed or amended with the new funding amounts and details of the project scope. The additional funding will not change the timeline of projects and will proceed on the previously agreed-upon timeline. The remaining funding will be made available for the Board to program as part of the MAT Cycle 2 program. Cycle 2 applications were due to Metro on April 7, 2025, and staff expect to bring the Cycle 2 programming action to the Metro Board in July 2025.

ATTACHMENTS

Attachment A - MAT Cycle 1 Funding Adjustments

Attachment B - MAT Cycle 1 Programming Table

Prepared by: Mariko Toy, Senior Transportation Planner, Countywide Planning & Development, (213) 547-4330

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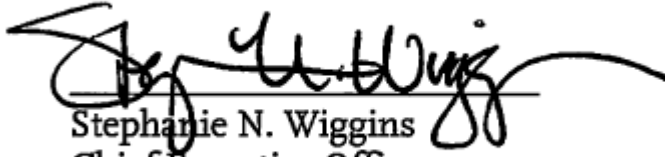
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Table 1: Recommended Funding Augmentation

Project Location/ Corridor	Grantee	Added Scope	Original Request	Original Award	Additional Funding
Avalon/MLK Gage	City of LA	Signals, LPs, speed humps, ADA ramps, signage, striping, bollards for full protected bike lanes. <i>Project is a component of 2028 Games Mobility Concept Plan</i>	\$7,104,662	\$5,823,724	\$2,200,000
Redondo Beach Blvd	Redondo Beach*/ LA County/ Lawndale	Raised crosswalks, full height bicycle lane protection, bicycle signals, and protected corners and intersections	\$8,000,000	\$6,600,000	\$1,400,000
Randolph	Commerce*/ Huntington Park/ Bell/ LA County	Upgrade path material from asphalt to concrete, incorporate pedestrian lighting that was removed when grant award was reduced, and plant street trees along pathway. <i>Games-Relevant, supports completion of Segment B of the Rail to River AT Corridor Project</i>	\$8,000,000	\$6,703,891	\$1,300,000
Culver City Station	Culver City*/ City of LA	Concrete protected bike lane on westside of Robertson Blvd; provide stormwater treatment, slip lane removal/fill in slip lane at or along bike lane; add pigment to bike lane on eastside of Robertson Blvd	\$1,900,000	\$2,281,529 <i>(\$400,000 deobligated in 2024)</i>	\$400,000**
Slauson Station	LA County	Sidewalk improvements to separate pedestrians and vehicles	\$5,000,000	\$3,606,043	\$500,000
La Brea/Santa Monica Blvd	West Hollywood	Add pedestrian lighting in physical gaps not covered in original scope	\$750,000	\$488,141	\$300,000
Sepulveda Station (G Line)	City of LA	Sidewalks, crosswalks, curb ramps, curb extensions, street trees, bike facilities, bike signals, bike parking, bus shelters, lighting and wayfinding <i>Games-Relevant, Sepulveda Dam Recreation Area Venue</i>	\$4,000,000	\$3,581,689	\$300,000
					\$6,400,000
<i>Funding available because of temporary funding reduction from COVID-19 sales tax uncertainty</i>					\$11,900,000
<i>To be added to the amount available to award to projects for MAT Cycle 2 in July 2025</i>					\$5,500,000

*Lead project sponsor

** The additional funding to the City of Culver City does not replace the previously deobligated funds and will not be used for the project elements which were removed. The additional funding amount will be used to fund critical safety and sustainability needs.

ATTACHMENT A: MAT CYCLE 1 FUNDING ADJUSTMENTS

Table 2: Funding Augmentation Proposals Not Recommended

Name	Sponsor	Project ID No.	Project Item Proposal	Funding Request	Justification
Long Beach	City of Long Beach	C1201	Proposed improvements include shade trees, green stormwater treatments (i.e., bioswales), wayfinding signage, and raised pedestrian crossings.	N/A	The city did not provide the estimated costs for the additional proposed scope elements, therefore it was not possible to determine the requested amount for augmentation funds.
Hollywood and Highland/ Hollywood and Vine	City of Los Angeles	C1205, C1204	ADA-accessibility improvements, including new curb ramps.	\$1,254,600	The proposed scope elements did not go beyond what is required for local standard compliance activities and would provide no additional benefit beyond the current grant scope.
Huntington-Main	City of South Pasadena	C1105	Asphalt pavement grind & overlay to support Class II Bike Lane installation and thermoplastic striping.	\$1,943,840	This project received the full funding amount that it requested in 2020; it did not have its funding reduced at the time of award, as was the case for other AT Corridor projects. Scope augmentation proposal is mostly for pavement resurfacing on the road, which does not only benefit active transportation users.

Metro Active Transport Program

Cycle 1 Augmentation



**Program of Projects - First/Last Mile Attachment B
MAT Program Cycle 1**

MAT Cycle 1: First/Last Mile

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25*	FY26	FY27	FY28	Total
1	City of Los Angeles		C1204	Hollywood/Highland		\$ 116,260	\$168,740	\$3,312,701				\$ 3,597,701
	This project aims to improve pedestrian and bicycling connections to the Hollywood/Highland B Line Stations in Hollywood.											
2	City of Los Angeles		C1205	Hollywood/Vine		\$ 117,923	\$167,077	\$3,312,701				\$ 3,597,701
	Same project description as above, for the Hollywood/Vine B Line station area.											
3	Los Angeles County		D1209	East LA Civic Center		\$ 298,250	\$176,875	\$426,875				\$ 902,000
	This project will improve access for pedestrians and cyclists to the A Line (Previously L line) East Los Angeles Civic Center station.											
4	City of Los Angeles		D1206	LAX-Aviation		\$ 551,908	\$1,453,838	\$1,575,944				\$3,581,690
	This project will improve pedestrian and wheeled access to the C Line (Green) and future LAX/Crenshaw Line transfer station.											
5	Santa Monica		C1211	Olympic/26th		\$ 893,510						\$ 893,510
	This project, located at the intersection adjacent to and the blocks immediately north of the 26th St/Bergamot Station on the E Line (Expo), will improve pedestrian and bicycle facilities for riders traveling to and from the station.											
6	City of Los Angeles		D1207	Sepulveda OL	CHG	\$551,908	\$1,453,838	\$1,875,943				\$3,881,689
	This project will improve safety, access, and mobility to the Sepulveda station on the G Line (Orange) through bicycle and pedestrian improvements.											
7	Los Angeles County		C1210	Slauson	CHG	\$702,482	\$1,949,995	\$2,357,521				\$5,009,998
	This project will construct access, safety, and infrastructure enhancements for pedestrians within a half mile of the A Line Slauson Station based on Metro's Blue Line First/Last Mile Plan (2018)											
8	City of Los Angeles		D1208	Western/Slauson		\$555,561	\$1,463,823	\$1,586,659				\$3,606,043
	This project will improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave. The project site overlaps with part of the Active Transportation Rail to River Corridor											
9	Culver City	Los Angeles	C1201/D1203	Culver City	CHG	\$ 2,121,529	\$160,000	\$400,000				\$2,681,529
	This project, jointly developed with Culver City and the City of Los Angeles, will improve pedestrian and bicycle access to the Culver City E line station.											
10	Long Beach		C1202	Downtown LB (6th Street)				\$250,000	\$250,000	\$2,004,999	\$2,004,999	\$4,509,998
	The 6th St. project will improve safety through bicycle and pedestrian facilities. The project extent leads directly to the 5th Street Station on the A Line (Blue), and is blocks from the nearby Pacific Station											
11	West Hollywood		C1212	Santa Monica/La Brea	CHG	\$488,141		\$300,000				\$788,141
	This project will improve pedestrian safety and access to bus stops near the intersection of Santa Monica Blvd and La Brea Avenue.											
				TOTAL		\$6,397,472	\$6,994,186	\$15,398,343	\$250,000	\$2,004,999	\$2,004,999	\$33,050,000
	(*) Additional funds added to Projects 6,7,9, 11											

**Program of Projects - Active Transportation Corridors Attachment B
MAT Program Cycle 1**

MAT Cycle 1: AT Corridors

Rank	Sponsor	Co-Sponsor	Project ID No.	Project Location	Note	Prior FY23	FY24	FY25*	FY26	FY27	FY28	Total
1	Los Angeles		D1102	Avalon/MLK/Gage	CHG	\$1,295,000	\$2,264,362	\$4,464,362				\$8,023,724
	The proposed project would connect South LA residents to jobs and transit through the implementation of safe walking and biking infrastructure on Gage Ave, MLK Blvd, and Avalon Blvd.											
2	City of Commerce	Huntington Park, Bell, LACPW	C1101	Randolph	CHG	\$452,513	\$6,251,378	\$1,300,000				\$8,003,891
	Provides high quality mobility improvements to the residents and businesses of disadvantaged communities within unincorporated Florence-Firestone and Cities of Commerce, Bell, Huntington Park and Maywood											
3	Redondo Beach	LACPW, Lawndale	D1104	Redondo Beach Blvd	CHG	\$ 540,000	\$2,850,000	\$4,610,000				\$8,000,000
	Install improved and new Bike and Pedestrian Facilities along Redondo Beach Boulevard/Ripley Avenue from Flagler Lane on the west to the Dominguez Channel Greenway on the east.											
4	Monterey Park	Montebello, LACPW, Rosemead	C1103	1st-Riggini-Potrero Grande			\$10,000	\$395,000	\$5,961,225			\$ 6,366,225
	Expand alternative modes of travel by increasing existing bicycle transportation network and enhancing pedestrian facilities for a variety of road users in unincorporated South San Gabriel, Monterey Park, Montebello, and Rosemead.											
5	South Pasadena		C1105	Huntington-Main/Fremont				\$ 912,600	\$ 4,977,660	\$ 165,900		\$ 6,056,160
	Improve overall circulation for vehicle, pedestrian, bus, and bicycle traffic along the Huntington-Main Corridor by improving 1.5 miles of this corridor, along with the connecting, Fremont corridor from Alhambra Road to Columbia Street.											
				TOTAL		\$2,287,513	\$11,375,740	\$11,681,962	\$10,938,885	\$165,900		\$36,450,000
	(*) Additional funds added to Projects 1, 2, 3											



Metro is making it easier to walk, bike, and roll
METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE

PLANNING & PROGRAMMING COMMITTEE
EXECUTIVE MANAGEMENT COMMITTEE

April 2025

File# 2024-1101



Staff Recommendations

CONSIDER:

- A. APPROVING the programming of \$6,400,000 from the Measure M Metro Active Transport, Transit and First/Last Mile Program (MAT Program) as additional funding to seven projects previously funded in MAT Cycle 1; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects



Background

- > The Board authorized \$75M for the MAT Cycle 1 Solicitation in January 2020 but approved a lesser amount of \$63.1M in January 2021 due to concerns about a potential reduction in sales tax funding; many projects received less funding than requested
- > Sales tax revenues during the period of programming were not reduced as anticipated so there remains an additional \$11.9M to program from Cycle 1
- > These funds must be programmed for Active Transportation uses and staff developed and implemented a process to maximize the use of funds to achieve program goals

Discussion

- > Staff recommends programming an additional \$6.4M from available MAT Cycle 1 funding to seven projects:

Project	Lead Sponsor	Added Scope	New Funding
Avalon/MLK/Gage	City of LA	Protected bike lanes, bike signals, signage and associated improvements	\$2.2M
Redondo Beach Blvd	Redondo Beach	Protected bike lanes, bike signals protected intersections, and associated improvements	\$1.4M
Randolph	Commerce	Concrete path, pedestrian lighting, street trees	\$1.3M
Culver City Station	Culver City	Robertson Blvd bike lane, slip lane removal, stormwater treatment	\$400K
Slauson Station	LA County	Pedestrian improvements	\$500K
La Brea/Santa Monica Blvd	West Hollywood	Pedestrian lighting	\$300K
Sepulveda Station	City of LA	Pedestrian and bicycle improvements	\$300K

Equity

- Of the seven projects receiving additional funding in this action, five are in or immediately adjacent to Equity Focus Communities
- Several projects were developed with the input of local community participation through partnerships with Community-Based Organizations



Next Steps

- > Upon approval, Funding Agreements will be executed or amended with the new funding amounts and details of the project scope
- > Additional funding does not change the timeline of projects, which will proceed on original schedule
- > Remaining funding will be made available as part of Cycle 2 programming



Board Report

File #: 2024-1108, File Type: Project

Agenda Number: 7.

**PLANNING AND PROGRAMMING COMMITTEE
APRIL 16, 2025
EXECUTIVE MANAGEMENT COMMITTEE
APRIL 17, 2025**

**SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR MOBILITY INVESTMENT PLAN
UPDATE**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

CONSIDER:

A. APPROVING:

1. AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of “No Build” for the I-710 South Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project’s new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services;
2. PROGRAMMING up to \$3,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3,000,000 originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project; and
3. PROGRAMMING \$9,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project;

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions; and

C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

ISSUE

Consistent with the Metro Board approval of the LB-ELA CMIP, several actions are being requested.

This request includes amending the 2020 Long Range Transportation Plan to reflect the Metro Board's approval of the LB-ELA CMIP and programming available funding capacity in Measure R Highway Capacity Funds for projects identified in the LB-ELA CMIP (Port of Los Angeles Drayage Truck Charging Depot Project and the Shoemaker Bridge/Shoreline Drive Project). Staff will also provide an update on the LB-ELA CMIP.

BACKGROUND

In May 2022, the Metro Board adopted the "No Build" alternative for the I-710 South Corridor Project Final Environmental Document and directed staff to continue re-engaging the corridor communities to repurpose the funds to develop a community-supportive multimodal vision for the corridor. After the completion of this effort, in April 2024, the Metro Board adopted the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) and its recommendations for programming \$743 million in Measures R and M funds assigned to I-710 South improvements to fund an array of multimodal projects and programs within the former I-710 South Corridor that were identified, developed, and prioritized through an extensive two-and-a-half-year community and stakeholder engagement process guided by the principles of equity and sustainability and shaped by the consensus goals of air quality, community, environment, mobility, opportunity, prosperity, and safety.

The CMIP recommends the allocation of funding to three categories - Initial Investment Programs, Community Programs, and Modal Programs. The Initial Investment Program includes 20 projects and five programs of projects that are highly rated for alignment with advancing CMIP goals and that would leverage additional funding. The Community Programs include 15 topic areas responsive to long-standing equity issues facing LB-ELA Corridor communities for which Metro can partner with other agencies, stakeholders, and communities to leverage catalyst funding to secure supplement transportation investments in the corridor with external funding opportunities to advance community health, air quality, environment, housing stabilization, land use, job creation, and work opportunity goals. The Modal Programs afford CMIP flexibility to allow projects not selected as an Initial Investment priority to be developed through additional planning and stakeholder engagement efforts to secure funding in future years when Measure funds become available in FY32. Through these three categories, the CMIP will also fund pilot programs, strategic initiatives and studies, and provide technical assistance for lower-resourced communities to develop high-quality projects.

Zero-Emission Truck Program - Port of Los Angeles Drayage Truck Charging Depot (LB-ELA CMIP Project # LB-ELA 0004)

In June 2023, the Metro Board approved programming up to \$3 million for the LB-ELA Corridor Zero-Emission Truck (ZET) Program to leverage state and other funds for a proposed ZET Charging Project at the Port of Los Angeles (POLA) that would support the use of ZETs on I-710 South and within the LB-ELA Corridor. With the Board's adoption of the LB-ELA CMIP and the inclusion of the ZET Program in its Initial Investment list (Attachment A), the Port of Los Angeles Drayage Truck Charging Depot project (Attachment B) became eligible to receive the Measure R Highway Capital funds.

Shoemaker Bridge/Shoreline Drive Project (LB-ELA CMIP Project # LB-ELA 0010)

The Shoemaker Bridge/Shoreline Drive Project combines two projects that together will transition a high-speed highway, designed during the 1950s and 1960s, into a lower-speed, community-friendly

roadway; transform the urban freeway into a local arterial roadway; and create a seamless park space currently bisected by freeway on and off ramps and other roadways. The city of Long Beach is the project sponsor and is committed to delivering multimodal connectivity, including bikeways and pedestrian pathways that are physically separated from the street, new sidewalks, signalized intersections, drought-tolerant landscaping, and a stormwater management system.

The city of Long Beach has requested the full amount of \$9 million from the LB-ELA CMIP as identified in the Initial Investment list (Attachment A) to complete the design of the Project.

DISCUSSION

Amending the 2020 Long Range Transportation Plan

The Board-adopted 2020 Long Range Transportation Plan (LRTP) provides a constrained funding plan for the next 30 years and sets bold policies and goals to move LA County toward a future that enjoys reduced congestion; greater transit mobility options; improved air quality, public health, and equity; and stronger sustainability, environmental, and economic outcomes. The 2020 LRTP details how Metro plans, builds, manages, and maintains LA County's transportation system through ongoing investment in an array of multimodal projects and programs.

Since the 2020 LRTP is a financially constrained plan, Metro's committed investments are programmed to match Metro's anticipated funding. Funds supporting the LRTP are derived mainly from LA County's four transportation sales tax measures, two of which (Measures R and M) include funding for the I-710 South Corridor Projects (Phases I and II).

The Board's adoption in 2022 of the "No Build" alternative as a Locally Preferred Alternative for the I-710 South Corridor Project Final Environmental Document, and subsequent adoption of the LB-ELA CMIP in 2024 as the replacement program of projects, require an amendment to the 2020 LRTP for consistency with the new project name and its transition from a freeway-focused project to a comprehensive multimodal corridor program of transportation infrastructure and services supporting community and regional needs.

ZET Program - Port of Los Angeles Drayage Truck Charging Depot (LB-ELA_0004)

The POLA submitted a response to a Request for Information (RFI) to advance zero-emission goods movement infrastructure that was issued by the Mobile Source Air Pollution Reduction Review Committee (MSRC) in September 2022. Separately, the Los Angeles Cleantech Incubator (LACI) also responded to the RFI proposing four sites, including the same site identified and submitted by POLA. The four sites included in LACI's response were deemed highly desirable to be developed for battery electric charging to support heavy-duty trucks per LACI's [I-710 Investment Blueprint for Heavy-Duty Charging Depots <https://laincubator.org/wp-content/uploads/2024/06/LACI_710-Blueprint_Final.pdf>](https://laincubator.org/wp-content/uploads/2024/06/LACI_710-Blueprint_Final.pdf) (April 2023).

Metro staff invited LACI to present the project to the LB-ELA ZET Working Group in April 2023 and discussed its alignment with the LB-ELA ZET Program's goals and program principles developed with community and stakeholder support. As a result of the discussion, the working group, which included LB-ELA CMIP Task Force and Community Leadership Committee members, supported Metro's contribution of up to \$3 million from the \$50 million seed funding available for the LB-ELA ZET

Program. Staff then sought Board approval of the Metro contribution for this project in June 2023.

Since the Board approved programming of up to \$3 million for this project, using CMAQ as a Metro-controlled source of funds, the award process for CMAQ funds has shifted from Metro to the Southern California Association of Governments (SCAG). The current CMAQ program requires a competitive nomination and selection process for a two-year funding cycle, with the next round to cover FY27 and FY28. This timeline does not align with the project's construction phase activities, which will start equipment procurement and installation in FY26. Staff recommend replacing these CMAQ-identified funds with Measure R Highway Capital dollars, which became an eligible funding source for this project through the Board's adoption of the LB-ELA CMIP in April 2024. Prior to the Board approval, the uses for the Measure R Highway Capital subfund for the I-710 South and/or Early Action Projects were limited to projects located within the boundaries of the Gateway Cities subregion.

The total project cost is estimated at \$20.5 million. Metro's contribution of \$3 million will leverage an additional \$17.5 million in federal, regional, and private funds, fulfilling the Board's direction to secure an overall funding target of \$200 million from the \$50 million approved for the ZET Program.

The funding sources for the project are as follows:

- \$1.5 million from a Community Project Funding award sponsored by U.S. Representative Nanette Diaz Barragan,
- \$3 million from POLA,
- \$3 million from MSRC,
- \$3 million from Metro, and
- \$10 million from the POLA-procured third-party contractor.

Shoemaker Bridge/Shoreline Drive Project (LB-ELA 0010)

The City of Long Beach has been leading the Shoemaker Bridge project to improve safety, operations, and connectivity between Downtown Long Beach, local/regional transportation facilities, and other points of interest. The city is also sponsoring the Shoreline Drive project which will reconfigure West Shoreline Drive to remove a roadway barrier that separates Cesar E. Chavez Park, and as a result will convert 5.6 acres of roadway into parkland to create a more functional park space.

Combined, both projects will bring multiple benefits to the region, including safety and multimodal connectivity improvements, access to parks and open spaces, enhancements to sustainability and addressing climate change challenges, stimulating the local economy, and serving as a gateway to sports venues and hospitality accommodations for the 2028 Olympic and Paralympic Games. These improvements will address unsafe conditions that contributed to 131 collisions over a 10-year period on Shoemaker Bridge based on the Statewide Integrated Traffic Records System. The project will create dedicated spaces for multimodal travel options, including a shared-use path, ADA-accessible sidewalks, and a Class I bike path. The project design also includes resiliency features to withstand sea level rise and high winds and will mitigate flooding through stormwater systems that will attenuate runoff and recharge groundwater, including bioswales and pervious surfaces.

The city has committed local funds to these projects and is actively pursuing federal and state

discretionary grants with Metro's support to fulfill the combined project's full funding need. The projects reflect the desired outcomes expressed by local communities through the city's decade-long public outreach, including thoughtful roadway design and infrastructure elements that are self-enforcing and create greater mobility and safer roads for people, improved access to parks and public spaces, and mitigation for impacts caused by the nearby Ports of Long Beach and Los Angeles. Long Beach staff presented this project to the LB-ELA CMIP Task Force and CLC at its joint November 21, 2022, in-person meeting. The city is committed to engaging residents through the project's design and construction phases.

The LB-ELA CMIP prioritizes the Shoemaker Bridge/Shoreline Drive Project in its Initial Investment Project list and identifies \$9 million to support the city of Long Beach's effort to complete the design of both projects and leverage these funds to secure construction funds. The city has requested the entire \$9 million from the CMIP for the Shoemaker Bridge project.

Metro has supported the city of Long Beach in delivering these projects since October 2012 and June 2019. In September 2024 the city requested Metro program the \$9 million from the LB-ELA CMIP funds for the Shoemaker Bridge/Shoreline Drive Project to complete the design phase of the project (Attachment C). The Shoemaker Bridge/Shoreline Drive Project is also contained within the 2028 Olympic and Paralympic Games Mobility Concept Plan.

LB-ELA CMIP Status

Staff continue to advance other priority projects identified within the LB-ELA CMIP to support investment in the corridor communities to improve mobility, safety, air quality, and quality of life.

Pre-Investment Plan Opportunity

In September 2022, the Board approved a staff recommendation for a Pre-Investment Plan Opportunity (PIPO) that comprised four corridor projects to take advantage of the unprecedented funding opportunities at the state and federal government in fiscal year 2022-23 in advance of the CMIP adoption.

The four projects were selected as PIPO projects and were all successful in receiving state and federal discretionary grants with the support of the Board. These projects are as follows:

- Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA
- Huntington Park Safe Routes for Students and Seniors
- I-710 Integrated Corridor Management Project
- Southeast LA Transit Improvement Program

More details of the discretionary grant programs, award amounts, and the project phases are provided in Attachment D.

Rail to River Segment B Project (LB-ELA CMIP Project # LB-ELA_0006)

The LB-ELA CMIP includes \$3.15 million in Initial Investment funding support for the Rail to River Segment B Project, which is the eastern segment of the longer Rail to Rail/River Active Transportation Corridor and extends approximately four miles east from the Metro A Line Slauson Station to the Los Angeles River, traversing a small segment of unincorporated Los Angeles County and the cities of Huntington Park, Maywood, and Bell.

Metro staff have been working closely with the corridor jurisdictions on the initial design of the Rail to River Segment B project. Community meetings were recently conducted in February and March 2025 to provide a project update and receive community feedback. Staff are providing a status update to the Board this month that reports on the outcome of community meetings and requests programming of the \$3.15 million in LB-ELA CMIP funds previously approved by the Board through a separate Board Report.

Pending Grant Opportunities

To leverage funding in the LB-ELA CMIP, Metro submitted applications in 2024 for the federal Reconnecting Communities Pilot (RCP) program for the I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities, and for the Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) for the Long Beach-East Los Angeles Corridor ZET Project.

This application was submitted by Metro and the METRANS Transportation Consortium, a joint partnership of the University of Southern California and California State University, Long Beach. Although the project did not receive the RCP award in this cycle, staff recognize that the need to reconnect communities across the freeway remains a central focus of the CMIP and intend to identify other funding opportunities to pursue.

Metro, in partnership with two private developers that specialize in developing battery-electric heavy-duty truck charging depots, requested \$13.7 million from the SB1 TCEP for a total project cost of \$38.1 million. As described in a November 2024 Board Box, the project will build two battery-electric truck charging depots within the LB-ELA CMIP study area to support the transition of heavy-duty drayage trucks from diesel engines to zero-emission engines. The TCEP award announcement is scheduled to be made in June 2025. If successful, staff will return to the Board to request programming of Metro's local match commitment of \$3 million from the CMIP-dedicated funds. MSRC is a funding partner in this effort and its Governing Board would likewise approve their funding contribution upon receipt of the TCEP award.

Community Leadership Committee Reflections & Recommendations Report

The LB-ELA CMIP piloted a new approach to community engagement and equity leadership by having a community-led group act as an advisory body (the Community Leadership Committee, or CLC) to the project Task Force, who in turn provided recommendations to the Metro Board. While this approach may be refined if used for other project engagement efforts, overall, the collaborative environment created throughout this new process helped to build trust between Metro and community members and increase a sense of ownership of the CMIP by the communities that were engaged and for whom the plan's benefits will accrue.

Metro at the request of the Board took an unprecedented approach to engage and work with impacted communities to ensure the resulting plan reflected their vision and needs. Immediately after the adoption of the CMIP, staff recognized the need to document the lessons learned from the CLC process to benefit future Metro efforts. The report begins with the historical context of the project and outlines methods of engagement, key dates in the CLC process, approaches to communication, CLC recruitment efforts, and language translation protocols. Interviews were conducted with eight CLC members, six Task Force members, five Metro staff, and three consultants. Each interview asked for

reflections on what worked and what could be improved for future Metro community leadership processes. The report (Attachment F) includes resources for Metro to incorporate community leadership into projects when feasible.

Continuation of Community Engagement

Since the adoption of the CMIP, Metro staff has been vetting internally various approaches to support the CMIP projects and intends to assemble a dedicated team of professionals for the Phase II implementation. In the interim, staff recognizes the need to regularly update the Task Force, CLC, and corridor communities and jurisdictions on the LB-ELA CMIP's progress.

To this end, Metro is planning one Task Force and CLC combined meeting, and three public meetings in the next 10 months. These meetings will be used to provide CMIP progress, including the items that are reported in this Board Report, and share Metro's plan for creating a community advisory group for the Implementation Phase of the CMIP and soliciting community feedback on the proposed community advisory group formation.

Staff also plan on hosting community engagement events on the two ZET projects for which Metro applied for SB1 TCEP funding. Envisioned as community engagement events in partnership with the ZET project developers, these events are intended to showcase the proposed ZET projects and anticipated improvements to the immediate area and discuss opportunities to deliver additional community benefits.

DETERMINATION OF SAFETY IMPACT

The LB-ELA CMIP supports the development of a safer multimodal transportation system that provides high-quality multimodal mobility options to enhance communities and lives through safer travel options to access opportunities. In particular, the projects selected for the Initial Investment Program were evaluated on their ability to deliver safety benefits identified through the CMIP process. Some examples of these projects include safer pedestrian crossings, protected bicycle lanes, improved freeway crossings for vehicles, and gates and barriers to prevent at-grade rail crossing collisions.

FINANCIAL IMPACT

Funding for these projects will be budgeted under the LB-ELA CMIP project, which is funded from the Measure R Highway Capital subfund for the I-710 Early Action Project in Cost Center 4611.

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

The source of funds for these projects is Measure R 20% Highway Funds dedicated to the I-710 South (now LB-ELA) Corridor. This fund source is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The LB-ELA CMIP is a multimodal comprehensive plan that reflects the collective vision and aspirations of the corridor communities and stakeholders as gathered through a two-and-a-half-year engagement process. The plan lays out multimodal solutions and their benefits to the community, the environment, and the economy, and is a testament to the power of collaborative planning in creating a more connected, accessible, and vibrant region. Implementing the CMIP, particularly the Community Programs, will meet community needs and provide benefits that complement and exceed those found in traditional transportation investment strategies.

Throughout the development of the CMIP, community members challenged Metro to take accountability for historical and ongoing transportation-related health burdens that disproportionately impact Black, Indigenous, and People of Color (BIPOC) and other socioeconomically disadvantaged populations, and that improve community health outcomes and advance equity through Metro's transportation investments. In response, OER is developing an Equity Planning Toolkit based on the lessons learned and best practices gathered through the CMIP process. The toolkit will be integrated into the existing Metro process to support staff to think more broadly about and address the health implications of Metro projects.

The 2020 LRTP was developed in accordance with the Equity Platform and its four pillars as adopted by the Board in 2018. Amending the 2020 LRTP as explained in this Board Report ensures the LB-ELA CMIP's alignment with the Equity Platform.

The LB-ELA CMIP included a ZET Working Group whose membership was made up of partner agencies, subject matter experts, and community members who guided staff in developing the ZET Program vision, goals, and principles that reflected the communities' desired outcomes. The working group supported Metro's contribution to the POLA Drayage Truck Charging Depot Project with a recognition that the project will bring immediate air quality benefits to Equity Focus Communities (EFC) near the project location and along the LB-ELA Corridor.

The Shoemaker Bridge/Shoreline Drive Project aligns with the Measure R Board-approved guidelines and the Objectives for Multimodal Highway Investments. The Highway Subsidy Grants offer equity opportunities via the development of transportation project improvements through city contracts that can reduce transportation disparities. As such, each city and/or agency, independently and in coordination with its subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement it seeks to develop.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit. * Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this Board item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will benefit and further encourage multimodal transportation, including active transportation due to the traffic calming and safety enhancement designs of the Shoemaker Bridge and Shoreline Drive projects. These projects will reduce driving and improve conditions for pedestrians and bicyclists. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

In addition, this item funds a project that will help transition some diesel trucks to zero emissions technology. While these projects do not directly encourage taking transit, sharing a ride, or using active transportation, they are a vital part of Metro goals to improve quality of life, as they support Metro's commitment to clean trucks and cleaner goods movement. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals:

- Goal 1: Provide high-quality options that enable people to spend less time traveling.
- Goal 2: Enhance communities and lives through mobility and access to opportunity.
- Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the funding allocation. However, this option is not recommended as the programmed amount has already been approved by the Board with the adoption of the LB-ELA CMIP in April 2024. Furthermore, not approving the item will delay the development and completion of one of the Board-approved 2028 Games Mobility Concept Plan projects.

NEXT STEPS

Staff will coordinate to 1) amend the 2020 LRTP to ensure consistency with the Board action on adopting the LB-ELA CMIP, and 2) negotiate and execute all necessary agreements with local jurisdictions for the Port of Los Angeles Drayage Truck Charging Depot and the Shoemaker Bridge/Shoreline Drive project upon approval by the Board.

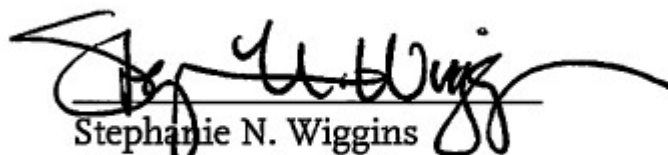
Given the breadth of the CMIP with multimodal and multi-jurisdictional projects and programs, staff have been meeting with internal departments and groups, and external agencies and communities to chart a course to operationalize various elements of the CMIP in the near term. Staff will continue working with the subregion, cities, communities, stakeholders, and sponsor agencies to operationalize the LB-ELA CMIP and deliver projects.

ATTACHMENTS

- Attachment A - LB-ELA CMIP Initial Investment Project List
- Attachment B - Port of Los Angeles Drayage Truck Charging Depot
- Attachment C - City of Long Beach Request for Funding for Shoemaker Bridge/Shoreline Drive
- Attachment D - LB-ELA CMIP Pre-Investment Plan Opportunity Project Status Update
- Attachment E - Community Leadership Committee Reflections & Recommendations Report

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Stephanie N. Wiggins
Chief Executive Officer

LB-ELA CMIP Initial Investment Project List

Project ID	Name	CMIP Amount (in millions)
LB-ELA_0203	Bus Stop Improvement Projects/Programs	\$19.00
LB-ELA_0060	Complete Street Corridor: Alondra Blvd	\$9.00
LB-ELA_0057	Complete Street Corridor: Atlantic Blvd	\$68.58
LB-ELA_0058	Complete Street Corridor: Florence Ave	\$24.89
LB-ELA_0062	Complete Street Corridor: Long Beach Blvd	\$0.75
LB-ELA_0061	Complete Street Corridor: Slauson Ave	\$3.60
LB-ELA_0023	Clean Truck Infrastructure*	*
LB-ELA_0165	Compton Creek Bike Underpasses	\$0.50
LB-ELA_0168	Compton Transit Management Ops. Center Enhancements	\$2.00
LB-ELA_0217	Freight Rail Electrification Pilot Project	\$10.00
LB-ELA_0151	Goods Movement Freight Rail Study	\$2.00
LB-ELA_0139	Humphreys Avenue Pedestrian/Bike Overcrossing	\$8.96
LB-ELA_0181	I-710 Freeway Lids, Caps & Widened Bridge Decks	\$5.00
Various	I-710 MOSAIC Program (Interstate 710 Multimodal, Operational, Safety, and Access Improvements for the Community)	\$153.60
LB-ELA_0033	I-710/Firestone Interchange Improvements	
LB-ELA_0034	I-710/Florence Interchange Improvements	
B-ELA_0028	I-710/Willow Interchange Improvements L	
LB-ELA_0029	I-710/Del Amo Interchange Improvements	
LB-ELA_0030	I-710/Long Beach Boulevard Interchange Improvements	
LB-ELA_0031	I-710/Alondra Interchange Improvements and Modification of SB I-710 to SR 91 Connectors	
LB-ELA_0032	I-710/Imperial Interchange Improvements	
B-ELA_0035	I-710 Auxiliary Lanes (Willow to Wardlow) L	
LB-ELA_0036	I-710/I-405 Connector Project Improvements	
LB-ELA_0037	I-710/I-105 Connector Project Improvements	
LB-ELA_0038	I-710 Auxiliary Lanes (Del Amo Boulevard to Long Beach Boulevard)	
LB-ELA_0091	I-710/Anaheim Interchange Improvement	
LB-ELA_0092	I-710/PCH Interchange Improvement	
LB-ELA_0093	I-710/Wardlow Interchange Improvement	
LB-ELA_0157	I-710 Particulate Matter (PM) Reduction Pilot Project	\$2.00
LB-ELA_9318	I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities	\$2.50
LB-ELA_0156	I-710 Traffic Controls at Freeway Ramps	\$10.00
Various	LB-ELA Corridor Bus Transit Priority Program (Eight Corridors)	\$31.08
LB-ELA_0146	• Atlantic Boulevard Bus Priority Lane Corridor	
LB-ELA_0141	• Long Beach Boulevard Bus Priority Lane Corridor	
LB-ELA_0144	• Florence Avenue Bus Priority Lane Corridor	
LB-ELA_0142	• Slauson Avenue Bus Priority Lane Corridor	
LB-ELA_0143	• Gage Avenue Bus Priority Lane Corridor	
LB-ELA_0145	• Firestone Boulevard Bus Priority Lane Corridor	
LB-ELA_0178	• Whittier Boulevard Bus Priority Lane Corridor	
LB-ELA_0179	• Olympic Boulevard Bus Priority Lane Corridor	
LB-ELA_0008	Metro A Line First/Last Mile Improvements	\$9.76
LB-ELA_0175	Metro A Line: Install Quad Safety Gates at all A Line Crossings	\$5.00
LB-ELA_0006	Rail to River Active Transportation Corridor, Segment B	\$3.15
LB-ELA_0017	Regionally-Significant Bike Projects from the Metro Active Transportation Strategic Plan	\$15.65
LB-ELA_0010	Shoemaker Bridge/Shoreline Drive	\$9.03
LB-ELA_0111	Southeast Gateway Line Bike and Pedestrian Trail**	\$3.80
LB-ELA_0004	Zero Emission Truck (ZET) Program	\$50.00
	Community Program Catalyst Fund	\$40.00
	Total	\$489.85

Notes:

I-710 = Interstate 710

* Clean Truck Infrastructure investment included as part of the Zero-Emission Truck Program (LB-ELA_0004)

** Formerly called the "West Santa Ana Branch" trail. Bikeway project name updated to reflect new rail corridor name.



To: Ray Gorski, MSRC
From: Jack Symington, LACI

RE: Conditional Award for Port of Los Angeles Drayage Truck Charging Depot; RFO 2023-01

RFI 2023-01 was released on September 2, 2022, requesting submittal of Information Packages seeking partnerships to facilitate investment in zero emission infrastructure to support the transition of goods movement trucks to zero-emissions within the South Coast AQMD region. A total of \$50M was allocated by the MSRC for this Work Program category. The RFI closing date was November 30, 2022.

An Information Package was received by LACI seeking MSRC funding to implement zero-emission battery electric drayage truck recharging at sites located on Port of Los Angeles property. In a separate RFI response, the Los Angeles Harbor Department (Port of Los Angeles) submitted an Information Package seeking to establish a partnership with the MSRC to implement zero emission truck refueling at sites located on, and in proximity to, Port property. In addition to submitting an Information Package to the MSRC, LACI was successful in receiving \$1,500,000 in federal funding to co-fund transition of the two Port sites into publicly accessible battery electric drayage truck charging facilities. The Port of Los Angeles informed MSRC Staff of their support for the project, and committed a co-funding contribution on the order of \$3,000,000. Due to the proximity of the two publicly accessible charging locations to the I-710 corridor, LA Metro also indicated their support for the project, and committed \$3,000,000 of funding to the project.

LACI and the Port of Los Angeles requested the MSRC commit \$3,000,000 in Clean Transportation Funding™ towards the partnership with LACI, the Port, and LA Metro. The MSRC approved this funding request at the August 2023 Board Meeting, conditional on Port of Los Angeles selecting a site developer and operator, and securing co-funding commitments, to demonstrate to potential site developers and operators that incentives are available to mitigate site development risk and support a third party operator business case.

This future disbursement of MSRC funding was conditioned upon the following occurring to the satisfaction of the MSRC:

1. Successful RFI Process & Selection of Site Developer;
2. Co-Funding Commitments Formalized;
3. LACI Successfully Assumes Role as Project Implementer on Behalf of the City of Los Angeles Harbor Department.

1. Successful RFI Process & Selection of Site Developer

In September 2023, the Port of Los Angeles released a Request for Proposal (RFP) seeking a developer and operator for charging facilities on the two parcels. LACI's role as administrator of Federal, MSRC and Metro funding during development of the two sites was outlined in the RFP. In June 2024, the Port of Los Angeles sent a Notice of Intent to Recommend Award to Prologis Mobility to be the developer and operator of truck charging infrastructure for the two parcels.

Site Design:

The project will utilize 600kW chargers serving four (4) stalls each, with a minimum stall charge rate of 150kW per stall that will be future proofed to 1MW charging capability (implementable once the CharIn Megawatt Charging Standard is commercially available). The site will have a total of **40 EV fast charging stalls**. Fast charging will minimize the amount of charging time required so fleets can get back on the road as quickly as the vehicle's onboard charger will allow.

Though the initial request to MSRC referenced two parcels for charging sites, **the final project design has charging stalls on one of the parcels, though both parcels will be used for operations**. The north lot will be used as a trailer drop lot for customers with a trailer in tow. An EV yard hostler will be provided for fast and easy trailer drops/pickups. The south lot will host all of the charging infrastructure. This layout allows for maximum charging density while remaining flexible for fleet users with and without a trailer. This strategy also reduces capital costs by limiting new service requests to one instead of two, with two being required if both lots were energized. This design leaves open the possibility of installing chargers on the other north parcel in the future as well.

Facility Operation:

Prologis proposes the charging infrastructure to be available 24 hours a day, 7 days a week, 365 days per year to maximize charger utilization and meet the ever-growing charging needs of PDTR fleet customers. Prologis will provide public charging stalls while balancing and meeting the needs of how fleets expect to charge. Prologis will collect feedback from our existing customer relationships and those registered in the PDTR to ensure our offering continues to meet the evolving needs of fleets at the Port.

Project Schedule	
Site Entitled	Q3 2025
Completion of Engineering and Utility Design	Q4 2025
Equipment Procurement:	Q2 2026

Equipment Delivered:	Q3 2027
Construction Complete & Site Commissioning:	Q4 2027

Project Costs	
Engineering, Design, Utility Studies:	\$725,000
Equipment Purchases (EVSE, DER, High Voltage Dist. Equipment):	\$7,125,000
Site Prep (Remediation, Grading, Paving):	\$3,900,000
Construction (Labor + Materials + Utility Payments):	\$7,500,000
Project Management and Commissioning:	\$1,000,000
Total	\$20,500,000

2. Co-funding Commitments:

In June 2023, LACI entered into a contract with the US Department of Housing and Urban Development for \$1,500,000 to fund a drayage truck charging depot on public property, with support from POLA to deploy the charging infrastructure on the parcels on 1519/1520 East I St.

The Los Angeles Harbor Department has committed to providing \$3,000,000 to Prologis in the terms of their lease agreement (still under negotiation) to defray a portion of the Site Prep costs. The below language was included in the RFP issued January 2024:

“Up to \$3 million in funding from the POLA Clean Truck Fund is available for zero emission heavy-duty truck charging infrastructure construction, subject to required City approvals, including funding agreement”

LA Metro, through a cooperative and financing agreement with the MSRC, has committed to contributing \$3,000,000 with 97.5% funding either the Equipment Purchases (only EVSE or High Voltage Distribution Equipment) or the Construction component of the project; the remaining 2.5% would support Project Management. LA Metro’s Board approved this contribution June 2023.

LACI is asking MSRC to commit \$3,000,000 to this project; 97.5% of the funds would go towards Equipment Purchases (only EVSE or High Voltage Distribution Equipment), the remaining 2.5% would support Project Management.

3. LACI’s Role with Los Angeles Harbor Department

The Los Angeles Harbor Department RFP issued January 2024 (Truck Drayage Charging Depot Operator) included the below language:

“This solicitation does not serve as a grant funding opportunity notification. Grant funds may be available via a separate funding contract between the successful Proposer and the funding entity.

- *\$1.5 million in Federal grant funds is available from Los Angeles Cleantech Incubator (LACI) which was secured through a Congressional earmark (Barragan). The Harbor Department will not be a party to this funding contract*
- *Additional grant funding is authorized through METRO and the Mobile Sources Air Pollution Reduction Review Committee (MSRC). See the following links regarding funding that has been authorized for this project. See the agenda and minutes for the METRO June 22, 2023 Board Meeting, and the agenda from the MSRC Board Meeting on August 17, 2023. It is the Harbor Department’s understanding that the \$6 million of METRO/MSRC funding will contractually flow through LACI to the Successful Proposer. The Harbor Department will not be a party to this funding agreement.*

LACI has already been in contact with Prologis about the site details and contracting details for the federal funds, as well as the LA Metro and MSRC funds, should the latter be confirmed.

4. Proposed Milestone Payment Schedule

To improve the ability for Prologis to meet its proposed schedule, LACI proposes a milestone based payment schedule for MSRC’s \$3,000,000.

Milestone	Schedule Completion	Proposed Funding Proportion
Site Entitled	Q3 2025	0%
Completion of Engineering & Utility Design	Q4 2025	0%
Equipment Procurement:	Q2 2026	25%

Equipment Delivered:	Q3 2027	25%
Construction Complete & Site Commissioning:	Q4 2027	50%



MAYOR REX RICHARDSON

September 9, 2024

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

RE: Support for the Shoemaker Bridge Replacement Project and the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project

Dear Stephanie Wiggins,

On behalf of the City of Long Beach (City), I would like to thank the Los Angeles County Metropolitan Transportation Authority (Metro) for its continued support of the Shoemaker Bridge Replacement Project and the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project. The City remains a strong proponent of Measure R and Measure M, acknowledging the valuable support these funds have provided for these two projects, which have been instrumental in our progress so far. To ensure the two projects continue to move forward, and as requested by Metro, I am formally requesting the Metro Board of Directors to allocate the \$9 million from the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) to continue to fund the design for the Shoemaker Bridge Replacement Project. Additionally, we are seeking an additional \$24 million for the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project to support both design and construction phases.

Metro's \$9 million allocation from the LB-ELA CMIP will provide the funds needed to continue the design phase for the Shoemaker Bridge Replacement Project, which will replace several inadequate mid-20th Century bridges with one bridge designed to modern standard; create new multimodal infrastructure for vehicles, pedestrians, and bicyclists; and restore connections between communities severed by the existing roadway infrastructures. This funding is critical to continue to move this project forward as the City actively seeks federal funding for the construction phase of the Shoemaker Bridge Replacement Project. The City has submitted grant applications and is still waiting for award decisions from USDOT for the Multimodal Project Discretionary Grant and the Large Bridge Investment Program.

Additionally, I am requesting the Metro Board of Directors to allocate \$24 million for the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project. Thanks to Metro's previous support for this project, the City leveraged City and Metro funds to successfully secure \$30 million dollars in federal grant funding from the Fiscal Year 2022 USDOT Reconnecting Communities Program. This accomplishment has allowed the Shoreline Drive Realignment Project to move one step closer to completion, which will greatly improve the safety, quality, and reliability of mobility within Downtown Long Beach by realigning Shoreline Drive, reconnecting a fragmented street network, and upgrading technology systems with new fiber optic networks and traffic signals. These improvements will advance active transportation use and mobility options for residents with new multi-use paths, protected cycle tracks, sidewalks, and LED lighting throughout the Project area.

Furthermore, by removing an existing highway barrier to open space for residents and creating a 22-acre contiguous space for park development, the Shoreline Drive Realignment Project will create opportunities for recreation and healthy living that are currently limited by the freeway design. The Shoreline Drive Realignment Project will also create a more resilient and sustainable stormwater management system by adding new catch basins and bio-swales that capture excess stormwater runoff for reuse.

The Shoreline Drive Realignment Project is part of a broader set of community investments the City of Long Beach is making in the Downtown neighborhood and will support job creation in areas of persistent poverty. This includes the expansion of the adjacent Cesar Chavez Park, the realization of the Drake-Chavez Park Master Plan, and the replacement of the Shoemaker Bridge on Route 710. The projects benefits are complemented by these other efforts to improve the quality of life and safe travel for Long Beach residents and visitors. The realignment of Shoreline Drive will restore access to 5.5 acres of open space in an underserved neighborhood that lacks large parks and is cut off by the existing Shoreline Drive ramps.

As we continue to move forward, we acknowledge that transformational projects require coordination and partnership between multiple funding partners. With the City's \$10 million match commitment and USDOT's \$30 million grant, the Shoreline Drive Realignment Project is still in need of an additional \$24 million. To ensure the successful completion of all project phases for the Shoreline Drive Realignment Project, the City is seeking an additional \$24 million from Metro to finalize the design (\$4 million) and construction (\$20 million). With Metro's additional support, the Shoreline Drive Realignment Project will transform the quality of life, traffic operations and safety, multimodal infrastructure, and park equity in a historically disadvantage area of Long Beach. Additionally, Metro's support will allow for the Shoreline Drive Realignment Project to be on track to finalize design by the end of 2024 and begin construction in 2025, with completion in 2027 before the City hosts the 2028 Summer Olympics Games.

The City respectfully requests the Board's consideration in allocating \$9 million from the LB-ELA CMIP for the design phase of the Shoemaker Bridge Replacement Project and Metro's support in allocating an additional \$24 million for the design and construction phase of the Shoreline Drive Gateway: Corridor Realignment and Community Connections Project. These projects are vital to enhancing connectivity and infrastructure, and we look forward to strengthening our partnership to complete this transformational project. We will follow up with a formal meeting request to discuss further details. If you have any questions, please contact Sarah Patterson, Manager of Strategic Partnerships and Government Affairs, at Sarah.Patterson@longbeach.gov.

Sincerely,



Mayor Rex Richardson
City of Long Beach

cc: Thomas B. Modica, City Manager, City of Long Beach
April Walker, Assistant City Manager, City of Long Beach
Eric Lopez, Director of Public Works, City of Long Beach
Ray Sosa, Chief Planning Officer, LA Metro
Michael Cano, Executive Officer, LA Metro

Attachment D

LB-ELA CMIP Pre-Investment Plan Opportunity Projects Status

Project	Discretionary Funds Awarded	Project Cost	Awarded Amount	Current Phase	Construction Start Date (expected)
Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA	Federal Reconnecting Communities Program	\$19.9 M	\$9.9 M	Interagency coordination with Caltrans	August 2026
Huntington Park Safe Routes for Students and Seniors	SB1 Active Transportation Program Cycle 6	\$4.3 M	\$4.3 M	Environmental (PA&ED) phase	December 2025
I-710 Integrated Corridor Management Project	SB1 Trade Corridor Enhancement Program	\$40.2 M	\$27.8 M	100% design	Spring/Summer 2025
Southeast LA Transit Improvement Program	SB1 Local Partnership Program	\$31.1 M	\$14.5 M	Right-of-Way Certification completed	Summer/Fall 2026

**PUBLIC RELATIONS &
SPECIAL EVENTS RECAP REPORT
JULY 2024**



U.S. TRANSPORTATION SECRETARY PETE BUTTIGIEG EVENTS/PRESS CONFERENCE, JULY 18 and JULY 19

The Public Relations and Special Events led the efforts to help support U.S. DOT Secretary Pete Buttigieg's events and press conferences during his visit to Los Angeles on July 18 and 19.

- On Thursday July 18, Secretary Buttigieg joined LA Mayor Karen Bass, Metro Chair and LA County Supervisor Janice Hahn and Metro CEO Stephanie Wiggins for a ride on Metro's E Line to Exposition Park where they then highlighted the more than \$200 million in investments headed to LA to help reconnect communities, decrease air pollution, and prepare the city to host the Los Angeles 2028 Olympic and Paralympic Games. Secretary Buttigieg then visited Division 13 where he met with bus operators and mechanics and heard from Metro leadership about how a new \$77 million grant from DOT will allow Metro to buy electric buses for their transit system, leading to less pollution and cleaner air for everyone in the area.
- On Friday, July 19, Secretary Buttigieg appeared at Humphreys Ave. Elementary School alongside U.S. Representative Jimmy Gomez, Metro Board Member Hilda L. Solis, Metro CEO Stephanie Wiggins, and other local leaders to celebrate a nearly \$10 million grant to reconnect this section of East Los Angeles that was divided by the construction of I-710.



U.S. DOT SECRETARY PETE BUTTIGIEG MEDIA COVERAGE

Results:

Total Stories: 72

Print, Online and Broadcast

Impressions: 279M

Ad Value: \$2.6M



(Spectrum News/Susan Carpenter)



LA to get \$139M to improve public transportation ahead of 2028 Olympic Games

BY SUSAN CARPENTER | LOS ANGELES
PUBLISHED 2:00 PM PT JUL. 22, 2024

LOS ANGELES — One week before the 2024 Olympic Games will open in Paris, the host city of the 2028 games announced it is receiving \$139 million to improve public transportation.

The Department of Transportation is providing the funds to Los Angeles to increase bus service, add multimodal transit options such as bike shares and improve accessibility on sidewalks and roads near rail stations and bus stops.



LA to get \$77 million in federal funds to add electric buses before Olympics, hopes for millions more

LOS ANGELES LOCAL NEWS VIDEOS WEATHER RESPONDS ENTERTAINMENT WATCH T52 24/7

We're transforming LA County.

LA Metro Zero Emission Bus and Charging Infrastructure Project \$77,000,000
Seventy seven million for hundred thousand

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LOS ANGELES MEMORIAL COLISEUM

LA to get \$77 million in federal funds to add electric buses before Olympics, hopes for millions more

By Rachel Oranga Staff Writer | 7/22/24

JUL 22, 2024 3 AM PT

Standing before the renowned pedicyle at the Los Angeles Coliseum, where the 1984 Olympic opening ceremony was held, Transportation Secretary Pete Buttigieg on Thursday tossed a \$77-million infusion of cash for Metro to pay for more electric buses.

"The buses will help ferry tens of thousands of fans across the city in what is being recognized as a 'month-long' Games, and are among thousands of details that officials need to get in order before Los Angeles hosts the 2028 Olympics. The cash infuses a larger effort by the Metropolitan Transportation Authority as it pushes to turn its fleet of 5,000-plus buses all-electric by 2030.

"Angelenos and Olympians are going to know just how efficient this region's public transit can be. This is an investment in the future," said Buttigieg. Backed by Mayor Karen Bass, LA's Chief Executive Casey Vercammen and other officials who are leading to the Paris Olympics, set to start this month, as L.A.'s countdown begins.

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Community Leadership Committee Reflections & Recommendations Report

*Resources and Templates for Community-Led Transportation Planning
Informed by Community, Task Force, and Project Team Members*

Long Beach - East LA Corridor Mobility Investment Plan



Metro

October
2024

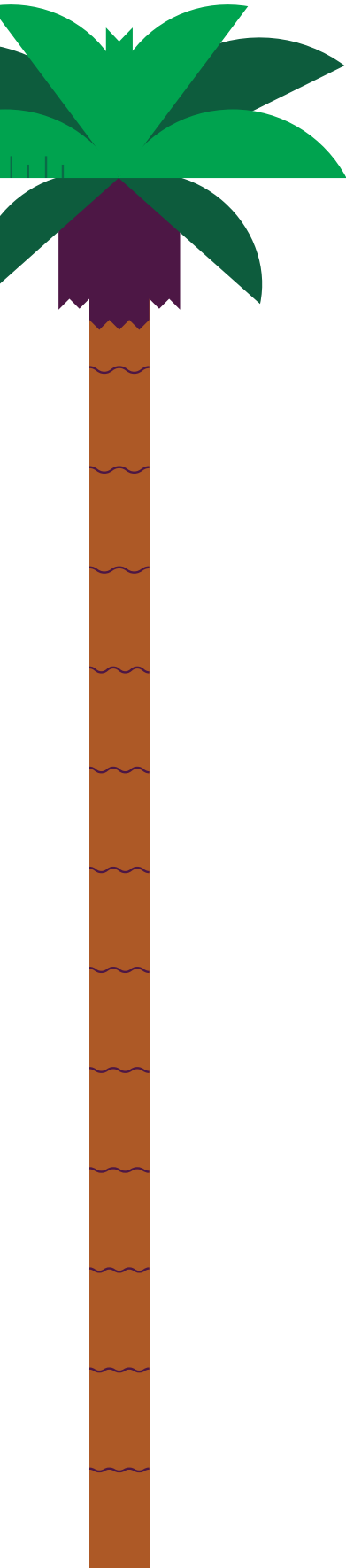


October 2024
Report prepared by:



arellano
associates

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EXECUTIVE SUMMARY

A COMMUNITY EFFORT

The Long Beach-East LA Corridor Mobility Investment Plan (CMIP) was developed between 2021 and 2024 and is the result of an extensive community-centered effort to envision new multi-modal transportation options along the project's 19-mile long and 5-mile wide corridor. Encompassing 18 cities and 3 unincorporated communities, the project area has a diverse, engaged population that has experienced a long history of harmful impacts as a result of the I-710 Freeway.

Plans to expand the freeway that were recommended in 2005 faced significant community opposition due to concerns about increased environmental and health impacts. Still, the Metro Board adopted freeway modernization Alternative 5C in 2018, which included the freeway widening and funding to purchase Zero Emissions trucks along with other community benefits. Following the approval of Alternative 5C, community activism and local pressure on Metro and Caltrans persisted. The EPA also warned that expanding the freeway would not meet air quality standards. This resulted in a shift to alternative proposals for the corridor. The Metro Board suspended the freeway expansion project in 2021 and directed staff to create a new community-oriented planning process which included the formation of the LB-ELA Corridor Task Force, Working Groups, and Community Leadership Committee (CLC).

The CMIP piloted a new approach to community engagement, by having a community-led group act as an advisory body to the project Task Force, who in turn provided recommendations to the Metro Board. Over the course of two years, a diverse group of 26* CLC members from 21 jurisdictions represented their communities at monthly meetings to review information, ask questions, provide feedback, and develop recommendations. CLC members were required to live within the project study area, which ensured representative feedback. During this robust engagement process, CLC members also participated in public workshops, collaborated with the Task Force and the project team in working groups, and reviewed key project deliverables. CLC members were compensated for their participation in accordance with Metro's Advisory Body Compensation Policy (ABC Policy). Overall, the collaborative environment created throughout the CLC process helped to build trust between Metro and community members and to increase a sense of ownership of the project.



THIS REPORT

This report provides an overview of the CLC process followed during the development of the CMIP and lessons learned for future Metro efforts. The insights of the report build on Metro's commitment to Listen and Learn, as described in the [Equity Platform](#), which includes meaningful community integration for planning processes, along with Metro's [Objectives for Multimodal Highway Investment](#).

The report begins by introducing the historical context of the project, specifically as it relates to community involvement and the factors that led to the CMIP engagement process. It outlines methods of engagement, key dates in the CLC process, approaches to communication, CLC recruitment efforts, and language translation protocols. It also references trust-building as a general theme and shares successful aspects of the CMIP's approach and lessons learned that can be adapted for future Metro planning projects.

A key source for the ideas included in this report comes from interviews with community members who were directly involved in the project. Feedback received from project stakeholders was used to analyze the CLC process and to develop lessons learned. Interviews were conducted with 8 CLC members, 6 Task Force members, 5 Metro Staff, and

3 consultants. Each interviewee was asked to share his/her reflections on what worked and what could be improved for future Metro community leadership processes. A survey was also circulated to the entire CLC and emails were sent out to CBO project partners to ask for their reflections and key takeaways. Recommendations are extracted from these correspondences and are explained through different themes. Quotes are also included to elevate the voices and sentiments of those interviewed.

In order to weigh in on major project decisions, the CLC used a consensus-based decision making model that was developed specifically for the project. The model is described in this report and analyzed in contrast to decision-making models that have been used for other transportation projects across the country.

The final section of the report provides resources for Metro to incorporate community leadership into projects when feasible. Helpful templates are provided, from scope language to correspondence. These templates can be referenced as guides and adapted for different projects in instances where Metro seeks to further integrate community participation in a meaningful way.

** There were 24 members at the CLC inception. Some members left while others were added. This resulted in a total of 26 members by the time of the adoption of the CMIP.*

01 THE CLC PROCESS

INTRODUCTION

PROJECT BACKGROUND

Between 2021 and 2024, LA Metro (Metro), community members, and other government partners developed the Long Beach-East LA (LB-ELA) Corridor Mobility Investment Plan (CMIP). The CMIP, which was adopted by Metro in 2024, established a transportation vision for the LB-ELA Corridor, a 19-mile-long and 5-mile-wide area that includes 18 cities and 3 unincorporated communities adjacent to the I-710 Freeway between Long Beach and East Los Angeles. The planning process to develop the CMIP included an unprecedented community-centered approach to decision making. This report provides a high-level roadmap of ideas and recommendations to integrate “community-first” engagement into Metro’s evolving planning processes.

A key aspect of the project’s approach was early establishment of the Community Leadership Committee (CLC), which was made up of 24 representatives at project conception from 21 communities along the Corridor. The CLC provided regular recommendations to the project’s Task Force (the decision-making body that reported to Metro’s Board). The CLC leveraged community connections and communicated lived experiences to inform and help shape the Plan, which in turn reflects the priorities of residents, addresses longstanding challenges in the region, and provides a commitment to work collaboratively on implementation.

** Task Force members were chosen to represent the logistics industry, government agencies, ports, elected officials, and community-based organizations*

FORMATION OF THE CLC

The CMIP was the result of a several-decade long history of planning relating to the I-710 Freeway. In 2005, residents asserted that a planned highway expansion would compound histories of prioritizing freight and “efficiency” over community needs. Concerns were raised about the environmental and social impacts of the proposed project. This led to two proposals 1) Alternative 5C, a version of the project that would add a Zero Emission Truck Program and a handful of bike and pedestrian freeway crossings, while still expanding the freeway, and 2) Community Alternative 7, which would increase transit service, had a community health program, and created separate, elevated zero emission truck only lanes above the freeway. The Metro Board selected Alternative 5C in 2018.

In May 2021, the Metro Board suspended the freeway expansion project by selecting the no build option (Alternative 1) and tasked Metro staff with convening stakeholders to create a more community-focused plan to improve mobility in the corridor using funding allocated for the project. In September 2021, the LB-ELA Corridor Task Force was established as an advisory body to develop recommendations for a new Investment Plan. Recruitment for the Task Force focused on ensuring representation from diverse community stakeholders* that would be impacted by the proposed multimodal projects. To further ensure community involvement, the CLC was formed in March 2022 under the directive of the Community Engagement Working Group, a sub-group of the Task Force. The CLC consisted of residents from the project area and recruitment for the CLC focused on those living

close to the freeway and/or heavy industrial areas. See pages 10-11 for details about the selection process.

PURPOSE & GOALS OF THE CLC

The CLC was created with the purpose of more directly centering community member voices and having them advise the Task Force throughout the planning and decision-making process. Although the majority of CLC members stayed consistent throughout the project, a few members left and new members were added, resulting in a total of 26 CLC members by the end of the project in April 2024. For two years, the CLC met at least monthly (and sometimes twice a month) to define the Corridor’s vision, goals, and guiding principles, identify strategies, projects, and programs, and prioritize investments. See page 14 for more details about the CLC meetings.

OVERVIEW OF THIS REPORT

This report and the included resources will support Metro as it continues to ensure robust community engagement in the planning of future mobility projects. The report:

- Details the CLC’s application process, membership criteria, and agreements made during the formation of the CLC.
- Recounts key lessons learned and best practices gathered from firsthand interviews with CLC members, Task Force members, the Consultant Team and Metro.
- Analyzes decision-making processes used in the CMIP and other projects.
- Lays out several templates for planning and communication that can be used to inform community leadership approaches in future Metro projects.

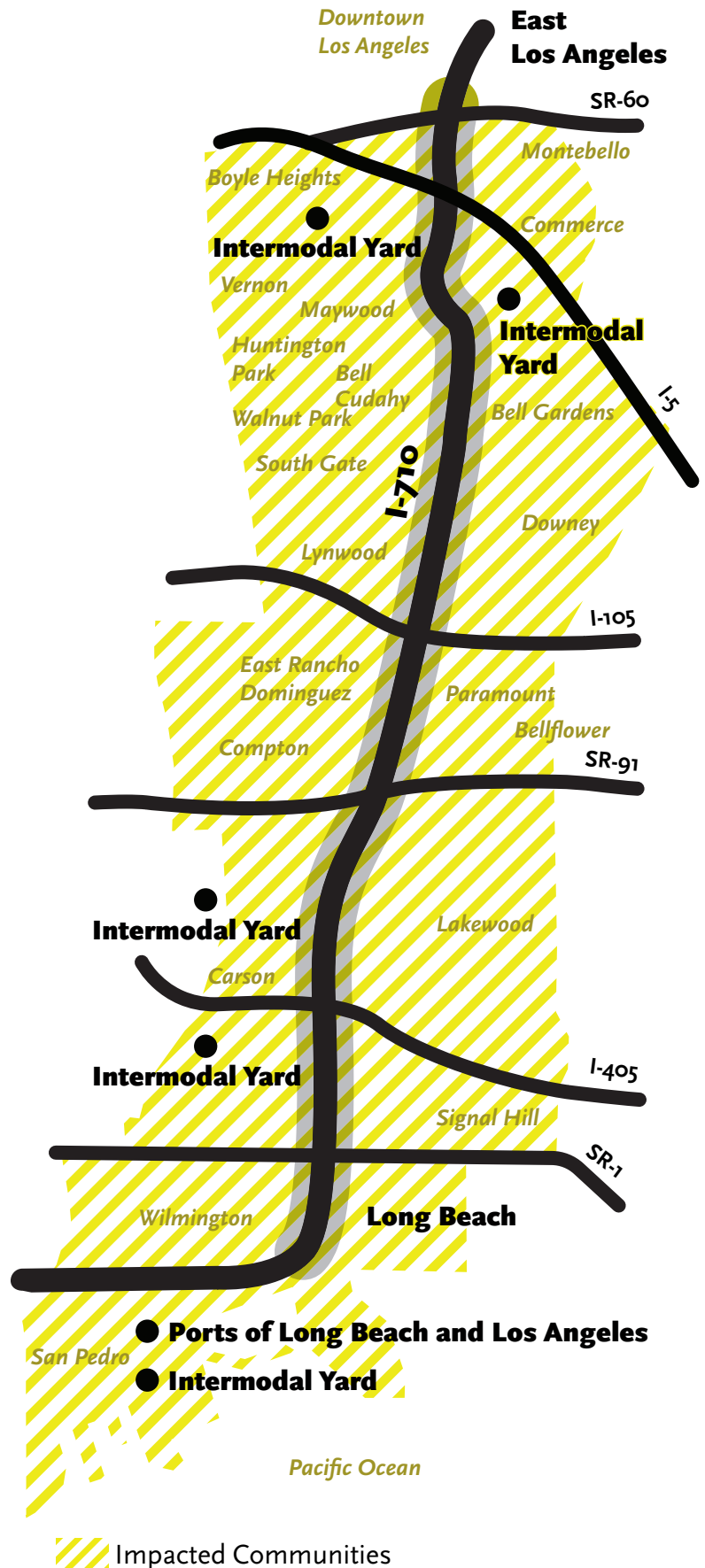


Figure 1: Jurisdictions and Key Goods Movement Facilities within the LB-ELA Corridor.

PROJECT TIMELINE

1964

I-710 Freeway constructed.

1990s

Convergence of deteriorating infrastructure, local population expansion, and increased traffic.

2005

The I-710 Major Corridor Study was completed, which recommended freeway widening, including separate truck lanes.

2012-13

Initial Environmental Review included two alternatives for widening the freeway (Alternatives 5A and 6C). Comments on the review led to the proposal of Alternative 5C, which added a Zero Emission Truck Program to the freeway expansion, and the proposal of Community Alternative 7, which included increased transit service, a community health program, and a focus on zero-emission trucks.

2018

Metro Board approved Alternative 5C as the Locally Preferred Alternative (LPA).

2020-21

Due to the increase in truck-related diesel emissions and potential issues with air quality conformity, the EPA required a hotspot analysis for Alternative 5C.

2021

- Caltrans decided to not support the project moving forward.
- Metro Board decided to suspend the project by approving a no build option, (Alternative 1) instead of Alternative 5C.
- Metro began developing the Investment Plan to ensure adoption of a community-oriented vision.
- The Plan's Task Force was launched (September).

2022-24

- The CLC and Task Force met regularly to define the Corridor vision, goals, and guiding principles, to identify strategies, projects, programs, and to prioritize investments.
- Working groups were established to further involve community members in decision-making processes.
- The CLC continued to play a pivotal role in providing recommendations to the Task Force on developing the project list, prioritizing projects, and creating the Investment Plan.

2022

- The Community Leadership Committee (CLC) was formed to advise the Task Force on proposals and project recommendations (March).
- The Coordinating Committee was established with three Task Force and two CLC members (April).
- Additional outreach was conducted to recruit from the remaining, unrepresented jurisdictions. CLC reaches 26 members (June & December).

2024

- The CLC and Task Force voted to support Metro's adoption of the Investment Plan.
- The Metro Board approved the Investment Plan, reflecting a commitment to equity as both a process and an outcome.
- The CLC term came to an end and CLC Members and the Task Force were invited to continue their advisory work on the implementation of the Investment Plan via Working Groups (April).

CLC SELECTION & LOGISTICS

MEMBERSHIP CRITERIA

To apply to be a CLC member, applicants were required to meet the criteria outlined below. The goal was to have at least one member represent each city and unincorporated neighborhood within the corridor, while additional representatives were included from jurisdictions that were larger and were highly impacted by industrial or other hazardous uses. These jurisdictions were characterized by having a significant population living near the ports, intermodal yards, or freeways. The most impacted jurisdictions had two additional CLC seats each (Long Beach – 3, East Los Angeles – 3), and the next highest impacted jurisdiction has one additional seat (Lynwood – 2). There was also one at-large representative seat.

SELECTION CRITERIA & SCORING

Criteria	Score
• Lives in the study area	<i>Required</i>
• Works in the Corridor	1 point
• Engaged community member	1 point
• Lives in a highly impacted area	1 point
• Lives in two or more highly impacted areas (port, industry, etc.)	2 points
• Black, Indigenous, and People of Color (BIPOC)	1 point
• Primary language is non-English	1 point
• Under the age of 25	1 point
• Over the age of 64	1 point

APPLICATION & ONBOARDING

The CLC application process started in March 2022. Information about the CLC was published online, along with membership criteria and information about compensation. The application was offered in English, Spanish, Khmer, and Tagalog. It included questions about demographics (e.g. where applicants lived), experience working in the community, and logistics such as preferred meeting times. The application was publicized through Metro community-based organization (CBO) partners.

There were two subsequent CLC application periods in June 2022 and December 2022. This was a result of some members dropping out after the selection process and the application was re-opened in order to fill the seats for jurisdictions for which the project team received no applications (Lakewood, Vernon, Montebello, Paramount, and Bellflower). In these cases Metro carried out targeted outreach to these communities, including mailing letters to all 110 residents in the section of Vernon that is within the project area.

Applications were reviewed and scored. The applicant(s) with the highest score was/were selected and notified in each jurisdiction.

A total of 24 applicants were selected based on the established criteria and scoring system. Selected members then completed the Metro onboarding process, which included signing agreements and enrolling in or opting out of compensation. Two CLC orientation sessions were held online that introduced CLC members to the schedule and charter (see page 46 for information on the project charter).

COMPENSATION

Consistent with Metro's Advisory Body Compensation (ABC) Policy, all eligible CLC members were compensated at a rate of \$200 per meeting for every CLC meeting and \$50 for working group meetings. This was one of Metro's first applications of the ABC Policy to the advisory body of a project.

A TYPICAL MONTH

Throughout a typical month, a CLC member was expected to:

- Attend and actively contribute to CLC meeting(s).
- Review and provide feedback on key project documents.
- Sign up for office hours, if desired, to ask the Project Team any questions or provide feedback (optional).
- Participate in working group(s) (optional).



REPORTING STRUCTURE

As an advisory group intended to provide recommendations, the CLC reported their findings and opinions to the Task Force.

The Task Force was a key decision-making body made up of stakeholders representing labor groups, community groups, goods movement, and public agencies. The Task Force in turn provided guidance and recommendations to the Metro Board of Directors.

The Coordinating Committee worked with the Metro and the Consultant Team to help plan

Task Force and CLC meetings and give input on meeting content and approach. The Committee had five members, including two from the Community Leadership Committee and three from the Task Force.

Working Groups (Community Engagement Strategy, Equity, and Zero-Emission Truck) were comprised of volunteers from the Task Force and CLC, along with occasional subject matter experts. The Working Groups were able to dive deeper into subject-specific recommendations.



Figure 3: Reporting Structure of the CLC, Working Groups, and Task Force. This graphic was presented to the CLC (in English and Spanish) during one of the early orientation sessions. The Project Team is defined as Metro staff and consultants.

CLC MEETINGS

Monthly CLC meetings were mostly held virtually, due to the COVID-19 pandemic, and occasionally in-person. In these meetings, the CLC would learn and give feedback to the Project Team about project technical information, findings, and recommendations. The CLC convened for 33 meetings between December 2022 and April 2024.

MEETING FORMAT

CLC meetings were strategically planned to be held prior to Task Force meetings so that Task Force members would receive an update with feedback and recommendations from the CLC. CLC meetings were generally held from 5-7pm on the third Thursday of each month. CLC members were also invited to participate in Working Group Meetings and attend Task Force Meetings.

Meetings were held virtually, except for two in-person CLC meetings and three combined CLC/ Task Force meetings. These meeting were offered at locations in the community and some had virtual options. The general public was invited to attend Task Force and CLC meetings and were allotted time to comment.

LANGUAGE & TRANSLATION

Of the 26 members of the CLC, 4 members were monolingual Spanish speakers. Based on the composition of the CLC, it was imperative that Metro and the Project Team develop an equitable bilingual communication strategy. Metro and the Project Team provided all meeting presentations, materials, and communications in English and Spanish, and released all materials at the same time in each language to ensure the same amount of review time for all members. Metro and the Project Team decided at the CLC's inception that the CLC would have a technical team liaison to provide support throughout the process. A requirement of the CLC liaison was to be bilingual in English and Spanish. The liaison was responsible for seamlessly communicating all messaging in inclusive formats. Slides and meeting tools were formatted to fit both languages simultaneously, which was important so that equal presentation time was allotted to each language.



All materials and documents, including the project list, glossary, evaluation matrix and the final CMIP were provided in English and Spanish.

Each CLC meeting was offered in English with simultaneous Spanish translation. On the virtual platform, two interpreters were always present and six interpreters were available during in-person meetings. Eventually there was an interpreter for each person that required one so that they were not limited to Spanish-only breakout groups, though sometimes those were preferred. Using Zoom's interpretation channels, all meeting attendees had the option of using the Spanish interpretation channel to listen to the meeting's live translation through the interpreters. The interpreter performed simultaneous Spanish to English translation when monolingual Spanish speakers participated in the meetings. If comments were written in the chat, meeting facilitators read the questions aloud so the interpreters could translate them to the participants on the Spanish channel. If there was an exercise where an online tool was used to gather live comments from the CLC members, members of the Project Team would work in the background to live translate written comments on the screen as they were coming in from CLC members or provided on the Zoom chat.

ADAPTING & RESPONDING

As the project progressed, CLC meetings and shared materials became increasingly technical. In response to this, the team offered additional support and more consistent messaging to members.

Office Hours

Office Hours were made available to CLC members who wanted to dive deeper into the materials and ask questions of the technical team. Interpreters were available for general, drop-in office hours and scheduled Office Hours were conducted in the preferred language of the CLC member.

WORKING TOGETHER

Office Hours along with breakout groups during meetings helped encourage discussion and collaboration.

Project Newsletters

Another important shift in messaging occurred when Metro began sending consolidated, weekly project newsletters. While eBlasts and communication were always provided in English and Spanish, the Project Team began adding videos in English and Spanish to newsletters leading up to meetings and important milestones and consolidating content. These video messages helped explain upcoming meeting information in a more accessible medium.

Breakout Groups

In response to positive feedback from CLC members, breakout groups were used during CLC meetings. Monolingual Spanish-speaking members were often given the option of participating in a breakout group that was conducted and facilitated in Spanish.

COMMUNICATION

COMMUNICATION & TRUST BUILDING

Building trust early on and maintaining that trust was critical to ensure fruitful dialogue with the community. Given the project history, some community members came into the CLC process with skepticism and doubt. While eager to participate in the process, Metro and the Project Team had to work to rectify past harms by truly including CLC members in a transparent process.

The CLC Liaison

A critical component of trust building was the inclusion of a designated CLC liaison from the Project Team who remained a constant point-of-contact for all members. Being bilingual, receptive, and accessible were critical qualities that aided the liaison in this role. The CLC liaison attended and participated in all CLC meetings, opened every meeting and, when appropriate, answered questions relating to the project's progress. The CLC liaison also provided consistent communication in several forms (e-mail, text, phone, in-person visits, etc.).

Although CLC members received project newsletters and eBlasts, the CLC liaison followed up each email with a personal message to members. These bilingual emails offered simplified language and next steps.

All communication was written with a spirit of support, offering further assistance if needed to CLC members. The team also conducted periodic follow-up calls to members, especially in the beginning of the process. These calls helped provide context needed to allow CLC members to grasp difficult transportation planning and policy concepts. Calls were also made after meetings to clarify terms, concepts, and project milestones that needed further explanation.

As the process continued to evolve and the relationship between the CLC liaison and members grew, CLC members became receptive to receiving frequent text messages regarding upcoming meetings, survey requests, or additional support needed. The CLC liaison became a channel for CLC members to ask questions and voice concerns to Metro. In turn, they provided honest feedback to Metro and the Project Team which helped shape how, and sometimes what, information was disseminated during meetings and in materials. This communication and relationship allowed CLC members to feel heard by Metro throughout the process. Along with the CLC liaison, consistent facilitators and full Metro participation during CLC meetings, provided a personal touch to the process.

In-Person Meetings

Because this process began during the COVID-19 pandemic, early CLC meetings were held virtually. As meeting in-person became a safe option again, Metro and the project team offered hybrid meetings with CLC members, and with Task Force members on several occasions, as the lack of in-person collaboration between CLC members and the Project Team may have been negatively affecting consensus building. The option of attending meetings in-person gave CLC members a chance to more meaningfully engage with each other and more comfortably communicate with Metro staff. These meetings were essential to building trust between Metro and the community.

Meeting facilitators also provided spaces for collaboration and active participation. Depending on the meeting, interactive approaches were favored when asking for participation from all CLC members. These included round robin questions, where each member was called upon to share his/her thoughts, small breakout rooms, surveys, and polls.

THE IN-PERSON ADVANTAGE

The ability to pivot to in-person meetings and include a Corridor Tour allowed CLC members to create personal connections with each other, the Task Force, and the project team. In-person activities proved to be a vital step in building consensus between CLC and Task Force members.

Corridor Tours*

Tours of the project area gave CLC members a better understanding of conditions across the corridor and helped members build trust with Metro and within the CLC. The tours aimed to highlight mobility and safety needs and opportunities while also creating space for CLC members to engage with fellow members, the Task Force, and Metro while exploring how proposed projects could help shape communities across the corridor. Many CLC members mentioned that the corridor tours were one of the first opportunities they had to travel to different communities in the corridor, which helped them understand their fellow members' priorities.

Consistent, authentic engagement through these multiple forms was key. CLC members had to feel that this effort was not just to check off a box, but that their participation was meaningful and directly impacted the creation of the CMIP.

** Two optional corridor tours were held in June 2023, with a total of 24 Task Force and 9 CLC Members attending across the two tours.*

02

REFLECTIONS & RECOMMENDATIONS

METHODOLOGY

REFLECTION INTERVIEWS

In order to inform the Reflections & Recommendations included in this report, the Consultant Team conducted interviews with representatives from the CLC, Task Force, Metro, and the CMIP Consultant Team to reflect on project successes, areas for improvement, and identification of key moments in the CLC process.* Starting one month after the adoption of the Investment Plan, interviews were held over a three week period and were conducted virtually with one or two interviewees at a time and two Consultant Team interviewers. Throughout the process, interviews were held with:

- 8 CLC Members, including 1 interview via email for accessibility, and 1 Spanish-language interview with 2 CLC Members
- 6 Task Force Members
- 5 Metro Staff
- 3 Consultants

The interviews were optional, lasting 1 hour for CLC members and 30 minutes for Task Force Members, Metro Staff and Consultants. CLC members were compensated for the time spent in the interview. The interviews were guided by discussion questions about the community leadership process. Discussion questions touched upon key themes including communication, resources provided, logistics, and lessons for future projects.

SURVEY FEEDBACK

In addition to carrying out select in-depth interviews, it was important to engage the majority of CLC members and hear broader reflections. A short online survey, which asked a subset of the interview discussion questions, was circulated to all CLC members at the same time as the interviews. The team received eight English language responses and two Spanish language responses. Together, the interviews and surveys captured the reflections of up to 70% of CLC members.

CBO PARTNER OUTREACH

The Consultant Team also reached out to Community Based Organizations (CBOs) that represent populations who were not part of the CLC to understand possible barriers to participation and ways to better integrate them in the future. An email asking CBO questions about engaging their constituents was sent to 76 contacts across 50 CBOs that were involved throughout the process. Two organizations responded with feedback that is incorporated into this report.

** CLC and Task Force members invited to interview were chosen because they were active throughout the project and represented different interest areas and backgrounds. The list of interviewees compiled also took into account different levels of familiarity with planning processes, different jurisdictions within the project area, and Spanish speaking members.*

In Their Own Words...

CLC members were motivated to join the CLC because of their personal and family histories in the Corridor.

“My family suffers from asthma... living next to the freeway.”*

“I lived next to the on-ramp of the I-710.”*

“I’m invested in good, safe, quality transportation [in the area] for economic development.”*

“I have always felt that my community has been left out because of geography and a low voting rate.”*

“It’s important that Metro, lawmakers, governments, and agencies understand how it is to live along the 710, breathe in the air, experience the dirty rivers and suffer the health consequences....”*

“I approached the whole project with the lens of *what can I take back to my community.*”*

The CLC brought a unique expertise to Metro planning processes: that of lived experience & embedded community.

“The CLC is a body that really prioritized community perspectives in what is needed along the I-710 South Corridor.” **

“It’s a mind shift in understanding [community members’] value, expertise, and ability to engage in all parts of the process.”***

“It was refreshing to see community at different levels and important to hear what the community members - outside of the typical stakeholders - had to say.”**

“It created a bridge between Metro and the public to be able to understand how [Metro’s] recommendations would be perceived by the public and to gain buy-in.”***

* Quote from CLC member

** Quote from Task Force member

*** Quote from Metro Staff

RECOMMENDATIONS

RECOMMENDATIONS BY THEME

Key Takeaways that came up in the CLC reflection interviews, feedback surveys, and CBO email outreach are summarized on the following pages by theme. Recommendations are also provided for each theme. Metro staff is encourage to take these recommendations into account for community leadership processes in the future, whether they take the form of a Community Leadership Committee, Community Advisory, or a similar group.

Theme	Recommendations from			
	CLC	Task Force	Metro	Consultant Team
Application & Formation	✓	✓		
CLC & Project Team Communication	✓		✓	✓
Decision-Making & Power Dynamics	✓	✓	✓	✓
CLC & Task Force Report-Outs	✓	✓		
Compensation	✓	✓		
Engaging the Public*	✓			
Cross Pollination Within the CLC	✓	✓		
Understanding Technical Information	✓	✓	✓	✓
In-Person vs. Virtual Meetings	✓	✓		✓
Interactive Meetings	✓	✓		
Flow & Cadence of Meetings	✓	✓	✓	✓
Language & Translation	✓	✓		✓

* Also informed by CBO Partner Outreach

Application & Formation

Recommendations from...

CLC

TASK FORCE

What We Heard

Interviewees said that the application process was straightforward and one CLC member mentioned that the map of jurisdictions was helpful to understand the study area. Members found that the CLC was an appropriate size and representative of the diversity of the region. Many members appreciated that CLC membership was weighted to favor representatives who lived in more negatively impacted areas. A CLC member mentioned that it was beneficial to have unincorporated communities represented and said that the project content should also reflect their unique contexts. A CLC member did point out that the group was “fairly self-selected...leaning toward environmental justice folks.” Several CLC members provided recommendations for improving recruitment, including offering hard copy applications and targeting more “underrepresented communities including [more members with] disabilities and [who were] low income.” Finally, a CLC member suggested selecting alternates in case current members were unable to attend meetings.

CLC & Project Team Communication

Recommendations from...

CLC

METRO

CONSULTANT TEAM

What We Heard

Every CLC member interviewed appreciated having a “CLC liaison” on the Project Team. This required a significant amount of staff time and there were differing views on whether this person should be from Metro or part of the Consultant Team. In addition, CLC members felt their voice was heard and respected by the Project Team, expressing gratitude for the presence of actively engaged Metro staff. A Task Force Member said that Metro leadership was respectful and “opened the door for more trust-building.”

Recommendations

1. Advertise the community leadership opportunity at Metro stations. *“Commuters tend to be more informed about issues surrounding Metro transportation.”*
2. Use news outlets to advertise the opportunity *“...more outreach in community news sources so that more individuals know about the project and can apply if interested.”*
3. Offer hard-copy applications.
4. Provide *“transparency on how the decisions were made in terms of who [is] selected”* by sharing quantitative scoring criteria for membership selection and reporting out in early meetings about the selection process, demographics, and characteristics of the group selected.
5. Conduct outreach to universities to encourage more youth (under 25) to apply for the CLC.
6. Recruit members with a disability, low-income members, and members with varied career backgrounds.

Recommendations

1. Have a bilingual liaison who manages communication with CLC members and reports back to the project team. This person should also provide more detailed project information when requested from members to ensure members get necessary technical support. This person can bring up changes to the approach if they notice, for example, that additional work sessions would be beneficial.
2. Make sure Metro staff is actively engaged in communication and presentation delivery (not just the consultant).
3. Use respectful language and approaches to build trust and ensure efficient dialog.

Decision-Making & Power Dynamics

Recommendations from...

CLC

TASK FORCE

METRO

CONSULTANT TEAM

What We Heard

CLC members expressed confusion about the power dynamic and decision-making structure of the CLC and how it fit with the Task Force. One CLC member said that there was a disconnect when people felt like the CLC had the “final say” and that their votes went directly to the Metro Board, when actually the CLC recommendations were given to the Task Force, who then voted on the item. Some CLC members believed that if the CLC voted to not support various milestones, that it would change the outcome of the project. Several CLC and Task Force Members interviewed mentioned that the longstanding community relationships some CLC members had with other stakeholders impacted voting.

Recommendations

1. Create a clear graphic of the project's decision-making structure and review it in depth to ensure understanding.
2. Ensure a simple and easy-to-understand decision-making structure.
3. Consider offering an option to do closed voting at certain times (public voting statement, followed by a closed vote) so that community leaders feel less influenced by other stakeholders, rather they feel confident voting based on their own experience and goals.
4. Consider asking members about their affiliations and interest areas early in the project (i.e. during the application process).

CLC & Task Force Report-Outs

Recommendations From...

CLC

TASK FORCE

What We Heard

Interviewees pointed out that report-outs about the Task Force or CLC Meetings often felt too high-level and they often did not capture the nuance of discussions held. The report-outs also lacked a clear sense of the emotion and personal experience of the CLC/TF members. Task Force members interviewed would have preferred to hear from the CLC themselves, to be able to understand nuances and be able to ask questions.

Recommendations

1. Have CLC members provide report-outs to the body that they are advising (e.g. Task Force, Board, etc.) for back-and forth questions and conversation, which would build a mutual connection and culture of respect.
2. Provide CLC members the opportunity to speak to the group and present.

Compensation

Recommendations from...

CLC

TASK FORCE

What We Heard

Using Metro’s Advisory Body Compensation (ABC) Policy was a key way to show that Metro valued CLC members’ time and expertise. When asked about compensation, most CLC members who were interviewed said that they would have participated without compensation or with a different compensation structure, but found that it had a significant positive impact. They acknowledged that every CLC member was in a different place financially. A CLC member stated that “people benefited” from the project and another described how their “participation was greater” because of the payment. A Task Force member added that the compensation offsets costs that CLC members are bearing for having to participate, such as child care or missing work.

Engaging the Public

Recommendations from...

CLC

ADDITIONAL CBO CONTACTS

What We Heard

Wider public engagement took place during the project idea collection process (after the vision, goals, and principles of the project were established) and once there was a draft plan. Some CLC members pointed out that they felt the absence of wider community engagement at the beginning of the project, ultimately suggesting that the community meetings should have happened earlier in the process. Engaging the broader public was also a key theme that was mentioned by CBOs. Respondents suggested lowering barriers to meeting attendance by offering “stipends for participants [and providing] childcare.” They also shared general best practices for wider public engagement, which are included in the recommendations.

Recommendations

1. Outline the ABC Policy at the beginning of the project, including pointing community members to Metro Finance staff to clarify taxes and any other technicalities.
2. Clarify that people can choose to opt-out or accept less compensation. The ABC policy has an option for opt-out or sliding scale compensation.

Recommendations

1. Engage a wide range of “community members toward the beginning and during the later stages of the project (when project components and key milestones have been developed).
2. To engage with other community partners, “lower the barrier of entry by providing translation services, childcare, and transit-accessible locations for in person meetings,” in addition to offering compensation.
3. Close the feedback loop by “always sharing a follow-up report to the community with specific goals and next steps.”
4. Partner with community groups that do outreach with vulnerable populations (e.g. youth, older adults, people with disabilities, etc.) “so that they can provide input on issues that affect their quality of life.”

Cross Pollination Within the CLC

Recommendations From...

CLC

TASK FORCE

What We Heard

While some people were able to collaborate in small groups with other CLC members, many people interviewed said that the CLC could feel distant and wished there had been “more opportunities earlier on to congregate.” The CLC “didn’t spend enough time comparing notes,” especially if they didn’t have connections to other stakeholders in the project. Several CLC and Task Force members felt like without knowing about other members’ backgrounds and interests, there was a missed opportunity to understand the varied expertise CLC members brought to the table. They stated that more collaboration would facilitate peer-to-peer learning and a more successful community leadership process overall.

Recommendations

1. Consider creating a directory so that community leaders can put a face to a name and understand each other’s background and motivations for joining the project.
2. Consider allowing CLC members to opt-in to share their contact info for other CLC members to be able to contact them.
3. Create thematic focus groups, office hours, or other small groups, as appropriate.

Understanding Technical Information

Recommendations From...

CLC

TASK FORCE

METRO

CONSULTANT TEAM

What We Heard

Many CLC members said that they appreciated the ample resources provided by the Project Team. Project team members and CLC members said that the meeting topics became increasingly technical and the materials became harder to digest as the project went on. A CLC member said that the CMIP was “overwhelming,” with “academic jargon around the health metrics/criteria”. Another CLC member said “we had a lot of materials, that wasn’t the issue,” but they found that technical resources like the color coded evaluation criteria were not “user friendly.” A CLC Member said “some people have a research background and approach things differently,” referencing a

Recommendations

1. Create a standardized ‘Metro Planning 101’ curriculum that helps ‘level the playing field’ and empowers community leaders without Planning experience to gain a baseline understanding of key topics and be able to participate more deeply.
2. Start the community leadership process before any Task Force process, if there is one, since there is more information and baseline learning to ‘catch up’ on.
3. Simplify language and resources presented, wherever possible. Use simple, clear layouts for technical resources and documents.
4. Consider offering different roles for members in the community leadership group, including roles for a more light-touch review as well as a more technical review.

In Their Own Words...

CLC Members often felt like the technical information led to confusion and an unequal dynamic.

“Some people come from a research background and... approach things a little different, but you also have lay people... you don't want to lose them”**

“I think it was just two different worlds where some of us know more than others. It would be better to have more time explaining and giving instructions before jumping in.”*

“You come from a different level than most of us that you were working with. So that's...why I think you lost some of us.”*

“The list of projects became overwhelming...”**

“Some of that stuff was heavy in policy... so I wondered how much the community actually [understood].”*

There needs to be a way to 'level the playing field' so that CLC members can more deeply participate.

“You need a crash course so that they're able to take it in and understand before they have to give back their feedback.”***

“What if Metro and Cal State Long Beach created a community leadership training program... We need to get CLC members more confident in engaging in a creative and positive way.”**

“Metro just in general should offer a Planning 101 Academy...because when it comes time to make some of these difficult decisions, people don't feel like they're equipped with the right information...and tools...”*

“Transportation Planning 101, Project Development 101, Community Health 101. In some cases, the agency reps need to be educated on certain topics.”**

“Tutorial sessions would be a helpful way to educate people... in addition to peer-to-peer learning.”*

* Quote from CLC member

** Quote from Task Force member

*** Quote from Metro Staff

In-Person vs. Virtual Meetings

Recommendations From...

CLC

TASK FORCE

METRO

What We Heard

Several CLC members suggested that stronger connections between members should have been fostered. They found that in-person meetings set a great tone for collaboration and appreciated the field trips and workshops. While everyone appreciated the virtual option for convenience and thought it was the best option for the regular meetings, there was a shared desire for more face-to-face communication. Outside of pandemic restrictions, it would be ideal to convene in-person meetings at key points throughout the process. Many people, however, acknowledged the challenge of meeting in-person with a large project area.

Interactive Meetings

Recommendations From...

CLC

TASK FORCE

What We Heard

Some of the CLC members found that there was “too much listening,” rather than the CLC having a chance to share input, and they wanted to add more time for discussion. Regarding virtual meetings, interviewees were very supportive of breakout rooms, saying that they “got steam rolling,” and “round robin” discussions encouraged people to speak up. The Chat feature was seen as a crucial tool to accommodate people with disabilities. Although most people felt like the meetings could be rushed and needed more time, some interviewees pointed out that there is a threshold (about one hour) when people stop paying attention during virtual meetings.

Recommendations

1. Prioritize in-person gatherings at the beginning of the project, not only when a tense subject comes up. This can humanize the process and establish a culture of collaboration, breaking down barriers between community leaders that don't feel like they have much in common.
2. Conduct site visits and field trips which can ignite conversation and collaboration among community members, while showing and interacting with real-life project examples.
3. Overestimate meeting times, adding a buffer and ending earlier, if possible.

Recommendations

1. Use breakout groups and round robin discussions whenever possible to simulate an in-person meeting style and encourage people to speak up and collaborate.
2. Limit presentation segments and break up dense topics with interactive components.

Meeting Cadence & Project Timeline

Recommendations From...

CLC

TASK FORCE

METRO

CONSULTANT TEAM

What We Heard

Feedback regarding meeting cadence and project timeline was varied. Many CLC members we spoke to or heard from in the survey expressed frustration with the fast speed of the meetings, especially at the end of the process. A Task Force Member said “we got all the technical information and we were out the door.” Regarding meeting cadence, for the most part, the monthly format worked for participants, but some CLC members and Metro staff said that at key moments, it was necessary and appreciated when the group met more frequently, since it was a complex project. Smaller scale projects may not need to meet as often or call additional meetings so it is important to right-size the meeting flow and overall project timeline to the scale and type of project. Consultant team members said that the timeline could have been shortened by doing consensus building and conducting votes less often. Overall, a uniting theme was that the project timeline must be more transparent at the project onset.

Recommendations

1. Consider establishing a monthly meeting schedule that does not require project documents to be shared beforehand. Instead, explain materials in the meeting for the first time, then offer office hours, and voting at the next meeting. This could create a cycle of “introducing, understanding, then voting.”
2. Set out a clearer overall project schedule and duration at the beginning. Also ensure that the schedule factors in enough time for additional outreach via Office Hours and other workshops.
3. Project timelines may change. Whenever you extend the process, communicate the reasoning behind the change and ask if community leaders are willing to continue. Aim to achieve a balance that accommodates both constrained schedules and time for meaningful community interaction.
4. Meeting cadence will vary depending on complexity and size of project. For larger projects, monthly meetings may be warranted. For smaller projects, meetings can be held in phases, for example during the Project Introduction, Visioning, Vetting Strategies, and Plan Finalization. Sometimes more frequent meetings are necessary to add into the process to respond to specific project needs.

Language & Translation

Recommendations From...

CLC

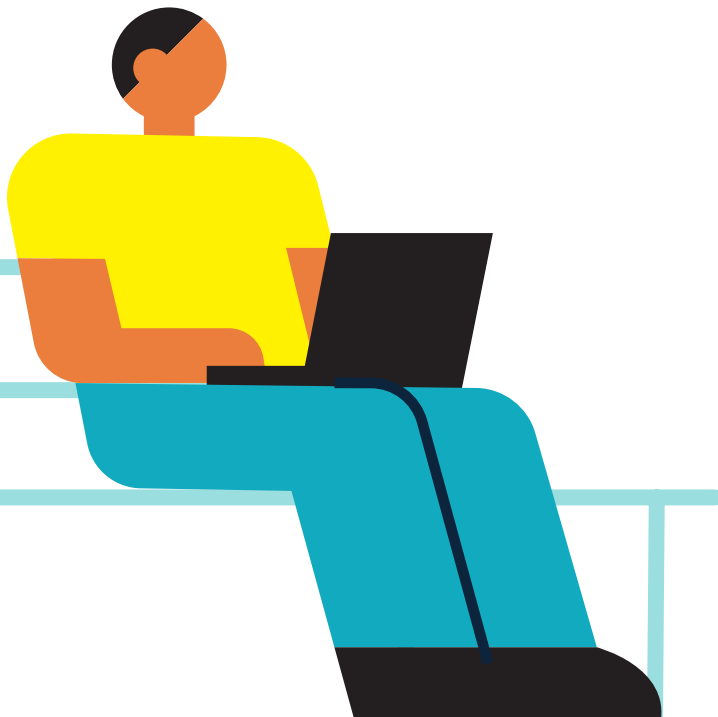
TASK FORCE

CONSULTANT TEAM

The CMIP was one of the first Metro projects to pilot translation and interpretation at such an extensive level. The integration of monolingual Spanish speakers was considered a measure of success of the project, but one that could still be improved. Monolingual Spanish speakers interviewed recognized the effort that the Project Team put in to establish good communication. At the same time, they thought the CLC meetings were fast-paced and didn't allow for ample time for interpreters to translate or for monolingual Spanish speaking CLC members understand concepts and ask questions. During the highly-technical Evaluation Phase in particular, monolingual Spanish speakers felt that the more technical content required more trust in the Spanish translation itself than true understanding of the topics.

Recommendations

1. (For facilitators) Slow down and pause when talking in meetings to ensure there is enough time for interpreters to translate in real time.
2. (For facilitators) Allow for plenty of time to for members to understand, process, ask questions, and provide input so that non-English speakers can fully participate.
3. Incorporate more in-person meetings to encourage better understanding in multiple languages.
4. **Use the same group of interpreters/translators for meetings and written translations to ensure more consistent messages and technical translations across all collateral. Ensure these participants are well-versed with the community and contract local interpreters whenever possible.**
5. Always request no less than two interpreters for meetings so they can switch off throughout the meeting and provide effective consecutive interpretation.
6. Create a project glossary in relevant languages so interpreters, translators, and Project Team members can use consistent language. The glossary also helps community members understand technical terminology.
7. Use accessible language that takes into consideration how terms will translate during the content creation process.
8. Use special caution and think strategically about presentation slide format when providing bilingual slides. Try not to have too much text on each slide.



“It’s important that Metro, lawmakers, governments, and agencies understand how it is to live along the I-710 South, breathe in the air, experience the dirty rivers, and suffer the health consequences.”

- CLC member



DECISION-MAKING

ANALYSIS OF DECISION-MAKING PROCESS

Consensus-building was a key part of the CLC process to help ensure effective decision-making and collaboration. At the onset of the project the Project Team established the Charter and Governance Structure Working Group to determine guidelines and agreements for each of the advisory bodies. This Working Group also established the Consensus-Building Model and Decision Making Model to help provide clarity for future votes. **Future Metro projects may benefit from implementing a consensus-building model and can draw from the Five Step model used in the CLC and Task Force.**

The Consensus-Building Model helped the CLC understand the various nuances of support or disagreement that individuals had. The idea was to understand, even in the

absence of unanimous agreement, what the general consensus of the group was, during discussions and prior to the vote. As per the Consensus-Building Model, the Project Team introduced a discussion topic, followed by a draft voting statement, if applicable. CLC members were then asked to share their perspectives on the proposal statement. Through an iterative process, the Project Team revised the voting statement to accommodate concerns until a majority of the group actively “supported” the proposals or found it acceptable enough to “live with” the proposal as indicated through a Test for Consensus. After this Consensus-Building approach was carried out, the CLC could then vote to finalize a set of recommendations to take to the Task Force. For the CLC, these Tests for Consensus were not always followed by a formal vote; in some cases the results of the Test for Consensus were shared with the Task Force directly.

Step 1:

Discussion

Introduce the topic and group questions or concerns

Step 2:

Proposal

Pitch an intervention, policy, or action

Step 3:

Test for Consensus

Test for consensus, using degrees of agreement

Step 4:

Modification

Repeat steps 1-3 if members raise concerns

Step 5:

Finalize

Hold a super majority vote

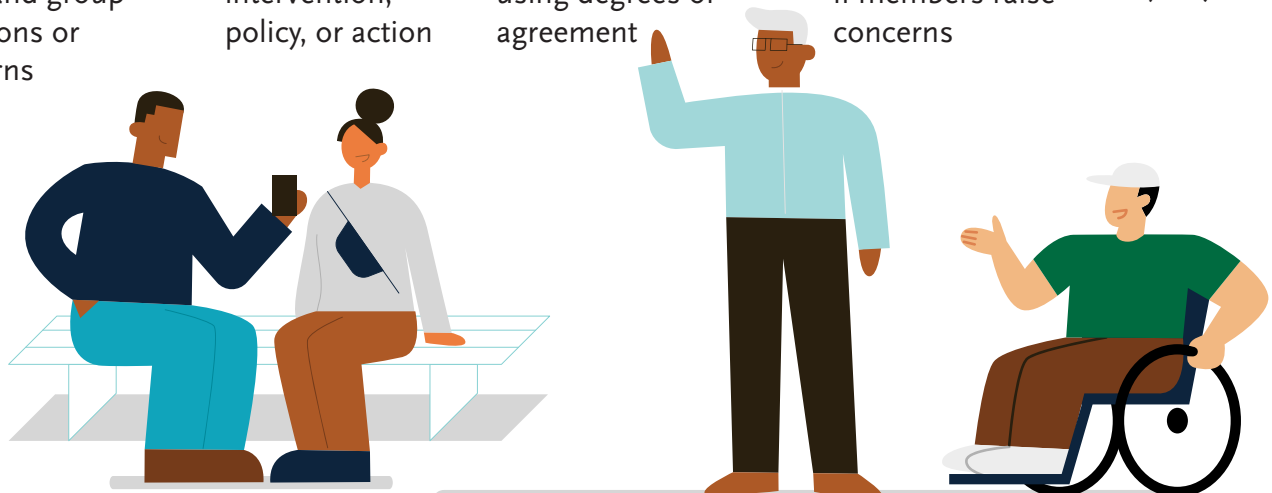


Figure 5: Five Step Consensus Building Model

COMPARATIVE ANALYSIS OF DECISION-MAKING PROCESS

Other processes can provide insights into alternative approaches to group decision making. The matrix below includes and adds to the four types of group decision-making as is described in the Public Participation Fieldbook (Bryson, J.M. & Carroll, A.R., 2007) and organizes them by the extent to which they

result in community control (horizontal axis) and capacity building (vertical axis). Capacity Building is defined here as the ability to empower the community with knowledge of the project and its outcomes. Metro is encouraged to continue using consensus for decision-making processes shown on the upper level.



Figure 6: Four types of group decision-making, as described in the *Public Participation Fieldbook*

Examples

Decision By Authority or Minority Control

New York City DOT and the Mayor decided to redesign streets, lower speed limits, and increase enforcement without major community input.

Majority Voting

In 2016, LA County voters decide to approve Measure M after receiving information on proposed projects, costs, and benefits.

Consensus

The CLC and Task Force build consensus during the LB-ELA CMIP process.

Participatory Decision-Making

Some wards in Chicago use participatory budgeting to allow residents to propose and vote on transportation projects.

04

RESOURCES

OVERVIEW

The CMIP, which piloted the CLC model in a planning process, has set the stage for Metro to continue its commitment to community leadership in future efforts.

This section contains resources to help Metro project managers establish a community leadership process for future projects. The resources in this section are sourced from materials that were developed during the CMIP process. Some of the materials in this section have been updated to reflect lessons learned and insights gathered through interviews with CLC members, Task Force members, Metro staff, and the consultant team.

ADAPTING THE CLC MODEL

The LB-ELA CMIP is a unique project stemming from a long and contentious history. Not all projects that Metro works on will have the same needs. The resources included in this report can be used by Metro staff and extrapolated for a variety of scales and sizes of efforts. During the CLC, Task Force, Metro Staff, and consultant interviews, participants were asked how the CMIP's community leadership model could be adapted to projects at different scales.

RECOMMENDATIONS

1. Assessment of the project geography and local context should inform how extensive and how complex the Community Leadership component should be. For smaller, less intensive projects, you will likely need less groups, committees, and advisory bodies, meeting less often.
2. For more complex projects, consider making the CLC the main body and have a technical advisory committee support the project. "You could tailor their [CLC] work and focus so it wouldn't be as hard to educate people, get them up to speed, and work toward a clear goal."

TYPE OF PROJECT	SMALL Site-specific, <1 year, e.g. Station Redesign.	MEDIUM City-wide, 1+ year, multimodal, e.g. Active Transportation Plan.	LARGE Many jurisdictions, 1+ year, multimodal, e.g. Corridor Mobility Investment Plan.
APPLICATION PROCESS	Open Call	Application & Ranking System	Application & Ranking System <i>Suggested Addition:</i> Interviews
# OF MEMBERS	10+ (At least 1 per jurisdiction or interest area)		~30 (Consider more than 1 per jurisdiction or interest area, based on relative population)
MEETING CADENCE	1 Visioning 1 Methodology 1 Project Identification 1 Final Draft Review	At least Quarterly	Monthly
TRANSLATION	Project Glossary Document & Presentation Translation		Project Glossary Document & Presentation Translation CLC Liaison Live Interpreters (2+)
CORRESPONDENCE	Email Text/Call (As Needed Basis)	eBlasts & Email Text/Call Reminders	Project Newsletter eBlasts & Email Text/Call Reminders

Figure 7: Matrix showing different resources recommended for different project scales. Projects can be defined as Small, Medium, and Large depending on things like duration, scope of work, budget, involved stakeholders, community history, and geographic coverage.

REFERENCE MATERIALS

The following section includes a variety of resources that can be used when setting up future projects. These resources can be edited and built upon by Metro staff in future projects of varying scales. Resources include:

- A** Example Scope Language
- B** Recommended Milestones & Example Schedules
- C** Application Parameters & Sample
- D** Agreements Parameters & Sample(s)
- E** Project Charter Parameters & Sample
- F** Correspondence Samples
- G** Membership Logistics & Sample Communications
- H** Project Glossary

A Scope Language

RECOMMENDED ELEMENTS

When developing a scope of services for consultant support in community leadership for a project, the following tasks and deliverables can be considered for inclusion. These examples are not exhaustive and should be tailored to each project.

Task 1: Community Leadership

The Contractor will be responsible for leading the Community Leadership process in coordination with Metro. The process will be informed by the Metro Equity Platform to ensure racial, gender, and socioeconomic disparities are addressed in the proposed outreach process.

Task 1.1 Selection Process

The Contractor will be responsible for leading the recruitment and selection of community leadership members to join a Community Leadership Committee (CLC). The Contractor will, in coordination with Metro, design and manage the application and draft the eligibility criteria. The Contractor will also design fliers or other materials to promote the application opportunity. Metro will work with the consultant to connect with local Community Based Organizations, community services, broadcast channels, and transit agencies to promote the application. Applications will be offered digitally and in hard-copy and will be available in all relevant languages, based on project area demographics.

Deliverables

1. CLC application materials.
2. Selection and scoring criteria.
3. Promotional materials for the application.
4. Conduct outreach activities to recruit members.

Task 1.2 CLC Meetings

The Contractor shall, in coordination with Metro, schedule and facilitate recurring meetings with the CLC to effectuate the project work plan. These meetings should be interactive, effective in achieving the goals of the meeting and adapted to the knowledge of the group. The Contractor will develop all meeting materials and provide them to Metro for review before meetings. All materials should be translated in project-specific relevant languages, and live interpretation should be available at all meetings, as needed. Office hours and other ad-hoc meetings may also be required.

Deliverables

1. 1 information session and 2 orientation sessions, with in-person options. Meeting agendas and notes submitted electronically.
2. 12 monthly meetings with meeting agendas and meeting notes submitted electronically.
3. Various tools and materials to support interactive components of meetings.
4. Office hours and ad-hoc meetings (as necessary).
5. Glossary of key project terms.

Task 1.3 Informational & Educational Materials

The Contractor shall provide comprehensive, digestible and educational materials pertaining to the project topic and tailored to the diverse CLC audience. This may include training and capacity building materials, e.g. Planning 101 or Project Development 101 workshops.

The Contractor will also be responsible for ‘translation’ of detailed technical analyses into simplified and accurate information in the languages relevant for the project.

Deliverables

1. Informational brochures/pamphlets, educational presentations, infographics explaining technical processes in the project, and videos illustrating key points.
2. Digital content for use on Metro website, including project documents, invites, etc.
3. Training materials for Workshops.
4. FAQ document addressing common inquiries.

Task 1.4: Translation & Interpretation Services

The Contractor and Metro should work in partnership to translate all materials into languages other than English, as necessary. All translations must be internally reviewed by Metro and Contractor must build in working days into the production schedule for this review of translations. A long or complex document may require up to 10 days and a shorter document may require as few as 2 days.

Meeting interpretation should also be provided, It is recommended that there are at least 2 interpreters for meetings and that they use consistent language as defined in a glossary for the project.

Deliverables

1. Community engagement materials in English and relevant languages based on project area demographics.
2. Interpretation services for relevant languages based on project area demographics.

B Recommended Milestones

COMMUNITY INTEGRATION TIMELINE

While every project is different, there are several milestones that can be used as a reference for future Metro planning efforts. The timeline below highlights key milestones from the CLC process, and it takes into account the reflections and recommendations discussed in this report. Note that some milestones may be jointly covered

in one meeting. See the following pages for example schedules. You can use this timeline as a guide when developing scopes and project workplans. As a reminder, be sure to check in regularly throughout future projects to see how community leaders feel about the format of meetings and ways to improve your approach.

Orientation

- Meet with selected applicants to introduce members to each other and to the project team, present project goals, member bios, CLC responsibilities, and key milestones.
- Introduce agreements compensation, and Project Charter. Clarify any compensation questions.
- In-person meetings highly recommended for orientation and first meeting.

Planning 101

- Provide educational content for people less familiar with project topics.
- May include a glossary of key terms and other information so that members can fully engage.
- Make materials fun and interactive!

Application

- Open call or application released (3-4 week window) with reminders.
- Opportunity promoted through existing community channels.
- Project team or Task Force select applicants based on quantitative criteria, using a scoring matrix.
- Team may interview applicants.

Agreement & Charter

- Discuss compensation options and limitations and expectations for participation.
- Community leaders have up to a month to review and provide feedback on the Project Charter and to read contracts. Community leaders sign MOU.
- Community members may opt in or out of compensation and sign related paperwork.

Blue tape indicates that guidance and/or templates for this milestone are included in this report.

**Indicates that this milestone should include a Test for Consensus or Vote.*

Vision & Goals*

- Co-create a Vision Statement, Goals, and Principles for the project. Refer to Metro's [Equity Planning and Evaluation Tool \(EPET\)](#) for guidance.
- Community review and feedback on Project Vision & Goals, Guiding Principles, or other related items.
- Cross-pollinate between community leadership group and the Task Force, if applicable.
- Use break-out groups, round-robin sessions, and conduct in-person meeting(s).

Draft Plan Review*

- Community leadership group reviews and advises on Draft Plan.
- Consider topical or geographically-based break-out groups. Can hold Lunch-and-Learns or other sessions to explain recommendations and answer questions.
- Send materials at least a week before the meeting so members have time to review them prior.

Correspondence

- Send out regular correspondence to CLC members via email, text message/phone call, and newsletters, using templates.
- Designate a CLC liaison to respond to any questions, comments or feedback from CLC members outside of meetings, throughout the project.

Project Development*

- ***This is the “meat” of the project, and should take up the majority of the project timeline.***
- Community leadership group meets regularly to review and advise on project components, prioritization, and design recommendations.
- Hold office hours regularly and consider break-out groups during meetings so community members can ask questions and work through items together to increase understanding.

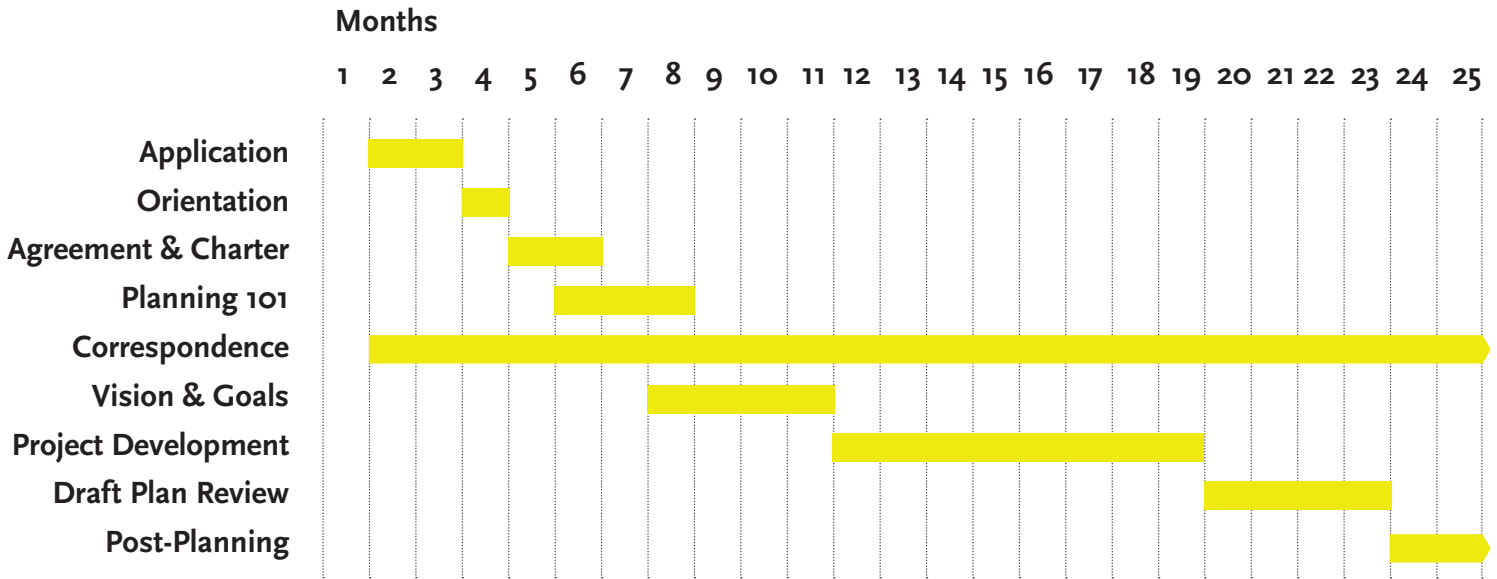
Post-Planning

- After the project, continue communication with community leaders, to update them on progress or invite them to participate in ongoing working groups.
- Reflect on lessons learned and changes you and community leaders would like to make for future processes.

Example Schedules

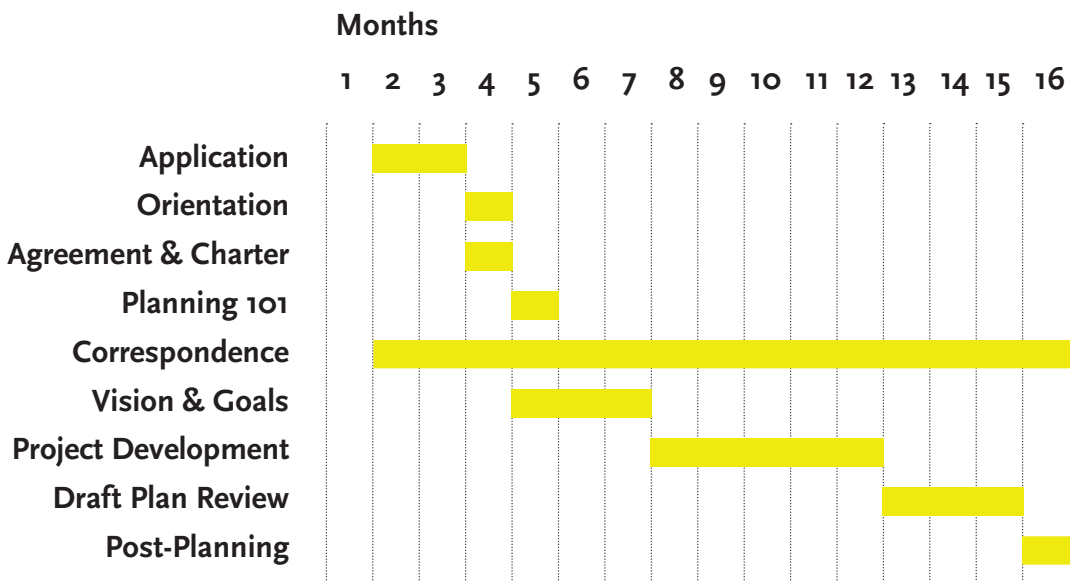
LARGE PROJECT

Many jurisdictions, 1+ year, multimodal, e.g. Corridor Mobility Investment Plan



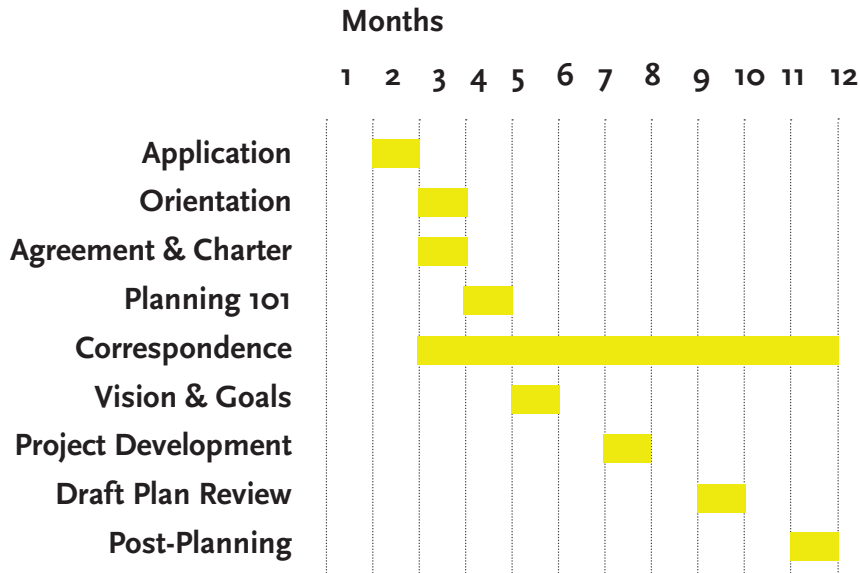
MEDIUM PROJECT

City-wide, 1+ year, multimodal, e.g. Active Transportation Plan



SMALL PROJECT

Site-specific or neighborhood area, <1 year, e.g. Station Redesign



C Application

APPLICATION PARAMETERS

Applications should be written in clear, simple language, translated into the languages spoken in the project area, and disseminated virtually

and through hard copy. Applications should use project branding and should include the following components:

INTRODUCTION	<ul style="list-style-type: none">• Describe project background and goals.• Define Community Leadership Committee purpose/goals.
RESPONSIBILITIES	<ul style="list-style-type: none">• Summarize committee responsibilities.• Provide a time estimate for commitments expected (e.g. approximately 2 hours per month).• Provide a project and participation timeline.
COMPENSATION	<ul style="list-style-type: none">• Clearly describe compensation and Metro’s ABC Policy, as it applies to the project.
QUALIFICATIONS	<ul style="list-style-type: none">• Succinctly (bullet point) list qualifications for applying, e.g. “Must live in study area.”• List preferred qualifications, e.g. “engaged and connected to broader community networks.”
INFORMATION	<ul style="list-style-type: none">• Request information from applicants, e.g. address, community affiliations, preferred meeting times, preferred language, demographics, etc.• Include both qualitative and quantitative questions. Make sure qualitative questions are “scorable.”
SELECTION CRITERIA	<ul style="list-style-type: none">• Provide link to selection criteria summary that outlines how applicants will be chosen.
SELECTION PROCESS & THANKS!	<ul style="list-style-type: none">• List all key dates in the selection process, e.g. application deadline and notification period.• Thank applicants for their time.

APPLICATION SAMPLE

An application should be offered online (e.g. using an online survey platform) and in hard copy. It should include details about the project and use simple language. The sample below shows the CLC application introduction page.



Metro I-710 South Corridor Community Leadership Committee (CLC) Application

Haga clic aquí para español | ចុចទីនេះសម្រាប់ភាសាខ្មែរ | Mag-click dito para sa Tagalog

The I-710 South Corridor Community Leadership Committee (CLC) is being established by Metro to create a direct participation mechanism and a continuous channel of communication between residents of and workers in the impacted communities along the I-710 South Corridor and the 710 Task Force. The CLC will advise the 710 Task Force throughout its process on goals, proposals, and recommendations. The CLC will also “ground-truth” (verify) data and findings, advise on community engagement efforts and take an active role in supporting the 710 Task Force’s work to engage with a broad base of local community members.

Metro is seeking a diverse and committed group of community members representative of the I-710 South Corridor to participate in the CLC from March to December 2022 for approximately 4-6 hours per month.

↳ Takes 5 minutes

Start

press Enter ↵

Metro Project Branding

Multiple Languages Offered

Purpose of CLC

Responsibilities

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Figure 9: Original CLC application

D Agreements

AGREEMENT PARAMETERS & SAMPLES

In accordance with the Metro Advisory Body Compensation Policy (ABC Policy), community leaders are required to fill out the ABC Policy agreement, which is tailored to each project. The agreement outlines requirements to receive payment and allows the advisory body member

to opt in or out of receiving payment. All CLC members were also required to submit tax and payroll forms. Metro project managers can reach out to equityandrace@metro.net for the latest version of the agreement.

The screenshot shows the title page of the "LACMTA Compensation Agreement for Advisory Body Members" document. At the top left is the Metro logo (a circle with an 'M') and the text "Los Angeles County Metropolitan Transportation Authority". The title "LACMTA Compensation Agreement for Advisory Body Members" is centered. Below the title, there are three paragraphs of text. A yellow callout box on the right points to the first paragraph with the text "Statement explaining the ABC Policy". At the bottom right, there is a yellow button with the text "ACCESS SAMPLES AT THIS LINK" and a hand cursor icon.

Los Angeles County
Metropolitan Transportation Authority

M Metro

**LACMTA Compensation Agreement
for Advisory Body Members**

Contingent upon continuous fulfillment of the roles and responsibilities identified in the I-710 South Task Force Charter and confirmed attendance at meetings, advisory body members are eligible for compensation on a per meeting basis under LACMTA's Advisory Body Compensation Policy.

The compensation tier is a rate of \$200 per meeting for each **I-710 South Corridor Task Force Meeting** for regular advisory body members and \$175 per meeting for alternates. The compensation rate for subcommittee (working group and coordinating committee) meetings is \$50 per meeting. The maximum compensation for eligible advisory body members is \$5,500 for regular members and \$4,900 for alternates per fiscal year. I understand that attendance taken at each meeting will be used to issue payment. Members will not be compensated for meetings they do not attend. It is their responsibility to confirm their attendance at each meeting or correct any errors in regards to documenting their attendance.

The Policy excludes LACMTA employees and any public agency, Councils of Governments, or elected office staff who serve on advisory bodies as part of their professional role. Members who 1) work for a contractor or organization holding an active contract with LACMTA and 2) participate or are listed in the contract activities, while serving on an advisory body are not eligible for advisory body compensation for the duration of the contract. This applies to all contractors, including non-profit organizations and community-based organizations. Once no longer under contract with LACMTA, an advisory body member may receive compensation.

Advisory body members are independent, and no language in this Compensation Agreement shall be construed to create the relationship of agent or employee, as between an advisory body member and LACMTA. Advisory body members shall not be, or be construed to be, the employees or agents of the LACMTA.

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Figure 10: Metro Advisory Body Compensation Policy Agreement.



Los Angeles County
Metropolitan Transportation Authority

Metro

For Eligible Members:

I elect to do the following with the compensation I am eligible for as a member of the advisory body:

- Opt-in to receive compensation as part of my term on the advisory body
- Opt-out of receiving compensation as part of my term on the advisory body

For Ineligible Members:

- I acknowledge that I am not eligible due to: _____

_____.

Member Name

**Advisory Body Administrator
Name**

Member Signature

**Advisory Body Administrator
Signature**

Date:

Date:

Figure 11: Metro Advisory Body Compensation Policy Agreement.

E Charter

CHARTER PARAMETERS

The Project Charter defines the why, who, what, when, and how of a project. For this project, the Project Charter outlined the purpose and goals of the CLC, membership criteria, decision-making protocols, and planned milestones. The Project Charter should be developed by the Project Team

based on the scope, and stakeholders can workshop each component before agreeing to the Charter. The Project Charter should be referenced throughout the project and can be officially amended by members, if needed. The charter should be concise (under 20 pages) and incorporate visual aids.

<h3>PURPOSE & GOALS</h3>	<ul style="list-style-type: none"> • Describe purpose and goals of the leadership group. • Identify project milestones, e.g. develop vision and Goals, Confirm Prioritization Criteria, etc.
<h3>LOGISTICS</h3>	<ul style="list-style-type: none"> • Describe meeting structure and membership criteria. • List project duration and time commitment expected, e.g. quarterly or monthly meetings, 2 hours/month. • Detail compensation per Metro's ABCP. • Differentiate between public and community leadership participation. • Describe protocol if someone misses meetings, leaves, or there are other vacancies.
<h3>ORGANIZATIONAL STRUCTURE</h3>	<ul style="list-style-type: none"> • Outline group and committees structures. Include the following specifications for each: <ul style="list-style-type: none"> ✦ Composition: membership and rules. ✦ Leadership: how CLC organized, who is involved. ✦ Relationships: to the other groups/committees. ✦ Meetings: type(s), format, frequency, and purpose.
<h3>DECISION-MAKING MODEL*</h3> <p><i>* For more information on Project Decision-Making Models, see Section 3.</i></p>	<ul style="list-style-type: none"> • Describe the model that will be used, e.g. 5-step decision-making model. • Define roles for members and designated alternates. • Lay out parameters for voting, e.g. anonymous or open voting, thresholds for passing votes, how abstentions "count," etc.
<h3>WORKPLAN, CHECKPOINTS, AND DELIVERABLES</h3>	<ul style="list-style-type: none"> • List the overall work stages for the project. • List planned public comment periods. • List the expected consensus checkpoints and or votes. • Describe the expected end product(s), e.g. final report, materials for board presentation, etc.

CHARTER SAMPLE

The Charter is a front-facing document that should be translated into multiple languages. The sample below is from the CMIP. A Project Charter should be project-specific and all of the sample Charter elements should be compiled using the unique scope and parameters of the project.

I-710 SOUTH CORRIDOR PROJECT

The 710 Task Force convenes various meetings with Task Force Members and members of the public. Exhibit B – *710 Task Force Meeting Descriptions* outlines the various meeting types, frequency, purpose, membership, and meeting format. The green color outline indicates opportunities for the public to provide comment and input directly, while the gold color outline indicates opportunities for the Community Leadership Committee (CLC) to participate directly.

710 Task Force Meetings	Coordinating Committee Meetings ^a	Community Leadership Committee (CLC) Meetings ^{a*}	Working Group Meetings	Listening Sessions and Other Community Meetings
<ul style="list-style-type: none"> > Frequency: Monthly > Purpose: Discuss and come to consensus on recommendations > Members: Up to 50 representatives from a broad cross-section > Format: Public Webinar 	<ul style="list-style-type: none"> > Frequency: Monthly, one week following each Task Force meeting > Purpose: Plan meetings and support CLC and 710 Task Force > Members: Three Existing Task Force members and Two CLC Members > Format: Internal Teams or Zoom Meetings 	<ul style="list-style-type: none"> > Frequency: At least once a month and will be open to the public, including opportunities for public comment and engagement > Purpose: Advise on 710 Task Force proposals and recommendations > Members: Residents from the Project Area > Format: Internal Teams or Zoom Meetings 	<ul style="list-style-type: none"> > Frequency: As-needed > Purpose: Research and analyze specific issues to develop proposals and recommendations for consideration by the 710 Task Force and CLC > Members: No more than 25 710 Task Force and CLC members > Format: Internal Teams or Zoom Meetings 	<ul style="list-style-type: none"> > Frequency: Regularly scheduled throughout the process in alignment with project phases > Purpose: Share updates and hear directly from community members > Audience: Stakeholders along the I-710 South Corridor > Format: To be determined

^aCoordinating Committee (previously called the Executive Steering Committee)

Exhibit B: 710 Task Force Meeting Descriptions

Coordinating Committee (CC)

Purpose

The purpose of the Coordinating Committee (CC) is to work with Metro and Caltrans staff to plan Task Force meetings and to support the work of the Community Leadership Committee (CLC), working groups, and other Task Force activities as described above in Exhibit B.

Composition

The CC will be comprised of five members, including two members from the CLC and three members from the Task Force. The three Task Force members will include one representative elected by the Task Force members from each of the three groups of members:

- > Community-Based Organizations
- > Cities/Governmental Agencies

710 TASK FORCE CHARTER

Lays out meeting structure

Infographics

Describes roles & responsibilities

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Figure 13: Original Task Force Charter for the LB-ELA CMIP.

F Example Correspondence

DIGITAL NEWSLETTER

Digital newsletters were developed by the Project Team using Flodesk and sent out to the Task Force and CLC members every week. Newsletter messages were addressed from a Metro team member, used the LB-ELA CMIP project branding, and included icons and photos. While future Metro project correspondence may be shared with a different frequency, consider consolidating your information

into a “newsletter” format like the sample below to make it easier for participants to see all information in one place. Newsletters may include the following items:

- News, interesting facts, resources
- Meeting schedule
- Link to project website
- Project team contact details



[Haga clic aquí para español](#)

Hello-

We hope you can join us at next week's Community Leadership Committee (CLC) Meeting #14!

Check out the special video message from CLC Co-Facilitator Erika Morales, [here!](#)



Project header & branding

Multiple languages offered

Embedded video message

More information below

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EMAIL BLASTS (eBLASTS)

Email was a key channel that the Project Team used to send out information and resources. Meeting invitations should be sent (to committee members and members of the public) **one week before** meetings and followed up with a reminder email the day before or morning of the meeting. An example eBlast invitation is shown below.



[Haga clic aquí para español](#)

Important Updates

The next Combined Task Force and CLC Meeting will be **held virtually** on Thursday, September 21 from 5-7pm.

During this meeting, the Project Team will continue discussion around the evaluation process, scoring, concerns, project readiness, and prioritization.

We will also review the updated project timeline and schedule.

For more information, please visit our [Project Hub](#).

September Combined Task Force and CLC Meeting
Thursday, September 21, 2023
5-7pm

Virtual Meeting Details

[Register Here!](#)

Meeting ID: 875 0466 2418

Passcode: 5851

Call-in: 213.338.8477

For meeting materials, please click [here](#).

Interpretation in Spanish will be provided.

Project header & branding

Multiple languages offered

Meeting date & time

Link to project information

Meeting link

Meeting materials

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Figure 15: Example E-Blast (Meeting Invite).

REMINDER EMAIL BLASTS (eBLASTS)

Reminder emails were sent the day before or morning of a meeting. They had a more casual tone and included all relevant meeting information.

Greetings in
English & Spanish

Key information
(e.g. meeting date/time
and links to review)

Hello CLC Members / Hola Miembros de CLC,

This is just a quick reminder to join the Combined Task Force and CLC Meeting tomorrow evening from 5-7pm.

You will find your unique panelist link to join the meeting [here](#) or in the calendar invitation.

Also don't forget to review the meeting materials [here](#), which include the presentation and the Concerns document. It will get you up to speed for the conversation tomorrow.

Please let me know if you have any questions. 😊

Este es solo un recordatorio rápido para unirse a la reunión combinada del Comité Consultivo y CLC mañana por la tarde de 5 a 7pm.

Encontrará su enlace único de panelista para unirse a la reunión [aquí](#) o en la invitación del calendario.

Además, no olvide revisar los materiales de la reunión [aquí](#), que incluyen la presentación y el documento de Preocupaciones.

Esto te pondrá al día para la conversación de mañana.

Por favor hazme saber si tienes preguntas.

Sincerely / Sinceramente,

Figure 16: Example E-Blast (Meeting Reminder)

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HARD COPY MAILERS

To ensure that all CLC members had access to project documents regardless of Internet proficiency or computer access, key documents were mailed to the residences of CLC members. Any resource that was a critical element of the project was mailed to CLC members, in addition to supplemental documents to help inform CLC members on items they would be voting on.

These materials included:

- Evaluation criteria
- Project and program scoring results
- Project list by jurisdiction
- Draft Investment Plan
- Final Investment Plan

Although these items were mailed to all members, it was recommended by a CLC member to provide each person with the option of opting out of hard copy mail if they preferred PDF only.

TEXT MESSAGES

Text message reminders were sent out in advance of each meeting. They were also sent if there were any special tasks to complete beyond the monthly meetings (i.e. items to review, surveys, or votes). Example text messages are included below.

Thu, Mar 21 at 11:48 AM

Hello [REDACTED],
This is a reminder that tonight is our CLC Workshop at Bateman Hall, Room 2 from 5:30pm-7:30pm. Please bring your printed copy of the Draft Investment Plan. We'll be serving dinner. If you can't make it, we'll miss you. Hope to see you soon! 😊

Key meeting information

Short message

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Hello [REDACTED]!

We wanted to make sure you are able to go to the next CLC meeting on June 22. It will be in-person at Horchateria Rio Luna in Paramount from 5-7pm. We will also have an option to join on Zoom. Please let us know if you are coming by clicking here: <https://survey.typeform.com/to/D6826mXj> (<https://survey.typeform.com/to/D6826mXj>)

Also, our Corridor Tours are quickly approaching too! Please let us know if you are able to join us on either Saturday, June 24 or Wednesday, June 28. You can RSVP here:

e:

<https://survey.typeform.com/to/eKVXOLiS> (<https://survey.typeform.com/to/eKVXOLiS>)

Key meeting information

Reminder of task

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Figure 18: Example text message with tasks/links.

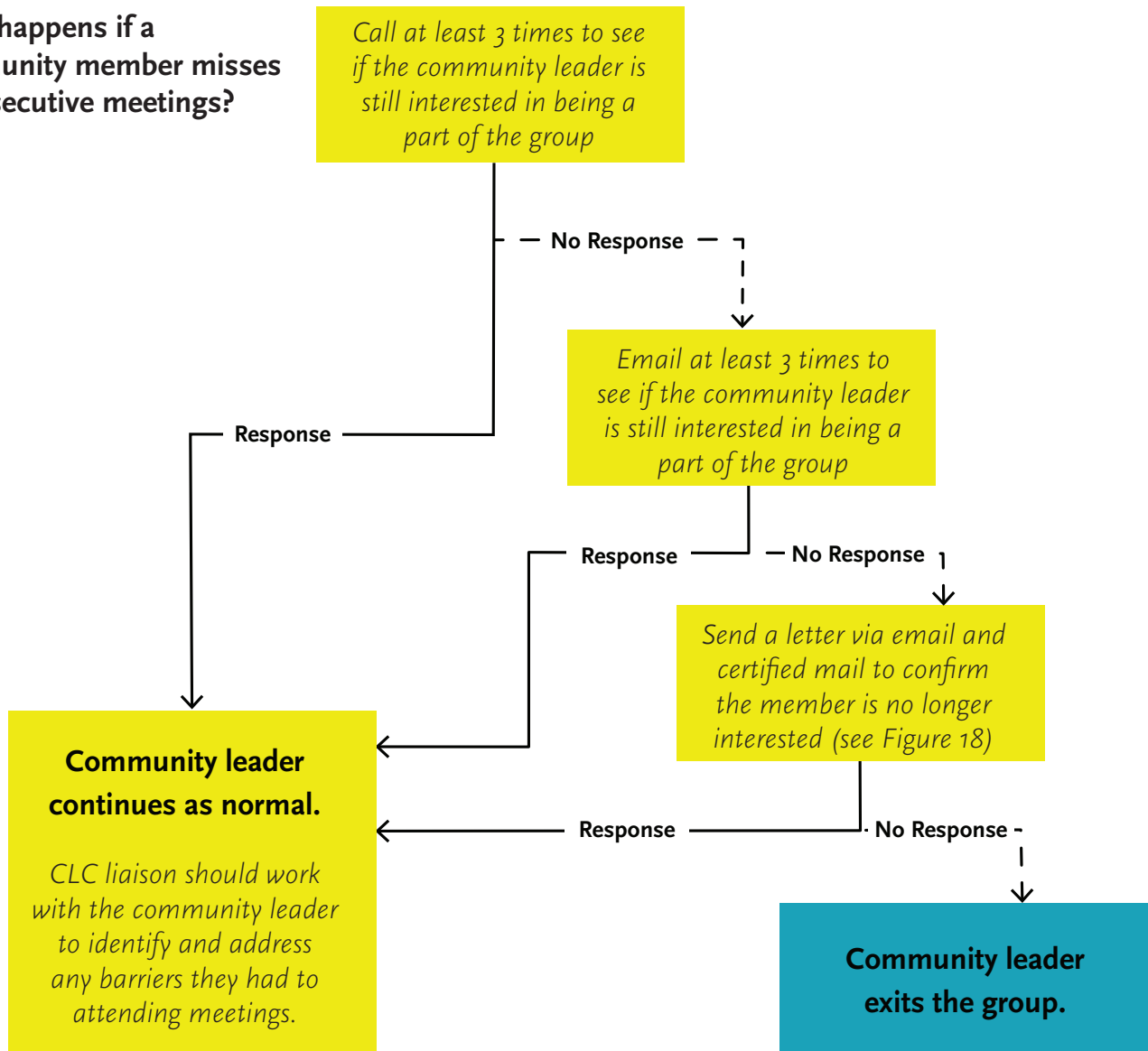
G Membership Logistics

CHANGING MEMBERSHIP

When assembling a group of community leaders you should expect a few people to drop out over time, especially for multi-year projects, while others may attend infrequently. You can use a “three meeting” rule as a helpful guide. If a community member’s lack of attendance is

impeding their participation because they have missed three consecutive meetings, take action and make sure to use multiple communication channels to ask if that member still wants to be part of the group.

What happens if a community member misses 3 consecutive meetings?





September 20, 2022



RE: Continued Participation in the Community Leadership Committee – Response requested by Friday, September 30

Dear [Redacted]

Since Metro formed the Community Leadership Committee (CLC) of the I-710 Task Force in March, we have convened seven CLC meetings along with several special meetings. During that time, we completed a major milestone with the approval of the Vision Statement, Principles, and Goals and are approaching the conclusion of the Multimodal Strategies Projects and Programs. The outcome of these milestones will guide the process for the ensuing months that will culminate in the I-710 South Corridor Transportation Investment Plan.

Active participation by CLC members is important for this project to advance to the next step in the process, which is to develop a list of projects and programs for the communities along the I-710 Corridor. Based on our records of attendance, you have not attended a CLC meeting. We have reached out to you on 5 occasions to remind you of meeting dates and times and confirm your desire to continue as a CLC member. Due to your lack of participation thus far, we are writing to once more to inquire if you are still available to participate as a CLC member. We understand there may be demands on your schedule that may make it difficult for you to participate in this effort.

If you wish to remain a CLC member, you will be required to attend our next CLC meeting which is scheduled for Thursday, September 22, 2022. If you do not attend and we do not hear from you by September 30, 2022, we will have no choice but to remove you from the CLC roster.

As we move forward in the process, active participation at CLC meetings will be expected for the next 9-10 months.

Please contact [Redacted] who supports the efforts of the CLC to follow up on your continued CLC participation.

Thank you,

KeAndra Cylear Dodds
Executive Officer, Equity and Race
metro.net | [facebook.com/losangelesmetro](https://www.facebook.com/losangelesmetro) | [@metrolosangeles](https://twitter.com/metrolosangeles)
Metro provides excellence in service and support.



Figure 18: Sample letter from Metro sent via email and certified mail to a CLC member that did not respond to calls or emails.

RECRUITING A NEW MEMBER

When a member needs to leave the group for any reason, the Project Team should start the recruitment process for another community member to fill the spot, as long as the project

has not progressed too far for a new member to get integrated into the project. A standard approach and protocol for special cases are outlined below.

STANDARD APPROACH

- Return to the original application responses and see if there are any other viable applicants for that jurisdiction.
- Ask the person with the next highest score if they would be interested, and if so, offer them the opportunity.
- Provide the names to project decision-makers (in this case, the Task Force) to be approved and appointed before the next community leadership meeting.

SPECIAL CASES

In cases where there are no other applicants:

- Re-open the application for the jurisdiction represented by the community member who left.
- Provide the application details to City Officials (e.g. City Manager's Office).
- Share the application with local newsletters and other sources.
- Share an e-blast (see Figure 20) with project stakeholders encouraging them to recruit an applicant.

Figure 19: Protocol for recruiting a new member .

OTHER REMINDERS & NEWS

The CLC Application has been re-opened for Bellflower, Downey, Lynwood, Montebello, and Vernon. We encourage you to share this application with anyone who may be interested in joining the CLC. [Click here](#) for more information about eligibility. This is the last push for members to be added to the CLC before the November Task Force meeting.

Let us know what projects, programs, and other improvements you would like to see in your community and along the I-710 South Corridor by taking the survey and leaving a comment on the interactive mapping tool [here](#). The survey and interactive mapping tool will remain open through **Monday, October 31**, so be sure to share the project and survey with your friends, neighbors, and coworkers. We look forward to continuing to gather your input throughout this planning effort.

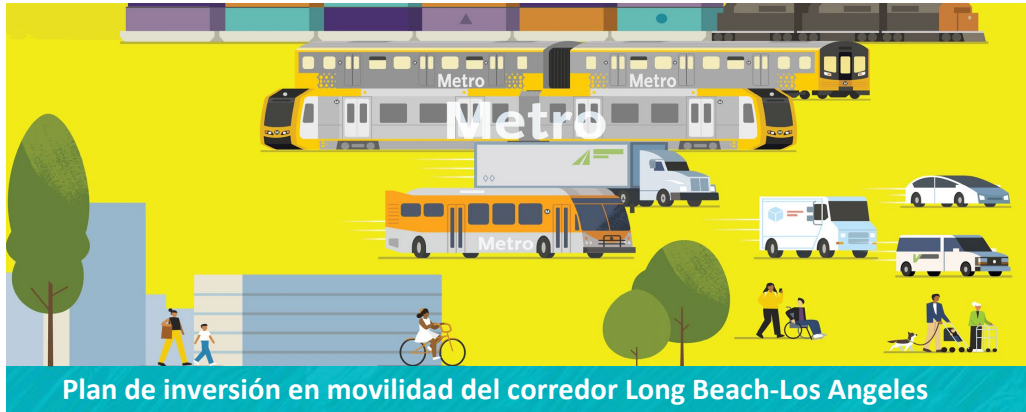
Figure 20: Snippet from a monthly e-blast regarding recruiting new community members.

H Project Glossary

DEFINING KEY TERMS

A project glossary helps community members understand technical language. The project glossary promotes consistent terminology

among interpreters, translators, and project team members in various languages and can serve as a vital resource for any project.



Lista inicial de proyectos de LB-ELA CP: Glosario de términos

A partir del 23 de diciembre de 2022

Este glosario define las palabras clave que aparecen en la Lista Inicial de Proyectos y Programas para el Plan de Inversión en Movilidad del Corredor Long Beach-Este de Los Angeles (Corredor LB-ELA). Los Proyectos y Programas de la Lista Inicial de Proyectos se clasifican en Tipos y Subtipos, tal y como se muestra a continuación, que sirven también de base para la organización de este glosario.

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Bolardos:	7
Brownfield:	7
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Guía de recursos de CLC: LB-ELA Lista preliminar de proyectos y programa

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Figure 18: Snippet from Spanish-English Project Glossary.

05

WORKSHOP INPUT

The lessons learned that are outlined in this report were presented to a team of Metro staff in September 2024. Workshop attendees engaged with the material and also shared suggestions for meaningful engagement

with community leaders, drawing from their own project experiences. Their additional recommendations are summarized in the table below. Recommendations are categorized by theme.

THEME

RECOMMENDATION

COMMUNICATION

- **Establish a Group Code of Conduct.** Co-create a community leadership group code of conduct for meetings and include it in meeting agendas and materials as a reminder for all participants.

ENGAGING THE LARGER PUBLIC

- **Continue to Engage with Communities with Disabilities.** Proactively participate at existing meetings held by leadership organizations in the disability community. Explore partnerships with the Aging and Disabilities Transportation Network and the Center for Independent Living.

LANGUAGE & TRANSLATION

- **Use a Project Glossary.** Consider referring to the glossary from this project or creating another glossary to ensure consistent understanding of key transportation planning terms in all relevant languages.

COMPENSATION

- **Improve ABC Policy Implementation.** Metro should ensure all staff involved in implementation of the ABC Policy are properly trained and up-to-date on the policy and procedures.

CONTEXT SETTING

- **Create an Organizational Chart.** Sometimes community members are unclear about Metro's structure and where projects fall. Develop a chart that clearly describes "who we are" within the agency to set context.

(VARIOUS THEMES)

- **Review Any Other Standard Operating Procedures.** Engage any other Standard Operating Procedures or relevant materials developed by the Metro Office of Equity and Race and Metro Community Relations for guidance.

Thank you!

Visit lb-ela-cmip.com to read the Investment Plan.

Contact Us

Metro Office of Equity and Race
equityandrace@metro.net

December 2024



Metro



We're developing a new vision for the Long Beach-East Los Angeles Corridor Mobility Investment Plan

Planning and Programming Committee
April 16, 2025
Executive Management Committee
April 17, 2025

Recommendations

CONSIDER:

A. APPROVING:

1. Amending the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of “No Build” for the I-710 South Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project’s new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services.
2. Programming up to \$3 million in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3 million originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project.
3. Programming \$9 million in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project.

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions.

C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

Issue & Background

Amending the 2020 Long Range Transportation Plan (LRTP)

Funds supporting the LRTP include Measures R and M, which provide funding for the I-710 South Corridor Projects (Phases I and II). This project has been replaced by the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) through Board action, which requires an amendment to the 2020 LRTP for consistency.

Zero-Emission Truck (ZET) Program

The Board approved up to a \$3 million Metro contribution for the Port of Los Angeles Drayage Truck Charging Depot in 2023 with Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. Since the Board's adoption, the award process has shifted from Metro to the Southern California Association of Governments, with a two-year funding cycle. The current CMAQ funding cycle does not align with the timing of the project's construction phase activities.

Shoemaker Bridge/Shoreline Drive Project

The LB-ELA CMIP prioritizes the Shoemaker Bridge/Shoreline Drive Project in its Initial Investment Project list to support the City of Long Beach's effort to enhance safety and multimodal connectivity, provide access to parks and open spaces, address sustainability and climate change, stimulate the local economy, and serve as a gateway to sports venues and hospitality accommodations for the 2028 Olympic and Paralympic Games.

Status Report on the Long Beach-East LA Corridor Mobility Investment Plan (CMIP)

Pre-Investment Plan Opportunity (PIPO)

All four projects successfully received state and federal discretionary grants prior to the CMIP adoption

- Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA
- Huntington Park Safe Routes for Students and Seniors
- I-710 Integrated Corridor Management Project
- Southeast LA Transit Improvement Program

Rail to River Segment B Project

Requesting \$3.15 million from CMIP's Initial Investment funds (Measure R) through a Board Report #2025-0141

Grant Opportunities Pursued to Leverage CMIP's Investments

2024 Federal Reconnecting Communities Pilot Program for *the I-710 Planning Study: Reconnecting the Long Beach-East LA Corridor Communities* (an Initial Investment project) (*not awarded*)

2024 Senate Bill 1 (SB1) Trade Corridor Enhancement Program for *the Long Beach-East Los Angeles Corridor ZET Project* (*announcement pending*)

Community Leadership Committee Reflections & Recommendations Report Published (October 2024)

Summarizes the lessons learned from a new approach to create a collaborative environment to build trust between Metro and community members to benefit future Metro efforts

Continuation of Community Engagement

Task Force, Community Leadership Committee (CLC), corridor communities/jurisdictions

Equity Platform

- > The Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP) is a multimodal comprehensive plan that reflects the collective vision and aspirations of the corridor communities and stakeholders as gathered through a two-and-a-half-year engagement process.
- > Implementing the LB-ELA CMIP, particularly the Community Programs, will meet community needs and provide benefits that exceed those found in traditional transportation investment strategies.
- > Metro's Office of Equity and Race is developing an Equity Planning Toolkit based on the lessons learned and best practices gathered through the LB-ELA CMIP process.
- > Recommendation to amend the 2020 Long Range Transportation Plan ensures the LB-ELA CMIP's alignment with the Equity Platform.
- > The Zero-Emission Truck Working Group's vision, goals, and principles reflect the communities' desire to bring immediate air quality benefits to Equity Focus Communities near the project location and along the LB-ELA Corridor.
- > The City of Long Beach conducted decade-long public engagement for the Shoemaker Bridge/Shoreline Drive to reflect the desired outcomes expressed by local communities to create greater mobility and safer roads for all users, and improve access to parks and public spaces.

Next Steps

Upon Board approval, staff will:

- 1) Amend the 2020 Long Range Transportation Plan to ensure consistency with the Board action on adopting the Long Beach-East LA Corridor Mobility Investment Plan (LB-ELA CMIP),
- 2) Negotiate and execute all necessary agreements with local jurisdictions for the Port of Los Angeles Drayage Truck Charging Depot and the Shoemaker Bridge/Shoreline Drive project upon approval by the Board,
- 3) Continue working with the subregion, cities, communities, stakeholders, and sponsor agencies to operationalize the LB-ELA CMIP and deliver projects.



Board Report

File #: 2025-0028, File Type: Program

Agenda Number: 8.

PLANNING AND PROGRAMMING COMMITTEE APRIL 16, 2025

SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER approving the Resolution in Attachment A that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in California Cap-and-Trade proceeds accumulated in State Fiscal Year (FY) 2024-25 disbursed through LCTOP, and to use \$48,761,092 for A Line operations, as enhanced by the opening of the Regional Connector, and \$4,460,720 for Special Event Supplementary Bus Service;
- B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

ISSUE

The Low Carbon Transit Operations Program (LCTOP), a California Cap-and-Trade program established in 2014, provides operating and capital assistance funds to public transportation agencies to reduce greenhouse gas emissions and improve mobility, prioritizing projects serving State-designated disadvantaged communities, which partially overlap with Metro's Equity Focus Communities (EFC). The State issued the FY 2024-2025 LCTOP Guidelines in January 2025 and requires agencies to claim these formula grant funds by April 24, 2025. A complete grant package includes an adopted Board resolution that provides recipient project information and certifies that Metro will comply with all LCTOP conditions and requirements. Therefore, staff seeks Board approval of the Resolution contained in Attachment A.

BACKGROUND

Created by California Senate Bill 862 (2014), LCTOP provides proceeds from California's Cap-and-Trade Program to support transit agency investment in various projects intended to reduce

greenhouse gas emissions. Each year, the State makes LCTOP formula grant funds available through a process administered by the California Department of Transportation in coordination with the California Air Resources Board (CARB) and the State Controller's Office (SCO).

On February 14, 2025, the State notified eligible agencies of their FY 2024-25 fund allocation amounts, including \$49,045,872 apportioned to Metro. In addition, 15 Los Angeles County municipal operators requested to transfer to Metro \$4,175,940 of their FY 2024-25 LCTOP fund allocations in exchange for more flexible local funds.

DISCUSSION

To claim the total \$53,221,812 grant award, Metro must submit a request describing the proposed transit expenditures to be funded using the LCTOP proceeds. The complete allocation request package must include a Board resolution that: 1) authorizes the CEO or their designee to claim \$53.2 million in FY 2024-25 LCTOP funds; 2) identifies the project(s) to be funded with the LCTOP funds; 3) accepts the transfer of FY 2024-25 LCTOP funds to Metro by the 15 municipal operators; and 4) authorizes the CEO or their designee to execute and amend all required LCTOP documents with Caltrans including the certifications and assurances and authorized agent forms. Staff proposes to align a portion of the FY 2024-25 funds with the supplementary bus service needs for the 2026 FIFA World Cup, included in the Mobility Concept Plan, and the remainder to the operation of the A Line.

LCTOP Program Funding

In FY 2024-25, \$202.2 million was allocated to LCTOP statewide, with \$49 million allocated to Metro.

Transit agencies receiving funds from the LCTOP must submit proposals listing projects that meet any of the following criteria:

- Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded waterborne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
- Operational expenditures that increase transit mode share; and
- Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

Additional Project Eligibility Criteria

For project leads in a Metropolitan Planning Organization area, projects must also be consistent with the Sustainable Communities Strategy. Additionally, capital projects must have a useful life not less than typically required for capital assets pursuant to State General Obligation Law, with buses or rail rolling stock considered to have a useful life of two or more years. The LCTOP specifically requires documentation that each proposed project will achieve a reduction in greenhouse gas emissions and improve mobility. All projects are required to benefit disadvantaged communities, low-income communities, and/or low-income households.

Metro-Specific Considerations in Selecting LCTOP Projects

Staff considered various factors in the analysis that resulted in the recommendation to utilize FY 2024-25 LCTOP funding for Metro's A Line operations and supplementary bus service for a range of extra bus service for the 2026 FIFA World Cup, which includes eight games in Los Angeles. Potentially viable grant uses collected during prior years' LCTOP efforts and new requests were analyzed by Staff. The analysis included evaluation of potential LCTOP recipient project's alignment with Metro's Strategic Vision, each proposal's project and program costs, equity, community engagement undertaken, and the extent to which allocating LCTOP funding to a project improves the balance between Metro's financial commitments and funding availability. As a result of this analysis, staff recommends Metro A Line operations and the ramp up, ramp down, and deployment of supplementary bus service for the eight 2026 FIFA World Cup matches. Further proposal details are outlined below:

Metro A Line Operations:

Metro's Regional Connector Transit Project, which opened to the public on June 16, 2023, created 1.9 miles of new track and three new underground stations, enabling light rail travel between Union Station and 7th Street/Metro Center Station in Downtown's Financial District. The project's completion also allowed Metro to merge the L Line with the A and E Lines, creating two train lines where there were once three. This new/expanded and enhanced rail service, which provides smoother, faster, one-seat rides between Long Beach and Azusa, and East LA and Santa Monica, has helped increase rail ridership on the A Line by 14 percent in the first half of FY25. Like other Metro construction projects, the Regional Connector line was designed and built with significant community input. The opening of the Regional Connector Transit Project, creating the new A Line connecting Long Beach to Azusa, and an upcoming 9.1-mile extension to Pomona, aligns well with LCTOP eligibility requirements.

Special Event Supplementary Bus Service:

Metro is planning permanent, long-term improvements and benefits to its system. In partnership with local jurisdictions, Metro plans to deliver projects and implement initiatives that aim to restore community connectivity by investing in high-quality multimodal transportation options to enable affordable, reliable mobility and access to opportunity ahead major events like the 2026 FIFA World Cup and the 2028 Olympic and Paralympic Games ("the Games"). Metro worked with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation, and the City of Los Angeles Mayor's Office, a group collectively known as the Games Mobility Executives (GME), to develop the 2028 Mobility Concept Plan (MCP) which was adopted by the Board in December 2022. Metro and the GME identified a list of 15 priority MCP workstreams deemed to either serve a specific Games delivery need or be highly beneficial and supportive of the transport strategy for the Games. Capital and operational improvements in the MCP include system reliability investments and optimized customer experience, including supplementary bus service, that can be activated to meet the demand associated with mega-events, security-sensitive activities, and other requirements that might exceed existing operator capacity or capability. Stakeholder engagement for the MCP included input

from partner agencies and riders, including advisory meetings, service council meetings, and LA28 coordination meetings. Metro also engaged with municipal bus operators on the MCP for feedback and best practices for the Games. The MCP shows how Metro seeks to improve access and create a core system that is faster, more reliable, safer, and connected, to encourage mode shifts and provide permanent benefits beyond these major events. These benefits include learning best practices, accelerated improvements, an established brand for major events, and enhanced customer experience.

The MCP anticipated that major events leading up to the 2028 Games would help Metro pilot test and create strategies to improve mobility and manage congestion. Over the past several and in upcoming years, Los Angeles hosted or will host major sporting events such as the NFL Super Bowl, WrestleMania, the 123rd US Open Men's Golf Championship, the 2024 NCAA Division 1 Men's Basketball West Region Championship, and the 2026 US Open Women's Golf Championship. A supplementary bus service, which is included as a priority MCP workstream, is a supplementary transit system that enhances service by providing additional vehicles and staff resources, from partner operators, to meet the unprecedented demand associated with very large or security-sensitive events like the 2026 FIFA World Cup and the 2028 Games. This is an example of how Metro can test and scale new mobility options, as contemplated in the MCP. Staff recommends funding the ramp up, ramp down, and deployment of supplementary bus service for the eight 2026 FIFA World Cup matches. This pilot can be scaled up to improve mobility and manage congestion, it aligns with LCTOP eligibility requirements, and meets the program goals, as it is expected to reduce GHG emissions, improve mobility, and benefit priority populations. This will augment bus system service for the World Cup's spectators and workers locally and regionally, including traveling to and from the matches at SoFi Stadium, as well as FanFests or Live Sites throughout the County. This supplementary service is necessary to provide a safe, secure, and sustainable transit solution for the tournament, and serve as a test ahead of the 2028 Games. The service will help avoid externalities experienced by community surrounding SoFi Stadium if all spectators and workers had to travel in private autos.

DETERMINATION OF SAFETY IMPACT

The requested actions will not impact the safety of Metro customers or employees.

FINANCIAL IMPACT

Claiming the LCTOP funds would positively impact the agency's budget by making \$53.2 million available to Metro for new or enhanced transit service.

Impact to Budget

LCTOP funds are eligible for bus and rail operations.

EQUITY PLATFORM

Senate Bill 525 (de Leon, 2012) and Assembly Bill 1550 (Gomez, 2016) established criteria for meeting the LCTOP requirement to prioritize serving disadvantaged and low-income communities.

The California Environmental Protection Agency (CalEPA) provides tools, such as CalEnviroScreen 4.0, for identifying Disadvantaged Communities (DACs) based on geographic, socioeconomic, public health, and environmental hazard criteria. As the lead agency, Metro must select the document information to show that a proposed project meets all DAC and other priority population requirements. Staff considered both projects by utilizing the CalEnviroScreen 4.0 mapping tool, Metro's EFCs Map, and engagement from Regional Connector, LA28, and adoption of the Mobility Concept Plan. Additionally, continued community engagement for supplementary bus service will follow Metro's protocols with the communities around SoFi Stadium in Inglewood with proposed operating plans.

The Metro A Line is located in or adjacent to neighborhoods designated as disadvantaged and/or low-income communities per SB 535 and AB 1550. Twenty-three (23) stations along the A Line are located within Metro's Equity Focus Communities in (EFCs) in Long Beach, South Los Angeles, and East Los Angeles. Stations in census tracts along the A Line's EFC boundaries have an average of 61 percent of low-income households and an average of 22 percent of zero-vehicle households. At least 80 percent of the A Line is located within a DAC as defined by CalEnviroScreen 4.0. The proposed grant funding will help Metro fund the operations of the A Line, which will benefit the impacted communities by providing direct, safe, and reliable transit service to major centers in Long Beach, Downtown Los Angeles, Pasadena, and Azusa. The anticipated A Line extension to Pomona will also expand to other destinations further East and increase access to available multi-modal transit service. Robust public engagement was initiated for communities in the extended corridor area, including public scoping meetings that drew 229 participants.

Through the opening of the Regional Connector, 1.9 miles of new track and three new stations in Downtown Los Angeles allowed Metro to merge the former L Line with the new and enhanced A and E Lines. Community engagement for the Regional Connector included in-person and virtual Community Leadership Council meetings. Outreach completed during the draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) provided the public with opportunities to comment during scoping meetings. These meetings were advertised in multi-lingual publications and press releases, and multi-lingual notices were placed on Metro buses and trains. Part of the community outreach efforts during the EIS/EIR phase was the formation of the Little Tokyo Working Group (LTWG) in response to concerns by stakeholders on potential impacts on the community. Metro worked collaboratively with the LTWG to identify concerns and propose mitigation measures to address the potential effects of the Regional Connector.

The grant will also fund special event supplementary bus service, which will deploy additional buses on transit services needed to meet demand for spectator and worker transport during the upcoming 2026 FIFA World Cup consisting of eight games in Los Angeles. This will also help serve to build a long-term approach for Metro to meet high transportation demands for mega and security-sensitive events. SoFi Stadium is located in Inglewood, an area that includes Metro designated EFCs. An average of 88 percent of these census tracts around SoFi Stadium are low-income households, 20 percent are zero-vehicle households, and 97 percent identify as Black, Indigenous, and People of Color (BIPOC). Proposed Metro bus services for this event also serve to avoid equity-focused communities seeing high volumes of private car traffic in their neighborhoods to access the event. Funding supplementary bus service for the 2026 FIFA World Cup would provide environmental and health benefits by reducing greenhouse gas emissions from workers and spectators accessing the

stadium using private autos in the absence of such supplementary services which will allow better access to and from the venue and games. Projects identified in the MCP follow Metro's Equity guidelines and scored projects with an emphasis on equity with a weighted score of 40 percent.

Approval of the Resolution and disbursement of LCTOP Funds for both projects would help provide fast, frequent, reliable, and accessible service to the communities along the A Line and the South Bay region. Metro's goals beyond the World Cup would be to create a model for long-term solutions to transportation for mega events across Los Angeles County, including the 2028 Olympic and Paralympic Games. This model would provide equitable access to transportation, by providing residents with reliable and efficient commuting options, access to education centers, job opportunities and essential services.

VEHICLE MILES TRAVELED OUTCOME

Vehicle Miles Travelled (VMT) and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT, as it is related to investment activities that will benefit and encourage taking transit, including rail and bus.

As a step for meeting the State's requirements, staff also calculated VMT associated with the proposal to show that the net effect of this multi-modal item is to decrease VMT. The California Air Resources Board's GHG Benefits Calculator (QM-Tool) is used in the LCTOP Allocation Request to demonstrate GHG and VMT reductions. Based on projected ridership numbers and estimated annual fuel use for A Line operations, the estimated VMT reduction is 113,011,848 miles. The supplementary bus service for the 2026 FIFA World Cup estimates VMT reduction of 885,931 miles, based on projected ridership, annual VMT, and transit bus models.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal #1 to provide high-quality mobility options that enable people to spend less time traveling, and goal #3, enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of \$53,221,812 in State FY 2024-25 LCTOP funding - \$49 million allocated directly and \$4.1 million in funds transferred by 15 municipal operators to Metro.

NEXT STEPS

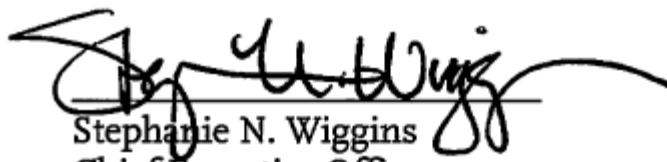
- April 24, 2025: Metro submits LCTOP allocation request to Caltrans.
- September 2025: Caltrans and CARB approve the List of Projects and submit it to SCO.
- December 2025: SCO releases approved project list.

ATTACHMENTS

Attachment A - Board Resolution to Execute LCTOP Project

Prepared by: Wendy San, Principal Transportation Planner, (213) 547-4321
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Reviewed by:
Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

Los Angeles County Metropolitan Transportation Authority

Board Resolution

Authorization for the Execution of the Certifications and Assurances and Authorized Agent Forms for the Low Carbon Transit Operations Program (LCTOP) for the Following Projects:

Metro A Line Operations - \$48,761,092

Special Event Supplementary Bus Service - \$4,460,720

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, fifteen (15) Los Angeles County LCTOP recipients (Contributing Sponsors) have submitted "Letters of Intent" to transfer \$4,175,940 in PUC 99314 FY2024-25 LCTOP funds to Metro for Metro's FY 2024-25 LCTOP A Line Operations Project; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, Metro wishes to delegate authorization to execute these documents and any amendments thereto to the Chief Executive Officer (CEO), or their designee; and

WHEREAS, Metro wishes to implement the following LCTOP projects also listed above;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances and the Authorized Agent documents and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.



NOW THEREFORE, BE IT FURTHER RESOLVED that the CEO or their designee is authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it hereby authorizes the submittal of the following project nominations and allocation request to the Department in FY 2024--25 LCTOP funds:

Project Name: Metro A Line Operations

LCTOP Funds Requested: \$48,761,092 comprised of Metro's allocation of \$49,045,872 and PUC 99314 allocations transferred to Metro from 15 Los Angeles County LCTOP Contributing Sponsors totaling \$4,175,940 for Metro's FY 2024-25 LCTOP Project.

Description: Operations of Metro's A Line light rail service.

Benefit to Priority Populations: The project improves connectivity and provides one-seat rides within neighborhoods designated as DACs and/or low-income communities per AB 1550 criteria.

Contributing Sponsors: Antelope Valley Transit Authority, City of Arcadia, City of Burbank, City of Claremont, City of Commerce, City of Culver City, City of Gardena, City of Glendale, City of La Mirada, City of Norwalk, City of Redondo Beach, City of Santa Clarita, City of Santa Monica, City of Torrance, and Long Beach Public Transportation Company.

Project Name: Special Event Supplementary Bus Service

LCTOP Funds Requested: \$4,460,720 comprised of Metro's allocation of \$49,045,872.

Description: Supplementary bus service for the 2026 FIFA World Cup.

Benefit to Priority Populations: The project is located in and/or provides service in communities designated as DACs, low-income communities, and/or a DAC ½ mile neighbor: low-income household eligible.



CERTIFICATION

The undersigned, duly qualified and acting as the Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on Thursday, April 24, 2025.

By: _____
Collette Langston, Board Clerk
Los Angeles County Metropolitan Transportation Authority

Dated:

(SEAL)





CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

PLANNING AND PROGRAMMING COMMITTEE
APRIL 16, 2025

APPROVE RECOMMENDATIONS

LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

- A. Authorizes the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in Fiscal Year (FY) 2024-25 LCTOP grant funds and distribute \$48,761,092 for A Line operations and \$4,460,720 for Special Event Supplementary Bus Service;
- B. Certifies that Metro will comply with LCTOP certification and assurances and the authorized agent requirements; and
- C. Authorizes the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).



LCTOP ELIGIBILITY REQUIREMENTS

- > LCTOP can fund eligible operating and capital projects for transit agencies – with a priority on serving disadvantaged communities – that reduce greenhouse gas emissions (GHG) and improve mobility.
- > Eligible projects include:
 - New or expanded bus, rail, water-borne transit, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities;
 - Operational expenditures that increase transit mode share; and
 - Purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure.



Airport Metro Connector



**J-Line Zero Emission
infrastructure**

PRIOR LCTOP-FUNDED PROJECTS

- > Gold Line Foothill Extension 2A Operations (OPS) – 2015-19
- > Expo Phase 2 Ops – 2016-19
- > Division 9 Electric Bus Charging Infrastructure – 2020
- > Crenshaw/LAX Transit Corridor Ops and/or Fareless Initiative Pilot – 2021-22
- > Division 8 Charging Infrastructure for North San Fernando Valley Transit Corridor – 2023-24
- > E-Line Operations – 2024



Gold Line Foothill



K- Line



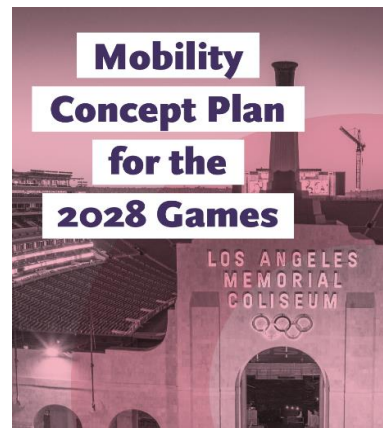
RECOMMENDATIONS

> A Line Operations

- The A Line is located within Metro's Equity Focus Communities boundaries and would provide a one-seat ride between Long Beach and Azusa. This light rail-line is estimated to reduce VMT by 113,011,848 as well as green house gas emissions.

> Special Event Supplementary Bus Service

- This supplementary service would provide special event bus services for the FIFA 2026 World Cup, a important but smaller sample of the demand and mobility needs for the 2028 Games. The service is within Metro's Equity Focus Community boundaries, would reduce VMT by 885,931 miles as well as green house gas emissions.





Board Report

File #: 2025-0235, File Type: Program

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE APRIL 16, 2025

**SUBJECT: COMPLETION OF SURFACE TRANSPORTATION PROGRAM-LOCAL (STP-L)
ANNUAL APPORTIONMENTS TO LOCAL AGENCIES**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE:

- A. the reallocation of \$25.74 million of Proposition C discretionary funds from the Access Services (Access) budget to fulfill unprogrammed STP-L funding program balances; and
- B. the Chief Executive Officer (CEO) or their designee to execute STP-L balance fulfillment agreements with local agencies, allowing them to receive their unprogrammed STP-L balances using available non-federal Metro funds.

ISSUE

Metro had historically apportioned, on an annual basis, \$31 million of Federal (STBG) formula funding by Metro to agencies in Los Angeles County based on population through the STP-L funding program to deliver basic maintenance projects that did not have air quality impacts, such as pavement rehabilitation and slurry seal projects. In 2021 and 2022, the federal government issued Corrective Actions to Caltrans and the Southern California Association of Governments (SCAG), respectively, finding that this practice was out of compliance with STBG funding requirements. While Metro can no longer apportion STBG funds to agencies based on population, several agencies still have STP-L fund balances from previous apportionments.

During the outreach process for the first SCAG Corrective Action Call for Project Nominations, several agencies and subregions requested that Metro develop a method by which the STP-L balances could be fulfilled by Metro with non-federal funds. The proposed action will shift an equivalent amount of local discretionary funds from Access, the Consolidated Transportation Services Agency (CTSA) that provides paratransit services throughout Los Angeles County, Proposition C budget to fulfill the fund balances from the former STP-L program to local jurisdictions.

BACKGROUND

Since the early 1990s, Metro has, on an annual basis, subvented approximately \$31 million of the STBG funding apportioned to Los Angeles County to all 88 agencies and the County of Los Angeles based on each agency's share of the County's population. This program was called the Surface Transportation Program-Local (STP-L). Each agency was responsible for obligating those funds to projects through the Federal Transportation Improvement Program (FTIP) process. Agencies were allowed to accumulate their annual STP-L apportionments until they had sufficient funding to complete a project. It was common for agencies to carry a balance of STP-L funds over from year to year. Attachment A lists the existing STP-L balances for each agency grouped by subregion.

In April 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued a Corrective Action to Caltrans on the administration of the STBG and Congestions Mitigation and Air Quality (CMAQ) Improvement Programs. The findings require Caltrans to ensure that sub-recipients of STBG and CMAQ funds throughout the state administer these programs in compliance with federal program guidance and regulations. Subsequently, in August 2022, FHWA and FTA jointly issued a Corrective Action to SCAG, requiring a review of Caltrans' STBG and CMAQ administrative policies and the development of a process that ensures compliance with federal program guidelines and regulations for the administration of the STBG and CMAQ programs. Also, Metro has discontinued the STP-L funding program because of these Corrective Actions.

SCAG developed and adopted a STBG/CMAQ Compliance Action Plan, which outlines the regional approach for addressing the Corrective Action to ensure that any new project or new project phase funded with CMAQ and/or STBG funds are subject to a competitive project selection process. The specific issues the SCAG compliance plan addresses are:

- Replacing the current federal transportation funding suballocations by population or mode to agencies and counties with a performance-based approach.
- Modifying the eligibility screening conducted for compliance with Federal program guidance and regulations.
- Modifying the project selection process so federally funded transportation projects are selected by SCAG as the designated Metropolitan Planning Organization (MPO).

In 2024 SCAG held its first nomination process for STBG and CMAQ funds, and Board approval was obtained in March 2024 for the project ranking list for Los Angeles County.

DISCUSSION

With the Corrective Action, STP-L funds that were programmed in the first four years of 2023 FTIP (FFY23-FFY26) before July 1, 2023, are considered "Grandfathered.". In the current 2025 FTIP, Grandfathered STP-L are only allowed to be programmed in FFY25 and FFY26, which must be obligated with an E-76 through Caltrans by December 31, 2026, or the funds will be lost permanently.

Conversely, the \$25.74M of STP-L balances are funds that are not programmed, grandfathered, or allowed to enter the FTIP. Per Board action in June 2023, local funds for Access operating and

capital budget can be replaced with federal STBG. Through this Board action, Metro staff coordinated with Access to allocate an equivalent amount of STBG in exchange for its Proposition C discretionary funds to fulfill STP-L balances.

Adoption of the recommendations would allow Metro to provide a one-time fulfillment of the unprogrammed STP-L balances to agencies using Proposition C discretionary funds from the Access budget.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not directly impact the safety of Metro customers or employees. However, as some of the projects eligible for these funds include safety enhancements, avoiding potential risks and maintaining the grant funding helps to ensure the timely realization of the projects' anticipated safety benefits.

FINANCIAL IMPACT

Adoption of the recommendations would allow Metro to provide a one-time fulfillment of the unprogrammed STP-L balances to agencies with Proposition C discretionary funds from the Access budget.

Impact to Budget

This fulfillment does not impact Metro's or Access's budgets, given that Access had previously received an equivalent amount of Surface Transportation Block Grant (STBG) funds. Per Board action in June 2023, local funds for Access's operating and capital budget can be replaced with federal STBG. The source of funding for this action will come from local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

STP-L funds are intended to provide a flexible funding source to local agencies for transportation projects and programs. The Board action will provide one-time funding to advance transit and other multimodal plans, programs, and infrastructure improvements throughout Los Angeles County, including lower-resourced communities, areas of concentrated poverty, and historically disadvantaged communities. The types of projects historically funded by local agencies with STP-L include street and sidewalk maintenance as well as the operation of local transit services. These projects have provided benefits to bicyclists, pedestrians, and transit riders.

SCAG's competitive grant process implements a process that allows agencies to secure funding based on the merit of their project as opposed to the STP-L program, which apportioned funds based on population. Through the competitive CMAQ/STBG grant process a small city can now compete for a much larger funding amount than they would have received based solely on their population.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This initiative provides funding for surface transportation projects, typically pavement maintenance projects. Some projects may include active transportation and pedestrian safety treatments that may help reduce VMT. Local agencies have historically funded projects such as street and sidewalk maintenance and the operation of local transit services with STP-L. These projects have benefitted bicyclists, pedestrians, and transit riders. Traditionally, projects funded with STP-L do not increase capacity by adding new lanes but rather focus on improving the pavement conditions on local roadway safety through pavement maintenance and resurfacing.

Overall, this project may increase Vehicle Miles Traveled (VMT), as improvements in travel time could encourage more vehicle trips. However, any increase in VMT resulting from these projects is expected to be minimal. Additionally, the safety improvements and the benefits for cyclists, pedestrians, and transit users will help offset any potential growth in VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of these recommendations will support the following Strategic Plan Goals:

Goal 3: Enhance communities and lives through mobility and access to opportunity by securing funding to conduct planning, create and enhance programs, and build infrastructure that accelerates infill development, facilitates housing supply, choice, and affordability, affirmatively furthers fair housing, and reduces VMT.

Goal 4: Transform LA County through regional collaboration and national leadership by facilitating partnerships to deliver transportation projects with significant geographic or regionwide benefits.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommended actions. Staff does not recommend this alternative because without the reallocation of \$25.74M of Proposition C 40% from the Access Services budget to the STP-L program, local agencies will not be able to receive their unprogrammed STP-L balances.

NEXT STEPS

Staff will contact cities with unprogrammed STP-L balances and provide them with a deadline of December 31, 2026, and directions for the final one-time opportunity for Metro to fulfill their STP-L

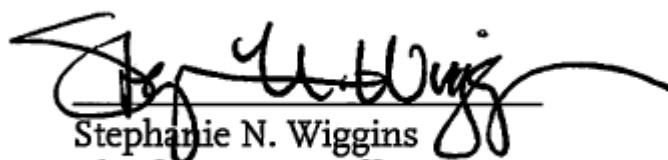
balances with local funds. Staff will also ensure that all eligible agencies in Los Angeles County are aware of future CMAQ/STBG/ funding through SCAG's Call for Nomination. The next SCAG Call for Nominations will start in the Spring of 2025, and Metro, as the County Transportation Commission, will lead the competitive call for projects for the Los Angeles County region.

ATTACHMENTS

Attachment A - Summary STP-L Balances for Agencies in Los Angeles County

Prepared by: Michael Richmai, Senior Manager, Countywide Planning & Development, (213) 922-2558
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Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A

#	AGENCY	FULFILLMENT BALANCE	SUBREGION
1	Agoura Hills	\$ -	Las Virgenes/Malibu
2	Alhambra	\$ 248,698	San Gabriel Valley
3	Arcadia	\$ 169,622	San Gabriel Valley
4	Artesia	\$ 49,177	Gateway Cities
5	Avalon	\$ 30,562	Gateway Cities
6	Azusa	\$ 151,224	San Gabriel Valley
7	Baldwin Park	\$ 215,114	San Gabriel Valley
8	Bell	\$ -	Gateway Cities
9	Bellflower	\$ 234,692	Gateway Cities
10	Bell Gardens	\$ 117,259	Gateway Cities
11	Beverly Hills	\$ 281,504	Westside
12	Bradbury	\$ 8,033	San Gabriel Valley
13	Burbank	\$ 1,446,029	Arroyo-Verdugo
14	Calabasas	\$ 69,204	Las Virgenes/Malibu
15	Carson	\$ 281,969	South Bay
16	Cerritos	\$ 146,346	Gateway Cities
17	Claremont	\$ 331,086	San Gabriel Valley
18	Commerce	\$ 36,783	Gateway Cities
19	Compton	\$ 2,964,096	Gateway Cities
20	Covina	\$ 88,976	San Gabriel Valley
21	Cudahy	\$ 67,946	Gateway Cities
22	Culver City	\$ -	Westside
23	Diamond Bar	\$ 162,985	San Gabriel Valley
24	Downey	\$ 339,952	Gateway Cities
25	Duarte	\$ 196,754	San Gabriel Valley
26	El Monte	\$ 325,096	San Gabriel Valley
27	El Segundo	\$ 214,802	South Bay
28	Gardena	\$ 182,781	South Bay
29	Glendale	\$ 1,183,526	Arroyo-Verdugo
30	Glendora	\$ 156,537	San Gabriel Valley
31	Hawaiian Gardens	\$ 124,832	Gateway Cities
32	Hawthorne	\$ 262,300	South Bay
33	Hermosa Beach	\$ 171,137	South Bay
34	Hidden Hills	\$ 15,353	Las Virgenes/Malibu
35	Huntington Park	\$ 162,830	Gateway Cities
36	Industry	\$ 3,815	San Gabriel Valley
37	Inglewood	\$ 325,046	South Bay
38	Irwindale	\$ 27,699	San Gabriel Valley
39	La Canada Flintridge	\$ 60,907	Arroyo-Verdugo
40	La Habra Heights	\$ 50,629	Gateway Cities
41	La Mirada	\$ 165,340	Gateway Cities
42	La Puente	\$ 113,822	San Gabriel Valley
43	La Verne	\$ 98,399	San Gabriel Valley
44	Lakewood	\$ 244,957	Gateway Cities
45	Lancaster	\$ 529,697	North County
46	Lawndale	\$ 94,081	South Bay

ATTACHMENT A

#	AGENCY	FULFILLMENT BALANCE	SUBREGION
47	Lomita	\$ 61,851	South Bay
48	Long Beach	\$ 1,102,418	Gateway Cities
49	Los Angeles (CITY)	\$ -	n/a
50	Los Angeles (COUNTY)	\$ 945,648	n/a
51	Lynwood	\$ 202,398	Gateway Cities
52	Malibu	\$ 32,126	Las Virgenes/Malibu
53	Manhattan Beach	\$ 1,645	South Bay
54	Maywood	\$ 75,014	Gateway Cities
55	Monrovia	\$ 114,787	San Gabriel Valley
56	Montebello	\$ 188,392	Gateway Cities
57	Monterey Park	\$ 181,512	San Gabriel Valley
58	Norwalk	\$ 1,210,672	Gateway Cities
59	Palmdale	\$ 506,958	North County
60	Palos Verdes Estates	\$ 113,830	South Bay
61	Paramount	\$ 297,669	Gateway Cities
62	Pasadena	\$ 418,646	Arroyo-Verdugo
63	Pico Rivera	\$ 186,322	Gateway Cities
64	Pomona	\$ 458,569	San Gabriel Valley
65	Rancho Palos Verdes	\$ 125,517	South Bay
66	Redondo Beach	\$ 1,747,973	South Bay
67	Rolling Hills	\$ 15,101	South Bay
68	Rolling Hills Estates	\$ 73,315	South Bay
69	Rosemead	\$ 153,186	San Gabriel Valley
70	San Dimas	\$ 104,721	San Gabriel Valley
71	San Fernando	\$ 71,778	San Fernando Valley
72	San Gabriel	\$ 117,754	San Gabriel Valley
73	San Marino	\$ 108,421	San Gabriel Valley
74	Santa Clarita	\$ 704,957	North County
75	Santa Fe Springs	\$ 56,443	Gateway Cities
76	Santa Monica	\$ 280,703	Westside
77	Sierra Madre	\$ 297,850	San Gabriel Valley
78	Signal Hill	\$ 66,572	Gateway Cities
79	South El Monte	\$ 59,823	San Gabriel Valley
80	South Gate	\$ 1,197,204	Gateway Cities
81	South Pasadena	\$ 244,843	Arroyo-Verdugo
82	Temple City	\$ 109,389	San Gabriel Valley
83	Torrance	\$ 887,289	South Bay
84	Vernon	\$ 7,433	Gateway Cities
85	Walnut	\$ 84,510	San Gabriel Valley
86	West Covina	\$ 330,249	San Gabriel Valley
87	West Hollywood	\$ 106,330	Westside
88	Westlake Village	\$ 70,945	Las Virgenes/Malibu
89	Whittier	\$ 468,169	Gateway Cities
	TOTAL	\$ 25,740,531	



COMPLETION OF SURFACE TRANSPORTATION PROGRAM-LOCAL ANNUAL APPORTIONMENTS TO LOCAL AGENCIES

Planning and Programming
Committee

April 16, 2025

File No. 2025-0235



Metro

RECOMMENDATION

Authorize:

- A. The reallocation of \$25.74 million of Proposition C discretionary funds from the Access Services (Access) budget to fulfill unprogrammed STP-L funding program balances and;
- B. The Chief Executive Officer (CEO) or their designee to execute STP-L balance fulfillment agreements with local agencies, allowing them to receive their unprogrammed STP-L balances using available non-federal Metro funds.

BACKGROUND

- Federal STBG (includes STP-L) formula funding that had previously been apportioned to agencies in Los Angeles County by population can no longer be programmed by those agencies due to the federal Corrective Action. While Metro can no longer apportion STBG to agencies, several agencies have fund balances from previous apportionments that staff proposes to fulfill with local funds.
- As a result of the Corrective Action, local agencies who had not programmed their STP-L balances in the 2023 or 2025 Federal Transportation Improvement Program (FTIP) will not be able to access those STP-L funds.
- During the outreach process for the first 2024 SCAG Corrective Action Call for Project Nominations, several agencies and subregions requested that Metro develop a process by which the STP-L balances could be fulfilled by Metro with non-federal funds.

NEXT STEPS

- Staff will contact cities with unprogrammed STP-L balances and provide them with a timeline and directions for the final one-time opportunity for Metro to fulfill their STP-L balances with local funds.
- Staff will also ensure that all eligible agencies in Los Angeles County are aware of future CMAQ/STBG/CRP funding through SCAG's Call for Nomination.



Board Report

File #: 2025-0094, File Type: Contract

Agenda Number: 11.

**CONSTRUCTION COMMITTEE
APRIL 16, 2025**

SUBJECT: LINK UNION STATION PROJECT

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. PS120069000 to Flatiron West, Inc., for Phase 1 Preconstruction Services for the Link Union Station Phase A Construction Manager/General Contractor (CM/GC) Project, in the amount of \$7,000,000, subject to the resolution of any properly submitted protest(s) if any.

ISSUE

Staff is seeking the Board’s approval to award a firm fixed price Contract No. PS120069000 to Flatiron West, Inc. for Phase 1 Construction Manager/General Contractor Preconstruction Services for the Link Union Station Phase A Project.

BACKGROUND

The Link Union Station (Link US) Project will transform how the commuter and intercity rail operates in Southern California with new run-through capability at Los Angeles Union Station (LAUS) by providing one-seat rides for Northbound and Southbound run through service, doubling the capacity of daily train movements, reducing dwell times by as much as 20 minutes, and accommodating future high-speed rail.

The Link US Project is planned to be implemented in two phases:

1. Phase A - Includes a run-through structure from the stub end of Union Station, over the 101 Freeway, and connects to the mainline tracks on the West Bank of the Los Angeles River. In the initial phase, the run-through structure will provide immediate run-through service for Metrolink and the Pacific Surfliner (LOSSAN) on two tracks that connect to Platform 3. However, the run-through structure will be built to accommodate up to nine run-through tracks for future passenger and intercity rail expansion, including California High-Speed Rail.
2. Phase B - Includes a new rail yard with four new operating platforms and up to nine-run through tracks for Metrolink, LOSSAN and California High Speed Rail, as well as a new

Passenger Tunnel.

The Link US Project Phase A will be delivered utilizing the Construction Manager/General Contractor (CM/GC) project delivery approach that was previously approved by the Board on December 5, 2019. On May 26, 2022, the Metro Board approved a Partial Preconstruction Phase Life of Project Budget (Preconstruction Budget) of \$297.818 million for the Preconstruction Work of the Link US Phase A Project consisting of remaining planning, environmental, preliminary engineering, final design, third-party work, early demolition work, real estate acquisitions, and associated soft costs.

CEQA & NEPA

Previously, under a separate funding agreement with California High-Speed Rail Authority (CHSRA), Metro received American Recovery and Reinvestment Act federal funds in 2017 for environmental and planning work for the Link US Project. The Link US Project completed California Environmental Quality Act (CEQA) environmental clearance in July 2019, and a CEQA amendment was approved in October 2021. Furthermore, the Link US Project is in the process of completing the National Environmental Policy Act (NEPA) environmental clearance with an updated forecast Summer 2025, with CHSRA as the NEPA Lead Agency.

DISCUSSION

The goal of CM/GC project delivery method is to engage a General Contractor to act as the “Construction Manager” consultant during the design process to collaborate and partner with Metro and the Architectural/Engineering (A/E) Designer offering constructability, scheduling, pricing, feedback on design options, and minimizing cost and schedule risks related to the project. The CM/GC process provides the ability to effectively integrate benefits from the early engagement of construction experts that will enable Metro to make informed decisions during the design process and provide substantive benefits to the project.

The CM/GC will deliver the Project in two distinct contract phases. Phase 1, the Preconstruction Phase, and Phase 2, the Construction Phase, as described below..

Phase 1 Preconstruction

Once the Notice to Proceed is issued, the CM/GC and Metro’s A/E Designer will work side-by-side to review constructability, undertake value engineering, conduct site investigations, assess market conditions, provide current contractor price estimates, risk assessments, and construction schedule at successive prescribed design intervals until the design is finalized. The CM/GC may also construct some Early Works Packages of Phase 2 Work during Phase 1, subject to negotiation and remaining Preconstruction Budget availability.

Throughout, and at predetermined milestones during Phase 1 Preconstruction, the CM/GC will provide Metro with Opinions of Probable Cost (OPC) for the Phase A Project, which are detailed cost estimates that will enable staff to evaluate the projected Project costs against the Project budget and make necessary adjustments to the scope or schedule. If both parties agree to a final OPC, staff will seek Board approval to award Phase 2 Construction to the CM/GC. If not, Metro will have the option to terminate the contract with the Contractor and package the design documents into a separate bid

package. This off-ramp will be available for Metro throughout Phase 1 as staff evaluates each OPC. If a final negotiated OPC is reached, staff will seek Board approval to award all of Phase 2 to the CM/GC as a Phase 2 Supplement.

Throughout Phase 1 Preconstruction negotiations, Metro will maintain the following parameters to mitigate discrepancies and to increase the likelihood of project success:

- CM/GC's Phase 2 Management Lump Sum Fee and Phase 2 Margin Percentage initially proposed, agreed, and contractually committed will be retained in all OPCs;
- CM/GC contract will set out the conditions of the price proposal for Phase 2 Construction and the information that the Contractor is required to submit;
- CM/GC contract will set out a clear governance structure for managing Phase 1 Preconstruction, including the establishment of working groups that include members from Metro, the contractor team, and any relevant third parties; and
- Process for establishing all OPC will employ transparent open-book methods and the use of independent cost estimates to validate pricing.

The CM/GC process enables the contractor and Metro to successfully negotiate a construction contract, at the appropriate level of completion of the design within the available funding. If the contractor's pricing significantly exceeds the available funding, the project delivery method provides flexibility to off-ramp the General Contractor at each design interval or any time for convenience throughout the Phase 1 Preconstruction. Therefore, if the off-ramp is exercised, Metro can benefit from the work already performed by the contractor and pivot to a different project delivery method with competitive construction pricing such as a design-bid-build. Upon Board approval, Metro's commitment to the recommended Contractor at this time would be \$7,000,000.

Phase 2 Construction

After the final design of the entire Project has been completed to an appropriate level, staff will return to the Board to request approval for the total Life of Project Budget (LOP) for Phase A. Upon Board approval of the total LOP and if the General Contractor has successfully negotiated a construction contract with Metro, then the General Contractor builds the Phase A project.

As an essential element of the Link US Phase A staff recommends the award of a CM/GC firm fixed price contract for the Link Union Station Project Phase A CM/GC for the Phase 1 - Preconstruction Services.

DETERMINATION OF SAFETY IMPACT

The Link US project is being planned and designed in accordance with Metro, Southern California Regional Rail Authority (SCRRA), California High-Speed Rail (HSR), Caltrans, and City of Los Angeles standards, as well as state and federal requirements. The recommended Board action will have no detrimental safety impact.

FINANCIAL IMPACT

In May of 2022 the Metro Board was advised of the committed funding to date and authorized a

Partial Preconstruction Phase Life of Project Budget, as listed below.

Committed Funding and Approved Partial Preconstruction Phase LOP Budget

Funding Source	Amount (\$ in millions)	Partial Preconstruction Phase LOP Budget - Approved in May 2022 (\$ in Millions)
State Proposition 1A/High Speed Rail Bonds	\$423.3	-
State Transit Intercity Rail Capital Program (TIRCP)	\$337.6	\$227.42
State Transportation Improvement Program (STIP)	\$60.8	-
Metro Measure R 3%	\$51.7	\$51.67
Other Metro Local funds	\$13.3	-
SCRRA JPA Contribution (Non-Metro)	\$40.0	-
Other HSR Funds	\$18.7	\$18.73
LOSSAN/Amtrak	\$5.0	-
Total	\$950.4	\$297.82

The award of the CM/GC Contract and the Phase 1 Preconstruction services by the CM/GC are fully funded as part of the \$297.82 Million previously approved. As of December 2024, \$120 Million of this Preconstruction Phase Budget remains. The funding sources for the Partial Preconstruction LOP Budget are not eligible to be used for Metro bus/rail operating or capital budget expenses.

Impact to Budget

Current Fiscal Year

There is no impact on the current Fiscal Year (FY25) budget as the next step in the procurement process is to award the Contract and issue a Notice to Proceed (NTP), and \$10.5 million is included in the approved FY25 budget, project 460089. The CM/GC contract will commence with Phase 1 Preconstruction, during the final quarter, April through June, of the current fiscal year. During this period, engineering, cost estimates, risk assessments, construction schedule development and constructability reviews will begin.

Multiyear Impact

Metro is currently estimating the total cost of the project to be \$1,597 Million, pending final pricing by the CM/GC Contractor during the Preconstruction Phase. The project proposes to fill the funding gap as listed below.

Plan to Fill Funding Gap (\$ in Millions)

Committed Funding	\$950.4
FRA FSP Intercity Passenger Rail Grant Application	\$200.0
CTC Solutions for Congested Corridors Grant Application	\$105.0
TIFIA Loan	\$341.4
Total Estimated Project Cost	\$1,596.8

Metro has submitted the FRA Federal State Partnership (FSP) Intercity Passenger Rail Grant Application and the CTC Solutions for Congested Corridors Grant Application in the Fall of 2024. A Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan is proposed for the final \$341.4 Million of the Funding Gap. The TIFIA Loan is proposed to be repaid by Metrolink and LOSSAN Member agencies over 30 years. CalSTA and Caltrans are coordinating an interagency discussion to develop a consensus on how the participating agencies will share the loan repayment.

Since this is a multi-year capital project, the Chief Program Management Officer and the Project Manager will be responsible for budgeting costs in future fiscal years.

EQUITY PLATFORM

The Link US Project will improve the quality of life for residents at the LAUS-adjacent William Mead Homes, the first public housing project in the City of Los Angeles constructed in the 1950s and located within a Metro Equity Focus Community. This will be accomplished with the construction of a new sound wall, designed to reduce noise externalities from existing and future increases in train operations, and a proposed quiet-zone safety improvements at the railroad crossing on N. Main Street to reduce the train horn noise in the area.

The increased rail service will make it easier for Metrolink riders to access key destinations, such as jobs, housing, and healthcare appointments, as well as provide access to the greater LA Metro public transportation system at LAUS. The Link US Project will also result in reduced train and idling timesaving as much as 5 minutes for each ride linking the counties of San Diego, Orange, Riverside, San Bernardino, Ventura, San Luis Obispo, and Santa Barbara to LAUS-and fuel savings and emission reductions. Further, it is estimated that the Link US Project will generate 4,500 jobs during construction, resulting in over 200 permanent jobs. In addition, during Early Work and Phase 2 Construction, the Project Labor Agreement (PLA) and the Construction Careers Policy (CCP) will require the CM/GC to hire 40% Targeted Local Workers, 20% Apprentice Workers, and 10% Disadvantaged Workers.

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business (MB)) and a 3% Disabled Veteran Business Enterprise (DVBE) goal, and a separate 10% Disadvantaged Business Enterprise (DBE) goal for Phase 1. The CM/GC met or exceeded the goals by making a 22.43% SB commitment, a 3.09% MB commitment, a 3.66% DVBE commitment, and a 10.37% DBE commitment for Phase 1.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

*Based on population estimates from the United States Census and VMT estimates from the highway performance monitoring system data between 2001-2019.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning and investment activities that will improve and increase rail service, thereby encouraging taking transit, including Metrolink, Amtrak, Metro Rail, High-Speed Rail, Municipal Bus Systems, and High-Speed Ridesharing.

Metro staff has conducted preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. Using data provided by LOSSAN, SCRRA, and SCAG, it is estimated that this project will result in 299,889,346 additional passenger-miles per year. This will result in annual reduction in VMT of 239,911,477 per year, or a 679,687 daily VMT reduction.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Link US project supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. The proposed run-through tracks would increase regional and intercity rail capacity, reduce train idling at LAUS, enable one-seat rides from Santa Barbara County to San Diego County through LAUS, and accommodate a new high-quality transportation option such as the High-Speed Rail in Southern California.

The project also supports Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. The proposed new passenger concourse and the new outdoor plaza (West Plaza) would improve customer experience and satisfaction by enhancing transit and retail amenities at LAUS and improving access to train platforms with new escalators and elevators.

Lastly, the project supports Strategic Goal 4: Transform LA County through regional collaboration and national leadership. The project requires close collaboration with many local, regional, state, and federal partners including the City of Los Angeles, SCRRA, LOSSAN Authority, Caltrans, CHSRA, The California State Transportation Agency (CalSTA), Federal Railroad Administration (FRA), and Amtrak.

ALTERNATIVES CONSIDERED

The Board may choose not to move forward with approval to award the contract. This is not recommended since that would lead to project delays and corresponding cost increases. Any delay may also impact Platform improvements that are scheduled to occur. Furthermore, this would also

impact timelines and cost projections that are proposed in current and future grant funding agreements with TIRCP and CHSRA.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS120069000 for the Link Union Station Project Phase A Construction Manager/General Contractor (CM/GC) contract and issue NTP.

The Project anticipates returning to the Board for a Supplemental CEQA Record of Decision, an increase in the Preconstruction Budget for any additional real estate acquisition and construction of any early works packages in Summer 2025. The Project also anticipates returning to the Board for a Construction Management Support Services Contract (CMSSC) in Summer 2025.

After completion of remaining design and successful negotiation with the CM/GC Contractor, staff will return to the Board for approval of the Life of Project Budget and award of the remaining Phase 2 Construction Work in Fall 2026.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by:

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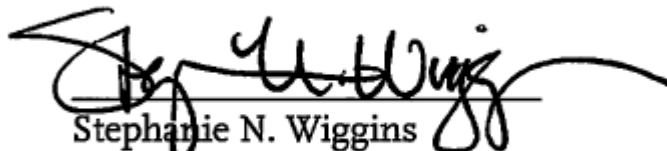
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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**LINK UNION STATION PHASE A
CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)
CONTRACT NO. PS120069000**

1.	Contract Number: PS120069000	
2.	Recommended Vendor: Flatiron West, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" 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: August 30, 2024	
	B. Advertised/Publicized: August 30, 2024	
	C. Pre-Proposal Conference: September 10, 2024	
	D. Proposals Due: October 29, 2024	
	E. Pre-Qualification Completed: February 20, 2025	
	F. Ethics Declaration Forms submitted to Ethics: October 30, 2024	
	G. Protest Period End Date: March 25, 2025 (Estimated)	
5.	Solicitations Downloaded: 174	Proposals Received: 3
6.	Contract Administrator: Robert Romanowski	Telephone Number: (213) 922-2633
7.	Project Manager: Scott McConnell	Telephone Number: (213) 922-4980

A. Procurement Background

This Board Action is to approve Contract No. PS120069000 issued in support of the Construction Manager/General Contractor (CM/GC) project delivery method for the Link Union Station Phase A CM/GC Project. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

Prior to the release of the solicitation, a hybrid in-person/virtual Metro Connect Industry Forum was conducted on February 16, 2024. The event was attended by 81 registered individuals. This event was held to inform the small business community of the upcoming Link Union Station Phase A contracting opportunities, and to promote increased small business participation.

The Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy, and the contract type is Construction Manager/General Contractor (CM/GC). The Contract is subject to the California High-Speed Rail Authority's Small Business Program Plan (HSR SB Program Plan) which includes Small Business (SB) (inclusive of Micro Business (MB)), Disabled Veteran Business Enterprise (DVBE), and race-neutral Disadvantaged Business Enterprise (DBE) goals and requirements. The

Diversity & Economic Opportunity Department (DEOD) recommended the following goals, all of which apply across the total value for Phase 1 – Pre-Construction Services:

- A SB goal of 25% (with 3% designated for MBs),
- A separate 3% DVBE goal, and
- A separate 10% DBE goal.

The SB/DVBE and DBE goals for Phase 2 Work will be established in accordance with the provisions of the contract, should Phase 2 Work proceed.

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

- Amendment No. 1, issued on October 15, 2024, added two sentences inadvertently omitted from Section 600 of the SB/DVBE/DBE Instructions to Proposers and included minor clarifications to RFP Appendices.
- Amendment No. 2, issued on October 18, 2024, revised Contract Exhibit 4, Regulatory Requirements and also revised Contract Exhibit 5, Subcontracting, to add required contract language that had been made final after the RFP was initially released.

A virtual pre-proposal conference was held on September 10, 2024, and was attended by 116 participants. Three sets of questions and responses were released before the proposal due date.

A total of 174 downloads of the RFP were recorded in the planholders' list. Three proposals were received on the due date of October 29, 2024.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of a representative from Metrolink Project Delivery and staff from Metro's Environmental Services and Regional Rail units within the Program Management Office, Program Control, and Countywide Planning & Development was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following weighted evaluation criteria:

- | | |
|-----------------------------|------------------|
| • Capability and Experience | 35 Points |
| • Project Understanding | 10 Points |
| • Project Approach | 30 Points |
| • Cultural Competency | 5 Points |
| • Price | <u>20 Points</u> |
| | 100 Points |

Several factors were considered when developing these point values, giving the greatest importance to Capability and Experience. Additionally, a criterion of 5 points was allocated for proposers to demonstrate their approach to Cultural Competency.

In addition, the price evaluation criteria consisted of the following price elements with pre-established parameters to reflect the phases of the project, designed to establish a level playing field and to arrive at one price formula that would be evaluated with the understanding that only the amount listed under Phase 1 Pre-Construction Lump Sum Fee would be used for the awarded Contract Value (subject to clarification and/or negotiations). The price elements stated in the RFP are as follows:

1. Phase 1 Pre-Construction Lump Sum Fee
2. Delay Compensation Rate (daily) for Phase 1 with an assumed estimated quantity of 120 days of Compensable Delay during Phase 1 (for evaluation purposes only)
3. Phase 2 Management Lump Sum Fee, assuming a 60-month period of performance for Phase 2 work (for evaluation purposes only)
4. Phase 2 Margin Percentage, assuming a construction cost of \$520,000,000 (for evaluation purposes only)

Of the proposals received, all three were determined to be within the competitive range and are listed below in alphabetical order:

1. Flatiron West, Inc. (Flatiron)
2. Kiewit Infrastructure West Co. (Kiewit)
3. Skanska USA Civil West (Skanska)

During December 2024 and January 2025, the PET reviewed and scored each proposal. Concurrently, DEOD staff requested and received clarifications on the HSR SB Program Plan forms from all Proposers. On January 15, 2025, the PET met and received Oral Presentations from the three Proposers. The Proposers' project managers and key team members were asked to present each team's capability and experience, and their understanding and approach to completing the Project. Each team was asked questions regarding their previous experience working with multiple stakeholders, minimizing impacts, and commitment to partnering with Metro to ensure the success of the Project. Following oral presentations, the PET completed consensus scoring.

Qualifications Summary of Firms within the Competitive Range

Flatiron West, Inc. (Flatiron)

Flatiron West, Inc. (Flatiron) effectively demonstrated extensive experience with similar projects and proposed a highly qualified team with a strong background in

public transportation, and viaduct construction. Flatiron’s proposal articulated a comprehensive understanding of the project and their approach to performing the Phase 1 work. Their proposal achieved the top scores across four of the five evaluation criteria, including the highest in Capability and Experience. Flatiron took no exceptions to the terms and conditions of the CM/GC Contract. Furthermore, Flatiron’s proposal contained two innovative features:

- Flatiron included their foundation subcontractor on their Phase 1 team, instead of waiting until after award and submittal of the Subcontractor Bidding and Selection Plan to start to identify a foundation subcontractor; and
- Flatiron included an environmental specialist as value added to their Phase 1 personnel, to acknowledge and assist with the sensitivities of adjacent and interfacing Projects.

Flatiron scored the highest in both the technical and price proposal evaluations.

Skanska USA Civil West (Skanska)

Skanska’s Proposal demonstrated strong qualifications and experience in their proposal, supported by a highly capable team and a clear understanding of the project requirements. The Proposal presented a solid approach to executing similar projects.

Kiewit Infrastructure West Co. (Kiewit)

Kiewit presented a qualified team with an acceptable understanding of the project’s scope and a reasonable approach to the project. Their proposed cost was the highest among the three proposers. This, combined with the lowest technical proposal evaluation, placed Kiewit’s proposal score lowest in the competitive range.

After a thorough evaluation review of proposals and the oral presentations, the PET’s recommendation in the order of ranking is shown in the table below:

1	Proposer Name	Average Score	Factor Weight	Weighted Average Score	Rank
2	Flatiron				
3	Capability and Experience	90.20	35%	31.57	
4	Project Understanding	90.60	10%	9.06	
5	Project Approach	80.92	30%	24.28	
6	Cultural Competency	68.00	5%	3.40	
7	Price	100.00	20%	20.00	
8	Total		100%	88.31	1

9	Skanska				
10	Capability and Experience	85.24	35%	29.83	
11	Project Understanding	83.00	10%	8.30	
12	Project Approach	75.80	30%	22.74	
13	Cultural Competency	71.00	5%	3.55	
14	Price	84.40	20%	16.88	
15	Total		100%	81.30	2
16	Kiewit				
17	Capability and Experience	76.31	35%	26.71	
18	Project Understanding	72.00	10%	7.20	
19	Project Approach	61.55	30%	18.47	
20	Cultural Competency	66.30	5%	3.32	
21	Price	78.20	20%	15.64	
22	Total		100%	71.34	3

C. Cost/Price Analysis

The recommended Phase 1 Lump Sum Fee and Delay Compensation Rate, and Phase 2 Management Lump Sum Fee and Margin Percentage have all been determined to be fair and reasonable based upon review of an Independent Cost Estimate (ICE), cost analysis, technical evaluation, additional fact finding, and negotiations with the highest ranked Proposer.

Proposer Name	Proposed Amount	Metro ICE	Award Amount
Flatiron West, Inc.	\$7,042,000 (Phase 1 Lump Sum Fee)	\$10,868,000 (Phase 1 Lump Sum Fee)	\$7,000,000 (Phase 1 Lump Sum Fee)
	\$10,000/day (Phase 1 Delay Compensation Rate)	A Minimum of \$10,00/day (Phase 1 Delay Compensation Rate)	\$10,000/day (Phase 1 Delay Compensation Rate)
	\$245,876/month (Phase 2 Management Lump Sum Fee)	A Range of \$160,000 - \$450,000 per month	\$245,876/month (Phase 2 Management Lump Sum Fee)

	8% (Phase 2 Margin Percentage)	A Range of 8% -12% (Phase 2 Margin Percentage)	8% (Phase 2 Margin Percentage)
Skanska	\$9,061,258 (Phase 1 Lump Sum Fee)		
	\$10,000/day (Phase 1 Delay Compensation Rate)		
	\$336,955/month (Phase 2 Management Lump Sum Fee)		
	8.5% (Phase 2 Margin Percentage)		
Kiewit	\$10,300,000 (Phase 1 Lump Sum Fee)		
	\$10,000/day (Phase 1 Delay Compensation Rate)		
	\$339,400/month (Phase 2 Management Lump Sum Fee)		
	9% (Phase 2 Margin Percentage)		

The price evaluation criteria included in the RFP consisted of price elements with pre-established parameters to reflect the phases of the project. All price proposals received were determined to be within the pre-established parameters.

The final recommended Phase 1 Lump Sum Fee is lower than Metro's ICE due to the following factors:

- The ICE was initially developed with several full-time key personnel allocated to support the Phase 1 effort, in contrast, Flatiron's proposal incorporated part-time staff to support Phase 1 and the associated scope of work, which is considered reasonable.

- Flatiron and their Subcontractors proposed lower overhead rates compared to those included in Metro's ICE.

Staff successfully negotiated a reduction in the Phase 1 Lump Sum Fee for a cost savings of \$42,000.

D. Background on Recommended Contractor

Flatiron West, Inc. (Flatiron)

Flatiron West, Inc. (Flatiron) is based in Chino, California and has 75 years of experience in delivering complex civil and transit projects. Flatiron has worked on 745 projects in California since 1991. Of these, 138 are located in the Los Angeles area, including the current G-Line Bus Rapid Transit Improvements and I-105 Express Lanes projects.

Flatiron has demonstrated expertise in the alternative project delivery method of CM/GC and brings innovative solutions to build a successful project.

DEOD SUMMARY

LINK UNION STATION PHASE A
 CONSTRUCTION MANAGER/GENERAL CONTRACTOR (CM/GC)
 CONTRACT NO. PS120069000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 25% Small Business (with 3% designated for Micro Business) and a 3% Disabled Veteran Business Enterprise goal, and a separate 10% Disadvantaged Business Enterprise goal for Phase 1 of this California High-Speed Rail Authority (“CHSRA”) funded procurement. As a condition of funding, Metro was required to implement the CHSRA’s Small Business Program, which includes Small Business (SB), Micro Business (MB), Disabled Veteran Business (DVBE), and Disadvantaged Business Enterprise (DBE) firms.

Flatiron West, Inc. met or exceeded the goals by making a 22.43% SB commitment, a 3.09% MB commitment, a 3.66% DVBE commitment, and a 10.37% DBE commitment for Phase 1.

Small Business Goals	25% SB (including 3% MB) 3% DVBE 10% DBE	Small Business Commitment	22.43% SB 3.09% MB 3.66% DVBE 10.37%DBE
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	SB Subcontractors	% Committed
1.	Chambers Group, Inc.	3.83%
2.	JLM Staffing Solutions dba JLM Strategic Talent Partners	10.88%
3.	Morgner Construction Management	7.72%
	Total SB Commitment	22.43%

	MB Subcontractors	% Committed
1.	Modern Times, Inc.	3.09%
	Total MB Commitment	3.09%

	DVBE Subcontractors	% Committed
1.	Fryman Management, Inc.	3.66%
	Total DVBE Commitment	3.66%

	DBE Subcontractors	Ethnicity	% Committed
1.	Costin Public Outreach Group, Inc.	Non-Minority Female	1.40%
2.	QN Management Solutions, Inc.	Asian Pacific American Female	5.94%
3.	Steiner Consulting, Inc.	Non-Minority Female	3.03%
Total DBE Commitment			10.37%

Phase 2

The SB/DVBE and DBE goals for Phase 2 Work will be established in accordance with the provisions of the contract. Flatiron West, Inc. will be required to meet or exceed the goals at the time of submission of its Phase 2 Work Price Proposal.

B. Local Small Business Enterprise (LSBE) Preference:

LSBE preference is not applicable to this California High-Speed Rail Authority (“CHSRA”) funded procurement.

C. Engagement Outreach Plan (EOP) and Communications Plan

Proposers were required to submit a Small Business Engagement Outreach Plan (EOP) as part of its proposal, evidencing how it will engage and outreach to the small and disadvantaged business community on contracting opportunities for all phases of the contract work. Flatiron West, Inc. met the requirement.

D. Contracting Outreach and Mentoring Plan (COMP)

The Contractor Outreach and Mentoring Plan (COMP) is not applicable to Phase 1. However, Flatiron West, Inc. will be required to mentor SB, DVBE, and DBE firm(s) in connection with the Phase 2 Work (including Early Works Packages) in accordance with the COMP requirements established by Metro pursuant to the provisions of the Contract.

E. Living Wage and Service Contract Worker Retention Policy Applicability

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

F. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to Phase 1 and Phase 2 of this project, including all Early Work Packages. DEOD will 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).

G. Project Labor Agreement/Construction Careers Policy (PLA/CCP)

PLA/CCP is not applicable on Phase 1- Pre-construction/design portion of the contract wherein construction work is very limited. However, PLA/CCP is applicable on Phase 2-Construction portion of this contract to include all Early Work Packages that have contract value more than \$2.5 million and above.



**LINK US Phase A
Construction Manager/General Contractor (CM/GC)
Contract Award**

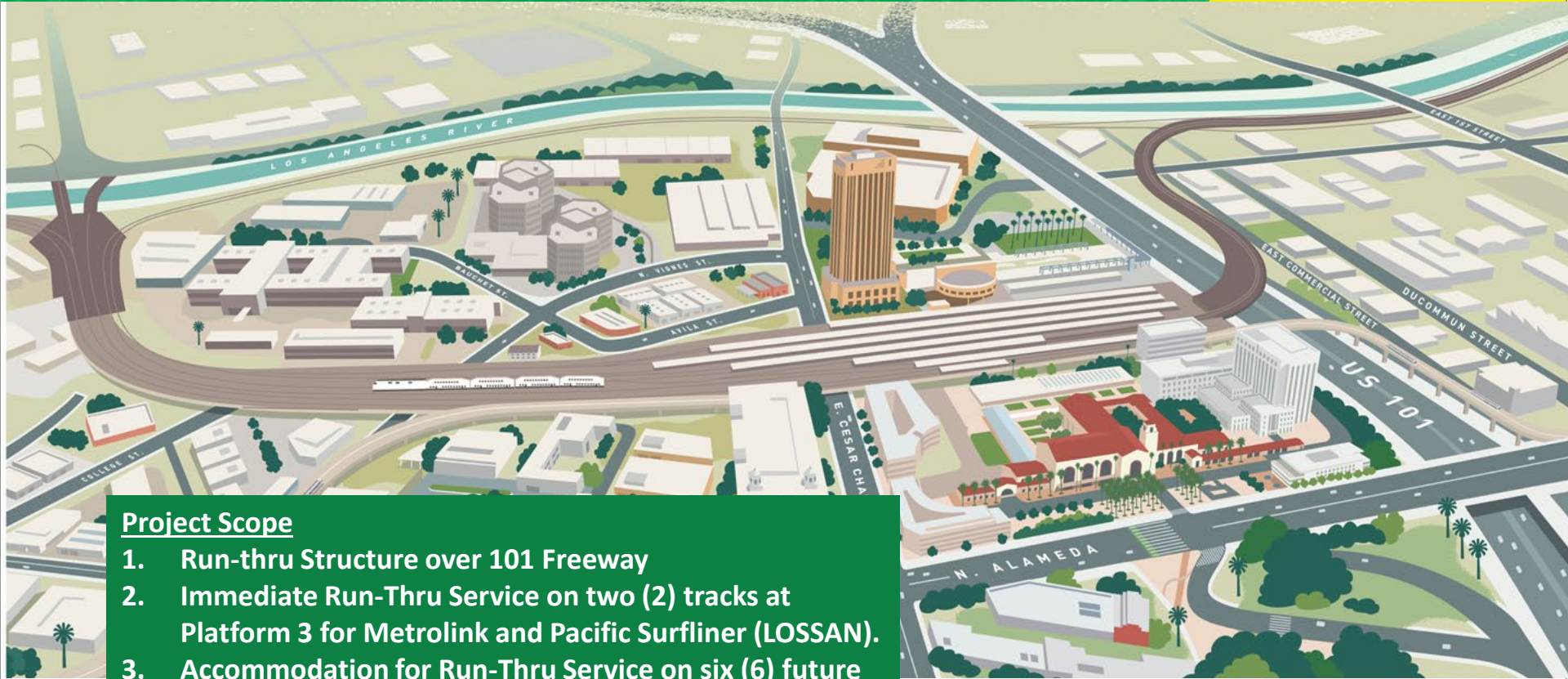


RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

AWARD a firm fixed price Contract No. PS120069000 to Flatiron West, Inc., for Phase 1 Preconstruction Services for the Link Union Station Phase A Construction Manager/General Contractor (CM/GC) Project, in the amount of \$7,000,000, subject to the resolution of any properly submitted protest(s) if any.

Link US – Phase A



Project Scope

1. Run-thru Structure over 101 Freeway
2. Immediate Run-Thru Service on two (2) tracks at Platform 3 for Metrolink and Pacific Surfliner (LOSSAN).
3. Accommodation for Run-Thru Service on six (6) future tracks for Metrolink, Pacific Surfliner (LOSSAN), and California High Speed Rail (CAHSR).



Phase 1 - Preconstruction Services

- Constructability Review
- Value Engineering
- Risk Assessments
- Scheduling
- Estimating and Pricing for Early Works
- Estimating and Pricing for Main Construction

To be performed within the Preconstruction Budget Approved in May 2022

Phase 2 - Construction

- Early Works
- Main Construction

To be performed after future Metro Board Action(s)



Procurement Summary

Proposer Name	Weighted Average Score	Flatiron	Skanska	Kiewit
Capability and Experience	35	31.57	29.83	26.71
Project Understanding	10	9.06	8.30	7.20
Project Approach	30	24.28	22.74	18.47
Cultural Competency	5	3.40	3.55	3.32
Price	20	20.00	16.88	15.64
Total	100	88.31	81.30	71.34
Phase 1 Lump Sum Fee		\$7,042,000	\$9,061,258	\$10,300,000
Phase 1 Delay Compensation Rate (Daily)		\$10,000	\$10,000	\$10,000
Phase 2 Management Lump Sum Fee (Monthly)		\$245,876	\$336,955	\$339,400
Phase 2 Margin Percentage		8%	8.5%	9%



CA High Speed Rail Authority and Metro Small Business Programs

This Contract is subject to California High Speed Rail Authority's Small Business Program Plan (HSR SB Program Plan).

Based on that plan, Metro's DEOD established the following goals for the Contract, all of which apply across the total value for Phase 1 – Pre-Construction Services:

- A Small Business (SB) goal of 25% (with 3% designated for Micro Business (MBs))
- A separate 3% Disabled Veteran Business Enterprise (DVBE) goal, and
- A separate 10% Disadvantaged Business Enterprise (DBE) goal.

Flatiron met or exceeded the goals in the RFP by making Phase 1 commitments in its Proposal of:

- 22.43% SB,
- 3.09% MB,
- 3.66% DVBE, and
- 10.37% DBE.

The SB/DVBE and DBE goals for Phase 2 Work will be established in accordance with the provisions of the contract, should Phase 2 Work proceed.



Project Funding - Preconstruction

- In May of 2022, the Metro Board Authorized a Preconstruction Budget of \$297.82 Million for Preconstruction Services using committed funding.
- The recommended award of \$7,000,000 for CM/GC Preconstruction Services is within the Authorized Budget.

Next Steps

- Execute Contract No. PS120069000 for the Link Union Station Project Phase A Construction Manager/General Contractor (CM/GC) contract and issue NTP.
- Return to Board for a Supplemental CEQA Record of Decision in Summer 2025.
- Return to Board for an increase in the Preconstruction Budget for any additional real estate acquisitions related to the environmental clearance of the Malabar Yard and construction of any early works packages in Summer 2025.
- Return to Board for a Construction Management Support Services Contract (CMSSC) in Summer 2025.
- After completion of remaining design and successful negotiation with the CM/GC Contractor, staff will return to the Board for approval of the Life of Project Budget and award of the remaining Phase 2 Construction Work in Fall 2026.



THANK YOU



Board Report

File #: 2025-0112, File Type: Agreement

Agenda Number: 17.

FINANCE, BUDGET AND AUDIT COMMITTEE APRIL 17, 2025

**SUBJECT: LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR
VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING**

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) or their designee, to execute a 45 year license agreement commencing May 1, 2025, with the City of Santa Clarita (“City”) for a portion of real property located on parcel numbered (APN) 2864-003-901 (“Property”) depicted in Attachment A, for a one-time administrative fee of \$1,500 (“License”).

ISSUE

The City of Santa Clarita is developing the Via Princessa Park project (“Project”), which will provide recreational amenities, enhance transit accessibility, and improve environmental sustainability. The City is requesting a 45-year license for a pedestrian and restricted vehicle crossing under Metro-owned right of way. Board approval is required as the term exceeds the CEO’s five-year limit.

BACKGROUND

LACMTA acquired the Property in 1991 from Southern Pacific Transportation Company (“SPTC”) as part of the Saugus and Ventura Right of Way. The Metro-owned right of way is currently operated by Southern California Regional Rail Authority (“Metrolink”) providing commuter train services to the region. Metrolink’s Via Princessa Station (“Station”) parking lot is owned by the City of Santa Clarita and serves commuter train patrons daily.

DISCUSSION

The Via Princessa Park project is a transformative investment that will provide much-needed recreational amenities, enhanced transit accessibility, and improved environmental sustainability for the City of Santa Clarita. Spanning 34 acres of primarily vacant, city-owned land, the Project will introduce multi-purpose sports fields, pickleball courts, playgrounds, walking paths, shaded gathering spaces, and public art installations, while integrating a regional stormwater infiltration facility to support water conservation and sustainability efforts.

The city-owned Metrolink Station parking lot, originally built as an emergency response to the 1994 Northridge Earthquake, will also undergo significant upgrades to support increased demand and enhance user experience. These improvements include expanding capacity to 424 spaces from 395, adding electric vehicle (EV) charging stations, upgrading lighting and landscaping, and reconfiguring circulation patterns for improved ingress and egress. The Project incorporates a regional stormwater infiltration facility to support long-term environmental sustainability.

Beyond infrastructure improvements, the Project will provide essential recreational opportunities for Santa Clarita's growing population. The park's multi-purpose fields, playgrounds, and open spaces will support community health, youth sports, and outdoor activities, fostering a stronger and more connected community. These amenities will particularly benefit disadvantaged and underserved communities in the surrounding area, ensuring equitable access to high-quality outdoor spaces that promote health and community engagement.

A key component of the Project is the construction of a grade-separated pedestrian and restricted vehicle undercrossing to replace the existing at-grade crossing at the Via Princessa Metrolink Station. This safety enhancement will provide a secure and efficient connection between the station's parking lot and the new park, eliminating conflicts between pedestrians and train operations while improving transit safety and accessibility.

Given the scale and permanence of the Project's infrastructure, a long-term license is necessary to ensure the City's ability to construct, operate, and maintain the undercrossing and associated improvements over their full lifespan. The 45-year term reflects the significant investment required for this major development and provides long-term certainty for both Metro and the City, ensuring the continued operation and public benefit of these improvements.

This Project aligns with Metro's strategic goals by enhancing pedestrian safety, improving transit connectivity, and advancing sustainability efforts. Through a collaborative partnership with the City of Santa Clarita, Metro is supporting a transformative investment that strengthens community infrastructure while fostering a more connected and environmentally resilient region.

DETERMINATION OF SAFETY IMPACT

This Board action will not have a direct impact on safety standards for Metro, but will be a safety enhancement for Metrolink employees and customers.

FINANCIAL IMPACT

There is no adverse financial impact. All proposed improvements to the Metro property will be at the sole cost and expense of the City.

Impact to Budget

This agreement will generate a one-time revenue of \$1,500.00 license fee.

EQUITY PLATFORM

The Project is designed to provide equitable access to recreational amenities, environmental benefits, and improved transportation safety for all residents, particularly those in disadvantaged and underserved communities. The Project site is located within a state-designated disadvantaged community, with the adjacent Cordova Estates mobile home community classified as severely disadvantaged. By developing this park, Metro and the City of Santa Clarita are ensuring that residents of all income levels have access to safe, high-quality outdoor spaces, sports fields, and community facilities that promote health, wellness, and social connectivity.

The new Metrolink undercrossing is a critical safety and accessibility improvement, particularly for transit-dependent residents who rely on public transportation. By eliminating the at-grade pedestrian crossing, the Project enhances safe and efficient transit access, benefiting those without personal vehicles and making it easier for residents to connect to jobs, education, and essential services.

Additionally, the park's stormwater infiltration system and environmental restoration efforts will provide long-term sustainability benefits that improve water quality, flood management, and climate resilience-critical factors in historically underserved areas.

By integrating recreational, environmental, and transit-focused improvements, the Project directly supports Metro's commitment to equity, ensuring that all communities, especially those with historically limited access to public investments, receive the same level of infrastructure, safety, and sustainability enhancements.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it supports administrative activities related to the transit-oriented communities and the development of open space near transit. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goals #3 Enhance communities and lives through mobility and access to opportunity; #4 Transform LA County through regional collaboration and national leadership; and #5 Provide responsive, accountable, and trustworthy governance within the

Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the license agreement; however, this is not recommended. The Via Princessa Park project relies on the underpass for safe and efficient access and denying the license could significantly impact Project development and pedestrian safety at the Metrolink station.

Without the undercrossing, pedestrians would continue using the existing at-grade crossing, increasing safety risks due to train and vehicle interactions. Additionally, rejecting the license could delay or prevent planned transit, parking, and traffic circulation improvements, negatively affecting both commuters and park visitors.

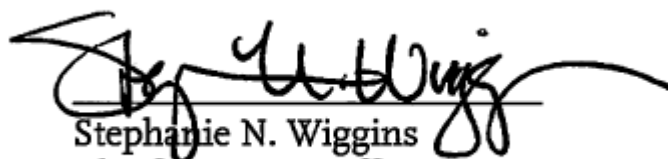
NEXT STEPS

Upon approval by the Metro Board of Directors, the License will be finalized and executed by the CEO or their designee after approval as to form by County Counsel.

ATTACHMENTS

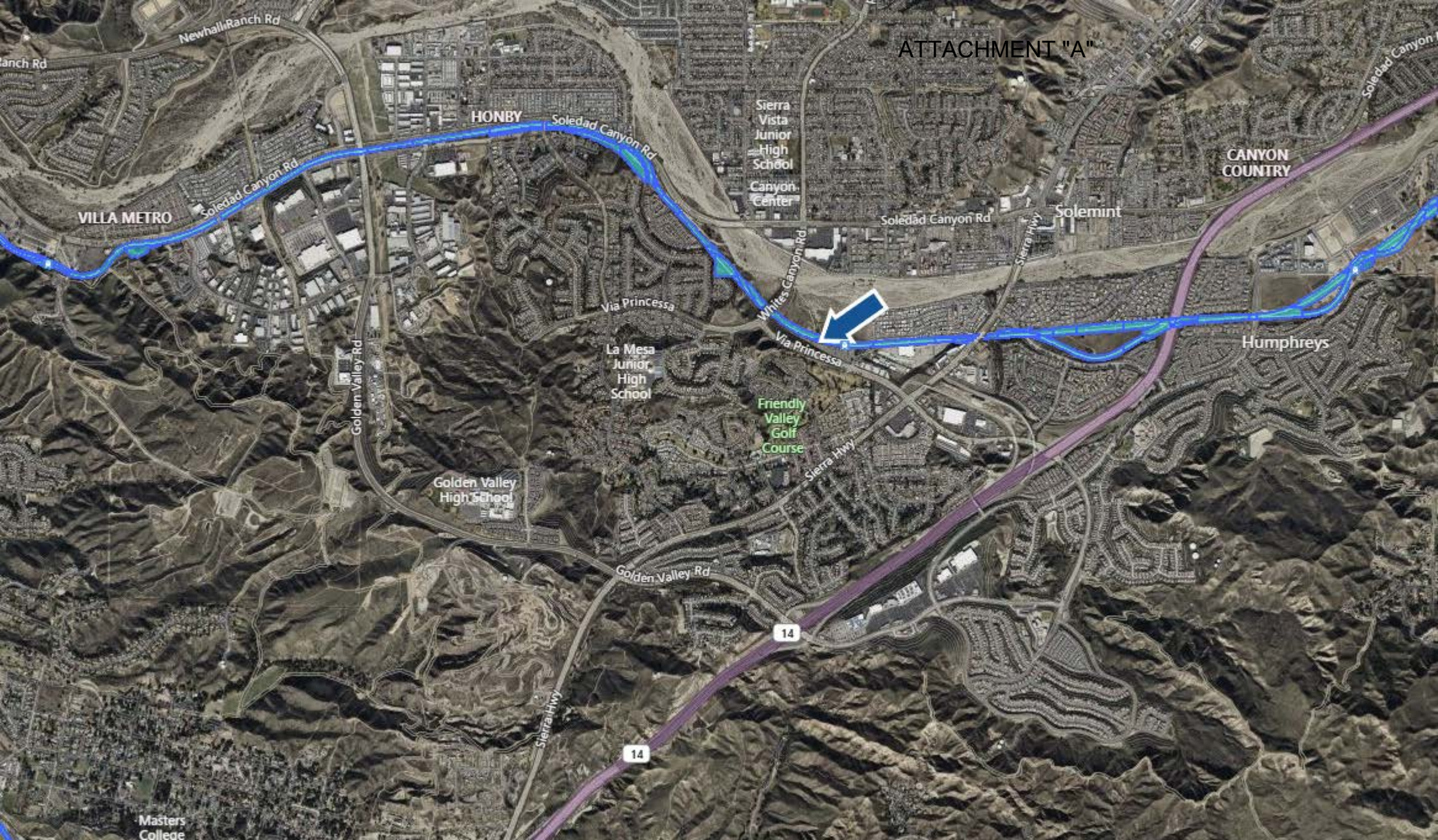
Attachment A - Property Location

Prepared by: Aaron Demirci, Manager, Transportation Planning, Real Estate (213) 922-2427
Diane Dominguez, Senior Director, Real Property Management and Development, (213) 922-5253
Holly Rockwell, Senior Executive Officer, Countywide Planning and Development, (213) 547-4325
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322
Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT "A"



VILLA METRO

HONBY

Sierra Vista Junior High School
Canyon Center

CANYON COUNTRY

Solemint

Humphreys

La Mesa Junior High School

Friendly Valley Golf Course

Golden Valley High School

Masters College

14

14



Via Princessa Project Site / Parcel

Metro ROW

Underpass Location

Via Princessa
Metrolink Station

Santa Clarita City owned parking lot

Weyerhaeuser
Santa Clarita
Distribution
Center



**LICENSE AGREEMENT WITH THE CITY OF SANTA
CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN
AND VEHICLE UNDERCROSSING**

AGENDA ITEM #2025-0112

LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Recommendation:

AUTHORIZE the Chief Executive Officer (CEO) or their designee, to execute a 45 year license agreement commencing upon May 1, 2025, with the City of Santa Clarita (“City”) for a portion of real property located on parcel numbered (APN) 2864-003-901 (“Property”) for a one-time administrative fee of \$1,500 (“License”).

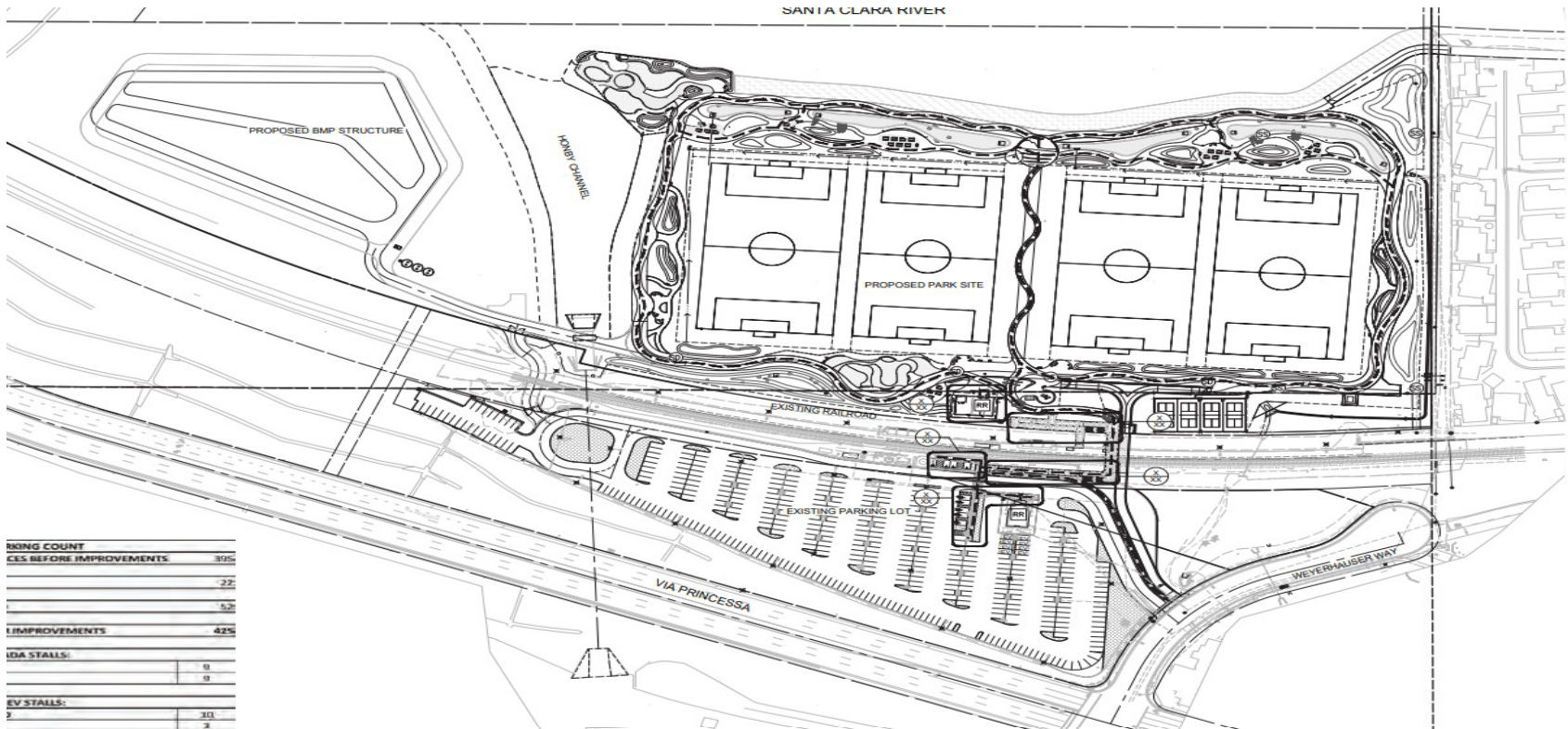
LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Property Location



LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Proposed Santa Clarita City Project



LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Proposed Santa Clarita City Project Rendering



LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

Next Steps:

Upon guidance and approval by the Metro Board of Directors, the License will be finalized and executed by the CEO or their designee after approval as to form by County Counsel. The City of Santa Clarita City Council has approved a motion that has delegated authority to the City Manager to immediately execute the necessary license agreement, upon approval of the Metro board.



Thank you



Metro

**Board Report**

File #: 2025-0190, **File Type:** Program**Agenda Number:** 18.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
APRIL 17, 2025****SUBJECT: PROPERTY INSURANCE PROGRAM****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of \$11 million for the 12-month period of May 10, 2025, through May 10, 2026.

ISSUE

The All-Risk Property and Boiler and Machinery insurance policies expire on May 10, 2025.

BACKGROUND

Metro's insurance broker, USI Insurance Services ("USI"), is responsible for marketing the property insurance program to qualified insurance carriers. In this challenging hard market, quotes are currently being received from, and negotiations are ongoing with, carriers that have acceptable A.M. Best ratings that are indicative of acceptable financial soundness and ability to pay claims. Premium indications are based on current market expectations. Final pricing, however, is not yet available as USI continues to broker the most competitive pricing for Metro.

Metro established the Excess Commercial Property Insurance program to protect against insured losses. Each year, Risk Management collaborates with USI to prepare for the upcoming marketing process, secure the data required to approach underwriters, and obtain the most competitive coverage and premium available.

Initial discussions begin in the first quarter of the fiscal year through an evaluation of market conditions to determine the availability of coverage and what premium levels are indicated. Once established, an annual stewardship meeting is conducted in September to review what data will be required, including new infrastructure, such as rolling stock (bus, rail, and non-revenue vehicles), real property (buildings and facilities), business personal property (equipment, furniture), and newly completed projects. Risk Management obtains status data, including targeted completion dates of various projects, to provide an accurate account of the agency's present and future property exposures.

Risk Management compiles updated information, including projected revenues, payroll, property valuations, and property distribution, as needed. Once internal data is collected, it is forwarded to USI for presentation to the domestic insurance marketplace and international markets in London, Bermuda, and European markets. Due to timing requirements, USI approaches underwriters in January to ensure that data is current. Initial indications of interest and costs generally become apparent in late March.

USI provides a not-to-exceed number that serves two functions. First, it establishes an amount that Risk Management can use to approach the CEO and Board for approval to bind the new program, mitigating a potential gap in insurance coverage. Second, it allows our broker ample time to continue negotiating with underwriters to ensure Metro secures the most competitive pricing.

DISCUSSION

Property insurance protects against losses to structures, fleets, and improvements, which are valued at approximately \$22 billion, up from last year's \$19.6 billion. The increase in total insured value is primarily due to general replacement cost growth and the revaluation of both heavy and light rail vehicles. In addition, Metro will receive the D Line Subway Extension Project - Section 1, Rail to Rail Active Transportation Corridor Project - Segment A, Airport Metro Connector (AMC), and the Foothill Extension Phase 2B to Pomona scheduled to open this year. All projects have been fully incorporated into the overall statement of values for the agency. The inclusion ensures that no gaps in protection occur during the transition to revenue operations. Property insurance is also required through contractual obligation, including lease/leaseback agreements involving several of Metro's operating assets.

USI marketed the property program to qualified insurance carriers to obtain property insurance pricing with Probable Maximum Loss (PML) coverage limits at a minimum of \$650 million. Property insurance program quotations are currently being received from carriers with acceptable A.M. Best ratings. Final pricing is pending, and the quotes, including contingencies for unanticipated adjustments, serve as a not-to-exceed cost before policy binding.

The current property program includes an All-Risk deductible of \$1,000,000 with no earthquake coverage and a flood deductible of 5% per location, subject to a \$1,000,000 minimum. USI continues negotiations with carriers regarding deductible limits and selected Metro assets, including rolling stock, non-revenue vehicles, and potential flooding in subway tunnels. Under the current program, if a loss exceeds the deductible, All-Risk coverage is provided up to \$650 million per occurrence for losses except for flood related damages that are covered up to \$150 million (tsunami and tunnels are covered up to \$50 million with a \$1,000,000 deductible). Therefore, authority for the upcoming property renewal program is requested to continue negotiations with carriers for a minimum of \$650 million in coverage limits and a not-to-exceed deductible of \$1 million. Attachment A shows the renewal program structure outline within the requested parameters. The not-to-exceed premium price includes a contingency for premium adjustments, taxes, and fees due to ongoing negotiations with insurance carriers. Attachment B further supports program selection through the removal of a 15% margin clause. Previous inclusion of the margin required Metro to participate monetarily in claims at certain thresholds. The margin removal ensures that the insurance carriers will be fully responsible to

defend on behalf of the agency once the self-insurance retention (SIR) is met.

Metro has not purchased earthquake coverage in previous years. In the event of a major disaster, we believe funding would be available through federal and state sources to restore public transportation in Southern California. The lack of earthquake coverage is consistent with decisions made by other large local government agencies.

The Terrorism Risk Insurance Act (TRIA) provides government support by providing mechanisms for spreading losses across policyholders. In the past, we rejected this coverage because of the high likelihood of federal and state funding to restore transportation services due to a serious terrorism incident. We will continue to reject terrorism coverage at the present time.

The current and recommended renewal programs for insurance are layered structures. Several insurance carriers participate in the program, each contributing a portion of coverage that maintains a diversified portfolio of carriers. Continuous monitoring through internal methods and updates provided by USI ensures that all carriers maintain financial ratings indicated by financial reporting agencies and as determined by A.M. Best.

In January, February, and March 2025, USI contacted multiple domestic and international insurance providers to present Metro's property risks and supplemental data. USI provided an overview of the Metro transit system during discussions with the underwriters, including its extensive security infrastructure, fire protection, loss control, and minimal risk of flood exposures.

The Metro property program continues to be well received by insurers due to its favorable loss history, newer construction, and State of Good Repair programs. USI presented the submission to incumbent and new insurers to create competition in the insurance marketplace and for additional capacity. Incumbent carriers were maintained but at some reduced participation, requiring additional carriers to be added to the program because of Metro's large values. Due to the continuing hard market, Metro's estimated renewal rate and premium are expected to increase, but not as significantly as in past years.

The major factors driving the rate increase include major interruptions experienced by the market. Capital (and therefore capacity) has either been exhausted or withdrawn from the market with little new capital added.

Commercial property insurance rates continue to show significant growth over several quarters. The influence of climate change on natural catastrophes, supply chain challenges, and inflation are working concurrently to push rates higher. Programs historically written by a single insurer moved to shared and layered program structures in which multiple participants provide capacity. London and Bermuda insurers took on more prominent positions in programs where admitted markets vacated or reduced capacity. While recent fires have caused catastrophic losses in Southern California, these losses are not anticipated to adversely affect the current renewal cycle as the transportation sector was not adversely impacted.

Carriers are looking to return their portfolios to profit, which has led to continuing universal rate increases even for insureds that are claims-free. Insurers are instituting more restrictive terms along

with premium increases and higher deductibles. Carriers are rating on the potential for loss (regardless of good loss history). With Metro's increased valuations on buildings, facilities, buses, and rail cars, insurance carriers are rating on the potential for total loss estimates. Although most of Metro's property is not in official flood zones, heavy rain activity over the past few years, including recent floods and mudslides, has shown Los Angeles prone to more flood and water damage than officially mapped, which is a growing concern to underwriters.

Metro has historically enjoyed some of the lowest rates among transit systems and remains an attractive client. Unfortunately, the sector is not held in the same regard it was just a few years ago, and carriers continue to reduce their appetite for transit risks. This year's renewal is again challenging, but Metro's favorable insurability, loss record, and ability to take full advantage of USI's marketing efforts in a demanding market environment places Metro at an advantage over other transit agencies in the country.

DETERMINATION OF SAFETY IMPACT

Approval of this procurement positively impacts the safety of Metro's patrons and employees. Property insurance carriers will perform certain facility inspections to mitigate potential risks or hazards and provide an overall risk assessment of Metro's assets as they underwrite the program. In addition, carriers may provide best-practice guidance to enhance Metro's risk profile.

FINANCIAL IMPACT

The funding for two months of \$1,833,334 for this action is included in the FY25 Budget in cost center 0531, Risk Management - Non Departmental Costs, under projects 100001 - General Overhead, 300022 - Rail Operations - Blue Line, 300033 - Rail Operations - Green Line, 300044 - Rail Operations - Red Line, 300055 - Gold Line, 300066 - Expo Line, 301012 - Metro Orange Line, 306001 - Operations Transportation, 306002 - Operations Maintenance, 320011 - Union Station, and 610061 - Owned Property in account 50601 (Ins Prem For Phys Damage).

The remaining ten months of premiums of \$9,166,667 are included in the FY26 Preliminary Budget under the same cost centers, projects and account listed above. Additional funds required to cover premium costs beyond FY26 budgeted amounts will be addressed by fund reallocations during the year.

Impact to Budget

The source of funding for this action will come from federal, state and local funding sources that are eligible for bus and rail operations.

EQUITY PLATFORM

The insurance policies cover all Metro-owned property, stations, tunnels, bridges, rolling stock fleet, right of ways, facilities, and buildings that provide transportation service and benefits to Metro riders. Metro's property insurance program ensures that its facilities, rolling stock fleet, and infrastructure, which serve all riders, are covered by insurance policies in the event of a major loss or damage. This

action has no specific anticipated equity benefit or harm.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides property coverage for Metro's assets. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the agency's overall function, it is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #5, which is to "Provide responsive, accountable, and trustworthy governance within the LA Metro organization." The responsible administration of Metro's risk management programs includes using insurance to mitigate large financial risks resulting from damage to or loss of Metro property.

ALTERNATIVES CONSIDERED

Attachment B summarizes the current program and the recommended renewal program. Based on the history of favorable renewal and losses, Risk Management recommends continuing the current insurance program as the most cost-effective and prudent one. A proposal for earthquake coverage was not included and is not recommended because the high cost of the earthquake premium does not justify the benefit of the coverage.

NEXT STEPS

Upon Board approval of this action, staff will advise USI to proceed with the placement

ATTACHMENTS

Attachment A - Recommended Program Pricing and Carriers

Attachment B - Alternatives Considered

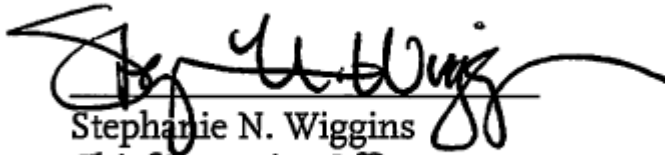
Prepared by:

William Douglas, Senior Manager, Risk Financing, (213) 922-2105

Claudia Castillo del Muro, Executive Officer, Risk Management, (213) 922-4158

Reviewed by:

Kenneth Hernandez, Interim Chief Transit Safety Officer, (213) 922-2990



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT B

ALTERNATIVES CONSIDERED

	Current Program	Recommended Program
Total Insured Values	\$19,672,735,643	\$22,020,311,924
Deductibles	Up to \$1,000,000 All Risk / 5% of location per unit value for Flood *	Up to \$1,000,000 All Risk / 5% of location per unit value for Flood *
15% Margin Clause	Included	Removed
All Risk Limits	\$650 Million	Min. \$650 Million
Flood Limits	\$150 Million	\$150 Million
Earthquake Limits	None	None
Terrorism	None	None
Total not to Exceed or Actual Premium	\$9,439,126**	\$11,000,000**

*\$50 million limit on tsunami/flood in tunnels with \$1,000,000 deductibles.
\$25 million limit for flood in special flood hazard areas.

**Not to exceed amounts, subject to no losses until expiring.

Chubb Higher Limit Options:

- USD 100,000,000 xs USD 650,000,000 xs underlying deductibles/retentions @ USD 250,000

Non-TRIA Terrorism Quote:

TIV: \$22,020,311,924

Loss Limit: \$250M

Deductible: \$250k deductible

Premium: \$200,000

Option To Include NCBR - \$50M Limit

Deductible: \$250,000

Premium: \$525,000



Property Insurance Program Renewal

Finance, Budget, and Audit Committee

April 17, 2025

File ID #2025-0190



Metro

Property Insurance Program Renewal

Recommendation:

AUTHORIZE the Chief Executive Officer to negotiate and purchase All Risk Property and Boiler and Machinery insurance policies for all Metro properties at a not-to-exceed premium of \$11 million for the 12-month period of May 10, 2025, through May 10, 2026.

Property Insurance Program Renewal

Background:

- Metro established the Excess Commercial Property Insurance program to protect against insured losses. Each year, Risk Management collaborates with our insurance broker (USI) to prepare for the upcoming marketing process, secure the data required to approach underwriters, and obtain the most competitive coverage and premium available.
- USI provides a not-to-exceed number that serves two functions. First, it establishes an amount that Risk Management can use to approach the CEO and Board for approval to bind the new program, mitigating a potential gap in insurance coverage. Second, it allows our broker ample time to continue negotiating with underwriters to ensure Metro secures the most competitive pricing.



Property Insurance Program Renewal

Discussion:

- In January, February, and March 2025, USI contacted multiple domestic and international insurance providers to present Metro's property risks and supplemental data. USI provided an overview of the Metro transit system during discussions with the underwriters, including its extensive security infrastructure, fire protection, loss control, and minimal risk of flood exposures.
- The Metro property program continues to be well received by insurers due to its favorable loss history, newer construction, and State of Good Repair programs.
- Metro has historically enjoyed some of the lowest rates among transit systems and remains an attractive client. This year's renewal is challenging due to continued rate increases, but Metro's favorable insurability, loss record, and ability to take full advantage of the marketing efforts of our broker in a demanding market environment places Metro at an advantage over other transit agencies in the country.



Property Insurance Program Renewal

Proposed Coverage:

- USI marketed the property program to qualified insurance carriers to obtain property insurance pricing for the current total insured value of \$22 billion with a Probable Maximum Loss (PML) coverage limits at a minimum of \$650 million.
- Property insurance program quotations are currently being received from carriers with acceptable A.M. Best ratings. Final pricing is pending, and the quotes, including contingencies for unanticipated adjustments, serve to support the not-to-exceed cost before policy binding.



Thank you.



Metro®



Board Report

File #: 2025-0063, File Type: Plan

Agenda Number: 21.

EXECUTIVE MANAGEMENT COMMITTEE APRIL 17, 2025

SUBJECT: FY2026 COMMITTEE AND BOARD MEETING CALENDAR

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the FY2026 Committee and Board Meeting Calendar (Attachment A).

ISSUE

Staff have prepared the Committee and Board meeting schedule for FY2026 to maintain a regular meeting schedule and improve the ability of the agency, external stakeholders, and the public to plan for upcoming actions needed by the Board of Directors.

BACKGROUND

Per the Los Angeles County Metropolitan Transportation Authority Administrative Code Section 2-01-020, regular Board Meetings are scheduled for the fourth Thursday of the month, and Committees are scheduled for the week prior. Metro's Board Rules and Procedures dictate that August is an annual recess month. For FY2026, an exception to this schedule occurs in December 2025.

In accordance with the Brown Act, Special Board Meetings can be scheduled, and the agenda for any Special Meeting can be posted 24 hours before the meeting date. Additionally, items not on a posted agenda that either constitute an emergency or a matter that came to the attention of the agency after posting of the agenda and need immediate action may be considered at a regular meeting under conditions outlined in the Act. Also, an emergency meeting may be held, in conformance with requirements under the Act, in the event of a crippling activity, work stoppage, or other activity which severely impairs public health, safety, or both.

DISCUSSION

The FY2026 Committee and Board Meeting Calendar (Attachment A) improves the ability of the agency, external stakeholders, and the public to plan for upcoming actions needed by the Board of Directors. The meeting dates on the Calendar were selected with consideration of government and religious holidays throughout FY2026 and were scheduled to prevent possible conflicts when necessary.

Working with Board leadership, the following determinations have been made for FY2026, with changes bolded below:

- **Ad Hoc 2028 Olympic and Paralympic Games Committee - 09/17/25, 01/14/26, 04/15/26 or as needed at 9:30 a.m., *time change***
- **Construction Committee - 3rd Wednesday at 11:00 a.m., *time change***
- **Planning and Programming Committee - 3rd Wednesday at 1:00 p.m., *time change***
 - Please note that Wednesday Committees may fall on the 2nd or 3rd Wednesday, depending on what day of the week the month begins. They are scheduled for the week before the Regular Board Meeting unless otherwise noted on the meeting schedule (Attachment A).
- Finance, Budget, and Audit Committee - 3rd Thursday at 10:00 a.m., *no change*
- Executive Management Committee - 3rd Thursday at 11:00 a.m., *no change*
- Operations, Safety, and Customer Experience Committee - 3rd Thursday at 1:00 p.m., *no change*
- Regular Board Meeting - 4th Thursday at 10:00 a.m., *no change*

Considerations

Per the Board Rules and Procedures, August will be a recess month, and no Committees or Board Meetings will be held.

November's Committees will occur during their regular pattern, on November 19 and 20, with the Regular Board Meeting occurring on December 4 to accommodate the Thanksgiving Holiday.

EQUITY PLATFORM

The calendar improves agency transparency with the public by setting the Board Meeting schedule for the fiscal year in advance. It will be used to plan contract approvals, hold public hearings, and schedule other major items for Board consideration. Providing this calendar to the public improves the public's ability to engage with the Board on these crucial items.

Once approved, the calendar will be posted on boardagendas.metro.net and shared with our external stakeholders and internal Metro staff.

Boardagendas.metro.net utilizes Google Translate, enabling the site to be translated into 110 different languages. It has been tested to ensure screen readers and other accessibility tools are compatible in compliance with international legislation and standards for web accessibility.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides transparency and information about the upcoming meeting schedule for Metro's Board and its Committees. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The report supports strategic plan goal #5 to provide responsive, accountable, and trustworthy governance within the Metro organization. By formally adopting a Committee and Board meeting calendar for FY2026, internal and external stakeholders can mitigate any conflicts in their schedules far in advance.

NEXT STEPS


Upon receiving and filing, the calendar will be posted on boardagendas.metro.net and shared with our external stakeholders and internal Metro staff.

ATTACHMENTS

Attachment A - FY2026 Board Meeting Calendar

Prepared by: Collette Langston, Board Clerk, (213) 922-2837

Reviewed by: Collette Langston, Board Clerk, (213) 922-2837



Collette Langston, Board Clerk

FY2026 Committee & Board Meeting Calendar

July 2025						
S	M	T	W	TH	F	S
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6	7	8	9	10	11	12
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September 2025						
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IMPORTANT DATES AND HOLIDAYS
July 4: Independence Day
September 1: Labor Day
September 22-24: Rosh Hashanah
October 2: Yom Kippur
October 6-13: Sukkot
November 11: Veterans Day
November 27: Thanksgiving Day
November 28: HQ Offices Closed
December 14-22: Hanukkah
December 25: Christmas
December 26-January 1: Kwanzaa
January 1: New Year's Day
January 19: Martin Luther King Jr. Day
February 16: Presidents' Day
March 31: Cesar Chavez Day
April 3: Good Friday
April 5: Easter
April 1-9: Passover
May 25: Memorial Day
May 21-23: Shavuot
June 19: Juneteenth

November 2025						
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April 2026						
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June 2026						
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- Ad Hoc 2028 Olympic and Paralympic Games Committee* - 9:30 a.m.
- *09/17/25, 01/14/26, & 04/15/26 or as needed
- Planning & Programming Committee - 11:00 a.m.
- Construction Committee - 1:00 p.m.
- Finance, Budget, & Audit Committee - 10:00 a.m.
- Executive Management Committee - 11:00 a.m.
- Operations, Safety, and Customer Experience Committee - 1:00 p.m.

- Board of Directors Meeting - 10:00 a.m.
- Metro HQ Offices Closed

FY2026 Committee & Board Calendar



Metro

Executive Management Committee
April 17, 2025

FY2026 CALENDAR

FY2026 Committee & Board Meeting Calendar

July 2025						
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August 2025						
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September 2025						
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October 2025						
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November 2025						
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January 2026						
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February 2026						
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March 2026						
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June 2026						
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May 25: Memorial Day
May 21-23: Shavuot
June 19: Juneteenth

- Ad Hoc 2028 Olympic and Paralympic Games Committee* - 9:30 a.m.
*09/17/25, 01/14/26, & 04/15/26 or as needed
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Construction Committee - 1:00 p.m.
- Finance, Budget, & Audit Committee - 10:00 a.m.
Executive Management Committee - 11:00 a.m.
Operations, Safety, and Customer Experience Committee - 1:00 p.m.
- Board of Directors Meeting - 10:00 a.m.
- Metro HQ Offices Closed

ADOPTED: TBD

CHANGES and DETAILS – Wednesday Committees

- Ad Hoc 2028 Olympic and Paralympic Games Committee – 10/23/24, 1/15/25, 4/16/25 or as needed at 9:30 a.m., ***time change***
- Construction Committee – 3rd Wednesday at 11:00 a.m., ***time change***
- Planning & Programming Committee – 3rd Wednesday at 1:00 p.m., ***time change***

Please note that Wednesday Committees may fall on the 2nd or 3rd Wednesday depending on what day of the week the month begins. They are scheduled for the week before the Board Meetings unless otherwise noted on the meeting schedule.

CHANGES and DETAILS – Thursday Committees

- Finance, Budget, and Audit Committee – 3rd Thursday at 10:00 a.m., *no change*
- Executive Management Committee – 3rd Thursday at 11:00 a.m., *no change*
- Operations, Safety, and Customer Experience Committee – 3rd Thursday at 1:00 p.m., *no change*

CONSIDERATIONS

Per the Board Rules and Procedures, August will be a recess month, and no Committees or Board Meetings held.

November's Committees will occur during their regular pattern, on November 19 and 20, with the Regular Board Meeting occurring on December 4 to accommodate the Thanksgiving Holiday.

RECOMMENDATION and NEXT STEPS

We ask the Board to RECEIVE and FILE the FY2026 Committee and Board Meeting Calendar.

Once received and filed, the calendar will be posted on boardagendas.metro.net and shared with our external stakeholders and internal Metro staff.

Thank You!



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**Board Report**

File #: 2025-0131, **File Type:** Budget**Agenda Number:** 24.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 17, 2025****SUBJECT: METRO TRANSIT OPERATIONS DOWNTOWN HUB****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

ESTABLISH a Life-of-Project (LOP) budget of \$102.0 million for the Metro Transit Operations Downtown Hub, a coordinated relocation and expansion of several existing Metro offices and training locations to one or more new locations in the downtown Los Angeles area.

ISSUE

Metro's ongoing construction efforts for transit system expansion continue to deliver on Measure M's promises, with seven major Transit Infrastructure Development (TID) projects slated to open by 2028. This directly increases space needs for several Metro departments due to FTE growth and staff displacements from multiple existing Metro office space locations.

In addition, Metro Rail training is currently decentralized, and training takes place at multiple locations throughout Metro's service area. This presents challenges for employees, as the required training modules are held in separate locations up to 20 miles apart. Establishing a centralized Metro Rail Training Center would result in efficiency improvements, reduction of travel time during training, and the ability to complete all required training in a single location.

To address these immediate and future needs concurrently, and to support the long-term operations of the transit system we are building, staff seeks Board approval of a Life-of-Project Budget for the Metro Transit Operations Downtown Hub. Project activities will include acquiring and developing one or more properties in downtown Los Angeles, relocation, and facility improvement costs.

BACKGROUND

Several ongoing agency initiatives are driving an immediate and significant increase in space needs due to the displacement of staff from existing work sites and continuing progress on delivering Metro's Transportation Infrastructure Development (TID) program.

- Displacement of staff due to Rail and Bus Operations Control (ROC/BOC) construction
- Displacement of staff due to Division 20 expansion required to support the additional rail

- vehicles required for revenue service on PLE 1, 2, and 3
- Changes in Program Management space needs due to new construction projects (Division 20 expansion) and project closeouts (PLE 1)

In addition, Metro Rail's regulatory requirements to conduct annual training of personnel working in and around the rail network and infrastructure are currently decentralized. Safety training, wayside worker protection (WWP), and job-specific skills training are spread across LA County at several locations. This practice negatively impacts effectiveness and productivity, as some training locations are over 20 miles apart. Training is required for all disciplines that perform their duties to operate, maintain, and secure the rail system and includes employees from all labor unions:

- Train Operators (SMART)
- Rail Transit Operations Supervisors (AFSCME)
- CCTV Observers (TCU)
- Right-of-Way Maintenance personnel - Traction Power, Track, Signals, Rail Communications, Facilities Maintenance, Custodians (ATU)
- Rail Fleet Services personnel - Technicians, Service Attendants (ATU)
- Rail Management (Non-Contract)
- Metro Transit Security (Teamsters)

DISCUSSION

Displacement of Staff Due to ROC/BOC Construction

The new Rail Operations Control and Bus Operations Control (ROC/BOC) facility project, which addresses long-term needs for Metro Transit Operations, is currently in the preliminary engineering phase. Metro's current ROC facility, located at Willowbrook/Rosa Parks Station along the A Line, has limited space and can only accommodate system expansion through the opening of the East San Fernando Valley (ESFV) project. All Measure M projects with subsequent opening dates, including the Southeast Gateway Line, require a new ROC as the existing ROC will be at capacity. Furthermore, co-locating the ROC and BOC in the same facility allows for better coordination between bus and rail operations, particularly as new Bus Rapid Transit (BRT) projects come online. The new ROC/BOC facility will be built to support expanded Metro Transit Operations through 2070 and is a critical piece of delivering the vision of Measure M.

This facility is planned to be located at the existing Division 10 site on Mission Street in downtown LA, a Metro-owned property with close proximity to the existing fiber communications infrastructure required for ROC/BOC operations. The geographic location of the site within LA County is ideal for safety and security: Division 10 has a favorable threat assessment due to the lot being below grade and surrounded by Mission Street, the Metrolink right-of-way, and the I-5 and I-10 freeways. Furthermore, entry to Division 10 is limited to Mission Street on the north via two controlled-access driveways, further enhancing security controls. The chosen site for the ROC/BOC is secure, centrally located, and within close proximity to Metro Headquarters at the Gateway building.

Based on early architectural studies for the project site, Maintenance of Way (MOW) staff must be

relocated from Division 10 to accommodate the new ROC/BOC. The current project schedule requires relocation of Maintenance of Way (MOW) staff by 2027, before ROC/BOC begins construction activities. The prioritization of relocating MOW staff from Division 10 has been an important topic in Early Intervention Team (EIT) discussions, serving as a clear example of Metro's commitment to advancing early actions that will minimize future project risks and impacts.

The relocation of the displaced staff from Division 10 is critical to current and future Metro Rail Operations, as this site represents the systemwide headquarters for two MOW sub-departments: Rail Communications and the Track Department. Rail Communications is responsible for various systems and technologies for transmitting information and controlling operations systemwide for Metro Rail, ensuring safe and efficient train movement. Meanwhile, the Track Department is responsible for the daily maintenance of all Metro Rail tracks and equipment.

The current facility is approximately 20,000 square feet, with an additional 24,000 square feet of the parking lot used for parts storage. Currently, 75 Rail Communications staff and 12 Track Department staff are assigned to the Division 10 facility. Due to the TID project openings planned for 2025 through 2028, MOW anticipates adding 21 staff to this location in FY26, plus up to an estimated 31 additional staff in FY27 and FY28 to support expansion through the Olympics. Including these expansion employees, there are a total of 139 staff to be displaced from the Division 10 MOW facility by 2027.

Displacement of Staff Due to Division 20 Expansion

To accommodate the increased number of heavy rail vehicles required for the operation of all three segments of the Purple Line Extension (PLE), Operations is developing plans to expand the maintenance shop at Division 20. This project is in the early phases, with an engineering task order currently in progress. To free up space for the shop's expansion, 40 custodial staff and supervisors must be relocated.

Furthermore, the Division 20 expansion is a multiyear project, with staffing needs that will fluctuate along with project milestones. To support this construction project, office space is needed for an estimated 10 FTEs in the Program Management Office (PMO), plus up to 8 working spaces for consultant support. The estimated total space needed for the custodial and PMO groups is 10,000 square feet.

Displacement of Program Management Staff from PLE Field Offices

The PLE 1 Project plans for a Revenue Service Date (RSD) in Fall 2025, resulting in a reduced construction staff need at the Integrated Project Management Office (IPMO). The IPMO is a 15,000-square-foot leased office space located at 5055 Wilshire Boulevard, and the current lease extension expires December 31, 2025. Closeout activities will occur after the RSD, requiring continued staff presence at a substantially reduced footprint. However, renewal of the current office space is not preferred, as staffing needs will be reduced to positions related to project closeout and final coordination with Operations. The estimated need for the PLE 1 staff at closeout is 2,000 square feet for 5 to 8 employees.

Metro Rail Training Center

Creating a Metro Rail Training Center allows the training for various departments, union positions, and crafts to be held in one location rather than at three distinct Rail Divisions across LA County. A combined training center would allow employees to receive safety, wayside worker protection (WWP), and job-specific skills training in a single location. There are currently 6 instructors assigned to training Metro Rail staff at Rail Divisions.

Metro also leases space in the service area for MOW Training, MOW Engineering, Transit Vehicle Engineering, and Transit Operations staff. Job specific training for Signal Inspectors and Traction Power Inspectors include 5 instructors, 4 classrooms and computer labs, and a shared instruction office assigned to support TID project openings through 2025.

The centralized training location would result in improved efficiency in scheduling personnel for required annual and skills training, and the proximity of different training modules would encourage better coordination between rail departments, providing cohesive skills enhancement training that benefits all personnel. Furthermore, a new Metro Rail training facility provides a valuable opportunity to develop enhanced facilities for hands-on training. For example, MOW does not have training facilities where they can practice replacing ties, replacing fasteners, or welding tracks, and therefore staff must learn in the field while working on the active right-of-way. The Metro Rail Training Center would include dedicated training tracks that allow personnel to practice and demonstrate skills on real equipment in an environment that simulates the real-world operating conditions of trains, tracks, power systems, switches, overhead catenary systems, and cables with no impacts to active rights-of-way.

Existing Metro training locations have been considered for placement of the Metro Rail Training Center. For example, the Metro Training & Innovation Center is currently developing a new 15,000 square foot training facility adjacent to the SEED School of Los Angeles County's South LA campus. While this property has the physical capacity to accommodate the Metro Rail Training Center, its geographical location near the 110 freeway and Manchester Boulevard lacks proximity to Metro Rail infrastructure required for job-specific skills training. This location is not preferred for the establishment of a centralized Metro Rail Training Center, due to significant challenges in accessing track, overhead catenary systems, power systems, and heavy maintenance equipment in close proximity to the classroom setting.

Due to regulatory requirements, initial training and periodic retraining are required for all employees who work directly on Metro Rail, including Transportation, Traction Power, Track, Signals, Rail Communications, and Rail Fleet Services staff across all five labor unions. Currently, over 1,700 employees receive initial training or retraining from Metro Rail trainers. A centralized Metro Rail Training Facility would have far-reaching benefits for trainers and employees, furthering Metro's mission of putting people first and providing the best possible service to our customers.

Other Metro Operations departments that share the leased MOW training space include MOW Engineering, an Operations subdepartment that manages power systems and other rail infrastructure. This department has 17 Engineers and 17 Consultants assigned to the facility. Due to ongoing Metro Rail expansion, 6 additional staff will be added in the near term. Transit Vehicle

Engineering, the leading technical support team for all bus and rail vehicles operated by Metro, has 12 staff members assigned to the leased facility. This department provides world-class engineering expertise supporting the bus and rail fleets' State of Good Repair through the development of technical documentation, failure investigations, reliability-centered maintenance, asset configuration control, and research/development. Lastly, 32 Transportation Operations Supervisors (TOS) are assigned to the MOW training facility.

Continuing to lease space for these groups require rental payments in perpetuity, and thus total costs would eventually exceed the cost of property acquisition. This approach would also be subject to rent increases imposed by the property owner, making space costs unpredictable over the long term. Therefore, relocation to a Metro-owned property is preferred to extending current lease agreement. The space need is approximately 40,000 square feet and to support a total of 89 staff and consultants.

Coordinated Solution: Metro Operations Downtown Hub

To coordinate the solutions to the staff displacements and increased space needs described above, Metro staff proposes co-location of all groups in one or more shared facilities. By consolidating multiple locations and terminating leases in favor of property acquisition, Metro seeks to improve financial and operational efficiencies. Furthermore, coalescing office space for engineering staff, frontline staff, and training facilities will allow for quicker communication and better facilitate the exchange of ideas.

The total estimated space needed for the groups listed above is approximately 72,000 square feet, and the new facility or facilities would serve 300 Metro employees and consultants. Furthermore, the new Metro Rail Training Center would serve the initial and ongoing annual training of over 1,700 employees from all five labor unions.

Staff requests Board approval to establish an LOP budget of \$102M for the Metro Operations Downtown Hub, which includes the acquisition of one or more properties in the downtown Los Angeles area, relocation costs, and facility improvement costs.

DETERMINATION OF SAFETY IMPACT

This Board action will not have any negative impact on established safety standards.

FINANCIAL IMPACT

This action will establish a \$102,000,000 LOP budget for the Metro Transit Operations Downtown Hub. This will allow Metro to evaluate available properties and pursue negotiations, with the acquisition planned by the end of FY26. Since this is a multi-year project, the Project Manager, Cost Center Manager, Chief Financial Officer, and Chief Executive Officer will ensure the funds are budgeted in future fiscal years.

Impact to Budget

The proposed sources of funds for this action are Local Proposition A 35%, Measure R 2% Rail System Improvements, and Measure M 2% State of Good Repair. Proposition A 35% is eligible for rail operations. The use of these funding sources currently maximizes funding allocations given approved funding provisions and guidelines. Additional Federal, State, and Local funding will be pursued as opportunities become available.

No budget amendment is required for FY25. The FY26 proposed budget, currently under development, includes \$16.2M in funding within project number 290013.

EQUITY PLATFORM

Establishing the Metro Operations Downtown Hub will directly benefit all 300 positions to be assigned to the new facility or facilities, as well as over 1,700 Metro Rail personnel who will complete required initial and ongoing/annual training at the Metro Rail Training Center. This enhanced facility dedicated to hands-on centralized safety training is critical to protecting Metro Rail personnel from workplace-related injuries and ensures the continued safety of Metro Rail Passengers, furthering Metro's mission to put people first. Based on demographic information collected during onboarding, impacted Metro staff are 91% people of color.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. All Board items are assessed for their potential impact on VMT to ensure continued progress.

As part of these ongoing efforts, this item is expected to contribute to further VMT reductions.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as the relocation and expansion of Operations and Program Management staff is required to deliver Measure M projects through 2070. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic goals:

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

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

The project's purpose is to relocate Metro staff displaced from their current offices due to TID projects required for ongoing Measure M and Measure R expansion, such as the new ROC/BOC facility to support transit operations through 2070 and the upcoming revenue service operations of all three segments of the Purple Line Extension (PLE). The new transit services provided will offer additional mobility options, improving the trip experience for Metro bus and rail riders systemwide.

ALTERNATIVES CONSIDERED

One alternative is to defer or delay the relocation of the various displaced Metro departments. However, doing so would significantly impact ongoing Measure M expansions, such as all three PLE segments and the new ROC/BOC facility to support Metro Transit Operations through 2070. Prioritizing the relocation of Operations-critical staff demonstrates proactive planning that will minimize future risks and costs, allowing Metro to realize long-term benefits from early engagement efforts.

An additional alternative is to maintain the current model of decentralized Metro Rail Training, in which required training modules take place in separate locations up to 20 miles apart. This is not preferred, as the improved efficiency of enhanced centralized training and better interdepartmental coordination would not be realized.

Another alternative is to expand leased space for permanent ongoing requirements that would result in making payments in perpetuity and thus expenses would eventually exceed acquisition costs in the long term. This option is also not preferred, as the property acquisition will meet a permanent and continuous space requirement for future Metro Operations. Therefore, property acquisition is preferred over long-term leasing as the most financially sound path forward.

NEXT STEPS

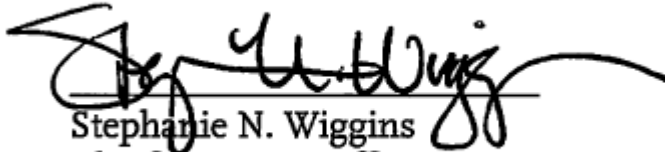
Following the Board's approval of the LOP budget, real estate activities will commence to identify, negotiate, and acquire one or more properties near downtown Los Angeles that are suitable for co-locating Metro Operations and Program Management staff, including compliance with CEQA under Section 15601(b)(3).

ATTACHMENTS

Attachment A - Metro Transit Operations Downtown Hub Summary

Prepared by: Koreyne Clarke, Director, Financial & Administrative Management Services (213) 922-2801
George Williamson, Deputy Executive Officer, Administration (213) 922-7443
Quintin Sumabat, Executive Officer, Operations Administration (213) 922-4922

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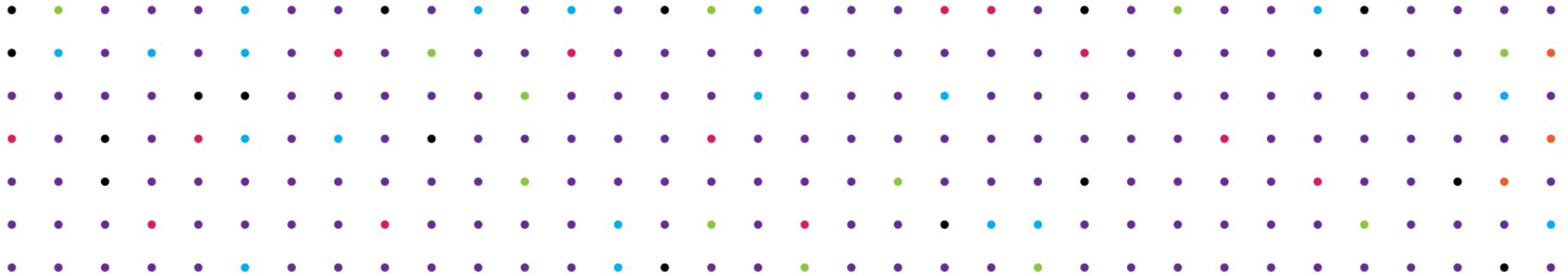
Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Metro Transit Operations Downtown Hub Summary

CURRENT			Staff Assigned to New Facility (FTEs + Consultants)	Unions Assigned to / Trained at Facility	Reason for Displacement / Co-Location
Location	Department	Square Footage			
Division 10	Rail Communications Track Department	18,000	139	AFSCME ATU	Project plan for construction of ROC/BOC requires relocation of MOW staff by 2027
Division 20	Facilities Maintenance Rail - Training	10,000	58	AFSCME TCU	Required Division 20 expansion due to PLE and establish centralized Metro Rail Training Center
Division 16 Division 21	Rail - Training	2,000	6	AFSCME ATU SMART TCU Teamsters	Establish centralized Metro Rail Training Center - represents net space need when combined with existing training facilities and staff at various locations
Multiple Locations	Maintenance of Way Transit Vehicle Engineering Transit Operations Rail - Training	40,000	89	AFSCME ATU	Establish centralized Metro Rail Training Center - location serves permanent staffing needs for operations of expanding system - relocate all staff from leased space to Metro-owned property
PLE 1 IPMO	Program Management	2,000	8	NC	Lease agreement expires on December 31, 2025
Total		72,000	300		

METRO OPERATIONS DOWNTOWN HUB

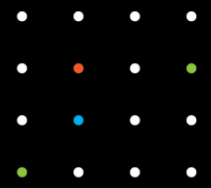


RECOMMENDATION



ESTABLISH a Life-of-Project (LOP) budget of \$102.0 million for the Metro Transit Operations Downtown Hub, a coordinated relocation and expansion of several existing Metro offices and training locations to one or more new locations in the downtown Los Angeles area.

ISSUE – DISPLACEMENTS AND INCREASED SPACE NEEDS



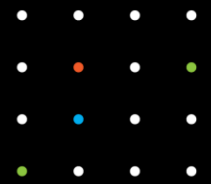
Metro’s ongoing construction efforts for transit system expansion expects seven major Measure M project openings by 2028, directly resulting in increased space needs due to FTE growth and displacements of staff

- Displacement of staff from Division 10 due to Rail and Bus Operations Control (ROC/BOC) Construction
- Displacement of staff due to Division 20 expansion – required to accommodate HRVs for PLE 1, 2, and 3
- Changes in Program Management space needs due to new projects (Division 20 expansion) and project closeouts (PLE 1)
- Relocate Maintenance of Way (MOW), Engineering, and Operations staff from various leased spaces to a Metro-owned property
 - More financially sustainable than leasing in the long-term: staff at this location serves a permanent need for operations of expanding system



Metro

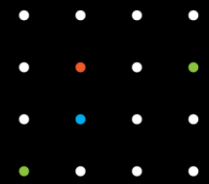
ISSUE – METRO RAIL TRAINING IS DECENTRALIZED



- Regulatory requirements for initial onboarding and mandatory annual training of all personnel working on Metro Rail
 - Ongoing training impacts: 1,700+ employees representing all 5 labor unions
- Metro Rail training is decentralized, with safety training, wayside worker protection training, and job-specific skills training taking place at multiple locations up to 20mi apart (Div 16, Div 20, Div 21)
 - Negatively impacts effectiveness and productivity
 - High demand on travel time during training
- Creating a Metro Rail Training Center improves efficiency
 - Better coordination between departments → cohesive skills advancement
 - Dedicated equipment for training that simulates real-world conditions of trains, tracks, power systems, overhead catenary systems, and cables



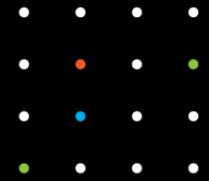
DISCUSSION – COORDINATED SOLUTION



To coordinate solutions to the staff displacements, increased space needs, and creation of a Metro Rail Training Center, Metro staff proposes co-location of all groups in one or more shared facilities

- Acquisition is more financially sound than leasing – departments in these locations represent a permanent/continuous space need for Transit Ops
 - Leasing requires rental payments in perpetuity
 - Total lease costs would exceed property acquisition in the long-term
- Quicker communication and better coordination between engineering staff, frontline staff, and Metro Rail trainers and trainees
- Improves financial and operational efficiencies
- Targeting Downtown LA region for proximity to USG, ESOC, and the new ROC/BOC at Division 10

METRO OPERATIONS DOWNTOWN HUB



Measure M Transit Capital projects through 2070
New BOC/ROC at Division 10 to support ESFV and beyond

Relocate MOW from D10 prior to ROC/BOC groundbreaking

Relocate Custodial staff due to Division 20 Maintenance Shop Expansion required for PLE 1, 2, 3

Establish Metro Rail Training Center

PLE1 IPMO lease expires December 31, 2025

Additional FTEs due to ongoing TID construction

Relocation of multiple subdepartments to Metro-owned property

PROPOSED SOLUTION: Co-locate staff in one or more shared facilities in the DTLA area
\$102M LOP for acquisition/development of property, relocation costs, facility improvement costs



PUTTING PEOPLE FIRST: Metro Operations Downtown Hub would co-locate 300 Metro employees and centralize training for over 1,700 Metro Rail trainees



Board Report

File #: 2025-0142, File Type: Contract

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER SERVICE COMMITTEE APRIL 17, 2025

SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT

ACTION: AWARD CONTRACTS

RECOMMENDATIONS

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS125899000 to Airport Van Rental, Inc. (AVR) and PS125899001 to Enterprise Rent-a-Car Company of Los Angeles (Enterprise), in the Not-to-Exceed (NTE) amount of \$57,188,760 for the six-year base period and \$27,234,168 for the first, two-year option, and \$30,741,000 for the second, two-year option, for a combined NTE amount of \$115,163,928, effective July 1, 2025, subject to the resolution of properly submitted protest(s) if any; and
- B. EXECUTING individual contract modifications within the Board approved contract modification authority.

ISSUE

The current Metro Vanpool Program vehicle supplier bench contracts will expire on June 30, 2025. There are approximately 800 Metro vanpools currently in operation serving over 4,500 users/participants. To ensure the continued operation of these vanpools, new bench contracts are needed.

BACKGROUND

Metro launched the Metro Vanpool Program in May 2007, adding vanpools as a 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 and Vehicle Miles Traveled (VMT) while improving air quality throughout Southern California. This program allows riders to commute long distances for work using vanpools, such as inter-county commuters who may lack transit options or other mobility alternatives. As a result, this program produces an annual VMT reduction of over 50

million miles based on the number of participants and the length of their collective vanpool miles traveled.

The current bench contract was awarded in 2018 for a base of two years and three one-year options. In September 2024, the Board authorized the modification of the contracts to allow for the completion of this procurement. This resulted in extending the contracts to June 30, 2025, and the addition of funds to support the extension.

DISCUSSION

The Metro Vanpool bench contracts were established to offer commuters multiple options to secure leased vehicle services. These contracts are established as firm-fixed rate contracts with a not-to-exceed contract value that is based on anticipated program growth estimates over the life of the contract. Contract funds will only be used to pay the subsidies of eligible participating vanpools.

Individuals interested in starting a Metro Vanpool can work with a bench contractor to identify and secure a vehicle. Eligible vanpools enrolled in the program can receive subsidies amounting to 50% of the vanpool vehicle lease costs up to a maximum base subsidy of \$600 per month. New vanpools are eligible to receive an additional \$200 “new-start bonus” for their first month, and any vanpool that has a reported occupancy of 70% or more qualifies for an additional \$100 bonus. The total monthly lease cost of a vanpool vehicle covers the vehicle cost, any financing costs, maintenance, insurance, and contractor support labor, with Metro’s subsidies reducing the monthly lease cost of each qualified vanpool and being paid directly to the bench contractors. Individual qualified vanpools that join Metro Vanpool and execute agreements with Metro must (1) use vehicles that are leased from Metro-contracted vehicle suppliers, (2) commute to Los Angeles County worksites, (3) be open to any fare-paying commuter regardless of employer affiliation, and (4) provide a monthly ridership report with specific operating data to Metro.

The program continues to recover from the COVID pandemic of 2020. At the height of the pandemic, the number of vanpools decreased by 50% from 1,280 to 636. Since then, the program has grown to approximately 800 vanpools (an increase of 26%), offering a long-distance commute option to work sites within Los Angeles County, resulting in a VMT reduction of 56 million miles in FY24. The average one-way commute for Metro Vanpool is 49 miles, with the longest one-way commute measuring 144 miles (288 miles round trip). Of the ridership that boards a vanpool within the County of Los Angeles, 20% of them board within an Equity Focus Community (EFC). Additionally, since Metro Vanpool operates for long-distance commutes, nearly half of Metro Vanpool participants originate in other counties, with 28.5% boarding a vanpool vehicle within a California-designated Disadvantaged Community. Metro Vanpool is expected to continue to grow as more commuters return to in-person work schedules and choose more convenient and economical transportation options. Additionally, with the award of these new contracts, staff will be launching a robust marketing and outreach effort to promote and secure new vanpools in an attempt to grow the program to pre-pandemic levels and beyond. The goal is to reach pre-pandemic participation numbers by the end of FY29 and sustain steady growth in the years to follow.

As vanpools are recognized and identified as a public transit service by the Federal Transit Administration (FTA), all vanpool operating and expense data are collected, validated, recorded, and

reported to the FTA as part of Metro's agency-wide annual National Transit Database (NTD) report. The NTD is the system through which FTA collects uniform data to administer department programs. The data reported is used in formula calculations which apportion federal transit funds to the region.

As a mode within Metro's family of services, Metro Vanpool data contributes to the Sections 5307 and 5339 federal formula funding distributed to the region. Metro Vanpool has consistently produced more federal funding returns than the actual operating cost. For example, program expenditures in FY24 totaled \$6 million, while program reporting generated an estimated \$16 million in federal formula revenues. The funds returned to the agency are eligible to support Metro transit operations.

The new Bench contracts will allow Metro to continue subsidizing Metro Vanpool participants. Both firms selected are current bench contractors, have extensive experience supporting the program/participants, and represent over 98% of the currently authorized vanpools, which will ensure a seamless transition for these participants. One current firm that supports 14 vanpools did not participate in this procurement, and staff will ensure that the impacted vanpools are properly notified and given the opportunity to transition to one of the new contractors. The contractors will continue to be responsible for leasing the vehicle to participants, providing maintenance, and providing Metro with required data about the vehicles and participants, including lease costs.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The cost of this contract is included in the FY26 proposed Budget in Project 405547 and Cost Center 4540. Since activities related to this action are provided through multi-year contracts, the Cost Center manager and the Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting costs in future years.

Impact to Budget

Funding sources for this expense consist of Proposition C 25% Streets & Highways and are not eligible to fund bus and rail operating and capital expenditures. However, FTA Sections 5307 and 5339 grant funds generated by the Metro Vanpool Program will increase the amount of funds available for bus and rail capital expenditures. In FY24, the Metro Vanpool Program generated approximately \$16 million in FTA Section 5307 and 5339 grant funds.

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 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 2,673 commuters who board a Metro vanpool within LA County, 539 (20%) 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 additional commuters, 28.5% board a vanpool vehicle from a California-designated Disadvantaged Community (DAC).

The program increases access to a non-drive-alone mode that reduces traffic and improves air quality in EFCs via reductions in VMTs. 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 for participants. In addition, Metro complies with ADA regulations and requires vehicle suppliers to provide vehicles that can accommodate participants with various physical abilities.

The program has been stabilized post-pandemic and is now poised for growth. To expand the program's benefit 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. In the coming year, Metro Vanpool will begin to collect data from existing customers to better understand the demographics and needs of these customers for service optimization and further strategic planning.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Disadvantaged Business Enterprise (DBE) goal for this procurement due to a lack of subcontracting opportunities. Metro will encourage contractors to conduct outreach and utilize DBE firms if potential subcontract opportunities become available.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will maintain and further encourage transit ridership, ridesharing, and active transportation. This item ensures the availability of vehicles for one of the critical programs in Metro's portfolio of services that reduces dependence on single-occupancy vehicles for commuting to and from LA County workplaces. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Metro conducted a preliminary analysis to show that the net effect of this multi-modal item is to decrease VMT. In FY24, the Metro Vanpool Program demonstrated VMT reductions of 56,431,733

miles based on collective ridership numbers and total vanpool miles traveled.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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 alternative is to allow the current contracts to expire and discontinue the operation of the Metro Vanpool Program. Staff does not recommend this because the Metro Vanpool Program provides an important commute option for the county's long-distance commuters-a market not readily serviced by other transit options. Most of the existing vanpools operating today were established through the Metro Vanpool Program and would likely cease operation if the program were to end. In addition, the program generates significant additional net revenues for the agency annually through the NTD reporting process. If the new bench contracts are not awarded and the program is discontinued, these revenues would no longer be allocated to Metro.

NEXT STEPS

Upon Board approval, staff will execute the Bench contracts and continue to implement the program, focusing on long-term growth.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Melissa Park, Senior Manager, Transportation Planning, (213) 418-3318
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Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

METRO VANPOOL VEHICLE SUPPLIER BENCH / PS125899000; PS125899001

1.	Contract Numbers: PS125899000; PS125899001	
2.	Recommended Vendors: Airport Van Rental, Inc. Enterprise Rent-a-Car Company of Los Angeles, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" 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: August 28, 2024	
	B. Advertised/Publicized: August 28, 2024	
	C. Pre-Proposal Conference: September 18, 2024	
	D. Proposals Due: November 4, 2024	
	E. Pre-Qualification Completed: February 21, 2025	
	F. Ethics Declaration Forms submitted to Ethics: November 7, 2024	
	G. Protest Period End Date: April 22, 2025	
5.	Solicitations Downloaded: 14	Proposals Received: 2
6.	Contract Administrator: Andrew Coppolo	Telephone Number: (213) 922 1067
7.	Project Manager: Melissa Park	Telephone Number: (213) 418 3318

A. Procurement Background

This Board Action is to approve the award of multiple Contracts for the Metro Vanpool Vehicle Supplier Bench, to establish a bench of qualified vanpool vehicle suppliers to provide leased vehicles to new and existing vanpool customers within Metro's Vanpool Program. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. PS125899 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit rate contract that will provide a subsidy reimbursement (not-to-exceed \$600 per month paid to vehicle suppliers to support each authorized vanpool lease). The Diversity & Economic Opportunity Department did not recommend a goal for this project.

Three (3) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on September 20, 2024, extended the due date for questions;
- Amendment No. 2, issued on October 25, 2024, extended the proposal due date and amended the critical dates;
- Amendment No. 3, issued on October 30, 2024, clarified DBE Forms.

A total of 14 firms downloaded the RFP and were included in the planholders' list. A virtual pre-proposal conference was held on September 18, 2024, and was attended

by two (2) participants representing two (2) firms. There were two (2) questions received for this RFP and responses were provided prior to the proposal due date.

A total of two (2) proposals were received on November 4, 2024, from the following firms listed in alphabetical order:

1. Airport Van Rental, Inc.
2. Enterprise Rent-a Car Company of Los Angeles

Staff conducted a market survey to request information from prospective proposers to determine why no additional proposals were submitted. Two firms responded that the scope of services was not aligned with their line of work, and two firms responded that they had not retrieved the solicitation. The results of the market survey indicated that factors beyond LACMTA's control caused the potential sources not to submit bids and that there were no restrictive elements in the solicitation documents that prevented competition.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from LACMTA Shared Mobility & Transportation Planning, Countywide Planning and Development, and San Diego Association of Governments (SANDAG) was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated using the following pass/fail criteria established in the RFP:

- Minimum three years of experience in public vanpool contracting, vehicle rental, car sharing, or similar function.
- Fleet availability of seven-passenger vehicles meeting the terms as outlined in the Statement of Work (SOW).
- Description of proposed fleet vehicles makes and models.
- Evidence of ability to provide vanpool vehicles that are compliant with the American with Disabilities Act of 1990.
- Provision of vehicles at delivery/in-service that shall minimally meet the vehicle specifications as stated in the SOW.
- Samples of month-to-month lease and driver agreement submitted.
- Sample monthly billing statement for lessees.
- Supplier's Annual Lease Price Sheet submitted in accordance with instructions included and within the SOW.
- Key personnel resumes submitted with staff allocation plan included.
- Documented plan for interface with Metro's Project Manager and staff.
- Provides a schedule and plan for regular vehicle maintenance and unscheduled emergency road and repair services.

- Provides documentation of procedures that reimburses vanpool drivers for incidental expenses or emergency repairs incurred by volunteer/participant/group and/or 3rd party.
- Vanpool driver safety and training program in place sufficient to ensure driver proficiency in safe vehicle operations and a plan to monitor and enforce participant safety.
- Documented vanpool route and/or rider recruitment advertising plan.

The pass/fail evaluation criteria are appropriate and consistent with criteria developed for other, similar vanpool vehicle supplier services.

The PET began their evaluation of the technical proposals on November 14, 2024. There were several clarifications requested by Metro. Upon receipt of the additional information provided by the Proposers, the PET team continued their evaluations and concluded their evaluation of proposals on January 10, 2025. Both proposals received were determined to be qualified.

Qualifications Summary of Qualified Firms:

Airport Van Rental (AVR)

AVR, a local Los Angeles based van rental company, is an incumbent to the Metro Vanpool Program. They have experience in several large metropolitan markets including Victor Valley, Orange County, Houston, and Los Angeles. AVR provided a thorough proposal which demonstrated both recent and long-term van rental experience, an affordable and comprehensive vanpool program, and that they have a fleet of vanpool vehicles with the maintenance and customer service representatives to support them.

Enterprise Rent-a-Car Company of Los Angeles, LLC

Enterprise, a locally based vanpool company, is an incumbent to the Metro Vanpool Program. They have experience in several large metropolitan markets including Reno, Michigan, San Diego, San Francisco, Austin, San Antonio, Miami, Atlanta, Washington D.C., and Los Angeles. Enterprise provided a thorough proposal which demonstrated both recent and long-term van rental experience, their strong financial base, and that they have a fleet of vanpool vehicles with the maintenance and customer service representatives to support them.

The following is a summary of the PET evaluation:

	FIRM	Pass/Fail
1	Airport Van Rental (AVR)/ Allied Van Rental, LLC	Pass
2	Enterprise Rent-a-Car Company of Los Angeles, LLC	Pass

C. Price Analysis

LACMTA has established a baseline for monthly vanpool subsidy payments of up to 50% of total monthly pro-rated lease, not-to-exceed \$600 per month, per approved vanpool. LACMTA will pay this monthly amount directly to the vanpool vehicle suppliers.

LACMTA requested a detailed cost breakdown of the vehicle lease rates, a vehicle amortization schedule, and additional information for vehicle swap outs for vanpool participants from the Contractors to ensure the vehicle lease prices that will be charged to the vanpool program participants are fair, and to ensure Metro's subsidy will cover up to 50% of the ceiling rate for each leased vehicle.

D. Background on Recommended Contractors

AVR is Metro's incumbent vanpool service provider, located in Los Angeles, California, and has been in business for 17 years and is a leader in the vanpool industry. AVR has 10 locations nationwide with over 1,800 vanpool vehicles. AVR's Project Manager has over 20 years of project management experience. AVR has provided services for LACMTA, and performance has been satisfactory.

Enterprise is Metro's incumbent vanpool service provider, located in Orange, California, and has been in business for 31 years and is a leader in the vanpool industry. Enterprise has over 400 locations nationwide with over 10,000 vanpool vehicles. Enterprise's Project Manager has over 16 years of project management experience. Enterprise has provided services for LACMTA, and performance has been satisfactory.

DEOD SUMMARY

METRO VANPOOL VEHICLE SUPPLIER BENCH / PS125899000; PS125899001

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a DBE goal for this procurement due to lack of subcontracting opportunities. It is expected that Airport Van Rental, Inc. (AVR) and Enterprise Rent-a-Car Company of Los Angeles (Enterprise) will perform the services of this contract with their own workforce.

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.

SHARED MOBILITY

VANPOOL VEHICLE SUPPLIER BENCH CONTRACT



RECOMMENDATION



- A. AUTHORIZE the Chief Executive Officer to award firm-fixed unit price Vanpool Vehicle Supplier Bench Contract Nos. PS125899000 to Airport Van Rental, Inc. (AVR) and PS125899001 to Enterprise Rent-a-Car Company of Los Angeles (Enterprise), in the Not-to-Exceed (NTE) amount of \$57,188,760 for the six-year base period and \$27,234,168 for the first, two-year option, and \$30,741,000 for the second, two-year option, for a combined NTE amount of \$115,163,928, effective July 1, 2025, subject to the resolution of properly submitted protest(s) if any; and

- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

ISSUE & DISCUSSION



AWARDEE(S)

Airport Van Rental (AVR) and Enterprise Rent-a-Car Company of Los Angeles (Enterprise)

NUMBER OF BIDS/PROPOSALS

Two (2) proposals received from the awardees which were deemed responsive. Contract amounts are based on estimated annual subsidies and program growth.

DEOD COMMITMENT

DEOD did not establish a DBE goal due to lack of subcontracting opportunities.

ISSUE

The current contract expires June 30, 2025. To ensure the continued operation of these vanpools, new bench contracts are needed.

DISCUSSION

The new Bench contracts will allow Metro to continue subsidizing eligible Vanpool participants, and in return generate federal formula revenues for the agency.

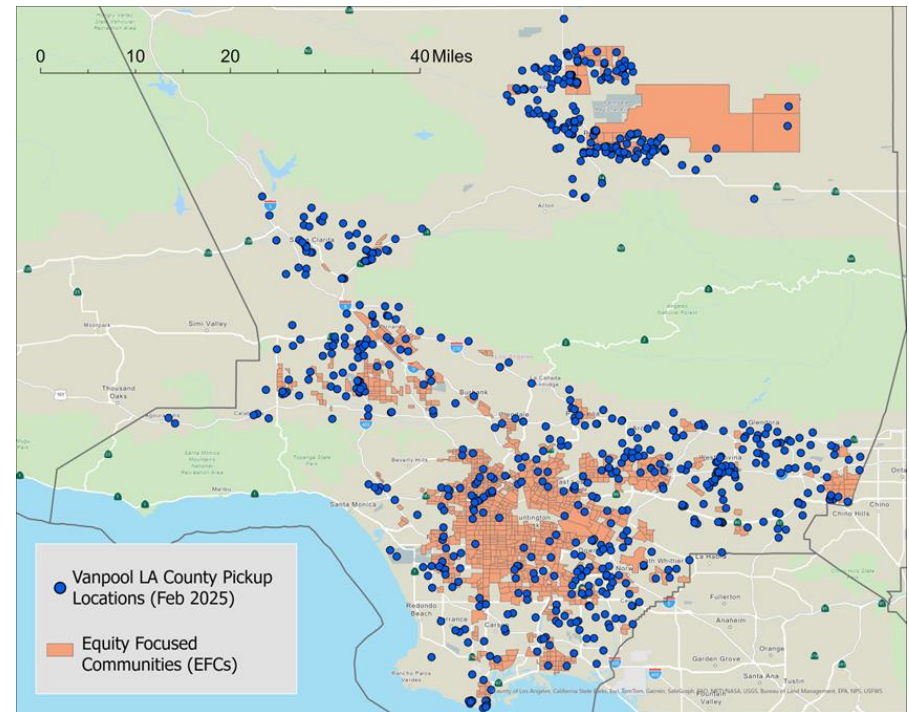


PROGRAM OVERVIEW

- Metro Vanpool provides a subsidy of up to \$600 per month to offset vehicle lease costs
- Program launched May 2007 and is the largest vanpool program in the country
 - Over 800 vanpools
 - Over 4,500 participants
- Over 56 million VMT reduced in FY24
- 20% of LA County riders are from EFCs
- 28.5% of riders from outside LA County are from a state designated Disadvantaged Community
- ADA regulations are adhered to by Metro and vehicle suppliers



LA County Vanpool Pick Up Locations



PROGRAM OVERVIEW

- Metro Vanpools are a recognized public transit service by the FTA
- Participants are required to provide monthly data which is submitted to the FTA
- The data is used for formula calculations and results in federal transit funds to the region
- In FY24, Metro Vanpool expenditures amounted to \$6M and resulted in a return of \$15.9M in federal formula funding





Board Report

File #: 2024-1120, File Type: Informational Report

Agenda Number: 26.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 17, 2025**

SUBJECT: RESPONSE TO MOTION 49: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING an update on the Low Income Fare is Easy (LIFE) Program in response to Board Motion 49, Expanding the LIFE Program Through Technology Motion; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute all agreements, contract awards, including contract modifications, in an amount not to exceed \$600,000 for software development and/or integration to expand the LIFE Program Through Technology.

ISSUE

On July 25, 2024, the Metro Board passed Motion 49 by Directors Mitchell, Sandoval, Solis, Najarian, Dupont-Walker, and Bass related to the Low Income Fare is Easy (LIFE) Program and required staff to report back on opportunities to expand its enrollment strategies through cross-agency collaboration.

BACKGROUND

At its June 2024 meeting, the Board approved TAP Plus), which will expand and upgrade the capabilities of Metro’s fare payment system to match the features available at other transit systems around the country and the world. These improvements will include acceptance of credit and debit cards as payment on buses and at rail stations, as well as a new account-based system that makes it easier for current and new customers to sign up and use TAP while making it easier for riders to access free fares and discounts like GoPass and LIFE program.

At its July 2024 meeting, the Board approved Motion 49 (Attachment A), Expanding the LIFE Program through Technology Motion by Directors Mitchell, Sandoval, Solis, Najarian, Dupont-Walker and Bass. This motion directed the Chief Executive Officer to:

- 1. Include social benefit cards as fare media as part of Phase II account-based system launch of

TAP Plus.

2. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:
 - a. Enroll members into LIFE upon qualification without undergoing an additional LIFE application
 - b. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.
3. Report back with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:
 - a. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card
 - b. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs
 - c. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards.
 - d. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media
4. Include a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media in all future board reports on TAP Plus upgrades.

On August 6, 2024, a similar Board motion was passed by the County of Los Angeles Board of Supervisors requesting that the Department of Public Social Services work with Metro to determine feasibility of cross technological enhancements to support Electronic Benefit Transfer (EBT) cardholders.

DISCUSSION

Staff from Metro and the Department of Public Social Services (DPSS) met to evaluate possible options and technological upgrades needed to deliver cross-department enhancements to support LIFE auto enrollments and use of EBT cards on buses and trains. These meetings have continued monthly for the last six months between various Metro staff from TAP, LIFE Program, and Information Technology Services (ITS), and staff from DPSS and the Office of Los Angeles County Chief Administrative Office.

The following items were considered:

1. With the launch of TAP Plus, the Metro fare system will be able to accept debit and credit cards. However, in order for an EBT card to be used to enable free or discounted fare, it card would need to be registered for the LIFE discount in Metro's system. Due to DPSS policies, the EBT card cannot be registered into a third-party system.
2. Metro staff from Customer Experience and TAP evaluated DPSS social benefit programs and cards (CalWorks, CalFresh, Medi-Cal) as potential options for automatic

LIFE enrollment and utilization as a payment method on the Metro system.

- a. Automatic enrollment through these social benefit programs would require Metro and the California Department of Social Services (CDSS) to establish data-sharing agreements. DPSS and CDSS staff have determined that they cannot legally share data with Metro under the federal Supplemental Nutrition Assistance Program (SNAP) rules; data sharing is only allowed for the purposes of determining SNAP eligibility. Additional issues included concerns with privacy rules and fraud prevention. As such, Metro is unable to implement auto-enrollment for eligible EBT customers, and EBT cards cannot be used as a form of fare media. Instead, DPSS and CDSS customers have to fill out a separate LIFE application and utilize their LIFE-enrolled TAP card to access a discounted or free fare.

DPSS has volunteers working onsite in 21 of their 26 offices to register DPSS clients into the LIFE Program. Twelve of these offices are actively enrolling clients, nine are experiencing staffing/volunteer changes, and Metro staff are working with the other five to begin offering the service.

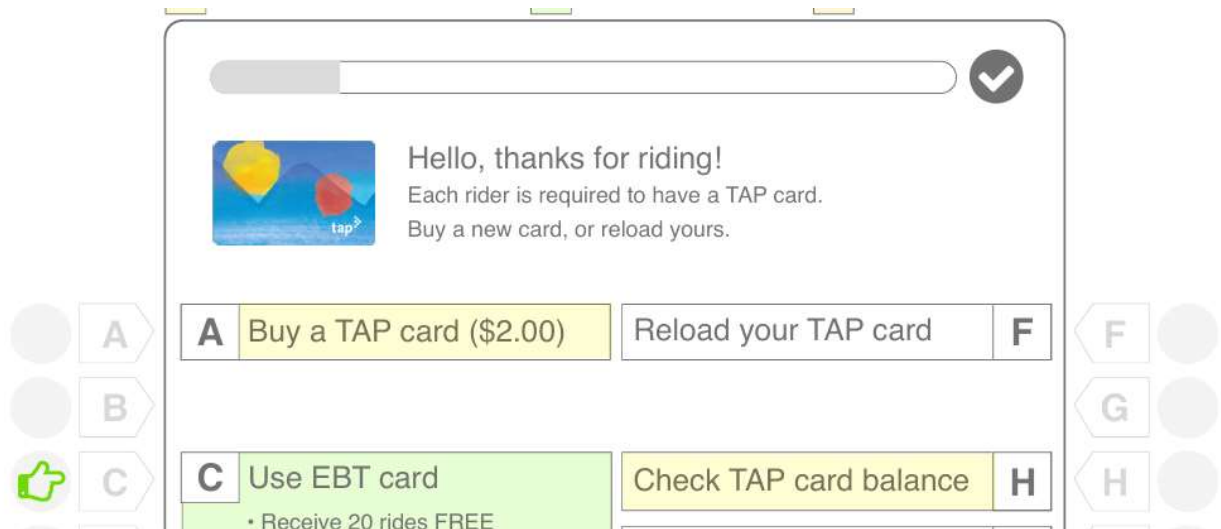
When a new LIFE user applies at a DPSS office, they are notified via e-mail or phone within 3-5 business days that their application has been approved or if additional items are needed. Once they receive approval, customers can begin using their existing TAP card, whether plastic or virtual, immediately. If they have requested a new TAP card through the LIFE registration process, it may take up to 7-10 business days to be mailed to them or their DPSS office. Metro has offered to provide the volunteers in the DPSS offices with blank TAP cards to use as for the registration process to ensure the shortest wait time, but DPSS has declined, due to not wanting to store items with cash value.

Resolution

Understanding these barriers, Metro staff determined an alternate path forward to support future integration with a social benefit card. This approach includes verification of valid EBT cards for LIFE discounts on *taptogo.net* and at Ticket Vending Machines (TVMs).

Similar to existing programs offered by Metrolink at ticket vending machines and Metro Bikeshare at their website, Metro can offer valid EBT cardholders a one-time, free LIFE 20-Ride benefit on a TAP card. When receiving this benefit, EBT customers will also be encouraged, to sign up for the standard LIFE application process via a website link or QR code on the receipt, to continue receiving monthly benefits. Customers utilizing the one-time benefit will receive a complimentary new TAP card at the TVM. Customers will also be able to enter an EBT card and TAP card number on *Taptogo.net* to receive the one-time benefit.

This is a one-time benefit that would encourage LIFE enrollment to receive ongoing benefits, because without LIFE registration, Metro will lose important data about user demographics that is gathered through that process. This solution is expected to be implemented by winter 2025.



The cost of software development to make this change at the TVMs is estimated at \$600,000. This amount is included in the amount already budgeted for TVM upgrades. Metro is working with Cubic to get a change notice with the more specific details regarding the portion of cost for this recommendation,

FINANCIAL IMPACT

The preliminary cost for software development to integrate social benefit card verification at Metro Ticket Vending Machines (TVMs) is estimated in an amount not to exceed \$600,000 and will be covered by the Life-of-Project (LOP) budget of Project # 207143 - TVM Software Upgrades under Cost Center 3020 - TAP. If implemented, this new benefit is anticipated to support more than a million qualifying EBT cardholders. Ridership may increase on bus and rail and add unanticipated costs to Metro and the LIFE Program budget.

Impact to Budget

The source of funding is Proposition C 40%, which is eligible for bus and rail operating or capital expenses.

EQUITY PLATFORM

Discount and reduced fare transit programs, like LIFE, are Metro’s investment in social mobility and an important tool to assist in the fight against income and health inequality. These programs, which include enrollments, outreach, partnerships with Community-Based Organizations (CBOs), and taxi vouchers for individuals with short-term/immediate transit needs, make Metro more accessible to riders facing financial and other barriers, while providing financial relief from the ever-rising cost of living.

TAP upgrades such as instant verification of valid EBT cards at TVM machines and on taptogo.net are designed to further support low-income households who are receiving necessary social service

benefits through DPSS but are not yet invested into social mobility programs like LIFE. This resolution will provide short term financial relief while also encouraging EBT card hold users to sign up for LIFE to receive longer term benefits, making Metro and its transit partner agencies accessible to more riders and at the same time reducing transportation burdens where possible. This effort also aligns with Pillar 3 “Focus and Deliver” of Metro’s Equity Platform Framework to operate in a manner by removing barriers and increasing access to opportunity for all.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro’s systemwide strategy to reduce VMT through customer experience activities that will improve and further encourage transit ridership, ridesharing, and active transportation by facilitating use of the TAP system and reducing barriers to transit for low-income residents and social benefit recipients. Metro’s Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans’ Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These programs support Metro’s Strategic Plan Goal 3) Enhance communities and lives through mobility and access to opportunity, and Goal 4) Transform LA County through collaboration and leadership. Metro will continue to work toward providing accessible and inclusive services for the residents of Los Angeles County.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended solution. Staff does not recommend such an action as it would impede on the agency’s ability to achieve Board-directed goals to continue to enhance and expand services, as well provide a level of service for all of Los Angeles County residents.

NEXT STEPS

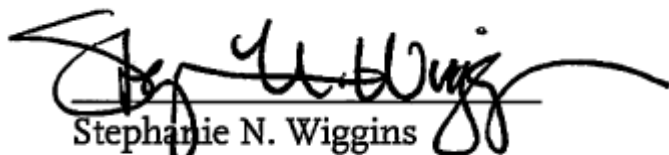
Upon Board approval, staff will proceed with the recommended solution to integrate verification of social benefit cards at the Ticket Vending Machines (TVMs) and on *taptogo.net*. Staff will also continue to work with Department of Public Social Services (DPSS) and other social service agencies to consider other options to expand the LIFE program to reach riders across Los Angeles County.

ATTACHMENTS

Attachment A - Board Motion 49, Expanding the LIFE Program through Technology

Prepared by: Manish Chaudhari, Senior Executive Officer, Finance (213) 922-2097
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Jose Lamata, Director, Systems Projects, Finance, (213) 922-4489
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Monica Bouldin, Deputy Chief Customer Experience, (213) 922-4081

Reviewed by: Jennifer Vides, Chief Customer Experience, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer



Metro

Board Report

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

File #: 2024-0497, **File Type:** Motion / Motion Response

Agenda Number: 49.

REVISED
REGULAR BOARD MEETING
JULY 25, 2024

Motion by:

DIRECTORS MITCHELL, SANDOVAL, SOLIS, NAJARIAN, DUPONT-WALKER, AND BASS

Expanding the LIFE Program through Technology Motion

Related to Item 41: TAP Plus

Metro's Low Income Fare is Easy (LIFE) program makes available affordable and accessible transportation to many of Metro's riders who would qualify. Year over year, low-income riders and people of color continue to make up the vast majority of Metro's ridership. The 2022 Customer Experience Survey showed that almost 80 percent of riders identify as Latinx/Hispanic or Black, and 75 percent are from low-income households. They have made up the agency's core ridership even before the COVID-19 pandemic and are now driving ridership recovery post-pandemic.

LIFE is the primary program residents rely on to access discounted and free rides to travel not only on Metro's system, but also on 14 participating transit operators across the region. Launched in 2019, the program has demonstrated tremendous success, but not without continued adjustment and iteration to expand the program's reach. Per Board motion in 2021 (2021-0627), Metro staff overhauled the program's enrollment process by streamlining the application system to enable on-the-spot enrollment and self-certification, including 90 days of unlimited free rides to incentive enrollment. With these efforts, enrollment is just under 313,000 riders, more than triple the goal set out in the motion.

There are still more riders the agency can reach. Minimizing enrollment barriers has proven that entry into the program is a key leverage point to maximize the program's reach and utilization. Three years since the program's enrollment overhaul, it is ripe for new strategies to meet the growing need among Metro's riders. Potential LIFE enrollees can currently use their existing enrollment in other social benefit programs to self-certify into the LIFE program. The agency could take that concept further through the upcoming upgrades to TAP technology which will allow customers to not be solely reliant on Metro fare media to access the system. By working with qualifying social benefit programs, Metro could enable social benefit cards such as the Electronic Benefit Transfer (EBT) card to serve as a TAP card that recognizes the user as LIFE-eligible and provides immediate access to Metro's transit system.

With TAP Plus's fare payment upgrades, including its account-based functionality to autoload discounted fare, the LIFE program is poised to expand its enrollment strategies through cross-agency collaboration-ushering in the future of the LIFE program.

SUBJECT: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY MOTION

RECOMMENDATION

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

- A. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus. If unable to implement as part of Phase II launch, report to the Board on reasons for the delay.
- B. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services, to make necessary technical and system upgrades to TAP in order to:
 - 1. Enroll members into LIFE upon qualification without undergoing an additional LIFE application; and
 - 2. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.
- C. Report back in ~~September~~ December 2024 with an update on the LIFE program enrollment strategy and TAP system upgrades, including a progress update on the above that includes but is not limited to:
 - 1. Social benefit programs identified for automatic LIFE enrollment, including availability of a social benefit card;
 - 2. Technical and system upgrades along with supportive state or federal legislative actions required to enable utilization of social benefit cards as fare media by respective social benefit programs;
 - 3. Capabilities and upgrade requirements to Metro's TAP system to use social benefit cards;
 - 4. A plan to implement automatic LIFE enrollment and social benefit card utilization as fare media
- D. Include in all future board reports on TAP Plus upgrades a specific section outlining progress on enabling TAP system compatibility with social benefit card utilization as fare media.



LIFE Program Motion 49 Response: Expanding the LIFE Program Through Technology

April 17, 2025

Operations, Safety, And Customer Experience Committee



Metro[®]

Board Motion Background

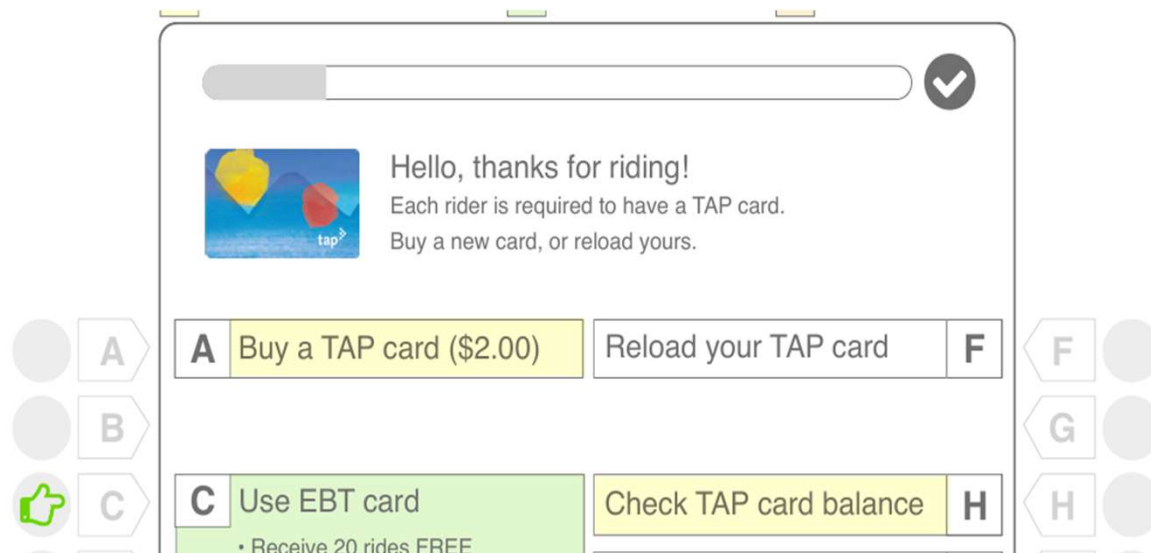
- June 27, 2024 - Metro Board approved TAP Plus Payment Program
- July 25, 2024 - Metro Board passed Motion 49, Expanding the LIFE Program through Technology, which asked staff to:
 1. Include social benefit cards as fare media as part of Phase II account-based system launch of TAP Plus.
 2. Coordinate with relevant federal, state, and County agencies, such as the Los Angeles County Department of Public Social Services (DPSS), to make necessary technical and system upgrades to TAP
 3. Enroll members into LIFE upon qualification without undergoing an additional LIFE application
 4. Enable social benefit cards (when upgraded to contactless EMV - Europay, Master card, Visa) to be used in lieu of Metro fare media to access the Metro's system and LIFE's free and discounted rides.

Report Update

- Customer Experience collaborated with TAP and DPSS to identify social benefit programs (CalWorks, CalFresh, and Medi-Cal) as potential options for automatic LIFE enrollment and EBT card utilization as a fare media on the Metro system.
- DPSS and California Department of Social Services (CDSS) determined that they cannot legally share data with Metro under the federal Supplemental Nutrition Assistance Program (SNAP) rules. Data sharing is only allowed for the purpose of determining SNAP eligibility.
- California privacy laws and DPSS policies also prevent data sharing.
- Without DPSS sharing some data, such as name, address, etc., TAP is unable to implement auto-enrollment for eligible EBT customers.
- Even after implementation of TAP Plus, when Metro's fare system will recognize credit and debit cards for payments, EBT cards would need to be registered via web to function as fare media for specific fares/discounts.

Resolution

- **Approve verification of valid Electronic Benefit Transfer (EBT) cards for LIFE discounts on *taptogo.net* and at Ticket Vending Machines (TVMs).**
- Once the EBT card is validated, TVM will dispense a free TAP card with a one-time, free LIFE 20-Ride benefit loaded on it.
- EBT customers who receive this one-time benefit will be encouraged, via a printed link or QR code on the receipt, to sign up for the LIFE Program to receive ongoing LIFE benefits.
- Customers utilizing the one-time benefit online at Taptogo.net will be required to enter a TAP card number to receive the benefit.
- Metro will implement a marketing campaign in partnership with DPSS to promote this benefit to EBT customers.



Financial Impact

- The preliminary cost for software development to integrate social benefit card verification at Metro Ticket Vending Machines (TVMs) is estimated in an amount not to exceed \$600,000 and will be covered by the TAP budget under TVM Software Upgrades.
- Ridership may increase on bus and rail and add unanticipated costs to Metro and the LIFE Program budget.
 - Anticipated to support more than a million qualifying EBT cardholders in Los Angeles County.
 - Each EBT card will only be validated to receive the benefit one time. If the card entered has already received the benefit, the user will be notified of that and encouraged to apply for to the LIFE program to receive additional benefits.



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Next Steps

- Upon approval, staff will integrate verification of social benefit cards at the Ticket Vending Machines (TVMs) and on *taptogo.net* and conduct a marketing campaign when launched.
- Staff will continue to partner with Department of Public Social Services (DPSS) and other social service agencies to explore options to expand the LIFE program to reach potential customers across Los Angeles County.



**Board Report**

File #: 2025-0033, **File Type:** Contract**Agenda Number:** 27.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 17, 2025****SUBJECT: BUS ENGINEERING/ACQUISITION, PROGRAM MANAGEMENT, AND TECHNICAL
SUPPORT SERVICES CONTRACT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to increase the total authorized funding for Contract No. PS81062000, to Williams Sale Partnership (WSP) USA, Inc. for as-needed professional consultant support services that will be utilized for Zero Emission Bus (ZEB) and charger engineering/acquisition, program management, as well as technical support services, in the Not-to-Exceed (NTE) amount of \$8,897,431.55, increasing the Contract total NTE amount from \$10,930,917.43 to \$19,828,348.98.

ISSUE

In April 2022, the Board approved a six-year, cost-reimbursable, fixed-fee contract award to WSP USA, Inc. for professional consultant support services to supplement internal resources by having a wide range of subject matter experts who specialize in ZEB technology, engineering, and implementation. In the last three years, challenges and intricacies have been associated with transitioning a fleet of nearly 2,200 buses that have required an increased level of effort from the consultants supporting the ZEB program, resulting in a higher burn rate of contract funds.

The funds previously authorized by the Board will be exhausted by June 2025, as the scale and breadth of the work exceeded original expectations. Therefore, the recommended increase will allow staff to complete the scheduled work required to assist Metro with the procurement and delivery of ZEBs, chargers, & charging infrastructure anticipated for the remainder of 2025 through May 2028.

BACKGROUND

In 2018, the California Air Resources Board (CARB) proposed the Innovative Clean Transit (ICT) regulation that required all transit agencies in the state to transition to all 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. Metro has worked to comply with CARB's ICT regulation, but challenges encountered include performance, system integration of evolving technology, grid capacity, supply chain, and utility coordination.

In April 2024, Metro released the largest solicitation for ZEBs in U.S. history. The base order is for 260 battery electric buses (BEBs) and 20 hydrogen fuel cell electric buses (FCEBs), with options to purchase up to 1,160 ZEBs. The option amounts were later increased to allow for a total of 1,980 ZEBs.

DISCUSSION

As of January 1, 2025, staff has issued seven task orders in the amount of \$9,980,136.10. Upon Board approval, staff will execute a Contract Modification to increase funding in the amount of \$8,897,431.55 to a new contract authority of \$19,828,348.98. Examples of work supported by this contract include:

- Procurement and delivery support for BYD/RIDE vehicles
- The electrification of the G and J lines
- Analysis of infrastructure needs and performance
- Deployment plans for Battery Electric Buses (BEBs)
- Support of Metro's leadership for various cross-agency zero-emission transition efforts
- Planning and analysis for Hydrogen Fuel Cell Bus Infrastructure and resiliency charging
- Development of vehicle procurement and performance specifications, such as incorporating Federal Transit Administration (FTA) recommendations

WSP Inc. under contract No. PS81062000 provided both ZEB planning and technical implementation support from 2022 to 2024, including development and updating of Metro's ZEB Master Plan. As Metro onboards more ZEB vehicles and breaks ground on more charging infrastructure projects, the need for technical support has increased significantly. In August 2024, AECOM Technical Services, Inc. was awarded a contract to specialize and assist with ZEB planning, including taking over the reviewing and updating Metro's ZEB Master Plan. After the award of the contract in August 2024, Metro shifted WSP to focus on the escalating demands for technical implementation support for bus acquisition. Further, WSP USA, Inc., was recently tasked with providing guidance and outreach for the acquisition of the Metro contingency fleet for the 2028 Games, including identifying maintenance and infrastructure needs as well as staffing and training considerations for fleet support.

Findings

Factors contributing to the request for additional contract authority include:

- A decreasing number of bus manufacturers in the US and longer lead times for delivery of vehicles and infrastructure. This has required a significantly higher level of effort to update the solicitation documents and conduct industry outreach to promote competition.
- Slower progression of ZEB technology. This has required increased energy modeling for en-route, depot, and resiliency charging to refine the servicing for each bus route and block.

- Bus fleet planning and acquisition for the 2026 World Cup and 2028 Games. This has required a greater than anticipated need for industry outreach and transit agency coordination, including assisting Metro leadership in hosting several industry forums to discuss contingency fleet planning, borrowed bus strategies, and best practices in major special event services including fleet design,
- The addition of a pilot for Hydrogen Fuel Cell buses and fueling infrastructure has required material increases in design and planning efforts.
- Release of the largest bus Request for Proposal (RFP) in the US. This solicitation required greater than anticipated effort, given the need to include recommendations from the FTA “Dear Colleague” letter issued on February 7, 2024, including additional industry outreach with options for other municipalities to participate.
- Focus on bus safety improvements due to increased incidents and FTA guidance. Metro is continually identifying safety improvements and innovations that can be incorporated into new buses, including, but not limited to, pedestrian detection, collision avoidance, and onboard Artificial Intelligence (AI) camera systems.
- WSP’s technical expertise is critical to support the analysis and trajectory required to help Metro meet its zero-emission commitments. When the scope of work was initially developed, the type of support needed to supplement staff was identified, but the level of effort, resources, and industry outreach required to complete the tasks and activities assigned were underestimated. However, the benefits and cost-savings realized are critical to ensuring the ZEB vehicles are safe, reliable, and support service needs.

DETERMINATION OF SAFETY IMPACT

Using experts in the transition to zero-emission vehicles and associated infrastructure has a positive safety benefit, ensuring new technology meets the highest safety standards.

FINANCIAL IMPACT

Upon approval, the contract will allow for the distribution of project-related task orders and funded projects to utilize the approved and available LOP budget(s). The assigned project manager will then request and review task orders and use the available project funds within the authorized LOP. Since this is a multi-year contract, the Cost Center Manager, Project Manager(s), and Senior Executive Officer of Vehicle Engineering and Acquisition will be responsible for budgeting the costs in future years.

Impact to Budget

The anticipated task orders will be funded by the respective planning or Capital Projects, including project 201061 Infrastructure J Line, project 202815 Division 8 Charging Infrastructure, project 202816 Resilience Charging System, project 202817 Division Infrastructure Transition, project 201077 Bus 40'ZE w/ BYD, project 201078 BEB and En-Route Charging in cost centers 3048 and 3320.

Since the project task orders are funded with existing LOP budgets and annual funds, the funding sources will vary according to established funding plans for the respective projects. No task order(s)

shall be issued, which increases a capital project LOP. Staff continually reassesses project funding sources and will apply other applicable funding sources as they become available to the respective projects.

EQUITY PLATFORM

The approval of increased funding of the professional consultant support services directly supports Metro's programmatic transition to a ZEB fleet, as well as modifying facilities, ensuring that Equity Focus Communities (EFCs) see the benefits of reduced noise and greenhouse gas emissions in their communities as all 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 EFC. Division 9, the first bus division to be electrified, is located within an EFC, and 59% of the communities served are designated EFCs. Prioritizing the electrification of the J Line, the next line to be electrified, 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.

WSP USA, Inc. (WSP) made a 30.06% Disadvantaged Business Enterprise (DBE) overall commitment for this contract. The current level of participation is 26.64% DBE, representing a 3.42% shortfall. WSP's mitigation plan to resolve the shortfall is included in Attachment C - DEOD Summary.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these improving VMT trends due in part to Metro's significant investment in rail and bus transit.* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. All Board items are assessed for their potential impact on VMT to ensure continued progress.

As part of these ongoing efforts, this item is expected to contribute to further VMT reductions. It supports Metro's systemwide strategy to reduce VMT through planning and investment activities that will benefit and further encourage transit ridership, ridesharing, and active transportation, including the transition to a zero-emission bus fleet and the deployment of supplemental bus services for upcoming major events. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation will support Strategic Goal #1 to provide high-quality mobility options that enable people to spend less time traveling. Additional contract funding will support Metro in maintaining the State of Good Repair (SGR) for the existing bus fleet while ensuring that our customers can arrive at their destinations with fewer disruptions. It will also 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 by achieving CARB's goal for a 100% Zero Emission bus fleet.

ALTERNATIVES CONSIDERED

The Board may choose to reject the recommendation and request staff to re-procure these services through an RFP or choose to authorize an alternative amount. The staff does not recommend these alternatives.

Using qualified consultants through WSP USA, Inc. has allowed the agency to secure highly technical expertise without increasing Metro's long-term labor costs. By approving the additional funding through FY28, Metro will receive cohesive and uninterrupted support during process procurements and program implementation.

NEXT STEPS

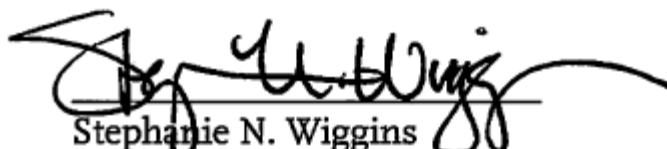
Upon Board approval, staff will execute Modification No. 3 to Contract No. PS81062000 and specific task orders will be issued on an as-needed basis.

ATTACHMENTS

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

Prepared by: Amy Romero, Deputy Executive Officer, Project Management, Bus Acquisition, (213) 922-5709
Jesus Montes, Senior Executive Officer, Vehicle Engineering & Acquisition, (213) 418-3277
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

BUS ENGINEERING/ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL SUPPORT SERVICES/PS81062000

1.	Contract Number: PS81062000			
2.	Contractor: WSP USA, Inc.			
3.	Mod. Work Description: Increase Contract Modification Authority			
4.	Work Description: As-needed professional consultant support services that will be utilized for bus engineering and acquisition, program management and technical support services.			
5.	The following data is current as of: 2/27/2025			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	May 2, 2022	Contract Award Amount:	\$10,930,917.43
	Notice to Proceed (NTP):	May 9, 2022	Total of Modifications Approved:	\$0
	Original Complete Date:	May 8, 2028	Pending Modifications (including this action):	\$8,897,431.55
	Current Est. Complete Date:	May 8, 2028	Current Contract Value (with this action):	\$19,828,348.98
7.	Contract Administrator: Uriel Villa		Telephone Number: (213) 922-1025	
8.	Project Manager: Amy Romero		Telephone Number: (213) 922-5709	

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 to increase the total authorized funding for Contract No. PS81062000, to WSP USA, Inc. for as-needed professional consultant support services that will be utilized for bus engineering and acquisition, program management, as well as technical support services, in the Not-to-Exceed (NTE) amount of \$8,897,431.55, increasing the Contract total from an NTE amount of \$10,930,917.43, to an NTE amount of \$19,828,348.98.

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a cost plus fixed fee.

On April 21, 2022, the Board awarded Contract No. PS81062000 to WSP USA, Inc. (WSP) for as-needed professional consultant support services to be utilized for bus engineering and acquisition, program management and technical support services, in the total NTE amount of \$10,930,917.43.

Contract Modification Nos. 1 through 2 were issued with staff delegated authority.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended cost reimbursable rates have been determined to be fair and reasonable based upon cost analysis, technical analysis, and fact-finding. The recommended price is lower than Metro’s Independent Cost Estimate (ICE) by \$2,568.45 or 0.03%. The current labor rates have been validated with payroll certifications that support the proposed rates. Rate adjustments were accepted based on the projected annual increase in labor costs aligning with the U.S. Bureau of Labor Statistics (BLS) Consumer Price Index (CPI) inflation rate of 3% over the next four years. All other indirect costs rates were consistent with the original proposed rates and supporting documentation. Based on the cost analysis and fact finding, negotiations were deemed unnecessary, as the proposal was determined to be fair and reasonable.

Proposal Amount	Metro ICE	Negotiated Amount
\$8,897,431.55	\$8,900,000.00	\$8,897,431.55

CONTRACT MODIFICATION/CHANGE ORDER LOG

BUS ENGINEERING/ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL
SUPPORT SERVICES/ PS81062000

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Update Contract Administrator Name	Approved	3/24/2024	\$0.00
2	Unreserve SP-17 – Payment of Prevailing Wage	Approved	4/18/2024	\$0.00
3	Increase Contract NTE Total	Pending	Pending	\$8,897,431.55
	Modification Total:			\$8,897,431.55
	Original Contract:			\$10,930,917.43
	Total:			\$19,828,348.98

DEOD SUMMARY

**BUS ENGINEERING/ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL
SUPPORT SERVICES CONTRACT/PS81062000**

A. Small Business Participation

WSP USA, Inc. (WSP) made a 30.06% Disadvantaged Business Enterprise (DBE) overall commitment on this Task Order (TO) based contract. WSP has been awarded seven (7) TO's to date. Based on payments the project is 72% complete and the current level of participation is 26.64% DBE, representing a 3.42% shortfall.

WSP contends that the shortfall is due to the existing balance of DBE work being programmed into the latter stages of the current master program schedule in support of Metro delivery requirements, as confirmed by the Metro Project Manager. WSP and Metro are reassessing the schedule and where possible, will accelerate DBE participation to mitigate the shortfall. WSP has a shortfall mitigation plan on file and reported that full compliance is expected by the contract end date.

Small Business Commitment	30.06% DBE	Small Business Participation	26.64% DBE
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	DBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	3COTECH, Inc.	Caucasian Female	2.72%	0.00%
2.	ADVANTEC Consulting Engineers, Inc.	Asian-Pacific American	3.17%	1.79%
3.	Arellano Associates, LLC	Hispanic American	2.91%	0.00%
4.	Capitol Government Contract Specialists	Caucasian Female	13.63%	24.08%
5.	Elcon Associates Inc	Asian-Pacific American	2.49%	0.00%
6.	LKG-CMC, Inc. (Withdrawn)	Caucasian Female	2.76%	0.00%
7.	Virginkar & Associates, Inc.	Asian-Pacific American	2.38%	0.77%
	Total		30.06%	26.64%

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.

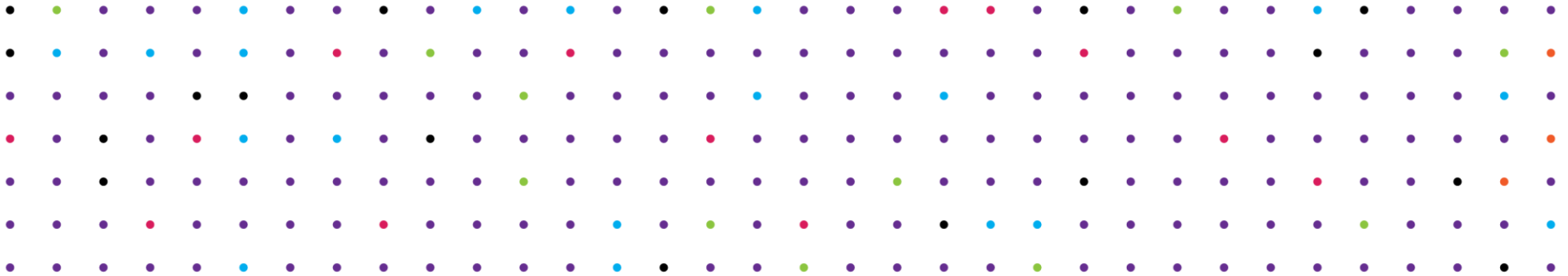
C. Prevailing Wage Applicability

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.

BUS ENGINEERING AND ACQUISITION, PROGRAM MANAGEMENT AND TECHNICAL SUPPORT SERVICES CONTRACT



RECOMMENDATION



AUTHORIZE the Chief Executive Officer to execute Contract Modification No. 3 to increase the total authorized funding for Contract No. PS81062000, to Williams Sale Partnership (WSP) USA, Inc. for as-needed professional consultant support services that will be utilized for Zero Emission Bus (ZEB) and charger engineering/acquisition, program management, as well as technical support services, in the Not-to-Exceed (NTE) amount of \$8,897,431.55, increasing the Contract total NTE amount from \$10,930,917.43 to \$19,828,348.98.

ISSUE

A six-year contract was awarded in May 2022 for professional consultant support services with subject matter experts that specialize in Zero-Emission Bus (ZEB) technology, engineering and implementation.

The scope of work as part of the contract has not changed, but the level of effort and support needed has significantly increased. Over the last 3 years, there have been challenges associated with transitioning a fleet of nearly 2,200 buses to zero-emission.

A contract modification to increase the total authorized funding is needed to ensure Metro has access to technical subject matter experts in the ZEB industry



DISCUSSION



Metro relies on WSP for specialized expertise and engineering support on zero-emission vehicle acquisition/performance specifications, hydrogen fuel cell planning and analysis, resiliency charging design, as well as analysis of infrastructure needs and performance.

Factors contributing to the higher level of effort as part of this contract include:

- Slower progression of technology
- Large bus procurement
- Supply chain and limited number of US manufactures
- Focus on safety and security improvements
- Planning for 2026 World Cup and 2028 Olympics
- Need for industry coordination and outreach

Additional funding is needed to continue the technical support; however, the benefits and long-term cost savings are vital for ensuring that Zero-Emission Bus (ZEB) vehicles remain safe, dependable, and that the infrastructure is robust enough to meet service demands effectively.





Board Report

File #: 2025-0204, File Type: Appointment

Agenda Number: 28.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE APRIL 17, 2025

SUBJECT: APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE nominee for membership on Metro's San Gabriel Valley Service Council (Attachment A).

ISSUE

The San Gabriel Valley Service Council has a vacancy due to the resignation of a Representative on February 3, 2025.

BACKGROUND

Metro Service Councils (MSCs) were created in 2002 as community-based bodies that improve bus service and promote service coordination with municipal and local transit providers. The MSC bylaws specify that representatives who live, work, or represent the region should 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 for proposed bus route changes, and considering staff recommendations/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. If the Metro Board moves 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 individual listed below. If approved by the Board, he will serve the remainder of the three-year term specified. Attachments A and B provide a brief list of qualifications for the new nominee and the nomination letter.

For reference, should this nominee be appointed, the 2023 American Community Survey demographics and 2023 Metro Ridership Survey demographics for the region are compared to the

Council composition.

San Gabriel Valley Service Council

A. John Wu, New Appointment

Nominated by: Cities of Alhambra, San Gabriel, San Marino, and South Pasadena

Term: July 1, 2023 - June 30, 2026

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

SGV Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SGV Council Region	49.4%	15.9%	28.5%	0.2%	2.9%	0.2%	2.9%
SGV Region Ridership	78%	5%	9%	1%	6%	1%	0%
SGV Membership (No.)	55.5% (5)	11% (1)	33% (3)	0% (0)	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)

*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.

EQUITY PLATFORM

Metro recommends appointing Service Council members who represent the diverse needs and priorities of the respective region’s demographics. To further encourage nominating authorities to nominate individuals who closely reflect the region and its ridership, Metro staff shares Service Council membership race/ethnicity and gender demographic makeup compared to that of the residents with each nomination request. This practice resulted in greater diversity of race/ethnicity and gender over the last several years of the Service Councils. However, approximately half of LA County residents and Metro riders are women, and work is still required to achieve gender equity in some of the Service Councils. Staff will continue to share demographic information and encourage nominating authorities to consider gender equity when considering individuals for nomination.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro’s significant investment in rail and bus transit.* Metro’s Board-adopted VMT reduction targets align with California’s statewide climate goals, including achieving carbon neutrality

by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

This item supports Metro's systemwide strategy to reduce VMT through operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it maintains a fully appointed advisory body that enables local area stakeholders to provide input on how Metro's bus service is performing in their communities, thereby contributing to Metro's efforts to improve the customer experience. A fully appointed advisory body increases public engagement and provides transparency around Metro's decision-making process for service planning. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

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.

ALTERNATIVES CONSIDERED

The alternative to the recommendation would be for this nominee not to be approved for appointment. This would reduce the effectiveness of the Service Councils, as it would increase the challenges of obtaining a necessary quorum for this Service Council to formulate and submit its recommendations to the Board. It would also result in the Service Council having a less diverse representation of their service area.

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.

ATTACHMENTS

Attachment A - New Appointee Nomination Letter
Attachment B - New Appointee Biography and Qualifications

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

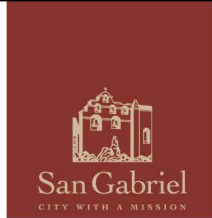
Reviewed by: Conan Cheung, Chief Operations Officer, (213) 418-3034



Stephanie N. Wiggins
Chief Executive Officer

NEW APPOINTEE NOMINATION LETTER

San Gabriel Valley Service Council



City Clerk's Department
Phone: 626.308.2816
Fax: 626.458.2830
City Hall: 425 South Mission Drive, San Gabriel, California
Web: SanGabrielCity.com

March 5, 2025

Dolores Ramos
Senior Manager
Metro Services Council
One Gateway Plaza
Los Angeles, CA 90012-2952

Sent via email: ramosd@metro.net

RE: Appointment to San Gabriel Valley Service Council

Dear Ms. Ramos,

In response to your letter dated February 4, 2025, this letter serves to confirm the nomination of Mayor John Wu for the unexpired term ending June 30, 2026, on Metro's Service Council. The cities of Alhambra, San Gabriel, San Marino, and South Pasadena have reached a consensus on this nomination.

We greatly appreciate it and look forward to Metro's Board of Directors' approval at a future meeting.

If you have any questions or need any additional information, please feel free to contact me at (626) 308-2805.

Respectfully,

Mark Lazzaretto
City Manger



Service Council Nominee Qualifications

John Wu, Nominee to San Gabriel Valley Service Council



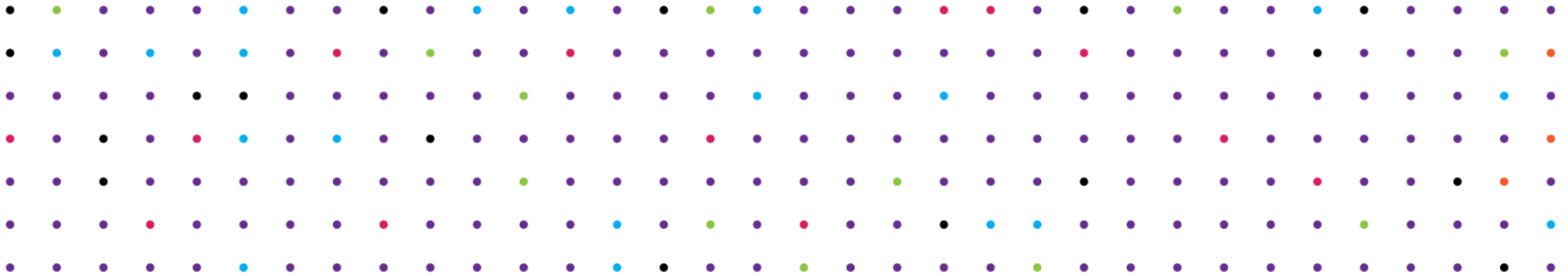
John Wu is honored to serve as the Mayor of the City of San Gabriel, a position he assumed in March 2024 after being elected to the City Council in November 2022. In addition to his public service, John Wu is a Certified International Property Specialist Instructor for the National Association of REALTORS® and a Certified Real Estate Brokerage Manager Instructor for the Real Estate Business Institute. Mayor Wu is also a California licensed real estate broker and a Mortgage Loan Originator.

John Wu has worked to expand San Gabriel's presence on the international stage by establishing sister city partnerships with Banqiao District in New Taipei City and Hualien County in Taiwan, fostering cultural and economic exchanges.

Mayor Wu was born in Hong Kong and raised in Taiwan. He graduated from college in Austria before earning a bachelor's degree in business from California State University, Los Angeles (CSULA). He married his wife, Sunny, in 2001, and together they have a daughter, Daphne. Mayor Wu has proudly called San Gabriel home for 25 years.

REGIONAL SERVICE COUNCILS

APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL



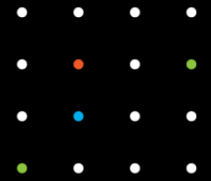
Operations, Safety, & Customer Experience Committee Meeting
April 17, 2025

RECOMMENDATION



APPROVE nominee for membership on Metro's San Gabriel Valley Service Council.

ISSUE & DISCUSSION



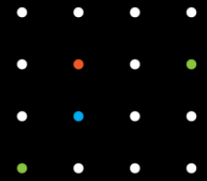
ISSUE

The San Gabriel Valley Service Council has a vacancy due to the resignation of a Representative on February 3, 2025.

DISCUSSION

If approved by the Board, San Gabriel Mayor John Wu will serve the remainder of the three-year term (July 1, 2023 – June 30, 2026).

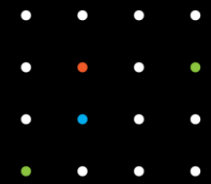
Nominating Authorities



- City of San Gabriel Mayor John Wu has been nominated by the Cities of Alhambra, South Pasadena, San Gabriel, and San Marino

Region	Nominating Authorities
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)

Demographics



- With this nominee, the San Gabriel Valley Service Council composition and representation will be:

SGV Race/Ethnicity	Hispanic or Latino	White	Asian	Pac Isl	Black	Native Amer	Other
SGV Council Region	49.4%	15.9%	28.5%	0.2%	2.9%	0.2%	2.9%
SGV Region Ridership	78%	5%	9%	1%	6%	1%	0%
SGV Membership (No.)	55.5% (5)	11% (1)	33% (3)	0% (0)	0% (0)	0% (0)	0% (0)

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)