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Agenda - Final

Thursday, March 24, 2022

10:00 AM

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Board of Directors - Regular Board Meeting

Hilda L. Solis, Chair

Ara Najarian, 1st Vice Chair

Jacquelyn Dupont-Walker, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Janice Hahn

Paul Krekorian

Sheila Kuehl

Holly Mitchell

Tim Sandoval

Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

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

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

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

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

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- 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.

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x3 *中文 (Chinese)*

x4 *한국어 (Korean)*

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Dial-in: 888-251-2949 and enter
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La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 24 de Marzo de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

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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, 5, 6, 9, 12, 16, 17, 20, 22, 25, 26, and 29.

Consent Calendar items are approved by one vote 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** [2022-0172](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0173](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

PLANNING AND PROGRAMMING COMMITTEE RECEIVED AND FILED THE FOLLOWING:

7. **SUBJECT: RESPONSE TO MOTION 16: 710 SOUTH CLEAN TRUCK PROGRAM** [2022-0037](#)

RECOMMENDATION

RECEIVE AND FILE report on 710 South Clean Truck Program in response to Board Motion 16.

- Attachments:**
- [Attachment A - Substitute Motion by Directors Hahn and Dutra, October 2021](#)
 - [Attachment B - 710 Task Force Study Area](#)
 - [Attachment C - 710 Task Force Roster](#)
 - [Attachment D - 710 Task Force Joint Letter of Support for SB 671 prioritization](#)
 - [Attachment E - AQMD Presentation 710 CTP WG January 2022 Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE FORWARDED THE FOLLOWING:

8. **SUBJECT: RESPONSE TO MOTION ON IMPROVED MOBILITY THROUGH HIGH- SPEED RAIL PROJECTS IN LOS ANGELES COUNTY** [2022-0046](#)

RECOMMENDATION

RECEIVE AND FILE report on improved mobility through high-speed rail projects in Los Angeles County in response to Board Motion 46.

- Attachments:** [Attachment A - Metro Board Motion #46 -- December 2021](#)
[Attachment B - Strategic LA County Rail Projects for Early Delivery](#)
[Attachment C - Strategic Early Delivery Project List Updated Cost Estimates](#)
[Attachment D - Transformational LA County Rail Projects](#)

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

21. **SUBJECT: ACCESS TO CAREER OPPORTUNITIES MOTION** [2022-0162](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Dutra, Dupont-Walker, Krekorian, and Mitchell that the Board direct the Chief Executive Officer to:

- A. In partnership with Metro’s Office of Equity and Race, Transit Operations, Program Management, and WIN-LA, create a working group with community colleges and regional occupational centers from communities located along Metro’s major transit projects and consisting of members and stakeholders based in these communities to begin discussions for the establishment of future skills-based courses at such institution(s), including but not limited to:
1. transit project construction
 2. transit operations, and
 3. pre-apprenticeships/apprenticeships;
- B. Ensure course curricula align with Metro’s workforce requirements, including the need for multilingual employees;
- C. Provide skills-based Certificates upon completion;
- D. Focus opportunities for residents in communities located along and near future transit projects in order to increase access to the jobs created by Metro’s infrastructure construction program; and

-
- E. Identify additional career pathways and upskilling opportunities within Metro;
 - F. Continually seek state and federal funding, including but not limited to State of California High Road Training Partnership funding, to support the development of career pathways; and
 - G. Report back to the Board on progress toward this effort in June of 2022.

**30. SUBJECT: HIRING INDIVIDUALS WITH ENGLISH AS A SECOND
 LANGUAGE MOTION**

[2022-0178](#)

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, Mitchell, and Dutra that the Board direct the CEO to:

- A. Pursue partnerships with external ESL-serving stakeholders and organizations in Spanish-speaking communities to amplify Metro's efforts to recruit individuals with Spanish as their first language;
- B. Coordinate with Los Angeles County's Internal Services Department through its Multiethnic & Local/Community Media Directory to promote hiring opportunities in non-English speaking media and explore opportunities for partnerships with County agencies such as the Department of Workforce Development, Aging and Community Services (WDACS) and the Office of Immigrant Affairs;
- C. Report back to Board providing updates on partnerships and cost analysis by June 2022; and
- D. Conduct a feasibility study within the first 12 months of program launch on expanding *Bienvenidos a Metro* to additional languages to reach the widest Operator applicant pool.

**31. SUBJECT: LINK UNION STATION - LOS ANGELES RIVER PATH
 CONNECTOR MOTION**

[2022-0180](#)

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Solis, and Najarian that the Board direct the CEO to:

- A. Continue taking all steps necessary to ensure the Link US - LA River Path Connector can be developed and constructed efficiently as part of the Link US CM/GC contract, including but not limited to syncing design, permitting, and construction of the connector with design, permitting, and construction of Link US;

- B. Develop a funding strategy for the connector, including consideration of Measure M LA River Path and Measure M 2% (active transportation) funding as local match for state and federal active transportation grant opportunities;
- C. Should it prove infeasible to deliver the connector as part of the Link US CM/GC contract, include in the scope for the LA River Path Project an off-street connector between the River Path and Union Station to maximize sustainable transportation network connectivity;
- D. Engage with community and active transportation stakeholders about an off-street connection between Union Station and the LA River Path project; and
- E. Report back on the above as part of the next Link US and LA River Path Board reports.

END OF NON-CONSENT

32. SUBJECT: CLOSED SESSION

[2022-0177](#)

A. Conference with Real Property Negotiators - G.C. 54956.8

Property: Union Station - Kiosk (K-4) and Storage Area (US-02), 800 N. Alameda St., Los Angeles, California 90012.
Agency Negotiator: Holly Rockwell and John Potts.
Negotiating Parties: Skeb Corporation.
Under Negotiation: Price and terms.

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

Agency Representative: Robert Bonner and Cristian Leiva or designee
Employee Organization: SMART

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

Title: Chief Executive Officer

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2022-0140](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 24, 2022.

Attachments: [MINUTES - February 24, 2022 RBM](#)
 [February 2022 RBM Public Comments](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

5. **SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD** [2021-0800](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - ESFV Shared ROW Study Area Map](#)
[Presentation](#)

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

6. **SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT** [2022-0016](#)

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023; and
- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any

other future technical work identified through future coordination efforts and/or as directed by the Board.

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

PLANNING AND PROGRAMMING COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

9. SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT

[2021-0612](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company for the North Hollywood Joint Development Project for an additional 12 months beyond June 2022, with an option to extend another 12 months to June 2024.

- Attachments:** [Attachment A - Site Plan](#)
[Presentation](#)

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

12. SUBJECT: INFORMATION TECHNOLOGY (IT) SERVICES BENCH

[2022-0058](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an IT Services Bench, through (RFIQ) No. PS7764700, consisting solely of SBE Prime vendors listed on Attachment A-1, who have been deemed qualified to participate in future as-needed IT task order work for technical Service Sections 1 through 4 below:

1. Enterprise Architecture & Technical Integration
2. Business Application Services
3. IT Operations and Service Delivery
4. Center of Excellence

The Bench will be in effect for a five-year period to perform professional services for a cumulative total value not-to-exceed \$45,000,000. Individual task orders will be awarded based on competition via the Request for Proposal (RFP) process.

- B. EXECUTE individual task orders under the Contract for IT Services for a total not-to-exceed amount of \$45,000,000.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 16. **SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE FACILITATOR SERVICES** [2022-0087](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS72932000 with Estolano Advisors, for an amount not to exceed \$160,563, increasing the contract price from \$210,459 to \$371,022.

Attachments: [Attachment A - Procurement Summary - Mod 1](#)
[Attachment B - Modification Change Order Log](#)
[Attachment C - DEOD Summary](#)

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 17. **SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES** [2022-0038](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 11 to Contract No. OP4056400OP for Fence Repair and Installation Services for Metro Rail Rights-of-Way, Facilities and Parcel Properties with AZ Construction Inc, DBA Ace Fence Co., in the amount of \$865,000, increasing the total contract value from \$3,196,800 to \$4,061,800, and extending the period of performance from May 1, 2022, through October 31, 2022. Modification No. 11 also includes an as-needed option to extend the contract period of performance up to six (6) months through April 30, 2023 and increase the total contract value up to an additional \$390,000 for a total contract not to exceed amount of \$4,451,800, pending lawsuit resolution.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

20. SUBJECT: EXECUTE CONTRACT MODIFICATION WITH BYD FOR VEHICLE TELEMATICS AND CHARGE MANAGEMENT SYSTEM, AND K9MD-ER EXTENDED RANGE BUSES [2021-0723](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE the Life of Project (LOP) budget by \$34,551,702, raising the LOP budget to \$163,534,000;
- B. EXECUTE Modification No. 11 to BYD Coach & Bus, LLC (BYD), to provide Vehicle Telematics and Charge Management System software to assist Metro in lowering operational costs and developing custom software to manage the Silver Line electric buses at Division 9 and Division 18 more efficiently, at the firm fixed price of \$2,944,274; and upgrade ninety-five (95) buses from a K9M model to a K9MD-ER extended range model increasing the battery size from 348kWh to a 496 kWh, at a firm fixed price of \$15,025,340; for a combined modification total of \$17,969,614, increasing the contract value from \$102,620,864 to \$120,590,478 (excluding CMA); and
- C. INCREASE Contract Modification Authority by \$12,970,951 to incorporate the Charge Management System and Extended Range Bus upgrade, and includes an additional 10% or \$1,796,961 for future vehicle configuration changes.

- Attachments:** [Attachment A - Motion 25](#)
[Attachment B - Procurement Summary](#)
[Attachment C - DEOD Summary](#)
[Attachment D - Contract Modification Change Order Summary](#)
[Attachment E - Funding and Expenditure Plan](#)

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

22. SUBJECT: GENDER ACTION PLAN MOTION [2022-0163](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, Solis, Kuehl, Barger, Mitchell, and Dupont-Walker that directs the Chief Executive Officer to return to the board in May 2022 with a report on the following items:

-
- A. Status Update on Metro's Gender Action Plan.

 - B. Identification of funding for specific Gender Action Plan Initiatives that will be included in the FY23 Budget.

Further direct the CEO to return to the Board in March 2023 with a report on lessons learned through the Gender Action Plan Initiatives funded in the FY23 Budget.

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 25. SUBJECT: CRENSHAW AND REGIONAL CONNECTOR RAIL PROJECTS TITLE VI SERVICE AND FARE EQUITY ANALYSIS** [2021-0736](#)

RECOMMENDATION

APPROVE the Crenshaw and Regional Connector Operating Plans Title VI Service and Fare Equity Analysis.

Attachments: [Attachment A - Public Hearing Comments](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 26. SUBJECT: ENCOURAGING THE USE OF PUBLIC TRANSIT** [2022-0126](#)

RECOMMENDATION

AUTHORIZE Chief Executive Officer to make Metro bus, rail, and bike share services free on Transit Equity Day (February 4th), Earth Day (April 22nd), National Bike to Work Day (celebrated with LA County every 3rd Thursday of May) and California Clean Air Day (October 6th) on an annual basis, permanently.

- 29. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING** [2022-0174](#)

RECOMMENDATION

CONSIDER making the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro's standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and
- B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

END OF CONSENT CALENDAR

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0175](#)

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 #: 2022-0037, File Type: Motion / Motion Response

Agenda Number: 7.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022

SUBJECT: RESPONSE TO MOTION 16: 710 SOUTH CLEAN TRUCK PROGRAM

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE report on 710 South Clean Truck Program in response to Board Motion 16.

ISSUE

At the October 28, 2021, Metro Board meeting, the Board approved a Substitute Motion by Directors Hahn and Dutra (Attachment A).

Additionally, during the discussion of this item (Motion 16), Metro Director Ara Najarian asked for a report back on the various Zero-Emission technologies being developed for heavy duty truck use, including hydrogen fuel cell.

The authors of the motion have allowed for the first report back to be deferred to the March 2022 Board cycle to permit the 710 Task Force to convene stakeholders through its Clean Truck Working Group that will develop the 710 South Clean Truck Program (710 CTP).

This report provides updates on the development of the 710 CTP, including the stakeholder engagement process and advocacy efforts (as of February 2022) in response to the Board motion. Additionally, this report provides an update on the request made by Director Najarian during the discussion of Motion 16.

BACKGROUND

Metro and Caltrans District 7 established the 710 Task Force in September 2021 to re-engage stakeholders that depend upon, and are impacted by, the movement of people and goods within the Interstate 710 (I-710) South Corridor that includes the I-710 South Freeway facility between the Ports of LA and Long Beach and State Route 60 plus the local impacted communities adjacent to the freeway (Attachment B).

The commissioning of the 710 Task Force responds to the Board action taken in May 2021 that suspended all work related to the original I-710 South Corridor Project EIR/EIS, including the Locally

Preferred Alternative (LPA) 5C that included a form of an I-710 South Corridor Clean Truck Program as a programmatic element as prescribed within the overall environmental document. It is important to note that the 710 CTP to be developed by the 710 Task Force is independent of the prior programmatic element and any of the parameters or elements prescribed within that prior program.

Metro's goal for the 710 Task Force is to convene and work with stakeholders to develop a multimodal, community-supportive Investment Plan to improve regional mobility and air quality while fostering economic vitality, social equity, environmental sustainability, and access to opportunity for the most impacted residents along the I-710 South Corridor within the regional context of moving people and goods. The 710 Task Force meets every month and has held five Task Force meetings, with the sixth meeting scheduled for March 14, 2022.

Following the adoption of Motion 16, the 710 Task Force project team initiated a Clean Truck Working Group as the third working group established through the task force's engagement process. The Clean Truck Working Group is charged with developing the 710 CTP as part of the 710 Task Force's overall Investment Plan under the guidance of the Zero-Emission (ZE) technology parameters adopted by the Board (via Motion 16).

The working group currently comprises representatives from community-based organizations, the trucking and logistics industry, the Ports of LA and Long Beach, academia and research groups, utilities, zero-emission technology advocates, the Environmental Protection Agency, California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), Gateway Cities Council of Governments, Caltrans, and Metro. Upon establishment of the Community Leadership Committee (CLC) of the 710 Task Force, community residents selected to be part of the CLC will also be invited to participate in the Clean Truck Working Group. CLC members choosing to participate in the Clean Truck Working Group will have an equal role with Task Force members and other partners in developing the program recommendations that will be reviewed by the full CLC before being considered by the Task Force.

DISCUSSION

The Clean Truck Working Group has held three meetings (November 29, 2021; January 25, 2022; and February 24, 2022) in which Task Force members and key partners reviewed and discussed the following topics:

- The goals and objectives for the 710 Clean Truck Program in the context of Motion 16 (Directors Hahn and Dutra)
- Industry perspectives and the role of stakeholders in the 710 Task Force
- Air quality and environmental justice challenges and opportunities for the I-710 South Corridor, as presented by the Environmental Protection Agency
- Air quality context from the South Coast Air Quality Management District and the challenges in meeting upcoming federal air quality attainment deadlines due to the slow rollout and scaling of ZE truck technology and infrastructure to displace the large volume of diesel trucks moving goods in the region.
- The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 heavy-duty trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure

funding opportunities

- Strategies to best leverage Metro's \$50 million in seed funding with the state and federal governments' existing and future resources, while exploring partnerships with organizations already funding incentives to deploy ZE truck technology and infrastructure, such as the Ports of LA and Long Beach, CARB and SCAQMD.

A written summary, provision of presentations and materials, and a reporting out of the discussion at every Clean Truck Working Group meeting has occurred at each 710 Task Force meeting following the working group meeting, with multiple public comment opportunities available for members of the public to provide input into the development of the program. These documents and the video of the presentation to the 710 Task Force can be found on the Metro 710 Task Force webpage¹.

The Clean Truck Working Group, originally comprising only members of the 710 Task Force (Attachment C) was expanded permanently to include additional stakeholders and partners at January 25, 2022, meeting. This format and opportunity for collaboration among community, city, council of governments, industry, regulatory, port, utility, air quality/ZE advocacy, and academic/research stakeholders and experts are responsive to the leadership vision for regional collaboration provided by Part B of Motion 16 and vital to the success of the working group's development of the 710 CTP.

During the process of finalizing the scope of the 710 CTP, Metro and Caltrans plan to engage communities directly through (at minimum) a public workshop to gain feedback into the process and on proposals developed by the Clean Truck Working Group before a final presentation to the 710 Task Force for review and approval.

Areas for Possible Further Study and Consideration

The effective and accelerated deployment of ZE trucks within the I-710 South Corridor will require the Clean Truck Working Group to consider an array of policies, infrastructure needs, and mitigations to meet collective equity, public health, and climate action goals while also fostering an environment for public and private actors to advance the availability of ZE trucks at scale to make a significant and timely transition of the thousands of diesel trucks operating in the corridor daily. The following topics will be among those explored and discussed by the Clean Truck Working Group in future meetings as it develops the 710 CTP as part of the 710 Task Force's Investment Plan recommendations.

- **Alignment with 710 Task Force Vision & Goals:** Integrating the development of the working group recommendations will need to align with the Vision & Goals that are currently being developed by the Task Force. Overlaying a review of equity considerations and eliminating disparities will help ensure the working group recommendations will meet the overall Equity perspective employed by the Task Force for the entirety of its Investment Plan recommendations.
- **Regional ZE Infrastructure Planning:** The implementation of ZE infrastructure in the near term to support the growth of ZE truck operations in the I-710 South Corridor has emerged as a top priority - and future bottleneck to address - for the Clean Truck Working Group. Metro has an opportunity to create a regional blueprint developed in partnership

with Caltrans, the Gateway Cities COG, regional stakeholders, and local communities that can identify priorities for state and federal investment into key pieces of ZE infrastructure to serve the needs of current and future ZE truck owner/operators in the corridor.

This planning work will be of vital importance to allow Metro and Caltrans to identify near-term ZE infrastructure projects to compete for funding in upcoming state and federal discretionary grant cycles as well as for priority in state and federal planning efforts such as the California Transportation Commission's (CTC) SB 671 Clean Freight Corridor Efficiency Assessment being conducted currently. The 710 Task Force agreed to send a joint letter of support for the I-710 South Corridor to be a priority for this CTC planning work (Attachment D).

- **Community Outreach for ZE Infrastructure Siting:** While local communities are supportive of the deployment of ZE truck technology in the corridor-and the attendant infrastructure necessary to support that deployment-they also raise concerns about where potential ZE infrastructure will be sited in local communities adjacent to the I-710 South freeway. The inclusion of community members and advocates in the planning of ZE infrastructure siting will be of great importance going forward to ensure community input is received and further disparities are avoided.
- **Reliability of infrastructure and fuel/electricity:** Securing reliable and accessible ZE fueling and charging for trucks will require a level of comfort for truck owners/operators to depend upon the availability of charging or fueling for their ZE trucks at the time and speed necessary to maintain duty cycles.
- **Workforce development:** With the introduction of new ZE technologies into the corridor comes opportunities to develop workforce, skills, and training programs designed to link members of disadvantaged communities within the I-710 South Corridor to new and emerging jobs, such as installation of electric charging infrastructure.
- **Impact of slow scaling of ZE technology on equity, public health, and meeting state and federal mandates:** The South Coast Air Quality Management District must meet federal attainment deadlines or else the region-including LA County-risks losing access to federal transportation funding or other penalties associated with being out of compliance with clean air mandates (Attachment E).

The slow rollout of ZE technology-and the impending bottlenecks due to a lack of ZE infrastructure-makes bringing ZE technology into the region at scale a difficult challenge considering the magnitude of over 16,000 trucks that call on the Ports of LA and Long Beach daily. According to SCAQMD, the scale to commercialize and adopt ZE trucks (including infrastructure) is not on pace to meet the region's air quality goals or mandates.

The delay in bringing ZE trucks to market quickly and in large quantities creates additional equity concerns, disparities, and public health impacts for local communities due to tailpipe emissions from diesel trucks that will continue to operate in the corridor for the foreseeable future as ZE technology continues to mature and scale.

- **Entrained particulate matter:** Even if every truck and vehicle that operated within the I-710 South Corridor used ZE technology, there still would remain a significant amount of particulate matter generated by the movement of trucks - particularly on the freeway facility - due to brake and tire wear and deterioration of the freeway and roadway pavement. The presence of this form of particulate matter-which causes severe public health impacts for surrounding communities-is a contributing factor to the EPA's decision on whether a project to be implemented on the I-710 South Corridor will require a hotspot conformity analysis as part of the environmental process. Limiting or mitigating this source of public health hazard will be important to achieving equitable outcomes for local communities in addition to implementing ZE technology.

- **Tax and Incentive Funding Barriers to Adoption:** The trucking industry has raised several prominent concerns about the economic considerations truck owners/operators - especially those that are considered minority and/or disadvantaged small businesses - face when deciding not to transition from a diesel truck to a ZE truck.
 - Insufficient subsidy offered: The subsidy offered as an incentive by programs such as the CARB Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) oftentimes does not come close to covering the cost differential between a new ZE truck and a used diesel truck that is still eligible to operate. For many truck owners/operators, an even greater subsidy would be a minimum necessary to make the economic decision to make the transition to ZE technology.

 - Income tax - disincentive: Subsidies received by truck owners/operators as an incentive to transition from diesel to ZE technology are subject to income tax, thus creating a tax burden for smaller, minority, and/or disadvantaged truck owners/operators that undermines the purpose of the incentive funding. A legislative exemption from this tax could serve as an additional incentive for truck owners/operators to transition to ZE technology.

 - Sales tax - disincentive: Truck owners/operators that take advantage of incentive funding to subsidize the purchase of a new ZE truck must pay the full sales tax-sometimes up to 10%--on the purchase of a fully priced ZE truck. Exemption from this tax could serve as an additional incentive for truck owners/operators to transition to ZE. AB 784 (Mullin) could serve as a template for legislation given its partial exemption of sales tax for the purchase of certain ZE buses.

- **Truck parking:** One of the main challenges for truck drivers to transition to a ZE Battery Electric truck is the need to charge the truck overnight to run full duty cycles without losing time and economic opportunity because of having to charge during the day. Many truck drivers do not domicile their trucks at home or in a facility that would have access to electric charging; rather, they park their trucks on the street or at facilities that have no access to electric charging.

- **Vegetation and other truck mitigations:** Removing particulate matter and other toxic emissions from the air before they can impact local community health and the environment will likely be a priority for the working group and the 710 Task Force. Finding non-traditional ways to do so, including the introduction of vegetation or other strategies, could become part of the scope of work for the working group.
- **Technology and Innovation:** Using technologies to reduce truck VMT and eliminate unnecessary or inefficient truck trips will help reduce the impact of diesel truck operations in the corridor. An example would be the Drayage, Freight, and Logistics Exchange (DrayFLEX) program Metro helped implement to create efficiencies in truck movements in the Gateway Cities area.

A more detailed report on these topics will be provided in the May 2022 update to the Board.

Request from Director Najarian

During the discussion of Motion 16, Director Najarian asked for a report back on all ZE technologies being developed for heavy-duty trucks, including hydrogen fuel cells. This request reflects a growing need in the region to identify potentially multiple forms of ZE technology to meet the needs of different movements of goods, such as long-haul drayage, by Class 8 trucks.

The Goods Movement Planning unit is currently procuring professional services to advance the LA County Goods Movement Strategic Plan five key initiatives, including the Countywide Clean Truck Initiative. The proposed scope of work for these services includes a comprehensive evaluation of available heavy duty truck Zero-Emission technologies. Staff will coordinate this work with our partners at EPA, CARB, SCAQMD, and CalStart to develop a full response to Director Najarian's request. Staff estimates this report will be available in September 2022.

Federal Advocacy

The Infrastructure Investment and Jobs Act (P.L. 117- 58) signed into law by President Biden on November 15, 2021, provides funding for a variety of programs that could be used to fund the I-710 South Corridor Clean Truck Program. These programs include but are not limited to, the INFRA grant program, the RAISE grant program, and more than \$30 billion in grant funding for the deployment of electric and other clean vehicles and infrastructure to be administered by the U.S. Departments of Transportation (USDOT) and Energy (DOE). At present, the USDOT and other Executive Branch agencies are in the process of issuing Notices of Funding Opportunity (NOFO) that outline the specific parameters being used to issue grants to applicants from across the nation. As these NOFOs are published in the Federal Register, our agency will have the ability to understand which grant program is best suited to provide funding for the 710 CTP.

At the direction of Metro's Chief Executive Officer, a TIGER team has been created to work across all agency departments to support the agency's development of a road map on how to seek funding from the new and existing federal grant programs authorized and/or appropriated funding through the

Infrastructure Investment and Jobs Act. Once Metro determines that we are seeking federal funding for a Metro project through a specific grant program - our agency will - consistent with our standard operating procedure - launch an aggressive advocacy effort to ensure that our federal grant application has the highest degree of success possible. This aggressive advocacy effort includes engaging our Board members to directly advocate for a federal grant with federal stakeholders - in both the Legislative and Executive Branches of government. This effort also involves a concentrated effort to secure support from local and regional stakeholders - to transmit their support for a given grant request to the Biden Administration and their federal elected officials in both the House and Senate. NOFOs for federal grant programs that could fund eligible components of the 710 CTP are expected to be issued in mid-February and will continue to be released through the Spring of 2022.

State Advocacy

Metro's state advocacy team is continuing to aggressively advocate for clean fuel vehicle funding as identified in the Golden Opportunity Package recommended by the Board of Directors. The Governor's budget proposal contains significant amounts of funding for heavy-duty clean fuel vehicles including buses and trucks. We are continuing to advocate that the California Air Resources Board and the California Energy Commission should prioritize funding trucks in the I-710 South Corridor.

However, the actual structure of Metro's 710 CTP is still being developed by the 710 Task Force as of the writing of this report. Advocacy for that program will begin once its details are in place so that staff can communicate its structure--including funding structure, participant criteria, and performance requirements amongst other issues. Once the final structure of the Metro 710 CTP is approved by the Board (following action by the 710 Task Force to submit recommendations to the Board), we will engage in appropriate and aggressive advocacy to support that program.

EQUITY PLATFORM

Metro is working to center equity in all future decision-making, budget allocation, and community engagement activities for the Project(s) developed by the 710 Task Force along the I-710 South Corridor. Through the task force process, staff is currently working with stakeholders, including residents most impacted by potential projects along the corridor who will serve on the new Community Leadership Committee, to collaboratively develop an investment plan to implement priority multimodal projects and programs. One of these programs is the 710 CTP, as prescribed by Motion 16.

The 710 CTP will be vetted by stakeholders and assessed for its ability to support equitable outcomes. Development of the 710 CTP will directly address the pollution, air quality, and public health impacts caused by the operation of thousands of diesel trucks daily within the I-710 South Corridor. The 710 CTP is intended to be a new process independent of the parameters and elements attached to the previous version of this program that served as a programmatic element of the now-suspended I-710 South Corridor project environmental document.

In response to input from community representatives, Metro will engage and include members of the

CLC in the development of the working group recommendations, receive CLC review of the recommendations prior to consideration by the Task Force, and will consider re-naming the working group to reflect the Zero-Emission focus as directed by Motion 16 and requested by community stakeholders.

The 710 Task Force and its attendant working groups and Community Leadership Committee (composed entirely of local stakeholders from the corridor) will promote community-driven conversations to ensure an equitable decision-making process as the Task Force develops the vision and goals, creates multimodal strategies, and identifies priority projects and programs for the I-710 South Corridor to be brought to the Metro Board for consideration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Collaboration among the I-710 South Corridor stakeholders through 710 Task Force meetings and Clean Truck Working Group meetings is consistent with the following goals of the Metro Vision 2028 Strategic Plan:

Goal 4: Transform LA County through regional collaboration and national leadership.

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

NEXT STEPS

The 710 Task Force and Clean Truck Working Group will continue to work to define the 710 CTP and its associated investment and implementation plan to accelerate the deployment of ZE Heavy-Duty Class 8 trucks and infrastructure along the I-710 South Corridor.

The next meeting of the 710 Task Force Clean Truck Working Group will be on March 22, 2022.

Once the 710 Task Force approves a set of recommendations for the 710 CTP, staff will present those recommendations to the Metro Board for consideration.

As requested in Motion 16, Metro staff will report back on further updates during the May 2022 Board cycle.

ATTACHMENTS

Attachment A - Substitute Motion by Directors Hahn and Dutra, October 2021
(Item 16, Legistar # [2021-0708](#))

Attachment B - 710 Task Force Study Area

Attachment C - 710 Task Force Roster

Attachment D - 710 Task Force Joint Letter of Support for SB 671 prioritization

Attachment E - SCAQMD Presentation to January 2022 710 Task Force Clean Truck Working Group

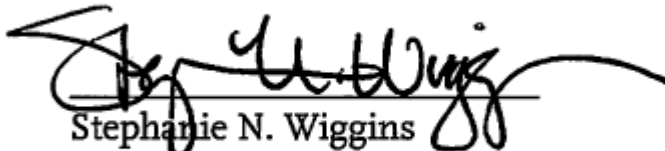
Prepared by: Dan Lamere, Transportation Associate, Countywide Planning & Development, (213) 922-4946

Akiko Yamagami, Manager, Transportation Planning, Countywide Planning & Development, (213) 547-4305

Michael Cano, EO (Interim), Countywide Planning & Development, (213) 418-3010

Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

Metro

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



Metro

Board Report

File #: 2021-0708, **File Type:** Motion / Motion Response**Agenda Number:** 16.

**REGULAR BOARD MEETING
OCTOBER 28, 2021****Motion by:****DIRECTORS HAHN AND DUTRA**

Substitute Motion - 710 South Clean Truck Program

Communities along the I-710 South Corridor are confronted daily with unacceptable public health conditions, created in part by diesel emissions from heavy duty trucks. Diesel particulate matter is the single-largest contributor to air toxics cancer risk in the South Coast Air Quality Management District (AQMD) region, with Southeast Los Angeles communities having even higher air toxics cancer risk than the overall region.

In April 2020, the Metro Board of Directors committed \$50 million of Measure R funding from the I-710 South Corridor Project to advance deployment of a "710 South Clean Truck Program," contingent upon a Record of Decision issued by the Federal Highway Administration for the I-710 South Corridor Project.

In January 2021, the Board approved the 2021 LA County Goods Movement Strategic Plan, which included a Countywide Clean Truck Initiative, with the 710 South Clean Truck Program identified as a goods movement strategic priority.

In May 2021, the Board suspended further work on the I-710 South Corridor Project EIR/EIS and asked Metro staff to reconsider Project components. As a result, Metro staff created a new I-710 South Task Force, including representatives of corridor cities, community-based organizations, goods movement stakeholders, and the Ports of Los Angeles and Long Beach.

Both the Federal and State governments have been moving aggressively to provide funding for the deployment of Zero Emissions trucks. Further, the Ports are pursuing a clean trucks program, and AQMD is implementing a new battery electric truck program.

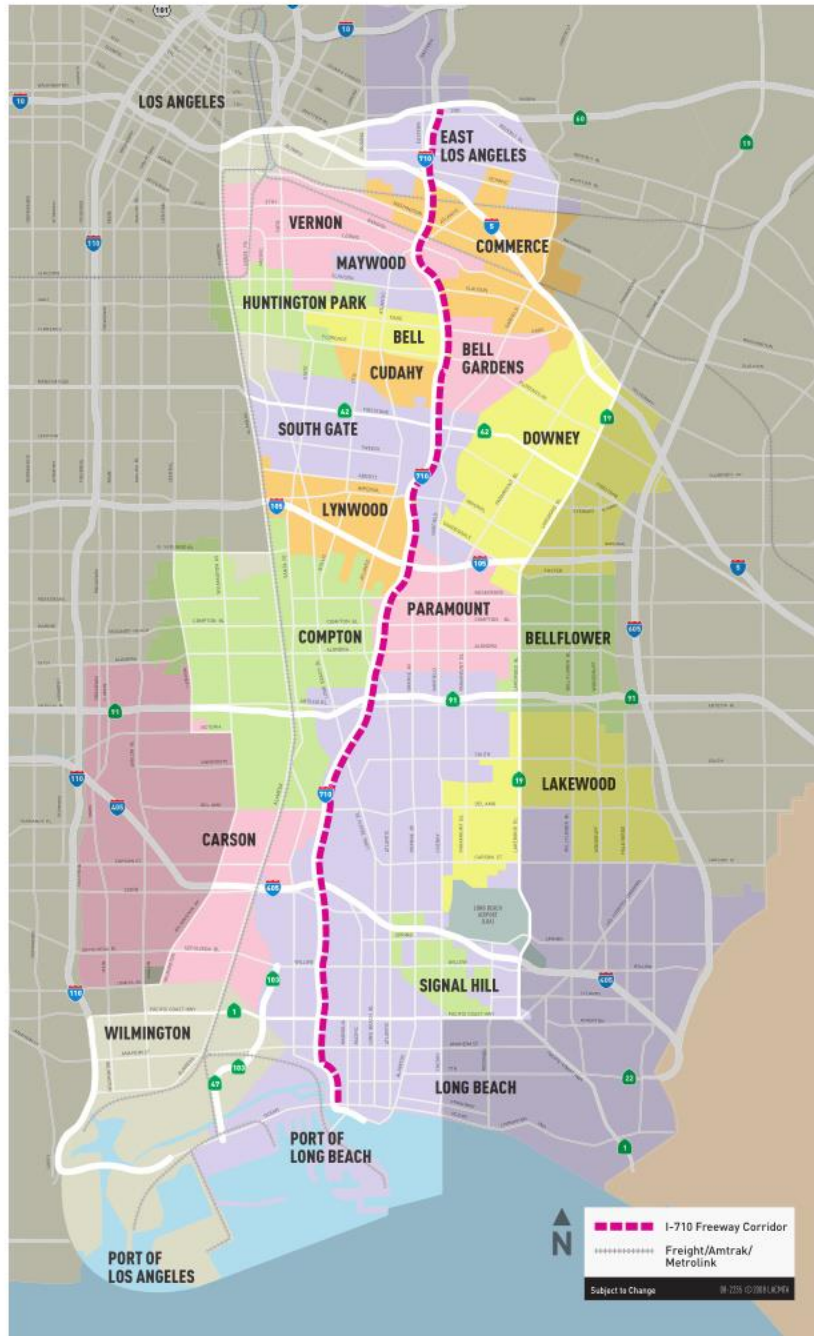
SUBJECT: SUBSTITUTE MOTION - 710 SOUTH CLEAN TRUCK PROGRAM**RECOMMENDATION**

APPROVE Motion by Directors Hahn and Dutra that directs the CEO to take the following actions:

- A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
- B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, the I-710 South Task Force, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
- C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget.
- D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero Emissions goods movement objectives along the I-710 South Corridor.

710 Task Force Study Area

I-710 Corridor Project EIR/EIS



710 Task Force Membership

CBO'S, ENVIRONMENTAL, ADVOCACY GROUPS & COMMUNITY SERVING ORGANIZATIONS	CITIES & GOVERNMENTAL AGENCIES	GOOD MOVEMENT/ TRANSPORTATION/LABOR/ BUSINESS
Southeast Los Angeles (SELA) Collaborative	County of Los Angeles Supervisorial District 1	METRANS Transportation Consortium
East Yard Communities for Environmental Justice (EYECJ)	County of Los Angeles Supervisorial District 2	Cal State University, Long Beach Center for International Trade and Transportation (CITT)
Communities for a Better Environment (CBE)	County of Los Angeles Supervisorial District 4	USC Equity Research Institute (ERI)
Long Beach Alliance for Children with Asthma (LBACA)	LA County Public Works	LA Unified School District (LAUSD)
Long Beach Residents Empowered (LBRE)	City of Long Beach	CALSTART
Legal Aid Foundation of LA-Long Beach (LAFLA-LB)	City of Los Angeles	International Brotherhood of Teamsters, Local Union 848
Coalition for Clean Air (CCA)	Southern California Association of Governments (SCAG)	LA County Business Federation (BizFed)
EarthJustice	Metrolink (Southern California Regional Rail Authority)	Burlington Northern Santa Fe (BNSF) Railway
National Resources Defense Council (NRDC)	Gateway Cities Council of Governments (GCCOG)	LA Customers Broker & Freight Forwarders Association (LACBFFA)
BREATHE LA County (Breathe LA)	City of Bell GCCOG Ad Hoc Committee	Harbor Trucking Association (HTA)
The California Endowment (TCE)*	City of Commerce GCCOG Ad Hoc Committee	Union Pacific (UP) Railroad
	City of Cudahy GCCOG Ad Hoc Committee	Pacific Merchant Shipping Association (PMSA)
	Alameda Corridor Transportation Authority (ACTA)	Total Transportation Services, Inc. (TTSI)
	Long Beach Transit (LBT)	Watson Land Company
	Access Services, Inc	International Longshoremen Workers Union (ILWU)
	US Environmental Protection Agency (EPA)	
	California Air Resources Board (CARB)	
	South Coast Air Quality Management District (AQMD)	
	LA County Economic Development Corporation (LAEDC)	
	Port of Long Beach (POLB)	
	Port of Los Angeles (POLA)	



March 8, 2022

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Re: 710 Task Force Joint Nomination of I-710 South Corridor for SB 671 Clean Freight Corridor Efficiency Assessment

Dear Mr. Weiss:

The Los Angeles County Metropolitan Transportation Authority (Metro), Caltrans District 7, the Gateway Cities Council of Governments (COG) and the 710 Task Force respectfully and jointly submit the I-710 South Corridor as our collective priority for the Senate Bill (SB) 671 (Gonzalez) Clean Freight Corridor Efficiency Assessment to be conducted by the California Transportation Commission (CTC).

The 710 Task Force comprises approximately 50 stakeholder organizations—from community representatives to regional government, freight industry to air quality regulators, transit operators to regional planners, and public health advocates to research institutions—that have come together to develop a strategic, multimodal Investment Plan for the I-710 South Corridor that will be considered by the Metro Board of Directors upon completion. This Investment Plan is intended to reflect and address the needs of our local communities, many of which are minority and disadvantaged economically, that are adjacent to the I-710 South Freeway and have borne for many years the myriad impacts—including those to public health resulting from

toxic tailpipe emissions, as well as particulate matter (PM) from brake and tire dust—associated with the movement of people and goods through the corridor.

The 710 Task Force members and partners clearly recognize that deploying zero-emission (ZE) heavy duty truck technology and supporting infrastructure within the corridor to displace diesel trucks will play a critical role in reducing harmful health impacts generated by diesel truck technology that disproportionately affect our I-710 South Corridor residents. Over the past year our members have actively supported the deployment of ZE truck technology within the corridor, including the following highlights:

- Last August, the **South Coast Air Quality Management District (SCAQMD)** announced its Joint Electric Truck Scaling Initiative (JETSII), financed by the **California Air Resources Board (CARB)** and the **California Energy Commission (CEC)**, that serves as the largest deployment of battery-electric trucks in North America to date.
- Last September, **Metro** and the **COG** issued a joint request to CARB and CEC to establish a meaningful working relationship to address the existing air quality and public health crisis confronting the communities along the I-710 South Corridor
- Last October, the **Metro** Board approved \$50 million in seed funding to support the Task Force’s development of a I-710 South Clean Truck Program that will focus on expediting the delivery of ZE truck technology and infrastructure within the corridor.

The I-710 South Corridor, as defined by the 710 Task Force, includes the I-710 South Freeway between Long Beach and State Route 60, the adjacent communities and major arterial rail and highway transportation system, the Ports of Long Beach and Los Angeles, and the Alameda Corridor. This multimodal corridor serves as the most vital freight corridor in California, directly linking the Ports of Long Beach and Los Angeles—which handle approximately 85% of California’s containerized goods—to major freight intermodal yards, warehouses, transloading centers and logistics hubs that serve regional, statewide and national community and economic needs. The importance of this corridor is highlighted by the ongoing supply chain disruption and port congestion crisis that has impacted the flow of goods to every part of California.

The statewide freight importance of moving goods through the I-710 South Corridor in combination with the urgent need to eliminate disparate health harms to corridor communities that are caused by the operation of diesel trucks to move these same goods makes this freight corridor an excellent priority candidate for the deployment of ZE medium and heavy-duty vehicles, as SB 671 establishes. In addition to seed money and new programs mentioned above, funding from the recently established Clean Truck Fund rate at the Ports of LA and Long Beach may also help deploy ZE heavy duty trucks along the I-710 South Corridor, creating another opportunity for state and federal funds to leverage local investment and make ZE solutions a priority for the region.

Metro, Caltrans District 7, the Gateway Cities Council of Governments and the 710 Task Force appreciate this opportunity to work with you, your staff and the Commissioners to support the

expedited deployment of ZE truck technology and infrastructure along the I-710 South Corridor through this SB 671 process and other CTC discretionary grant programs. We have greatly appreciated our ongoing partnership with the CTC in securing new transportation funding sources (such as SB 1) and delivering vital projects to improve the movement of people and goods throughout LA County's multimodal transportation network. As part of this ongoing partnership, we ask that efforts like the Clean Freight Corridor Efficiency Assessment prioritize consultation and collaboration with community members and stakeholders to effectively address these disproportionate impacts and ensure resources and benefits like clean air and permanent jobs are distributed equitably. Developing relationships with community members and environmental justice advocates takes time and effort, but if done well will result in a comprehensive Assessment that considers the full impacts of freight on surrounding communities and supports a community-centered vision for the future. It's crucial that the California Transportation Commission (CTC) build in the time to engage and collaborate with the communities directly impacted by the selected freight corridors well before the December 2023 deadline.

The SB 671 process should also be transparent and accessible to community members and stakeholders. The CTC should provide more information about how the SB 671 Assessment will be developed, where community members can go to get more information, and what their community engagement process will be. The CTC's community engagement strategy should not focus on the California Freight Advisory Committee public meetings, which are highly technical spaces and inaccessible to many community members, particularly those who speak a language other than English. A clear process for how community members can engage over the next two years as the CTC develops its Clean Freight Corridor Assessment is an important first step to ensuring that the CTC's recommendations are informed by the lived experiences and priorities of the surrounding communities.

If you have any questions about this request or the 710 Task Force, please do not hesitate to contact Michael Cano, Executive Officer, at canom@metro.net

With great appreciation,



Attachments:

710 Task Force Membership
Joint Metro and Gateway COG letter to CARB and CEC

CC: Lee Ann Eager, Chair, California Transportation Commission
Members of the California Transportation Commission
Hannah Walter, Associate Deputy Director, California Transportation Commission
Metro Board of Directors
710 Task Force Members and Partners

South Coast AQMD Regional Air Quality and Call to Action

*1710 Clean Truck Working Group
January 25, 2022*





OVERVIEW

- Our regions suffer from some of the worst air quality in the country
- Heavy Duty trucks are the largest source of smog-forming emissions
- The technology for trucks over 90% cleaner than current trucks is available and cost-effective
- Delaying deployment is causing significant health impacts

BACKGROUND



~17 Million People

Our jurisdiction would be 5th largest state after New York.



Environmental Justice

Nearly 67% of CA EJ population lives in South Coast region.



Economy

CA's economy is 5th largest in the world. Southern CA Ports are the gateway to the nation.



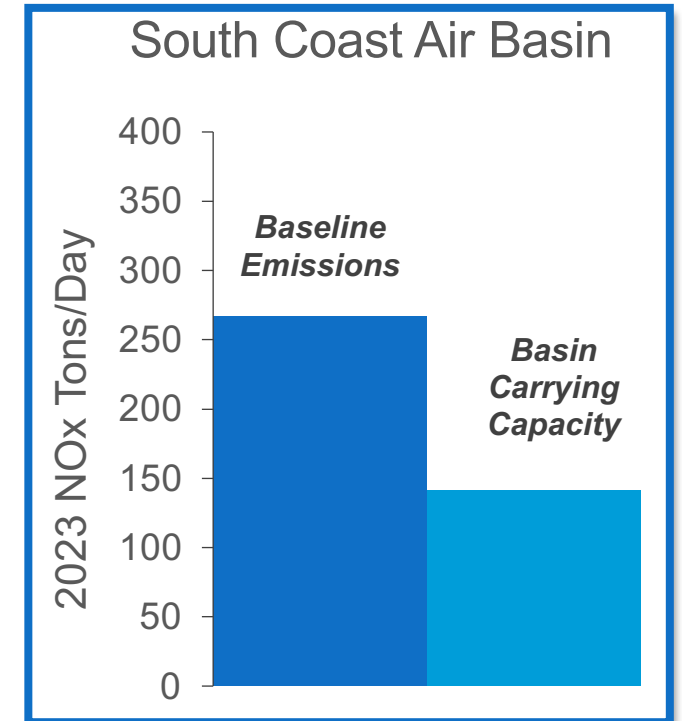
Climate

Year-round fire season, drought, and heat-waves impact air quality, public health and the economy.

South Coast AQMD Attainment Challenges

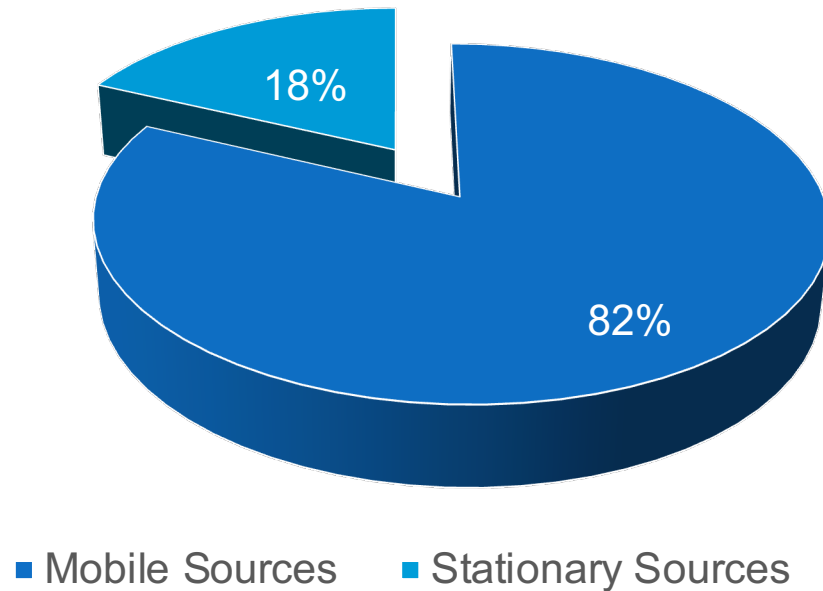
- Upcoming Attainment Deadlines

Standard*	Concentration	Latest Attainment Year
2015 8-hr Ozone	70 ppb	2037
2008 8-hr Ozone	75 ppb	2031
1997 8-hr Ozone	80 ppb	2023
1979 1-hr Ozone	120 ppb	2022
2012 Annual PM2.5	12 $\mu\text{g}/\text{m}^3$	2025
2006 24-hr PM2.5	35 $\mu\text{g}/\text{m}^3$	2019

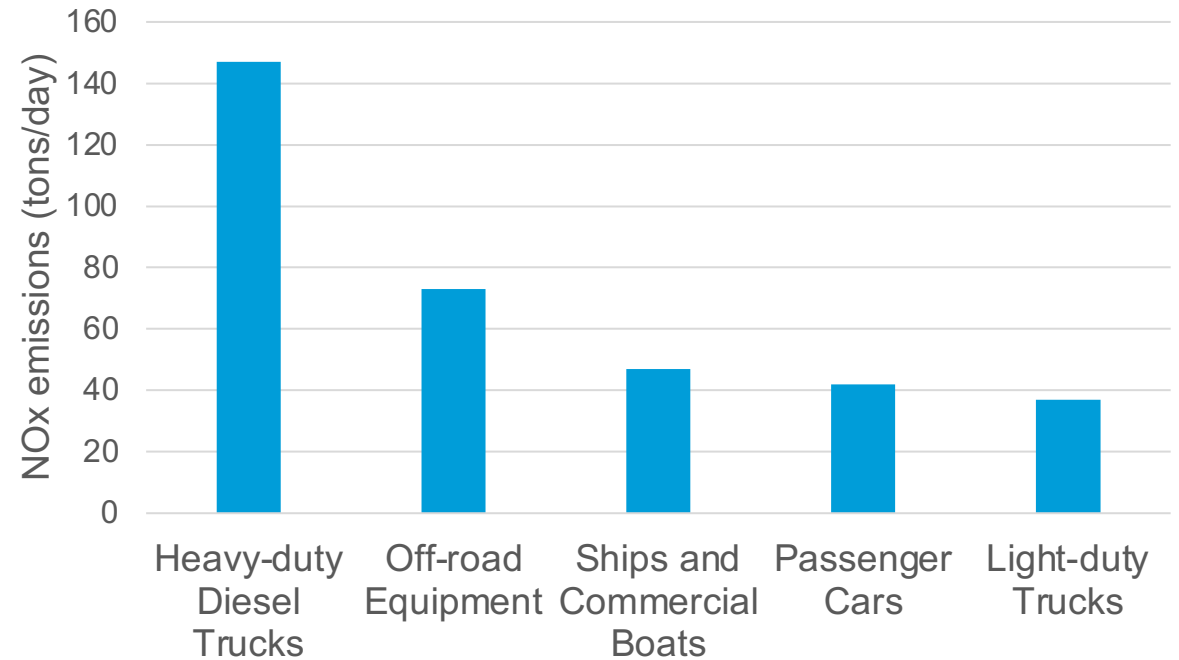


ADDRESSING TRUCK EMISSIONS are CRITICAL to ACHIEVING AIR QUALITY GOALS

2019 NOx Emissions



Top Sources of NOx in South Coast AQMD



Transition to zero and near-zero emission technologies is essential to meeting air quality goals

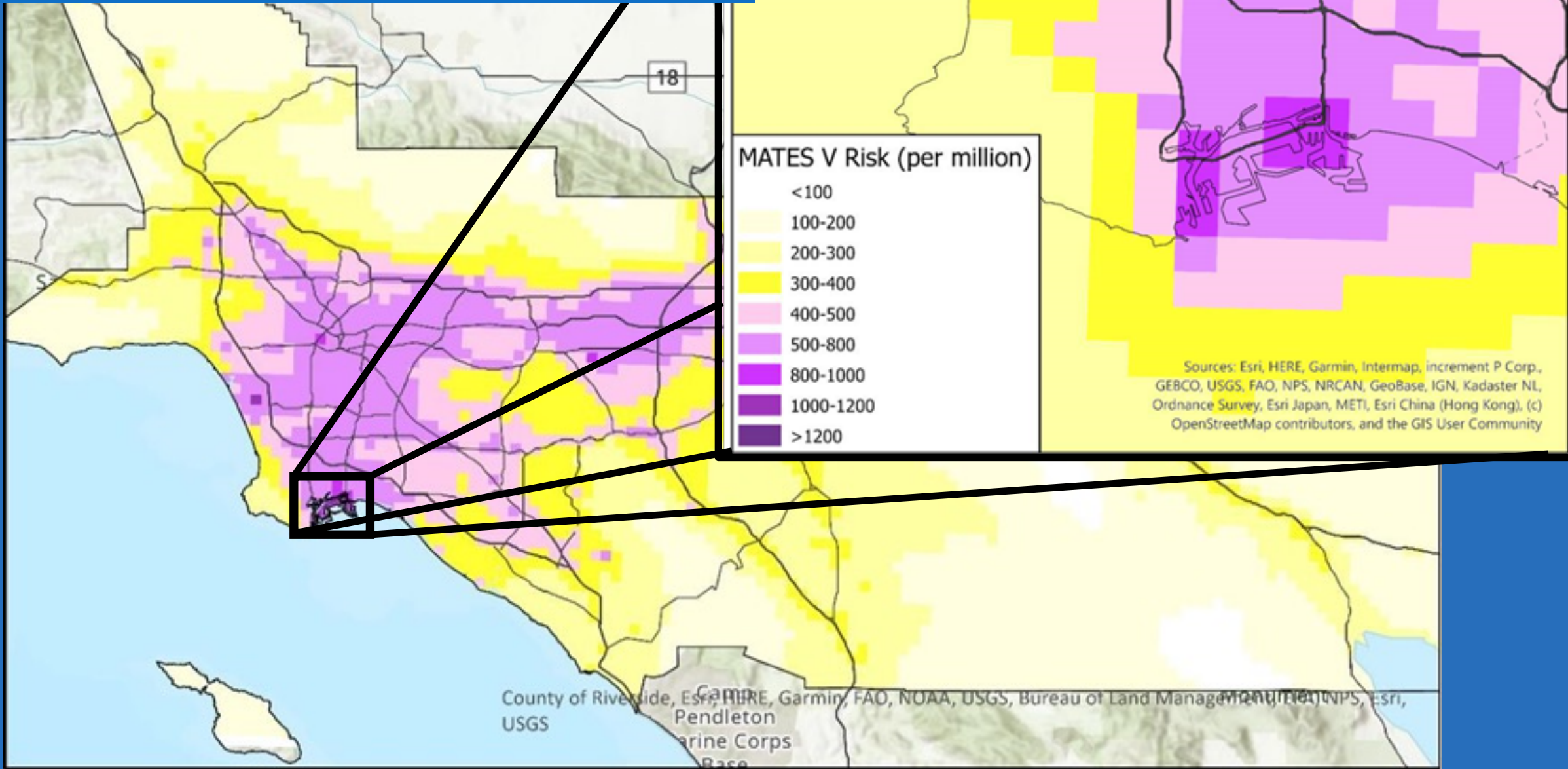
COSTS OF NOT MEETING CLEAN AIR ACT REQUIREMENTS:

NEED FOR REVISED NO_x EMISSION STANDARD FOR HEAVY-DUTY TRUCKS

1. Continued poor air quality for our residents
 - Premature death, higher hospitalization rates, increased asthma, more severe asthma attacks
 - Tens of billions of dollars per year in monetized health impacts
 - Impact is greater in environmental justice communities
2. Potentially millions of dollars in extra costs on major sources every year
3. Potentially billions of dollars in lost transportation revenue affecting tens of billions of dollars in projects
4. Potentially significant curtailing of economic activity



Multiple Air Toxics Exposure Study (MATES V)

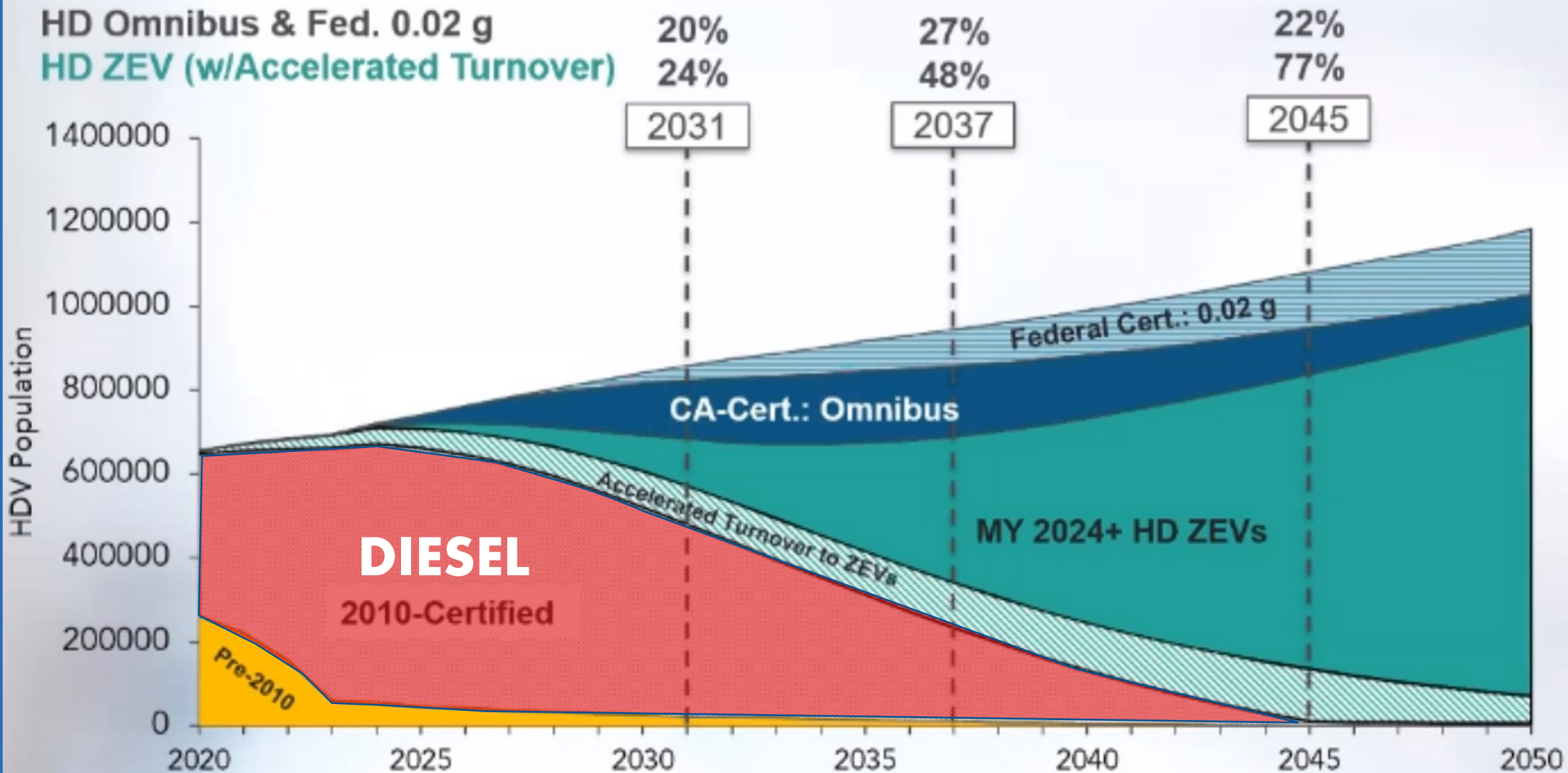


STATE OF TECHNOLOGY

- South Coast AQMD leading efforts to commercialize heavy-duty, class 8 Zero Emission Trucks – Volvo, Daimler, Petebilt, Kenworth, BYD
- Scale of Zero Emission Truck commercialization is in infancy



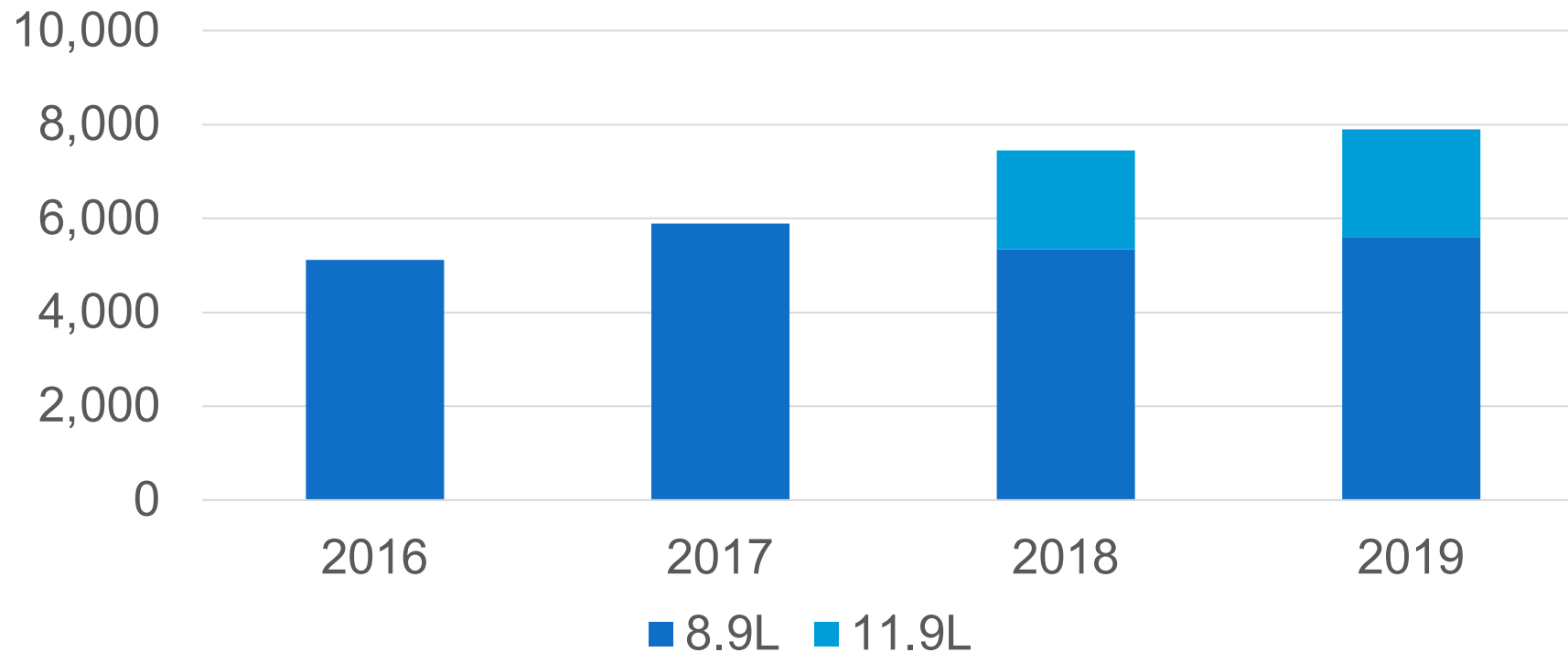
On-Road Heavy-Duty Scenario





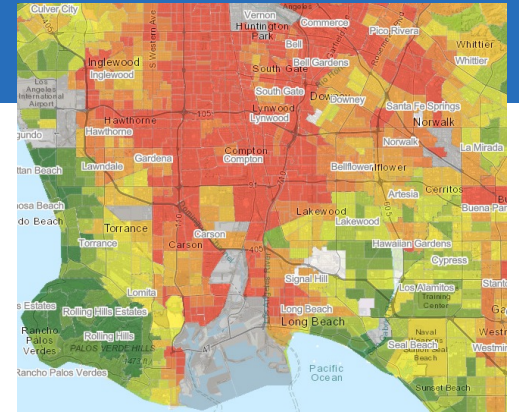
NEAR-ZERO ENGINES

- 8.9L engine certified at 0.02 g/bhp-hr NOx in 2016
- 12L engine certified at 0.02 g/bhp-hr NOx in 2018



SUMMARY

- Diesel emissions from trucks represent a significant on-going health concern, especially in disadvantaged communities
- South Coast AQMD is leading the state and nation in commercializing Zero Emission class 8 trucks
- The scale to commercialize and adopt ZETs (incl. infrastructure) is not on pace to meet our air quality goals
- NZE offers near-term, lower cost emission reductions



710 South Clean Truck Program Update

Planning & Programming Committee

March 16, 2022



We're developing a new vision for the 710 corridor.

710 TASK FORCE



Metro

Background: I-710 South Clean Truck Program

- > **May 2021:** Board action to suspend all work related to the original I-710 South Corridor Project EIR/EIS
- > **September 2021:** 710 Task Force established by Metro and Caltrans District 7 to re-engage stakeholders
- > **October 2021:** Motion 16 (Legistar # [2021-0708](#)) by Directors Hahn and Dutra directed the CEO to take the following actions:
 - A. Recommit \$50 million from Measure R I-710 South Corridor Project funds as “seed funding” for a 710 South Clean Truck Program,
 - B. Collaborate with the I-710 Task Force, local and regional stakeholders, cities, the Ports, and the Gateway Cities COG to develop a 710 South Clean Truck Program that seeks to deploy Zero Emissions trucks in the I-710 Corridor as soon as possible,
 - C. Conduct aggressive Federal and State advocacy to secure funding for a 710 South Clean Truck Program, including as many as possible of the 1,000 Zero Emissions trucks included in the FY22 California State budget,
 - D. Report back to the Board in February 2022 and May 2022 with updates on stakeholder engagement and Program development and implementation, including areas for possible further study, consideration, and development to achieve Zero-Emission goods movement objectives along the I-710 South Corridor.
- > **November 2021:** Clean Truck Working Group established within the 710 South Task Force

Clean Truck Working Group – Goals and Membership

> **Goals of the working group:**

- Develop the 710 South Clean Truck Program as part of the 710 South Task Force’s overall Investment Plan
- Focus exclusively on Zero-Emission technologies, as directed by the Board via Motion 16

> **Membership of the working group includes:**

- Community-based organizations
- Trucking and logistics industry
- Ports of Los Angeles and Long Beach
- Academia and research groups
- Utilities
- Zero-Emission technology advocates
- Environmental Protection Agency (EPA)
- California Air Resources Board (CARB)
- South Coast Air Quality Management District (SCAQMD)
- Gateway Cities Council of Governments
- Caltrans

Clean Truck Working Group – Updates

> **Meetings to-date:**

- November 29, 2021 / January 25, 2022 / February 24, 2022

> **Next meetings:**

- Zero-Emission Truck Working Group: Tuesday, March 22, 2022
- Task Force Meeting #7: Monday, April 11, 2022 (5-7:30 pm)

> As requested in Motion 16, Metro staff will report back on further updates during the **May 2022** Board cycle

> **Topics reviewed and discussed:**

- Goals and objectives for the 710 South Clean Truck Program
- Industry perspectives and the role of stakeholders in the 710 South Task Force
- Air quality and environmental justice challenges and opportunities in the corridor
- The state of clean truck technology and efforts to accelerate the commercialization of ZE Class 8 trucks
- Governor Newsom's FY2022 budget and the prospects for ZE trucks and infrastructure funding opportunities
- Strategies to leverage Metro's \$50 million in seed funding at the state and federal level
- Request to re-name group as the **Zero-Emission Truck Working Group** to align with Board motion

Clean Truck Working Group – Funding Opportunities

> **Governor's Budget Proposal**

- \$6.1 Billion for ZE Vehicle related activities overall
- **New funding program: ZEV Fueling Infrastructure Grants**
 - \$600 Million over 4 years
 - EV charging infrastructure; prioritize fast-charging infrastructure

> **SB-1 Trade Corridor Enhancement Program**

- \$300 Million per year + apportionment to California from federal IIJA (FAST Act successor)
- ZE Infrastructure is eligible and desired; ZE subsidies for rolling stock ineligible (Article XIX)

> **CARB HVIP**

- ZE truck and bus subsidy focused – \$46 Million of \$197 Million available March 30th for Class 8 trucks

> **CA Energy Commission (CEC)**

- Infrastructure-focused -- \$1.4 Billion plan to build out ZEV infrastructure (2021-23)

> **Federal Programs: IIJA/BIL, INFRA, etc.**

- Infrastructure-focused

Development of the 710 Clean Truck Program

Options emerging for use of \$50 million:

> **Focus on ZE Infrastructure only**

- Will require a strong community outreach component to plan, site and implement ZE infrastructure
- Work with current pilot programs / early adopters
- Will need fast-tracked Regional ZE infrastructure planning for Metro/Caltrans
 - Partner with SCAG, AQMD, LACI, Communities, etc.
- Many opportunities for Metro to leverage \$50 million many times over – TCEP, IJJA, CARB, CEC

> **Focus primarily on ZE Infrastructure with some targeted subsidy funding**

- Targeted subsidy funding will need to layer on top of other funding sources (Ports, AQMD, CARB, etc.)
- What will be the focus? Small Business, Independent Owners/Operators in corridor, etc.?

> **Focus primarily on subsidy funding for ZE truck purchases/leases**

- Need a strong business case as subsidy need per ZE truck is extremely expensive in near term
 - Also, dependent upon access to ZE infrastructure for charging/fueling.

Development of the 710 Clean Truck Program

Other elements to consider:

- Drayage segmentation to create near-to-long term strategies for ZE deployment
- Consideration of Metro's role and opportunity in relation to other agencies and partners in the region
- Tax and incentive funding barriers to adoption
- Workforce development linked to I-710 S Corridor Communities
- Truck parking + ZE charging/fueling infrastructure
- Pilot programs to battle entrained particulate matter generation
- Vegetation and other truck emission mitigations
- Technology / Innovation applications to reduce Truck VMT / idling

Thank you

**Board Report**

File #: 2022-0046, **File Type:** Motion / Motion Response**Agenda Number:** 8.

**PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022****SUBJECT: RESPONSE TO MOTION ON IMPROVED MOBILITY THROUGH HIGH- SPEED RAIL
PROJECTS IN LOS ANGELES COUNTY****ACTION: RECEIVE AND FILE****RECOMMENDATION**

RECEIVE AND FILE report on improved mobility through high-speed rail projects in Los Angeles County in response to Board Motion 46.

ISSUE

At the December 2, 2021, meeting the Metro Board of Directors adopted Motion 46 (Attachment A) presented by Directors Barger, Najarian, and Solis, identifying directives to staff regarding improved mobility through strategic high-speed rail investments. This report provides an update on the progress of the directives in the motion.

BACKGROUND

Motion 46 intends to better position Los Angeles County to compete for State surplus funds and Federal infrastructure funding for high-speed, inter-city and commuter rail projects, which will increase mobility options for residents of the greater Los Angeles region. This motion includes efforts to identify and prioritize key high-speed rail early action projects plus transformational and strategic projects to significantly increase speed, capacity, and reliability along the Metrolink commuter rail system.

DISCUSSION

Motion #46 identified the following directives (A-F):

A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station (Link US) project and urge continued dialogue for release of the \$423 million in state funding.

Status: The Link US project will provide up to two platforms and four run-thru tracks at Los Angeles Union Station to enhance Metrolink and LOSSAN rail service. On April 21, 2020, the California High Speed Rail Authority (CHSRA) Board approved the funding plan for Phase A of the project, thus

authorizing the CHSRA CEO to negotiate a Project Management Funding Agreement (PMFA) with Metro. Staff is now working with CHSRA to complete the PMFA. The CHSRA is targeting their Board meeting in March 2022 for approval, pending staff-level agreement on the language. The release of \$423.335 million for the Link US Project, Phase A plus \$76.665 million for the Rosecrans/Marquardt Grade Separation will fulfill \$500 million in State legislative appropriations for high-speed rail in Los Angeles County.

B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities.

Status: Metro will collaborate with Metrolink to develop a process to apply evaluation criteria for the prioritization of CHSR capital projects in Los Angeles County. These criteria may include project readiness, safety, and mobility benefits, interoperability with commuter and inter-city rail corridors, designation in the Metrolink SCORE program, independent utility, equity, and other measures to be identified by the collaborating agencies. The objective is to develop and maintain a portfolio of prioritized projects that would be eligible and ready for consideration as different grant funding opportunities become available.

Staff has developed a preliminary draft of the Strategic LA County Rail Projects for Early Delivery (Attachment B) with input from Metrolink, CHSRA, and Amtrak. This list includes projects aligned with Metrolink and Amtrak objectives, the CHSRA project, the High Desert Corridor JPA, and Multimodal considerations.

C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service.

Status: Metro Government Relations have incorporated advocacy for commuter and high-speed rail projects into both the federal and state legislative programs. The Board approved the legislative program at its December 2021 meeting. Now that the federal infrastructure bill has passed, the focus of our advocacy turns to supporting the eventual grant applications submitted by our Planning Department. Government Relations coordinates closely with the Planning Department on all grant submissions to ensure our advocacy aligns with Planning efforts. In addition, the CEO has implemented a TIGER team to ensure that the agency is well-positioned to secure proportionate funding from federal grant opportunities.

D. Work with agencies who provided lists of projects in the May 2019 report back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects.

Status: In May 2019 staff provided to the Metro Board a list of 13 capital projects expected to significantly improve safety, speed, and reliability along the Metrolink Antelope Valley Line (AVL) and

provide capacity for more frequent AVL service. In October 2019 the North County Transit Coalition approved the use of \$113.8 million in Measure M Transit Connectivity funds as the local match for environmental, design, and construction of four AVL projects: 1) Brighton to Roxford Double Track (segment 1); 2) Balboa Double Track Extension; 3) Canyon Siding Extension, and 4) Lancaster Terminal Improvements.

This funding commitment supported Metro's successful State Transit and Intercity Rail Capital Program application for the AVL, which in April 2020 was awarded the full \$107 million requested to complete the funding required to construct these four capital projects. In total, \$220.8 million has been programmed to complete the environmental, design, and construction of these four important capital projects on the Metrolink AVL which will lead to 30-minute service to Santa Clarita and hourly service to Palmdale. The remaining AVL projects from the May 2019 list are identified on the Strategic LA County Rail Projects for Early Delivery List (Attachment B). Metro has coordinated closely with SCRRA on the Metrolink projects, and the projects have received updated cost estimates (Attachment C).

E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency, and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program.

Status: As discussed earlier, Attachment B represents the set of projects collectively identified by the four agencies (CHSR, SCRRA, LOSSAN, and Metro) for prioritization and future funding. The list includes CHSR projects in Los Angeles County, including the LAUS - Anaheim Segment. These projects will benefit the Metrolink commuter rail and Los Angeles - San Diego - San Luis Obispo (LOSSAN) inter-city (Amtrak) rail corridors. Metro has coordinated closely with CHSR staff to identify the independent utility and benefit of these projects, and cost estimates have been updated (Attachment C).

Staff developed a preliminary list of transformational projects (Attachment D) that could provide immediate and measurable improvements to the speed, safety, frequency, and reliability of Metrolink service throughout LA County along planned HSR corridors.

This list of Transformational LA County Rail Projects was selected based upon the projects' substantial improvement to future operating service scenarios for Metrolink, Amtrak and CAHSR that overlap on LA County's Regional Rail system. Also included in this list is Metro's LA County Transportation Technology Center of Excellence and Proving Ground, which provides a vital labor and educational dimension to LA County's overall investment strategy in its regional rail system.

The Transformational LA County Rail Project list comprises the following projects:

- Major Metrolink Upgrade Package to reach Service Scenario 4
 - Acton Downtown Double Track
 - Brighton to Roxford Double Track (Segments 2-4)
 - Via Princessa to Honby Double Track
 - Saugus to Hood Double Track
 - Vista Canyon Multimodal Maintenance Facility

- Burbank to Los Angeles Third Track
- Lone Hill to White Double Track
- Pioneer Boulevard Grade Separation
- Strategic / Value Engineered Tunneling (Palmdale - Santa Clarita)
- LA County Transportation Technology Center of Excellence and Proving Ground

F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:

1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit.
2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion.

Status: At the State level, staff worked with the Board to submit the Golden Opportunity Package to the Los Angeles County Legislative Delegation. This bold and aggressive package recommends that the Legislature allocate \$16.5 billion of the budget surplus to transportation infrastructure. The package includes a recommendation that the State fund projects pursuant to the motion and create an ongoing funding program for these projects. The Golden Opportunity Package has also been endorsed by the Councils of Governments in Los Angeles County representing the 88 cities in Los Angeles County. Metro has been and will continue to coordinate with the COGs on advocacy efforts in Sacramento.

Staff has also been working with the Los Angeles County legislative delegation to support both the request for funding from the surplus and ongoing funding for these types of projects. As of the drafting of this report, we are working with members to support both the current year budget request and to author legislation creating an ongoing funding program.

An existing program, the State Rail Assistance Account could be an excellent candidate to allocate funds for the types of projects identified in this report. The program was established by SB 1 and is supported by commuter and intercity rail operators in California. The program is currently funded by 0.5% of the diesel sales tax that was approved by SB 1. As the state budget legislature continues to consider the state budget, we will continue to advocate for an allocation of surplus funds to this program consistent with the Golden Opportunity Package.

The motion also directs the agency to pursue an ongoing funding stream for these programs which does not compete with other public transit funds. This presents essentially two options. The first is to increase a tax to provide new revenue. The second is to transfer an existing funding source to this program. As mentioned above the current State Rail Assistance Program is funded with the 0.5% sales tax on diesel fuel. The Board could support an increase in that tax to pay for these projects.

Alternatively, the Board could support transferring another, non-transit, fund source. The range of options here is limited and inevitably involves taking funds away from another program. One possible source of funds is the portion of cap and trade funds which is currently not dedicated to

existing programs. These funds are subject to appropriation by the Legislature.

To further develop an ongoing funding program Metro Government Relations will explore possible funding sources for such a program and is reaching out to other rail agencies in the State to form a coalition of support for both the current year budget request and for the ongoing funding program.

EQUITY PLATFORM

Advancing the implementation of key railroad projects to improve Metrolink service speeds, reliability and connectivity will provide enhanced transit opportunities for members of Equity Focused Communities (EFCs) along Metrolink's Antelope Valley and San Bernardino Lines to access employment, education, healthcare, and recreation. Additionally, improved Metrolink service will provide greater opportunity for commuters to make the modal shift from driving through impacted communities to taking transit, thus improving safety, mobility, and air quality for residents in EFCs adjacent to freeway facilities.

The way these projects are designed and implemented will require community engagement to ensure that additional service levels on existing right-of-way, as well as potential construction impacts, are understood by local disadvantaged communities to help prevent disparities and provide benefits. The nature of regional rail investments creates dislocated benefits for more distant communities and impacts for communities along the corridor where projects and increased train volumes are felt.

Metro will seek opportunities to engage local communities to understand these equity issues prior as part of its process to work with local stakeholders in support of better transit opportunities for all LA County residents. Finally, as Metro prioritizes the capital projects, evaluation criteria will be developed which will include equity and benefits to disadvantaged communities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The staff recommendation supports strategic plan goals 1, 3, and 4. This report supports Metro's partnership with other rail operators to improve service reliability and mobility, provide better transit connections throughout the network, and implement the following specific strategic plan goals:

- Goal 1.2: Improve LA County's overall transit network and assets;
- Goal 3.3: Genuine public and community engagement to achieve better mobility outcomes for the people of LA County; and
- Goal 4.1: Metro will work with partners to build trust and make decisions that support the goals of the Strategic Plan.

ALTERNATIVES CONSIDERED

The Board could consider not preparing a strategic early delivery and transformational list of Metrolink-related projects for LA County. Staff does not recommend this action as the influx of funding made available through state and federal sources may provide one-time funding opportunities for strategic projects that can improve service on LA County's Metrolink corridors.

NEXT STEPS

Upon receiving Board input staff will meet with Metrolink and necessary regional partners to finalize the strategic early delivery and transformational projects list and develop a more detailed advocacy strategy to identify and secure funding for these projects.

ATTACHMENTS

Attachment A - Metro Board Motion #46 - December 2021

Attachment B - List of Strategic LA County Rail Projects for Early Delivery

Attachment C - Strategic Early Delivery Project List Updated Cost Estimates

Attachment D - Transformational LA County Rail Projects

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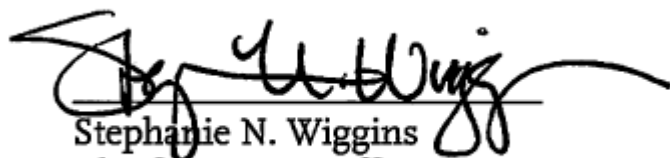
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Board Report

File #: 2021-0768, File Type: Motion / Motion Response

Agenda Number: 46.

REGULAR BOARD MEETING DECEMBER 2, 2021

Motion by:

DIRECTORS BARGER, NAJARIAN, AND SOLIS

Improved Mobility through Strategic High Speed Rail Projects in L.A. County

3.3 million residents and 11.24 million jobs fall within the existing Metrolink Antelope Valley Line (AVL) corridor which serves as the only viable, fixed guideway transit alternative for the 700,000 plus people who reside in North Los Angeles County and the only fixed guideway alternative to one of the most heavily congested corridors in the greater LA region: the I-5 freeway. The vast majority of the corridor is also lined by SB 535 and AB 1550 designated communities.

North Los Angeles County, including the Santa Clarita and Antelope Valleys, continues to project as the area that will witness the county's most significant population growth in the future, as well as employment opportunities. The Antelope Valley, in particular, will continue to provide the most affordable housing development and housing opportunities in the county, and Metro has defined much of the area as an *Equity Focus Community*.

The existing 76-mile long AVL serves eleven cities and communities but is predominantly single track and suffers from additional constraints which limit the capacity, timeliness, efficiency of passenger rail service, and our ability to improve mobility, since it was built upon existing freight rail infrastructure from the early 1900s with a circuitous alignment, along a lengthy canyon setting that includes fully protected species, and dozens of at-grade rail crossings.

Despite those constraints, and the 2-hour plus trip time from Lancaster to Union Station, the AVL averaged approximately 7,000 daily boardings, pre-pandemic, and had experienced sustained month-over-month growth since 2015. A majority of riders choose to leave their car at home; but the AVL also serves the highest percentage of transit-dependent riders in the Metrolink system and includes a "train-to-plane" connection at Hollywood Burbank Airport.

The Metro Board of Directors has recognized the importance of improving the AVL over the past decade and most recently approved a number of capital projects that were fully funded through North LA County Measure M MSP and a TIRCP grant through the state. Completion of these projects alone project to increase daily ridership three-fold, to 22,800, while providing up to 30-minute bi-directional service, and improved reliability and safety. However, we believe that this is only a fraction of what can be achieved.

A significant portion of the proposed California High Speed Rail Project (CHSR) overlays the existing AVL, Orange County and San Bernardino Metrolink alignments and could provide a mechanism to transform these corridors through early, strategic, capital projects that would take millions of cars off our freeways, elevate the most vulnerable, expand our middle class, expedite delivery of key elements in the State Rail Plan, and help reach the state's climate goals. In early 2019, the Metro Board recognized this possibility when it unanimously approved a motion by Directors Barger, Najarian and Krekorian to explore opportunities to deliver early CHSR projects along the AVL. The resulting report back from Metro staff, Metrolink and the California High Speed Rail Authority laid a foundation from which to build a vision but recognized that funding would be a significant challenge.

With the state's record revenue surpluses, the recent passage of a \$1.2 trillion federal infrastructure bill, and the potential passage of the federal reconciliation bill with funding sources that do not compete with local transit priorities, Metro finds itself in a potential once-in-a-lifetime opportunity. Yet, we do not have a coherent countywide plan to capitalize, should these sources materialize.

Furthermore, recent transportation developments in the private sector, through Brightline West and its efforts to connect Las Vegas with Los Angeles, and the anticipated federal approval of the High Desert Corridor rail project bring further urgency and opportunity to revisit and build a plan and advocacy framework from the groundwork laid by the May 2019 report back to the Metro Board.

SUBJECT: IMPROVED MOBILITY THROUGH STRATEGIC HIGH SPEED RAIL PROJECTS IN L.A. COUNTY

RECOMMENDATION

APPROVE Motion by Directors Barger, Najarian, and Solis that the Board of Directors:

- A. Reaffirm the importance of the partnership with the California High Speed Rail Authority for the delivery of the Link Union Station project and urge continued dialogue for release of the \$423 million in state funding;
- B. Establish a new agency policy that prioritizes the early delivery of additional, strategic, California High Speed Rail (CHSR) capital projects in Los Angeles County rail corridors that currently serve and/or will one day serve regional and inter-city rail, consistent with the State Rail Plan, if and when new sources of state and federal funding become available, and so long as pursuit of those funding sources would not create competition with established Board transit priorities;
- C. Amend the Board's state legislative program to include advocacy and support for a new dedicated funding program for the early delivery of strategic CHSR capital projects in Los Angeles County that would help realize the goals of the State Rail Plan and Metrolink's SCORE program, facilitating improved efficiency, speed, frequency and safety for existing and future inter-city and regional rail service;

We further move that the CEO:

- D. Work with agencies who provided lists of projects in the May 2019 report back on the Board's Readiness for High-Speed Rail motion to update the status and estimated costs of those projects;
- E. Identify a strategic list of CHSR capital projects, including but not limited to the updates above, that would benefit regional and inter-city rail in L.A. County by realizing immediate and transformative efficiency, speed, frequency and safety improvements and that are consistent with the State Rail Plan and Metrolink's SCORE Program;
- F. Lead an advocacy effort with the L.A. County state legislative delegation and appropriate state and local agencies, to align with upcoming state budget deliberations, that includes:
1. Promotion of the strategic list of CHSR projects and the need for a new source of funds for these efforts, separate from Prop 1A, and not competitive with other statewide funding programs for transit;
 2. A state commitment to rapidly fund advanced engineering and design of the Palmdale-to-Burbank, Burbank-to-LAUS, and LAUS-to-Anaheim CHSR segments, and inclusion therein of options for early implementation of the strategic CHSR projects list identified in response to this motion; and,
- G. Report back to the Board in 60 days with a progress update.

Strategic LA County Rail Projects for Early Delivery

Metrolink Projects	
Acton Downtown Double Track	Tunnel 25 / Second Tunnel
Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated)	Valley Culverts (between Palmdale & CP Soledad)
Ravenna – Agua Dulce Double Track	Valley Rail & Ties (between Palmdale & CP Soledad)
Saugus – Hood Double Track	Valley Signal Rehab
Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility)	Via Princessa to Honby Double Track
Tunnel 25 Track State of Good Repair	Vista Canyon Multimodal Maintenance Facility

California High-Speed Rail Authority Projects	
Antelope Valley Maintenance Facility	Norwalk Boulevard Grade Separation
Avenue K Grade Separation	Palmdale Drainage Improvements
Avenue M Grade Separation	Palmdale Multimodal High Speed Rail Transportation Center
Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation	Pioneer Boulevard Grade Separation
Full HSR Tunnel – Palmdale to Burbank Build Alternative	Rancho Vista Grade Separation
Glendale Slide Relocation and Colorado Street Bridge Reconstruction	Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita)
Grandview / Sonora / Flower Grade Separation	

ATTACHMENT B

Multimodal Projects	
Brighton to Roxford Double Track (Segments 2-4)	Lancaster Terminal Improvements (Phase 2)
Burbank to Los Angeles Third Track	Lone Hill to White Double Track
CMF* Modernization, Phase 1	North CMF Connection and Tail Track
CMF Modernization, Phase 2	Palmdale – Lancaster Double Track
Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation	* <i>CMF = Central Maintenance Facility</i>

Other Projects
High Desert Corridor Preliminary Engineering and Final Design

Strategic LA County Rail Projects for Early Delivery:
Updated Cost Estimates

As of February 23, 2022

Metrolink Antelope Valley Line Projects	
Project	2020 Estimated Cost (\$1000s)
Acton Downtown Double Track	\$40,200
Metrolink State of Good Repair Burbank Junction to LAUS/East and West Bank (consolidated)	\$25,600
Ravenna – Agua Dulce Double Track	\$65,000
Saugus – Hood Double Track	\$41,600
Sylmar Station Improvements (East SFV LRT Enabling Turnback Facility)	\$29,106
Tunnel 25 Track State of Good Repair	\$15,049
Tunnel 25 / Second Tunnel	\$752,456
Valley Culverts (between Palmdale & CP Soledad)	\$34,034
Valley Rail & Ties (between Palmdale & CP Soledad)	\$31,950
Valley Signal Rehab	\$10,303
Via Princessa to Honby Double Track	\$26,400
Vista Canyon Multimodal Maintenance Facility	\$68,300
TOTAL	\$1,139,998

ATTACHMENT C

California High-Speed Rail Authority Projects	
Project	2020 Estimated Cost (\$1000s)
Antelope Valley Maintenance Facility	\$200,000
Avenue K Grade Separation	\$85,000
Avenue M Grade Separation	\$150,000
Chevy Chase Closure with pedestrian bridge / Goodwin Avenue Grade Separation	\$85,000
Full HSR Tunnel – Palmdale to Burbank Build Alternative	\$16,800,000
Glendale Slide Relocation and Colorado Street Bridge Reconstruction	\$20,000
Grandview / Sonora / Flower Grade Separation	\$230,000
Norwalk Boulevard Grade Separation	\$331,000
Palmdale Drainage Improvements	\$10,000
Palmdale Multimodal High Speed Rail Transportation Center	\$233,000
Pioneer Boulevard Grade Separation	\$165,000
Rancho Vista Grade Separation	\$85,000
<i>Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita) -- if Full HSR Tunnel is not built</i>	<i>\$8,000,000</i>
TOTAL	\$18,394,000*

**Excludes Strategic/Value Engineered Tunneling (Palmdale – Santa Clarita)*

ATTACHMENT C

Multimodal / Other Projects	
Project	2020 Estimated Cost (\$1000s)
Brighton to Roxford Double Track (Segments 2-4)	\$231,700
Burbank to Los Angeles Third Track	\$2,032,000
CMF* Modernization, Phase 1	\$78,000
CMF Modernization, Phase 2	\$21,600
Doran Street and Broadway / Brazil (and Salem / Sperry) Grade Separation	\$269,000
High Desert Corridor Preliminary Engineering and Final Design	\$113,000
Lancaster Terminal Improvements (Phase 2)	\$30,100
Lone Hill to White Double Track	\$180,000
North CMF Connection and Tail Track	\$11,638
Palmdale – Lancaster Double Track	\$175,000
TOTAL	\$3,142,038

ATTACHMENT D

Transformational LA County Rail Projects		
Project	LA County Rail Corridor	Rationale
Major Metrolink Upgrade Package: <ul style="list-style-type: none"> • Acton Downtown Double Track • Brighton to Roxford Double Track (Segments 2-4) • Via Princessa to Honby Double Track • Saugus to Hood Double Track • Vista Canyon Multimodal Maintenance Facility 	Antelope Valley Line (AVL)	As a package these projects will allow Metrolink to implement Service Scenario 4 ¹ , which will: <ul style="list-style-type: none"> • Increase service from 26 to 34 weekday round trips • Double the number of Express trips • Add late-night/reverse peak service • Build a maintenance facility for additional rolling stock layover and servicing requirements • Increase reliability • Improve on-time performance • Save up 20 minutes per end-to-end trip
Burbank to Los Angeles Third Track	AVL Ventura Co. Line Amtrak (LOSSAN / Surfliner)	<ul style="list-style-type: none"> • Allows for full build out of Metrolink SCORE program • Supports multiple operators in the trunk of the Metrolink Ventura County and Antelope Valley Lines
Lone Hill to White Double Track	San Bernardino Line	<ul style="list-style-type: none"> • Key project in San Gabriel Valley that supports improved service on Metrolink's highest ridership line • Will support transit access to 2028 Olympics venue nearby • Allows for 12 community rail/highway crossings to be quiet zone ready

¹ Service Scenario 4 refers to the scenario found in the Metrolink Antelope Valley Line Study presented to the Board on July 17, 2019 (<https://boardagendas.metro.net/board-report/2019-0429>)

ATTACHMENT D

		<ul style="list-style-type: none"> • Consistent with SCORE program which increases service on SBL from 38 to 70 weekday trains plus additional express / evening / reverse off peak service.
Pioneer Boulevard Grade Separation	<p>Orange County Line</p> <p>Amtrak (LOSSAN / Surfliner)</p>	<ul style="list-style-type: none"> • Highway-rail grade separation project supports safer Amtrak and Metrolink service as independent utility • Early action project in support of future HSR service in the LA-to-Anaheim corridor
Strategic / Value Engineered Tunneling (Palmdale – Santa Clarita)	Antelope Valley Line	<ul style="list-style-type: none"> • Reduces running time on AVL by 20-30 minutes by creating a straight tunnel section that bypasses winding, slow single-track sections • All operators (Metrolink, Union Pacific RR and future operators such as Amtrak, Brightline and possibly HSR) could use this tunnel section for their respective service. • Serves as a first/interim phase for HSR Palmdale-to-Burbank segment with independent utility
LA County Transportation Technology Center of Excellence and Proving Ground	All	<ul style="list-style-type: none"> • Reduce cost and accelerate project delivery throughout the Western United States • Streamline Research and Development of Advanced Technology • Create thousands of high-wage jobs; GEDs through Ph.D.s

**Item #8: Response to Motion on Improved
Mobility through High-Speed Rail Projects
in LA County**



**Metro Board of Directors
Planning & Programming Committee
March 16, 2022**

Focus of Motion 46 (Barger, Najarian, Solis)

Position Metro and partners to secure funding from new opportunities for regional rail investment to advance projects in HSR-aligned commuter rail corridors

Possible new funding sources:

- State surplus
- New federal programs

Commuter rail corridors:

- Antelope Valley Line/AVL (HSR: Palmdale to LA)
- Orange County Line/OCL (HSR: LA to Anaheim)
- San Bernardino Line/SBL (HSR: LA to IE)

Build upon existing \$107 million in state funding awards (TIRCP) that leveraged \$113.8 million in local North County funding to improve service to Scenario 3 on AVL

Early Delivery HSR / Regional Rail Projects

Metro met with Metrolink, Amtrak and California HSR Authority to meet motion requests by:

- Identifying support for general concept
- Creating an inventory of projects (*Attachment B*)
- Update costs and readiness factors (as of February 2022)

Update: Project Management Funding Agreement (PMFA) will go to the HSR Board in April

Staff will continue to meet with partners to do the following:

- Discuss and develop evaluative criteria (incl. equity) for early delivery projects
- Discuss advocacy measures
- Update costs and readiness factors

Transformational Project List (Proposed)

Goal:

Position LA County to secure new funding for rail service improvements along key corridors

Transformational Project List (proposed)

- **Major Metrolink Upgrade Package to reach Service Scenario 4 on the AVL – per prior Metro AVL Feasibility Study**
 - Acton Downtown Double Track
 - Brighton to Roxford Double Track (Segments 2-4)
 - Via Princessa to Honby Double Track
 - Saugus to Hood Double Track
 - Vista Canyon Multimodal Maintenance Facility
- **Burbank to LA Third Track (AVL / VCL / LOSSAN)**
- **Lone Hill to White Double Track (SBL)**
- **Pioneer Boulevard Grade Separation (OCL / LOSSAN)**
- **Strategic / Value Engineered Tunneling between Palmdale – Santa Clarita (AVL)**
- **LA County Transportation Technology Center of Excellence and Proving Ground**

State and Federal Advocacy

1. **A \$16.5B Golden Opportunity Package of investments has been recommended to the State Legislature.**
2. **The Golden Opportunity Package includes a recommendation that the Legislature allocate \$1 billion to these types of projects.**
3. **CEO testimony on High-Speed Rail Business Plan.**
4. **Continued Advocacy in all budget related meetings.**
5. **Opportunities to create an ongoing funding stream.**
6. **Federal advocacy for future grant applications.**

Next Steps

- 1) Work with rail partners to develop appropriate criteria to be used to identify and prioritize LA County projects**
- 2) Continue to develop Federal Infrastructure and State surplus advocacy strategy and identify potential grant opportunities**
- 3) Create materials for advocacy (leave-behinds, etc.) to support advocacy**
- 4) Lead advocacy effort to create a dedicated funding source for next generation HSR-related capital projects aligned with this motion**



Board Report

File #: 2022-0140, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
MARCH 24, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held February 24, 2022.



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

February 10, 2022

The Honorable Hilda L. Solis, Chair,
Members of the Metro Board of Directors
Los Angeles County Metro
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: February 2022 Service Changes

Honorable Chair and Metro Board Members,

Metro's Service Councils are appointed by the Metro Board to review and approve bus service changes. They also offer monthly opportunities for the public to engage with Metro about bus service, policies, and programs. At our February 10, 2022 meeting, the Gateway Cities Service Council (GWC) received a report on the current bus operator shortage and resulting February 20, 2022 service change. Based on this discussion, the Council adopted the following motion to formally inform the Board of Directors of our concerns:

Whereas bus ridership is now increasing on both a quarterly and annual basis;

Whereas the Gateway Cities Service Council has had the responsibility of offering LACMTA direct input on issues within its community since 2003;

Whereas the GWC Service Council has not voted in approval of any decrease to bus service availability on its routes since 2020;

Whereas the GWC Service Council has not offered, nor had the opportunity to offer, approval of February 20, 2022 reductions;

Whereas a lack of an ending to these reductions does not offer predictability to riders;

Whereas working-class families and commuting workers in GWC communities have disproportionately endured negative impacts throughout two years of pandemic;

Be it resolved that the GWC Service Council requests Metro's consideration of the travel needs of our in-person workers and in-the-classroom students;

Further resolved to preserve our right to travel across the region and between regions for educational, medical, and work purposes;

Further resolved to reduce wait times for transit-dependent workers as soon as possible

Further resolved to expedite our regional recovery by providing the frequent, cost-effective service, with required transfers for normal trips, laid out in the comprehensive network reworking of the NextGen Bus Plan

Our Service Council stands ready to continue to work with Metro to address community transportation concerns and improvements.

Sincerely,



Danny Hom,
Chair, Gateway Cities Service Council



Maria Davila
Vice Chair, Gateway Cities Service Council

cc: Stephanie Wiggins



City of Commerce
City of Montebello
City of Pico Rivera
City of Santa Fe Springs
City of Whittier

February 23, 2022

Chair Solis and Members of the Metro Board
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012
Via email: BoardClerk@metro.net

Re: Eastside Transit Corridor – Phase 2

Dear Chair Solis and Members of the Metro Board of Directors:

As elected representatives of the five incorporated cities along the 9-mile Eastside Transit Corridor, we have advocated for years for the Eastside Extension and we are pleased that the project is continuing to undergo environmental evaluation and funding analysis. However, we have concerns about the current project trajectory. We have received updates from Metro staff indicating that there are two “initial operating segments” identified for the Eastside Extension, with no schedule or funding options yet identified to ensure the project is completed.

As an extension of an existing rail corridor, not a brand-new rail line, segmenting the Eastside Extension is inappropriate. The Washington Coalition Cities firmly believe anything other than the full 9-mile extension is not an acceptable project.

We respectfully ask that the Board request Metro staff to provide an updated timeline and funding schedule, with the opportunity for the united Washington Boulevard Coalition to assist with advocacy for state and federal funding so that this project can be completed in a timely manner. It’s well understood that the Eastside Extension has an opportunity to compete well for funding for a potential maintenance yard; we would like to see Metro leverage that competitiveness to ensure that the entirety of the 9-mile line be constructed.

We would like to partner with Metro staff on specific funding opportunities – but the Coalition needs to know what those opportunities are so we can assist, and we would like to receive assurances that the entirety of the 9-mile extension will be constructed. Metro staff employed incredible skill and creativity to ensure that critical transportation projects received funding even in the worst of prior economic downturns. Now, we are facing an unprecedented opportunity for state and federal funding and are asking that Metro staff be directed to use that same creativity during this era of ample funding availability.



City of Commerce
City of Montebello
City of Pico Rivera
City of Santa Fe Springs
City of Whittier

Page Two
Metro Board
February 23, 2022

We are looking forward to continuing to advocate for the project on a timeline that brings the Eastside Extension to completion as directed by the Metro Board.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Leonard Mendoza".

Leonard Mendoza
Mayor
City of Commerce

A handwritten signature in black ink, appearing to read "Kimberly Ann Cobos-Cawthorne".

Kimberly Ann Cobos-Cawthorne
Mayor
City of Montebello

A handwritten signature in black ink, appearing to read "Dr. Monica Sanchez".

Dr. Monica Sanchez
Mayor
City of Pico Rivera

A handwritten signature in black ink, appearing to read "Annette Rodriguez".

Annette Rodriguez
Mayor
City of Santa Fe Springs

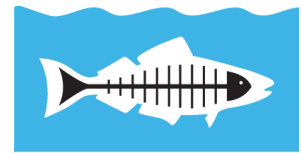
A handwritten signature in blue ink, appearing to read "Joe Vinatieri".

Joe Vinatieri
Mayor
City of Whittier

c: Stephanie Wiggins, Metro CEO



Safe, livable, and sustainable streets are welcoming to everyone and strengthen our community.



Heal the Bay



Institute for Transportation & Development Policy



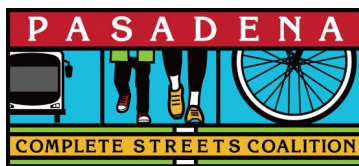
Aztlan Athletics FOUNDATION Promoting Community Health & Wellness Programs



SIERRA CLUB



Sustainable Claremont Working for Environmental Economic and Social Sustainability



February 23, 2022

Metro Board of Directors
 One Gateway Plaza
 Los Angeles, CA 90013
Via email to boardclerk@metro.net

RE: SUPPORT - Agenda Item 35 - Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects

Dear Metro Board Members and Staff,

As community-based organizations and stakeholders committed to improving the health and well-being of community members of Los Angeles County, reducing our worst-in-nation air pollution, and advancing climate action on a regional level, **we strongly support Metro’s proposed alignment of the SR-710 North Mobility Improvement Projects to better reflect the diverse needs of corridor communities and constituents.**

The TSM/TDM alternative in the EIR/EIS for the SR 710 North Project addresses measures to make traffic more efficient and which reduce the demand for automobile-centric transportation. Recognizing the broad array of strategies within the TSM/TDM suite, and responding to Metro’s 2018 reallocation call for proposals, cities submitted a wide range of project types, including local transit, pedestrian, and complete streets projects. Yet these projects were wholesale rejected by Metro staff, an outcome inconsistent with the description of the TSM/TDM alternative in the EIR/EIS. In the initial portion of the EIR/EIS the instrument states, among other things, that the purpose of the Project is as follows:

- ***“Reduce congestion on local arterials adversely affected due to accommodating regional traffic.”***
- ***“Minimize environmental impacts related to mobile sources.”***

The EIR/EIS also states the following as one of the needs for the Project: “Modal inter-relationship and System Linkages.” On page 2-87 the EIR/EIS describes the TSM/TDM Alternative as follows: ***“The TSM/TDM Alternative would provide strategies and improvements to increase efficiency and capacity for all modes in the transportation system with lower capital cost investments and/or lower potential impacts includingpedestrian and bicycle facility improvements...”***

These purposes and needs are clearly fulfilled by a multimodal approach to transportation management, an approach sought by almost every 710 corridor community that requested reallocation funds over the past several years. **Local communities, decision-makers, and corridor residents understand that Transportation Demand Management is not limited to increasing vehicle throughput via street widening, signal synchronization or other measures that make traffic**

flow faster. Especially as corridor communities plan for growth, stakeholders understand that measures to reduce dependency on automobiles is a critical strategy for a more livable future.

Notwithstanding the clear direction within the EIR/EIS regarding the eligibility of these projects, **our support for this motion, as well as the 2021 ‘Modernizing Metro Highways’ motion, is informed by our collective experience working with local communities and stakeholders on Metro-funded projects.** Specific ‘lessons learned’ that inform our support for this latest effort to align Metro spending to adopted Board policy, regional climate goals, and public safety needs include:

1) When Metro Highway Funding is used on local streets, it impacts all roadway users, including older adults, children, and mobility-impaired residents who walk along and across streets to access local schools, community sites, and businesses. Transportation “improvements” should not make local streets more difficult or dangerous to cross by foot. This is particularly important in Los Angeles County, where traffic crashes are the number one cause of premature death for children aged 5-14, and number two cause for children 1-4, young adults 15-24, and adults 25-44.¹

2) Vehicle trips are the main source of air pollution in southern California, one of the most polluted regions in the United States. The outcomes of our poor air quality are devastating, especially to our inland communities. High rates of asthma and other respiratory illnesses, as well as cognitive impairments, some cancers, and even obesity have all been linked to exposure to high levels of air pollution. The cost of these health disparities -- particularly long-term, chronic illnesses such as asthma -- is billions in associated healthcare and diminished productivity to LA County.

3) LA County and the state of CA will never meet its climate action goals unless we reduce how much we drive. Individual and commercial vehicles are responsible for over 50% of all greenhouse gas emissions in the state of California when one accounts for emissions related to the extraction, processing, and distribution of oil. While vehicle electrification is a vital step, it alone will not be sufficient to meet our goals, according to the CA Air Resources Board.² As a result it is absolutely critical that future investments help reduce Vehicle Miles Traveled (VMT) per capita, do our part to mitigate the worst impacts of climate change, and help lead our state towards a more sustainable economy and future. Metro Highway Funding should support our commitment to cleaner air and healthier communities.

4) Adding more lanes doesn’t reduce traffic, and can even attract more. The potential for increased vehicle miles traveled, and resulting congestion as a result of roadway widening and expansion is well-documented and acknowledged in the academic world. In 2017 the Governor’s

¹Los Angeles County Department of Public Health, Mortality in Los Angeles County. <http://publichealth.lacounty.gov/dca/data/documents/mortalityrpt12.pdf>

² CA Air Resources Board. “2018 Progress Report - California’s Sustainable Communities and Climate Protection Act.” Page 28. <https://ww2.arb.ca.gov/resources/documents/tracking-progress>

Office of Planning and Research advised agencies that “[each percent increase in lane miles results in a 1.03 percent increase in vehicle travel](#)”.³ Even Caltrans has acknowledged this fact.⁴

5) LA County voters overwhelmingly support pedestrian and safety projects. In Spring 2016, polling of voters prior to the passage of Measure M found greater support for repairing sidewalks than any other local improvement. Specifically:

- 83% favored using funds from the measure to make it easier and safer for children to walk or bike to schools.
- 81% favored using ballot measure funds to improve crosswalks so they are safer for pedestrians.
- 74% favor using ballot measure funds for fixing sidewalks, including more street trees, benches, wider sidewalks, lighting, and more separation from cars.
- 65% favored spending the sales tax funds on expanding freeway lanes.

[A countywide field survey in 2013 by the Los Angeles County Department of Public Health](#) found similar levels of support among the public, with 89% in favor of more transit service for the elderly and disabled, 88% in favor of installing new and repairing existing sidewalks, 86% providing free transit passes to students, 85% expanding local transit service, and 83% increasing the availability of crosswalks and street lighting.⁵ Public understanding, awareness, and support for measures to improve air quality and take local climate action have only grown since Measure R and M passed.

6) The proposed motion clarifies that when SR-710 N funding is used on local streets, projects can incorporate multi-modal improvements -- including local pedestrian, bicycle, and transit improvements. We recognize, as you do, the value of improving mobility for all users, and the important leadership role that Metro plays regionally and state-wide. We urge you to continue to lead by supporting the proposed motion and efforts to align Metro spending with local and regional needs.

The undersigned request that Metro support safer streets and healthier communities by adopting the proposed motion and once again formally committing that SR-710 N funding can be used for local pedestrian, bicycle, and transit projects.

Thank you,

David Diaz
Executive Director
ActiveSGV

Christy Zamani
Executive Director
Day One

Rev. Tera Klein
Pastor

³ State of California Office of Planning and Research. Technical Advisory on Evaluating Transportation Impacts on CEQA. April 2018. pg. 29 - http://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf

⁴ Streetsblog California. “Caltrans Admits Building Roads Induces More Driving, But Admitting a Problem Is Just the First Step” <https://cal.streetsblog.org/2015/11/18/caltrans-admits-building-roads-induces-congestion-but-admitting-a-problem-is-just-the-first-step/>

⁵ Los Angeles County Department of Public Health. “Active Transportation and the Built Environment” <https://investinginplace.files.wordpress.com/2015/02/dph-activetranspbuiltenvironment.pdf>

Throop Unitarian Universalist Church

Belén Bernal

Executive Director
Nature for All

Emily Parker

Coastal and Marine Scientist
Heal the Bay

Virginia Wexman

Carolynn Johnson

West Coast Program Manager
Institute for Transportation & Development Policy

Michael Schneider

Founder
Streets for All

Derek Steele

Executive Director
Social Justice Learning Institute

Cynthia Rose

Director, Santa Monica Spoke
Co-Founder, Santa Monica Safe Street Alliance

Caro Jauregui

Co-Executive Director
California Walks

Jonathan Matz

California Senior Policy Manager
Safe Routes Partnership

Heng Lam Foong

Program Director
Asian Pacific Islander Forward Movement

Eli Akira Kaufman

Executive Director
Los Angeles County Bicycle Coalition

Jenny Bright

Organizer
Oaklawn Neighborhood Improvement

Fatima Malik

President
League of Women Voters of Los Angeles County

Jose Zavala

President
Aztlán Athletics Foundation

Jessica Meaney

Executive Director
Investing in Place

Carter Rubin

Mobility and Climate Advocate
Natural Resources Defense Council

Stuart Wood PhD

Executive Director
Sustainable Claremont

Bryn Lindblad

Deputy Director
Climate Resolve

Wes Reutimann

Co-organizer
Pasadena Environmental Advocates

Tim Ivison

Organizing Committee
United Caltrans Tenants

Dr. Deborah Hsiung, D.O.

Director
Stop4aidan

Mark Gallatin

President
South Pasadena Preservation Foundation

David Levitus

Executive Director
LA Forward

Laura Cortez

Organizer/Co- Executive Director
East Yard Communities for Environmental Justice

Robin Mark

Los Angeles Program Director
The Trust for Public Land

Topher Mathers

Steering Committee Member
Pasadena Complete Streets Coalition

Darrell Clarke

Transportation Chair
Sierra Club Angeles Chapter

Adele Andrade Stadler

Council Member
City of Alhambra

James Rojas

Founder
Latino Urban Forum

February 2022 RBM Public Comments

From: [REDACTED]
Sent: Wednesday, February 23, 2022 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: Darrell Clarke <darrclarke@gmail.com>; Richard Larsen <rwlarsen.lhnc@gmail.com>
Subject: Public Comments for Metro Board Mtg. 022422

DATE: 022322 4pm
TO: Metro Board Clerk Board Administration One Gateway Plaza
MS: 99-3-1 Los Angeles, CA
FROM: Dr Tom Williams, Pres. Citizens Coalition for a Safe Community
SUBJECT: Board Meeting Items - 02/24/22 10am
RE: **Public Comments**

Meeting Public Comments File #: 2022-0111
"FOR"/"ITEM NEEDS MORE CONSIDERATION."

As exemplified by the 7th/Flower, Metro must incorporate station development on/around every Metro station and can start such with the Sepulveda Transit PPP Project and the San Gabriel Valley alternatives under considerations currently. Internationally, most stations develop like that of Metro's 7th and Flower as part of the urban development that rail transit fosters and serves, look to HongKong, Canton, Dubai, and others. Such development and redevelopment of current open site stations would be suitable for Public Private Partnership efforts.

I am experienced and was part of Construction Management for Metro/RTD-Red/B Line Phase 1, and planning for others. I have also assisted on subway systems in HongKong and Canton and lastly in Dubai. Now currently retired without any need for commercial relations.

Item # 35 "FOR" SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH 2022-0115 MOBILITY IMPROVEMENT PROJECTS MOTION RECOMMENDATION: APPROVE Motion by Directors Solis, Sandoval, Barger, Bonin, Garcetti, and Najarian that directs the CEO to take the following actions:

- A. Find that **new mobility improvement** are eligible as both standalone projects and as components of larger projects,...
- B. Provide **recipients of MIP Measure R funding** the opportunity to **revise scopes of work** or **propose a replacement project** if recipients intend to take advantage of the eligible uses clarified through this motion.
- C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes

Apply multi-mobility purposes/needs to all Measure R funded projects and programs and provide for existing Measure R projects Upgrades and new projects to achieve the highest levels of Multi-Mobility and least private vehicle mobility throughout Metro's authority.

February 2022 General Public Comments

From: [REDACTED]
Sent: Friday, February 11, 2022 11:42 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: General Comment- Needs More Consideration

Dear LA Metro Board,

I have a complaint and proposed solution for your discussion and consideration:

I am deeply upset and concerned by the continued, if not increased, push by Metro Rail to use simple alphabetical letters instead of their previously official color name. This is not because I have any particular affinity towards colors. Rather, a letter on its own means nothing and gives no reference to the route it represents. A color, for example, plays to the imagination and allows Metro users to picture the colored line on a map and/or in relation to other colored lines nearby the desired route.

I understand that Metro is set on utilizing letters instead of colors for names, and I understand that rail lines will soon be realigned as new subway tunnels open as well.

To resolve the issue of a lack of context related to an obscure letter used for a name, I propose officially adding directional indicators reflecting either the last stop on a line or a major corridor that a line passes through to the official line names.

This methodology is consistent with both national and international trends, and would guide Metro Rail users as the routes are updated to reflect the new line configurations. An example for the "E" line would be (officially) "E- Expo" or "E- Dwtn Santa Monica" or "E Downtown LA-Santa Monica." An example of the "B" line would be "B- N Hollywood" or "B- Downtown LA-N Hollywood" or "B-Vermont."

By adopting directional indicators into the names themselves, you remove any ambiguity to references in documents, especially in reports and documents that are developed while line configurations are being changed.

By adopting directional indicators into the names themselves, Metro assists populations where English is not the first language and simple context is more necessary than deciphering a service schedule with one letter route titles.

By adopting directional indicators as additions to the previously adopted use of letter names, LA Metro is able to save face by adding context without replacing a previous decision.

I sincerely hope that this message inspires a conversation among the board, and perhaps leads to a more formal exploration of this concept by Metro staff.

Do let me know if I can clarify any part of my feedback.

Best,
[REDACTED]

From: [REDACTED]

Sent: Monday, January 31, 2022 6:32 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Quejarme el bas 266 tarda mucho en pasar por favor hacer algo no todos podemos tener carro gracias

Enviado desde mi iPhone

Translation:

I have a complaint about bus 266. It takes a long time to come. Please do something. We can't all have a car. Thanks.

Sent from my iPhone

From: [REDACTED]

Sent: Thursday, February 17, 2022 2:01 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Mailin

Como puedo quejarme sobre un buss

La persona q lo manejaba

Lo manejaba a lo loco

Tengo su nombre y su numero de telefono

Translation:

How can I complain about a bus? The person who handled it, she drove it crazily. I have your name and your phone number.

From: [REDACTED]

Sent: Thursday, February 17, 2022 8:32 PM

To: Board Clerk <BoardClerk@metro.net>

Subject:

En la ruta de 603 un conductor me insulto porque le pedi el favor de poner \$ 5 porque no tenia cambio se le quito el cinturon y casi me pega

Translation:

On route 603 a driver insulted me because I asked him to put \$5 in because I didn't have change. He took off his belt and almost hit me.

From: [REDACTED]

Sent: Friday, February 18, 2022 8:51 AM

To: Board Clerk <BoardClerk@metro.net>

Subject:

Una mujer conductora del dash 15348 de panorama city es muy despota con los pasajeros algunas veces sin decir nada cierra la puerta casi golpeando al que quiere subir como hoy 18 de febrero a las 8: 25 mas o menos . Párese que siempre está de mal humor .

Translation:

A female driver of DASH 15348 from Panorama City is very rude to passengers, sometimes without saying anything she closes the door almost hitting whoever wants to get on like today February 18 at 8:25 more or less. It seems that she is always in a bad mood.

From: [REDACTED]

Sent: Sunday, February 20, 2022 2:51 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: claim service

today Sunday February 20, 2022, take the 929 bus that left iris avenue transit center at 1:46 pm, in San Diego CA. to get off at Picador Bl & Del Sol Bl, I made the stop in advance and it turns out that another passenger got me off three stops ahead, the stop was made to get off several times and he did not do it until the other passenger and I were to tell him directly, for which he apologized, I had to walk too much, I think he should be attentive to his work, if he has any problem that distracts him, it is better not to show up.

Thank you for your attention.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, February 15, 2022 5:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: February 16th - Finance Budget Audit 1:30 pm

2022-0069 RECEIVE General Public Comment

ATTN: Hilda Solis

Antonio Chapa

Deputy District Director/Veterans Liaison

Chair Hilda L. Solis | Supervisor, First District

East Los Angeles Field Office

4801 E 3rd Street

Los Angeles, CA 90022

SEE ATTACHED:



Test

Wed, Nov 17, 2021 at 12:57 AM

To: "Chapa, Antonio" <AChapa@bos.lacounty.gov>

Antonio Chapa

Deputy District Director/Veterans Liaison

Chair Hilda L. Solis | Supervisor, First District

East Los Angeles Field Office

4801 E 3rd Street

Los Angeles, CA 90022

Mr. Chapa:

Thank you for responding and forwarding the information. If you meet with Supervisor Solis, please discuss with her that the current bus system does not provide an acceptable level of mobility for the Los Angeles population. The poverty rate and housing affordability are directly related to the quality and adequacy of the transit system. About forty percent of the population or about four million people in Los Angeles County are directly impacted by the deficiency of the current transit system. Close analysis suggests this is not an exaggeration.

My hope was that the "Next Gen" bus improvements would make a difference. While having some benefits, the improvements are neither adequate nor truly "Nex Gen" in terms of bus technology or improved mobility. To address this, it is urgent that the Metro board develop a County BRT Standard system.

Attached is a survey map of corridors county wide that are appropriate to upgrade to a Bus Rapid Transit Standard (BRT). The map is a conceptual picture of a long range system plan. Also attached are studies from Drs. James Moore USC and Thomas Rubin which strongly urged a modernized bus system as compared to rail. Dr. Moore has a PhD in engineering from Stanford University. CV attached.

Aspects of BRT

=====

BRT is 1/3 the cost per mile of light rail (LRV).

Has lower noise and vibration impacts with higher capacity and is safer.

Provides a level of service higher than light rail with lower operating costs.

Provides a level of service competitive with heavy rail and rush hour auto trips.

Addresses system planning and long range planning deficiencies.

Qualifies for an 80% Federal funding match.

Improves mobility for automobiles in specific corridors.

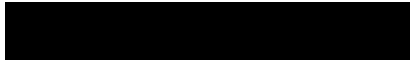
Manages the parking supply more efficiently.

Stimulates economic development in urban areas without adding auto trips.

Has full mitigation costs funded.

Los Angeles County desperately needs greater leadership in this area. Please address these issues with an aggressive system wide and long term approach. The historic patchwork and adhoc improvements are not sufficient. Both the poverty rate and housing affordability are impacted negatively. (see attachments)

Sincerely,



<https://www.nytimes.com/2015/05/07/upshot/transportation-emerges-as-crucial-to-escaping-poverty.html>

<https://www.itdp.org/2018/03/03/brt-planning-guide-webinar-series/>

<https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/what-is-brt/>

Transportation Policy, Poverty, and Sustainability

History and Future

Martin Wachs

Mobility and increased access to transportation are two of the most important global forces for the alleviation of poverty. This is especially true in rapidly developing areas of the world, exemplified by China and India. It is also true in the United States, where huge gaps in mobility between rich and poor remain. Growing concern over the need to address global sustainability focuses attention on the rise in greenhouse gas levels, which is increasingly associated with increases in mobility. It is often suggested that improved mobility must be sacrificed to achieve sustainability. This paper examines the trade-offs between the need for mobility to foster economic development and the need to reduce the production of greenhouse gases to achieve global sustainability. The attainment of sustainable mobility requires increased global access to goods, services, education, and economic opportunity, alongside reductions in the production of greenhouse gases. The attainment of one cannot be an excuse for forgoing the other. Transportation technology and policy must address the twin goals of improving mobility while decreasing the levels of production of greenhouse gases.

Worldwide, more than 3 billion people live on less than \$2.50 per capita per day, and at least 80% of all people in the world today live on less than \$10 per capita per day. According to the United Nations Children's Fund, about 25,000 children under the age of 5 years die each day from starvation or preventable diseases (1).

Publications of the United Nations, the World Bank, and many international charitable organizations stress that around the globe poverty is the principal cause of hunger, poor health care, inadequate medication, the absence of education, inadequate access to clean water, and little or no access to electricity. Of importance to those

transportation often overlook the centrality of their work to the alleviation of poverty.

The many organizations that report on the incidence and extent of poverty around the world almost never measure directly or report on the levels of physical mobility of different population groups. One purpose of this paper is to address the connection explicitly. It is stated over and over again that poor people suffer from measurable deficits in nutrition, health care, education, and opportunities to work for money. Those deficits are almost invariably correlated with deficits in physical mobility: the ability to travel from one place to another or to bring goods, such as food, medicine, educational materials, and building materials, from one place to another at an affordable cost.

The relative effectiveness of improvements in mobility to reduce poverty depends on the degree to which a society is already developed. A bicycle or an animal may be extremely important in some contexts and relatively ineffectual in others. Given the enormous disparities in mobility among societies, many areas can benefit greatly from improvements in the ability to travel from place to place on foot by using animal and human motive power, for example, or on land using bicycles and handcarts or on water using canoes or rafts; by using wind power for sailing; and by using mechanical motive power in the form of petroleum-based engines and electricity-powered motors. Improvements in mobility are fundamental elements of every program to overcome poverty. Billions of people walk miles every single day to find fresh, clean water to carry home on foot. Billions of people lack physical access to medicine, doctors, and eyeglasses and have no school within walking distance of where they live. Transportation investments of many sorts bring people to food, water, health care, education, and services or bring those needed products and services

FHWA NHTS BRIEF

2014



Mobility Challenges for Households in Poverty

2009 National Household Travel Survey

- Households in poverty spend a higher proportion of their income on transportation expenses and are disproportionately represented by race/ethnicity with African-Americans and Hispanics experiencing the highest poverty rates. Limited vehicle availability and fewer affordable transportation options afflict this cost-sensitive group.
- Households in poverty are limited to a shorter radius of travel compared to higher income households. They have the lowest rates of single occupancy vehicle use and the highest usage of less costly travel modes: carpool, transit, bike and walk.
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- The 2009 National Household Travel Survey shows that in the metropolitan areas of Atlanta and Los Angeles, those in poverty have a smaller radius of travel than those in the highest income group. In New York City, however, the working poor tend to have a larger radius of travel than workers with the highest incomes, which is likely indicative of its very affluent urban core.

Studies have shown that rising transportation costs have a disproportionate negative impact on lower income households. The Bureau of Labor Statistic's Consumer Expenditure Survey has shown that transportation is the second highest American household expenditure, only exceeded by housing costs¹. The high sticker price of vehicles, increased prices at the pump, and transit fare hikes all pose a financial burden to the mobility of all households, especially those in poverty.

In 2009, the year of the most recent NHTS, the Census Bureau reported that the nation's official overall poverty rate was 14.3 percent whereas 25.8 percent of Blacks and 25.3 percent of Hispanics were in poverty. In 2012, the Census poverty numbers changed slightly with poverty rates of 27.2 percent and 25.6 for Blacks and Hispanics respectively.² These vulnerable groups are in need of cost-effective transportation options that are affordable and provide them access to job opportunities.

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	People in Poverty	Percent in Poverty
White	29,830,000	12.3
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Data Source: www.census.gov



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Policy Study No. 232, September 1997

Better Transportation Alternatives for Los Angeles

By THOMAS A. RUBIN AND JAMES E. MOORE II

EXECUTIVE SUMMARY

For several decades, the prospect of an urban rail system has been held up to the electorate as the key to mobility and clean air, but even cursory examination of system performance reveals that it is neither. The Los Angeles rail plan is essentially a failed experiment in transit provision, and all refinements and extensions predicated on expanding the rail system will only increase the cost of the failure. And the plan is not merely wasteful, but is harmful to existing transit options. The Los Angeles rail system is steadily destroying public transportation services in a city that should be much more respectful of the gap between the transit-optional haves and the transit-dependent have nots.

The Los Angeles County Metropolitan Transportation Authority's (LACMTA) commitment to the region's rail plan has placed it in a political conundrum. The MTA knows the system is a failure and that further investment in rail is harmful, yet the rail plan has been such a high profile project for so long that the prospect of abandoning the project is a source of political terror.

Policy Study No. 209
July 1996

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Policy Study No. 230

August 1997

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Rubber Tire Guideways are certainly not the right solution for every transportation situation and there are many cases where rail transit is an appropriate and productive component of an overall urban transportation network. However, in cases where decisions are being made for new transportation improvements that may include guideway solutions, Rubber Tire Guideways have proven productivity and cost-effectiveness characteristics that should lead to their serious consideration as traditional/nontraditional transit alternatives.

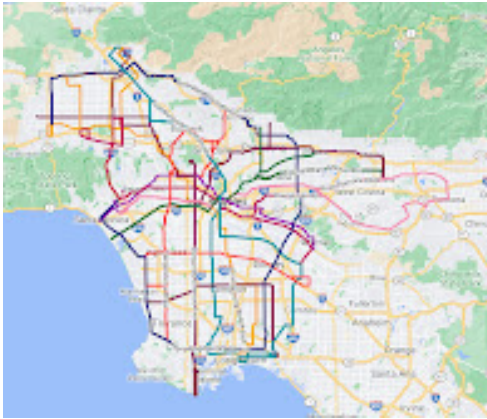
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FHWA NHTS BRIEF

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Transportation Policy, Poverty, and Sustainability

History and Future

Martin Wachs

Mobility and increased access to transportation are two of the most important global forces for the alleviation of poverty. This is especially true in rapidly developing areas of the world, exemplified by China and India. It is also true in the United States, where huge gaps in mobility between rich and poor remain. Growing concern over the need to address global sustainability focuses attention on the rise in greenhouse gas levels, which is increasingly associated with increases in mobility. It is often suggested that improved mobility must be sacrificed to achieve sustainability. This paper examines the trade-offs between the need for mobility to foster economic development and the need to reduce the production of greenhouse gases to achieve global sustainability. The attainment of sustainable mobility requires increased global access to goods, services, education, and economic opportunity, alongside reductions in the production of greenhouse gases. The attainment of one cannot be an excuse for forgoing the other. Transportation technology and policy must address the twin goals of improving mobility while decreasing the levels of production of greenhouse gases.

Worldwide, more than 3 billion people live on less than \$2.50 per capita per day, and at least 80% of all people in the world today live on less than \$10 per capita per day. According to the United Nations Children's Fund, about 25,000 children under the age of 5 years die each day from starvation or preventable diseases (1).

Publications of the United Nations, the World Bank, and many international charitable organizations stress that around the globe poverty is the principal cause of hunger, poor health care, inadequate medication, the absence of education, inadequate access to clean water, and little or no access to electricity. Of importance to those in the field for transportation is the fact that the "poor" and

transportation often overlook the centrality of their work to the alleviation of poverty.

The many organizations that report on the incidence and extent of poverty around the world almost never measure directly or report on the levels of physical mobility of different population groups. One purpose of this paper is to address the connection explicitly. It is stated over and over again that poor people suffer from measurable deficits in nutrition, health care, education, and opportunities to work for money. Those deficits are almost invariably correlated with deficits in physical mobility: the ability to travel from one place to another or to bring goods, such as food, medicine, educational materials, and building materials, from one place to another at an affordable cost.

The relative effectiveness of improvements in mobility to reduce poverty depends on the degree to which a society is already developed. A bicycle or an animal may be extremely important in some contexts and relatively ineffectual in others. Given the enormous disparities in mobility among societies, many areas can benefit greatly from improvements in the ability to travel from place to place on foot by using animal and human motive power, for example, or on land using bicycles and handcarts or on water using canoes or rafts; by using wind power for sailing; and by using mechanical motive power in the form of petroleum-based engines and electricity-powered motors. Improvements in mobility are fundamental elements of every program to overcome poverty. Billions of people walk miles every single day to find fresh, clean water to carry home on foot. Billions of people lack physical access to medicine, doctors, and eyeglasses and have no school within walking distance of where they live. Transportation investments of many sorts bring people to food, water, health care, education, and services or bring those needed products and services

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February 2022 710-N Corridor Public Comments

From: [REDACTED]

Sent: Thursday, February 10, 2022 2:56 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

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

From: [REDACTED]

Sent: Thursday, February 10, 2022 2:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
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[REDACTED]
Pasadena, CA

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Sent: Thursday, February 10, 2022 2:59 PM

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Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

I want to live in a more walkable area, not a county full of cars, traffic, and smog!

The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:15 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:37 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor. The land was taken for a purpose which was never utilized and the land should not be used to make driving through pasadena faster and less safe for majority of road users. We have already had two pedestrian deaths in the past 6 months due to individuals speeding in pasadena.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region. If you design and build safe streets for everyone people will find other methods of transportation! We have some of the best weather in the world and need to utilize it.

You need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:37 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

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

From: [REDACTED]

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County and Pasadena resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:55 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members, As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor. Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region. We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending. Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access. Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Thursday, February 10, 2022 3:58 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 4:32 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Thursday, February 10, 2022 4:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

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Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

Sent from my iPhone

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

From: [REDACTED]

Sent: Thursday, February 10, 2022 5:24 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

Sent from my iPhone

From: [REDACTED]

Sent: Thursday, February 10, 2022 5:41 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

Sincerely,

[REDACTED]

Former Alhambra Council Member

From: [REDACTED]

Sent: Thursday, February 10, 2022 6:52 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Thursday, February 10, 2022 7:15 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; First District <firstdistrict@bos.lacounty.gov>; wreman@bos.lacounty.gov; mreyes@bos.lacounty.gov; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; Los Angeles Mayor's Office <mayor.garcetti@lacity.org>; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Thursday, February 10, 2022 7:23 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action. So should you!

Dear Metro Board Members,

As an LA County (Pasadena) resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

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

From: [REDACTED]

Sent: Thursday, February 10, 2022 9:31 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

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

From: [REDACTED]

Sent: Friday, February 11, 2022 4:43 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Friday, February 11, 2022 6:07 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; Unknown <firstdistrict@bos.lacounty.gov>; wrehman@bos.lacounty.gov; Martin Reyes <mreyes@bos.lacounty.gov>; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; Sheila <sheila@bos.lacounty.gov>; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; Jacquelyn Dupont-Walker <jdupontw@aol.com>
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Friday, February 11, 2022 7:08 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 7:39 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 9:40 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: ACorey@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim_Sandoval@ci.pomona.ca.us; anajarian@glendaleca.gov; butts@cityofinglewood.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; Micheline, Maureen <MichelineM@metro.net>; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sheila@bos.lacounty.gov; wrehman@bos.lacounty.gov

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members, As an LA County resident, and as a resident of Pasadena, who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor. Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region. We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending. Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access. Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Friday, February 11, 2022 9:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; Reyes, Martin <mreyes@bos.lacounty.gov>; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Friday, February 11, 2022 10:55 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 11:18 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 11:19 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

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Thank you for your leadership on this issue,

[REDACTED]



[REDACTED]

www.4thWallPhotography.com

From: [REDACTED]

Sent: Friday, February 11, 2022 11:24 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 11:26 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim Sandoval <tim_sandoval@ci.pomona.ca.us>; dperry@lacbos.org; Reyes, Martin <MReyes@bos.lacounty.gov>; Feldman, Benjamin <BFeldman@bos.lacounty.gov>; O'Brien, Lilly <LOBrien@bos.lacounty.gov>; mmoore@bos.lacounty.gov; mbohlke@sbcglobal.net; lantzsh10@gmail.com; Klipp, Luke <LKlipp@bos.lacounty.gov>; anajarian@glendaleca.gov; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; Fernando Dutra <fdutra@cityofwhittier.org>; Trina Miller <tmiller@cityofwhittier.org>; Sahag Yedalian <sahag.yedalian@lacity.org>; Gomez, Viviana <VGomez@bos.lacounty.gov>

Subject: Sustainable710 - Move LA Supports Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

On behalf of Move LA, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion, vehicle miles traveled, and greenhouse gas emissions. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and organizations have requested funding for projects that will improve local streets for everyone, and in line with what voters want to see. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 12:03 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 12:09 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 12:30 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 12:33 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor. Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region. We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending. Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access. Thank you for your leadership on this issue,

Slow them down keep us alive

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 12:36 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 12:59 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]
[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:05 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:06 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:10 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: ACorey@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim_Sandoval@ci.pomona.ca.us; anajarian@glendaleca.gov; butts@cityofinglewood.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; Micheline, Maureen <MichelineM@metro.net>; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sheila@bos.lacounty.gov; wrehman@bos.lacounty.gov

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:17 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Importance: High

Dear **Metro Board Members**,

My name is **Lionel Mares, MPA**. I am writing to you about this important issue because I am deeply concerned about the safety of pedestrians and bicyclists. I am a hiker, walker, and bicyclist. I have almost been run over by motorists who speed on public streets.

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

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Thank you for your leadership on this issue,

Regards,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollar are appropriately spent.

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:53 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 1:55 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - Safer, Local Streets for Better Health Outcomes

Dear Metro Board Members,

Growing up in LA, I developed asthma despite no family history. I can literally smell the pollution when I go outside. As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, **I urge your support for a more sustainable 710-N corridor.**

We need to do better than what we are seeing now:

- **Traffic collisions are the #1 cause of preventable death for children 5-14 in Los Angeles County.**
- **[The failing air pollution in LA](#) is harming all residents, and **vehicle pollution is the #1 source of local air pollution.****
- **Driving is the #1 source of greenhouse gas emissions in the region.**

It's clear: we cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 2:42 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 3:13 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; klipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 5:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 6:12 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Friday, February 11, 2022 6:16 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 6:20 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 6:29 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable 710

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Friday, February 11, 2022 11:02 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

Sincerely,

[REDACTED]

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

From: [REDACTED]

Sent: Saturday, February 12, 2022 5:47 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Saturday, February 12, 2022 7:31 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

Sent from my Galaxy

From: [REDACTED]

Sent: Saturday, February 12, 2022 8:10 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Saturday, February 12, 2022 8:25 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members, As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor. Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region. We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending. Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access. Thank you for your leadership on this issue,

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

From: [REDACTED]

Sent: Saturday, February 12, 2022 9:14 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

A large black rectangular redaction box covering the signature area.

Sent from my iPad

From: [REDACTED]

Sent: Saturday, February 12, 2022 10:05 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: tim_sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; hollyjmittchell@bos.lacounty.gov; asaraiya@bos.lacounty.gov; acorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

Best wishes,

[REDACTED]

Get [Outlook for Android](#)

From: [REDACTED]

Sent: Saturday, February 12, 2022 1:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor. It's time.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

From: [REDACTED] >

Sent: Saturday, February 12, 2022 5:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: tim_sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; fourthdistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; LKlipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

A reminder that Metro has adopted the following policies:

- Modernizing Metro Highways
- Equity
- Complete Streets

In order to comply with those adopted policies, Metro must ensure Measure R dollars set-aside for the 710-N corridor are eligible for **multi-benefit, multimodal** mobility improvements.

Corridor cities, stakeholders, and residents like me have requested funding for **COMPLETE STREETS** projects that will improve local streets for everyone.

Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

[REDACTED]

[REDACTED]

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

From: [REDACTED]

Sent: Saturday, February 12, 2022 7:07 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

Sent from my iPad

From: [REDACTED]

Sent: Monday, February 14, 2022 7:47 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Monday, February 14, 2022 12:51 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Monday, February 14, 2022 1:34 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Monday, February 14, 2022 2:08 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As a Pasadena resident and Preservation Director for Pasadena Heritage, who opposed the 710 route through Pasadena, I care deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue.

[REDACTED]



From: [REDACTED]

Sent: Sunday, February 13, 2022 4:00 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: 710-N Corridor Improvements

Dear Metro Board,

As an LA County resident who cares deeply about being able to get around safely in my community and about breathing clean air, I urge you to support a more sustainable 710-N corridor.

Traffic collisions are the top cause of preventable deaths among children ages 5-14 in LA County. Our air quality is worsening again after years of gradual improvement, with vehicles the number one source of local air pollution. Driving is our single biggest source of greenhouse gas emissions.

We need to do better. Transportation dollars are still being invested in ways that have never improved road congestion as promised, and are leading to road users' injuries and deaths while worsening pollution and contributing to climate change. Now is the time to align our spending with our values.

Please follow the policies you feature on your website, including the Board's report 2021-0291 on "Modernizing the Metro Highway Program", your "Equity Platform", and the "Metro Complete Streets Policy". Spend the Measure R tax dollars set aside for the 710-N corridor on improvements that make it safe and easy for people to visit shops, schools, and open spaces near their homes, whether they travel on foot, by bicycle, on transit, or by car. Corridor cities and taxpayers like me have requested funding for projects that will improve local streets for all. We are watching how well Metro delivers on its claimed commitments to safety, equity, and access.

Thank you for your leadership on this key issue.

[REDACTED]

From: [REDACTED]

Sent: Monday, February 14, 2022 4:22 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]
Sent: Monday, February 14, 2022 4:57 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access. Thank you for your leadership on this issue.

Best,

[REDACTED]

--

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 15, 2022 11:20 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim Sandoval <Tim_Sandoval@ci.pomona.ca.us>; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 15, 2022 11:42 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Tuesday, February 15, 2022 11:44 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 15, 2022 3:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim Sandoval <Tim_Sandoval@ci.pomona.ca.us>; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

- **Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County.**
- **Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution.**
- **Driving is the number one source of greenhouse gas emissions in the region.**

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Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Tuesday, February 15, 2022 5:11 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: cc: Tim Sandoval <Tim_Sandoval@ci.pomona.ca.us>; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Hello Metro Board Members,

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Thank you for your leadership on this issue,

--

[REDACTED]

From: [REDACTED]

Sent: Tuesday, February 15, 2022 7:29 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, February 16, 2022 8:05 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: ACorey@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Tim_Sandoval@ci.pomona.ca.us; anajarian@glendaleca.gov; butts@cityofinglewood.org; Daniel Rodman <daniel.rodman@lacity.org>; doug.mensman@lacity.org; eric.bruins@lacity.org; firstdistrict@bos.lacounty.gov; jdupontw@aol.com; kathryn@bos.lacounty.gov; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; mayor.garcetti@lacity.org; mbohlke@sbcglobal.net; Micheline, Maureen <MichelineM@metro.net>; mmoore@bos.lacounty.gov; mreyes@bos.lacounty.gov; sheila@bos.lacounty.gov; wrehman@bos.lacounty.gov

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,
Emily Pham

--

[REDACTED]

Find [COVID-19](#) San Gabriel Valley Community Resources

ActiveSGV's mission to support a more sustainable, equitable, and livable San Gabriel Valley is made possible by individuals like you. [Join, Renew and/or Donate Today!](#)

From: [REDACTED]

Sent: Wednesday, February 16, 2022 8:21 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, February 16, 2022 9:51 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]

Sent: Wednesday, February 16, 2022 10:19 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

From: [REDACTED]

Sent: Wednesday, February 16, 2022 10:34 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, February 16, 2022 10:37 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; Kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED] >

Sent: Wednesday, February 16, 2022 11:28 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

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Thank you for your leadership on this issue,

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

From: [REDACTED]

Sent: Wednesday, February 16, 2022 1:12 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
Subject: Sustainable710 - I Support Safer Streets, Healthier Communities, and Local Climate Action

Dear Metro Board Members,

As an LA County resident who cares deeply about the safety of streets in my neighborhood, the quality of the air we breathe each and every day, and our future health and well-being, I urge your support for a more sustainable 710-N corridor.

Traffic collisions are the number one cause of preventable death for children 5-14 in Los Angeles County. Air quality in Los Angeles County is on the decline after years of steady improvements, with vehicle pollution the number one source of local air pollution. Driving is the number one source of greenhouse gas emissions in the region.

We need to do better. The science is clear. We cannot continue to invest in projects that neglect the safety of local streets, increase pollution, and fail to reduce congestion. Now is the time to align our values with our spending.

Please follow your own adopted policies (e.g., Modernizing Metro Highways; Equity; Complete Streets) and ensure Measure R dollars set-aside for the 710-N corridor are eligible for multi-benefit, multimodal, mobility improvements. Corridor cities, stakeholders, and residents like me have requested funding for projects that will improve local streets for everyone. Metro staff has an obligation to approve these types of projects and honor Metro's commitment to safety, equity, and access.

Thank you for your leadership on this issue, [REDACTED]

Excuse brevity, spelling and incomprehensible content-SIRI

From: [REDACTED]

Sent: Wednesday, February 16, 2022 1:35 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

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Thank you for your leadership on this issue,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, February 16, 2022 1:40 PM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com

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Thank you for your leadership on this issue,

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

From: [REDACTED]

Sent: Thursday, February 17, 2022 5:59 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]
Sent: Friday, February 18, 2022 11:09 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; lklipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
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Thank you for your leadership on this issue,

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [REDACTED]

Sent: Wednesday, February 23, 2022 9:53 AM

To: Board Clerk <BoardClerk@metro.net>

Cc: Tim_Sandoval@ci.pomona.ca.us; kathryn@bos.lacounty.gov; firstdistrict@bos.lacounty.gov; wrehman@bos.lacounty.gov; mreyes@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; ASaraiya@bos.lacounty.gov; ACorey@bos.lacounty.gov; sheila@bos.lacounty.gov; mmoore@bos.lacounty.gov; FourthDistrict@bos.lacounty.gov; butts@cityofinglewood.org; mbohlke@sbcglobal.net; lantzsh10@gmail.com; klipp@bos.lacounty.gov; anajarian@glendaleca.gov; Micheline, Maureen <MichelineM@metro.net>; mayor.garcetti@lacity.org; doug.mensman@lacity.org; Daniel Rodman <daniel.rodman@lacity.org>; eric.bruins@lacity.org; jdupontw@aol.com
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Thank you for your leadership on this issue,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, February 23, 2022 11:31 AM
To: Board Clerk <BoardClerk@metro.net>
Cc: Susan Mossman <susanmossman1947@gmail.com>; Claire Bogaard <cwbogaard@icloud.com>
Subject: Metro Regular Board Meeting - 2/24/2022 - Item 35 - SUPPORT

Dear Members of the Metro Board,

I am writing on behalf of Pasadena Heritage in order to express support for Item 35 on the February 24, 2022 agenda, "Clarifying Eligible Uses for SR-710 North Mobility Improvement Projects Motion." As an organization that has opposed the 710 freeway throughout the decades, Pasadena Heritage believes that Metro, Pasadena and Caltrans have a golden opportunity to envision how freeways in our region can be removed and redeveloped successfully. The 710 "stub" will likely be a case study in planning, where an unnecessary freeway will be removed and replaced by housing, commercial uses and green space. However, it is also essential to reconfigure many of the roadways along this corridor to be safer and more pedestrian friendly. Some stretches of St. John and Pasadena Avenues in Pasadena, which are residentially zoned, are designed to allow cars to move at fast speeds. In some cases, sidewalks and street trees have been removed to allow maximum speed, to the detriment of residents and those who circulate without cars.

Although Pasadena originally planned for a L Line grade separation at California Boulevard, once the design and engineering challenges of this crossing became more apparent, it was clear that it created more problems than it solved. We understand Monterey Park has run into similar issues with their initially funded projects. We believe the Board Motion as proposed would allow cities some flexibility to provide better solutions that are in line with current best practices in transportation planning. We thank Metro for their dedication to sustainable transportation and for livability.

[REDACTED]
[REDACTED]
[REDACTED]





MINUTES

Thursday, February 24, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Hilda L. Solis, Chair
Ara Najarian, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
Mike Bonin
James Butts
Fernando Dutra
Eric Garcetti
Janice Hahn
Paul Krekorian
Sheila Kuehl
Holly Mitchell
Tim Sandoval
Tony Tavares, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALL TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 5, 8, 9, 14, 15, 16, 17, 18, 19, 23, 25, and 29.

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

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	Y	A	Y	A	Y	Y	Y	Y	Y	Y

2. **SUBJECT: MINUTES** **2022-0109**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held January 27, 2022.

3. **SUBJECT: REMARKS BY THE CHAIR** **2022-0107**

RECEIVED remarks by the Chair.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	A	P	P	P	P	A	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2022-0108**

RECEIVED report by the Chief Executive Officer.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	A	P	P	P	P	A	P	P	P	P	P	P

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HJM = H.J. Mitchell	
JB = J. Butts	JH = J. Hahn	AN = A. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

5. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM ANNUAL UPDATE - LAS VIRGENES/MALIBU SUBREGION 2021-0746

APPROVED ON CONSENT CALENDAR:

A. The following:

1. Inter-program borrowing and programming of additional \$3,000,000 from the Las Virgenes/Malibu Subregion's Measure M Multi-Year Subregional Program (MSP) Highway Efficiency Program to the Active Transportation, Transit, and Tech Program (Expenditure Line 56);
2. Programming of additional \$1,950,000 within the capacity of Measure M MSP Highway Efficiency Program; and

B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

6. SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2 2022-0010

RECEIVED AND FILED the project status update on the Eastside Transit Corridor Phase 2 Project.

APPROVED AS AMENDED:

SOLIS AMENDMENT: Report back in April 2022 with the following:

- A. Innovative ways to help streamline the preconstruction-related work, including advancing engineering and utility-related work, among other strategies.
- B. Funding plans and assumptions for the two IOS alternatives being proposed; the plans should focus on a local funding strategy and a combined local and federal funding strategy.
- C. Strategies to streamline environmental review, including seeking a NEPA waiver, having NEPA authority delegated to the state, and seeking an abbreviated NEPA.
- D. An Alternative Delivery plan that will provide project schedule efficiencies which will reduce the overall preconstruction timeline.
- E. An accelerated project schedule for the two IOS alternatives and the entire project segment.

(continued on next page)

HAHN AMENDMENT: Report back in April 2022 with the following:

- A. Which specific grants, state and federal funding programs the eastside transit corridor project is applying for;
- B. The competitiveness and priority of this project related to our other Metro projects also in the pipeline for these opportunities;
- C. Any other Measure R and Measure M funding that might be available through future amendment or borrowing; and
- D. Any opportunities for low and no-cost financing through federal or private sources.

In addition to those four things, engage relevant municipal agencies and Community-Based Organizations along the project corridor, as well as the Washington Boulevard Coalition, for their input and feedback on all strategies being considered.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y

8. SUBJECT: SYSTEMWIDE BICYCLE PARKING PROGRAM IMPROVEMENTS AND CAPITAL UPGRADES **2021-0753**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer (CEO) to execute a five-year firm fixed price Contract No. PS78889000 to eLock Technologies, LLC for the bicycle parking program in the amount of \$6,094,458, subject to resolution of all properly submitted protest(s) if any.

9. SUBJECT: INVESTMENT POLICY **2021-0807**

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Investment Policy;
- B. the Financial Institutions Resolution authorizing financial institutions to honor signatures of LACMTA Officials; and
- C. DELEGATING to the Treasurer or his/her designees, the authority to invest funds for a one-year period, pursuant to California Government Code ("Code") Section 53607.

10. SUBJECT: PROPOSITION A AND PROPOSITION C COMMERCIAL PAPER/SHORT-TERM BORROWING PROGRAMS **2021-0797**

TABLED TO MARCH 2022:

- 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") commercial paper ("CP") and short-term borrowing program; 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") revolving credit facility ("RCF") and short-term borrowing program.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	C	C	Y	Y	Y	C	Y	Y	C	Y	Y

14. SUBJECT: INVERTER CONTROL BOX **2021-0811**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA81563000 to TK Services, Inc., the lowest responsive and responsible bidder for Inverter Control Boxes. The Contract is for a one-year base in the amount of \$1,497,960, inclusive of sales tax, and a one-year option in the amount of \$1,497,960, inclusive of sales tax, for a total contract amount of \$2,995,920, subject to resolution of protest(s), if any.

15. SUBJECT: GLASS REPLACEMENT AND INSTALLATION SERVICES **2022-0019**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 3 to Contract No. OP1405120003367 with Los Angeles Glass Company, Inc. for Glass Replacement, and Installation services in the amount of \$900,000, increasing the contract four-year base term authority from \$1,895,911 to \$2,795,911.

16. SUBJECT: SHOP TOWELS **2021-0810**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. CY81398000 to JWL Supplies, the lowest responsive and responsible bidder for Shop Towels (Wypalls). The Contract is for a one-year base in the amount of \$735,873, inclusive of sales tax, and a one-year option in the amount of \$785,181, inclusive of sales tax, for a total contract amount of \$1,521,054, subject to resolution of protest(s), if any.

17. SUBJECT: PURCHASE OF NINE (9) 35 TON TOW TRUCKS **2021-0756**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a firm fixed price contract under IFB No. DR81105 with Baatz Enterprises Inc. DBA Tow Industries, the lowest responsive and responsible bidder for nine (9) 35-ton tow trucks for a firm fixed price of \$3,948,479.62 inclusive of sales tax.

18. SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY SERVICE COUNCIL **2021-0582**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's San Gabriel Valley Service Council.

19. SUBJECT: SECOND GENERATION BUS MOBILE VALIDATORS **2021-0525**

APPROVED ON CONSENT CALENDAR:

- A. ESTABLISHING capital project for the purchase and installation of the 2nd generation bus mobile validators and 16-port managed ethernet switches in order to support the All Door Boarding project;
- B. APPROVING and ADOPTING the life-of-project budget of \$18,100,000; and
- C. AUTHORIZING the Chief Executive Officer to execute Modification No. 165 to Contract No. OP02461010 with Cubic Transportation Systems, Inc. (Cubic) for the purchase of 2900 Second Generation Bus Mobile Validators (BMV's) and installation of BMVs and 16-port managed ethernet switches at Metro contract service locations in the amount of \$9,545,440 increasing the total contract value from \$373,825,899 to \$383,371,339.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	C	Y	A	Y	A	Y	Y	Y	Y	Y	Y

23. SUBJECT: CONTRACTED TRANSPORTATION SERVICES - EAST REGION AND SOUTH REGION **2021-0741**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD an indefinite delivery/indefinite quantity Contract No. PS76258000, for the East Region contracted transportation services, to Southland Transit, Inc. The contract not-to-exceed amount is \$90,032,724, for the five-year base period and \$57,511,425, for the one, three-year option, for a combined not-to-exceed amount of \$147,544,149, effective July 1, 2022, subject to resolution of protest(s), if any; and
- B. AWARD an indefinite delivery/indefinite quantity contract No. PS76258001, for the South Region contracted transportation services, to MV Transportation, Inc. The contract not-to-exceed amount is \$148,645,400, for the five-year base period and \$101,588,036, for the one, three-year option, for a combined not-to-exceed amount of \$250,233,436, effective July 1, 2022, subject to resolution of protest(s), if any.

25. SUBJECT: J LINE (SILVER) ELECTRIFICATION MOTION

2022-0097

APPROVED ON CONSENT CALENDAR Motion by Directors Hahn, Solis, Mitchell, Butts, and Bonin to direct the Chief Executive Officer to return to the Board with a change order for the 100 electric buses designated for the J Line, to extend the range of these buses and to provide the single-seat ride requested by this Board.

26. SUBJECT: LOCAL SMALL BUSINESS PREFERENCE

2022-0025

- A. RECEIVED AND FILED the report back to Motion 31 on a Local Small Business Enterprise (LSBE) Program; and
- B. AUTHORIZED the CEO to implement a three-year Pilot LSBE Preference Program inclusive of Five Point Preference Incentive for negotiated procurements.

DUPONT-WALKER AMENDMENT:

- A. Report back in August 2022 on how Metro can encourage greater than 30% LBSE participation for proposers that do not meet the LSBE criteria as a prime but subcontract to LBSE eligible businesses, either through additional preference credits beyond the five points offered by the pilot or providing further incentives in the procurement process; and
- B. Request Metro to conduct an external audit no later than one year into the pilot to ensure eligible small businesses are meeting the stated eligibility requirement of being headquartered in LA County for at least 6 months.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

27. SUBJECT: DIVISION 20 PORTAL WIDENING TURNBACK FACILITY INCREASE

2021-0765

AMENDED the Life-of-Project (LOP) budget by \$75,000,000 for the Division 20 Portal Widening Turnback Facility (Project) from \$801,749,577 to \$876,749,577 using the fund sources, consistent with the provisions of the Board-adopted Measure R and Measure M Unified Cost Management Policy.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

29. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING

2022-0110

APPROVED ON CONSENT CALENDAR the following findings:

Pursuant to AB 361, the Metro Board, on behalf of itself and other bodies created by the Board and subject to the Ralph M. Brown Act, including Metro's standing Board committees, advisory bodies, and councils, finds:

The Metro Board has reconsidered the circumstances of the state of emergency, and that:

- A. The state of emergency continues to directly impact the ability of the members to meet safely in person, and
- B. State or local officials continue to impose or recommend measures to promote social distancing.

Therefore, all such bodies will continue to meet via teleconference subject to the requirements of AB 361.

30. SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESOLUTION OF NECESSITY

2021-0654

- A. HELD a public hearing on the proposed Resolution of Necessity.
- B. ADOPTED the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Permanent Utility Easement ("PUE") and Temporary Construction Easement ("TCE") from the property located at 6110 Sepulveda Boulevard, Van Nuys, CA 91411 with APN of 2242-025-022 (the "Property Interests").

(REQUIRED 2/3 VOTE OF THE FULL BOARD)

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y

31. SUBJECT: METRO G LINE (ORANGE) BUS RAPID TRANSIT IMPROVEMENT PROJECT RESOLUTION OF NECESSITY

2021-0655

- A. HELD a public hearing on the proposed Resolution of Necessity.
- B. ADOPTED the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a Permanent Underground Utility

(continued on next page)

(Item 31 – continued from previous page)

Easement (“PUUE”) and Temporary Construction Easement (“TCE”) from the property located at 6104-6108 Sepulveda Boulevard, Van Nuys, CA 91411 with APNs of 2242-025-026 & 2242-025-027 (the “Property Interests”).

(REQUIRED 2/3 VOTE OF THE FULL BOARD)

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	Y	Y	Y	A	Y	Y	Y	Y	Y	Y

32. SUBJECT: STATE AND FEDERAL REPORT 2022-0047

RECEIVED AND FILED February 2022 State and Federal Legislative Report.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	P	P	A	P	P	A	P	P	P	P	P	P

33. SUBJECT: RESPONSE TO MOTIONS ON COMMITMENT TO REIMAGINING PUBLIC SAFETY 2022-0054

RECEIVED AND FILED the Reimagining Public Safety Framework, which is inclusive of the report back on Motions 26.2 and 25.1 Policing Alternatives, Motion 44 Mental Health Resources, and a peer review of Customer Codes of Conduct.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	A	P	A	P	P	P	P	A	P	P	P	P

34. SUBJECT: CONSTRUCTION MARKET ANALYSIS 2022-0067

RECEIVED oral report on the Construction Market Analysis.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
P	A	P	A	P	P	P	P	A	P	P	A	P

34.1. SUBJECT: CONSTRUCTION MARKET ANALYSIS MOTION 2022-0128

APPROVED Motion by Directors Butts, Dutra, Najarian, Barger and Hahn that directs the CEO and staff to return to the Board in the upcoming fiscal year Annual Program Evaluation for directive A (below) and report back based on the CEO’s discretion on directive B.1 (below):

- A. With an assessment of what construction projects can reasonably continue without facing new budget shortfalls prior to their completion; and

(continued on next page)

(Item 34.1. – continued from previous page)

B. Since the cost of operations and maintenance of new rail lines is increasing faster than the increase in new sales tax revenues and construction costs are rising faster than the CPI:

1. Assess the incremental and cumulative annual fiscal impact on the agency's Operations and Maintenance Budgets that will result from the opening of revenue service of each newly-completed capital project.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	A	Y	Y	Y	Y	A	Y	Y	A	Y

35. SUBJECT: CLARIFYING ELIGIBLE USES FOR SR-710 NORTH MOBILITY IMPROVEMENT PROJECTS MOTION

2022-0115

APPROVED Motion by Directors Solis, Sandoval, Barger, Boñin, Garcetti, and Najarian that directs the CEO to take the following actions:

A. Find that new mobility improvement are eligible as both standalone projects and as components of larger projects, as follows:

- On-street bus priority infrastructure including but not limited to bus lanes, signal prioritization, queue jumps, bus boarding islands/curb extensions, and bus stop improvements.
- Class I, II, III or IV bikeway projects.
- Sidewalk improvements, including but not limited to, widening, shade trees, and curb ramps.
- Pedestrian safety improvements, including but not limited to bulb-outs, refuge islands, midblock crossings, pedestrian signals/beacons, raised intersections/pedestrian crossings, and scramble crosswalks.
- Any recipient of MIP Measure R funding that proposes a project which requires a reduction in vehicle lanes should first make a determination that the proposed project is consistent with the purpose and need of the 710 N Project. The determination should be based on guidance issued by Metro.

B. Provide recipients of MIP Measure R funding the opportunity to revise scopes of work or propose a replacement project if recipients intend to take advantage of the eligible uses clarified through this motion.

C. Report back in May 2022 with draft guidance that MIP Measure R funding recipients can refer to when proposing projects that require a reduction in vehicle lanes. This guidance should ensure that all proposed projects are consistent with the purpose and need of the 710 N Project.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	Y	Y	A	Y	Y	Y	Y	Y	Y	Y	Y	Y

36. SUBJECT: CLOSED SESSION

2022-0112

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

1. Jobs To Move America v. New Flyer of America, Inc., Case No. 18STCV06276

NO REPORT.

2. Joseph Dallalzadeh v. LACMTA, Case No. BC701036

AUTHORIZED settlement in the sum of \$570,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	A	A	A	Y	Y	A	Y	Y	A	Y

3. Wilbert Figueroa v. LACMTA, Case No. 20STCV14451

AUTHORIZED settlement in the sum of \$500,000 and reinstatement.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	A	A	Y	Y	Y	A	Y	Y	A	Y

4. Concepcion Guzman v. LACMTA, Case No. 20TCV17857

AUTHORIZED settlement in the sum of \$275,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	A	A	Y	Y	Y	A	Y	Y	A	Y

5. Suzanne Haeri v. LACMTA, Case No. 18STCV08332

AUTHORIZED settlement in the sum of \$2,500,000.

AN	JDW	KB	MB	JB	FD	EG	JH	PK	SK	HJM	TS	HS
Y	A	Y	A	A	Y	Y	Y	A	Y	Y	A	Y

B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)
Significant Exposure to Litigation (One Case)

NO REPORT.

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

Agency Representative: Robert Bonner and Cristian Leiva or designee
Employee Organization: SMART

NO REPORT.

(continued on next page)

(Item 36 – continued from previous page)

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

Title: Chief Ethics Officer

NO REPORT.

ADJOURNED AT 4:11 P.M. IN MEMORY OF ROSALIND RODMAN, WHO PEACEFULLY PASSED AWAY LAST WEEK AT THE AGE OF 100. BORN IN 1921 IN PHILADELPHIA, ROSALIND WAS A GENEROUS PERSON AND INSPIRING ROLE MODEL WHO SEEMED TO KNOW EVERYONE AND NEVER STOPPED LEARNING OR EXPLORING. SHE EARNED NOT JUST ONE, BUT TWO MASTER'S OF SOCIAL WORK DEGREES, AND OVER HER MANY YEARS PURSUED AVOCATIONS FROM SWING DANCING TO SAILING TO THE DRUMS, WHICH--REMARKABLY--SHE TOOK UP FOR THE FIRST TIME AFTER TURNING 80. A DEVOTED WIFE, MOTHER, AND GRANDMOTHER, ROSALIND IS SURVIVED BY CHILDREN ANN, JONATHAN, AND BARBARA AND GRANDCHILDREN RICHARD, PEYTON, AND METRO BOARD DEPUTY DANIEL RODMAN.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk

###



Board Report

File #: 2021-0800, File Type: Contract

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2022

SUBJECT: EAST SAN FERNANDO VALLEY SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO VAN NUYS BOULEVARD

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

ISSUE

At its December 2020 meeting, the Metro Board approved Motion 10.1, instructing staff to prepare a plan to complete additional studies along a 2.5-mile segment within the Antelope Valley shared right-of-way (ROW), from the Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard. These studies will address traffic and safety concerns raised by the Southern California Regional Rail Authority (SCRRA or Metrolink) and the City of San Fernando on the ESFVTC Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

BACKGROUND

At the February 2021 Metro Board meeting, staff presented a plan for completing the required studies, as requested in Motion 10.1 in December 2020. Staff subsequently finalized the scope of services and were prepared to negotiate the initial procurement using the Regional Rail On-Call Contract. However, in late May 2021, the identified contractor declined this contract due to a potential conflict with future work opportunities on the East San Fernando Valley Light Rail Project (Phase 1). Staff subsequently procured this study through Metro's Planning bench and released the competitive Request for Proposals (RFP) in September 2021.

DISCUSSION

This study will evaluate the feasibility of alternatives not considered in the environmental document for connecting the Sylmar/San Fernando Metrolink Station with a new ESFV LRT station to be located at the intersection of Van Nuys Blvd. and San Fernando Rd. This includes evaluation of the following scenarios:

- Full-Build: Quadruple Track from Sylmar/San Fernando Metrolink Station to Van Nuys Boulevard
- ESFV IOS With New Connection: Build the IOS (Phase 1), create a new transfer connection at Van Nuys/San Fernando, and assume completion of SCRRA double track between Van Nuys Boulevard and Sylmar/San Fernando Station.
- FRA-Compliant Light Rail: Build ESFV to FRA Tier-III Compliant standards for Light Rail

The scope of services is structured in phases to align with budget availability in FY 22.

- Phase 1 will include a Grade Crossing Analysis (Milestone 1) for the Full-Build option to determine if grade separation is required along the 2.5-mile shared ROW. The expected duration for this phase is five (5) months after task order execution.
- Upon completion of Phase 1, the Metro Board will consider authorizing Phase 2. Phase 2 is an optional task that includes additional analysis for up to three scenarios recommended by SCRRA in their comment letter (and described above). The expected duration for this phase is eighteen (18) months after task order execution.

Staff will coordinate with SCRRA, City of San Fernando, City of Los Angeles, and other key stakeholders during the preparation of this Study.

This study will include conceptual (5%) cost estimates for up to three scenarios along this 2.5-mile segment of the shared ROW. Any changes in the scope for this segment would require supplemental environmental review to previous environmental documents for both the East San Fernando Valley Light Rail Project and the Antelope Valley Line.

DETERMINATION OF SAFETY IMPACT

Authorization of the task order award for the ESFV Supplemental Analysis from Sylmar/San Fernando to Van Nuys Boulevard will not impact the safety of Metro's customers or employees.

FINANCIAL IMPACT

The FY 2021-22 budget contains \$350,000 in Cost Center 4350, Project 465521 for professional services. Since this is a multi-year task order, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action is Measure M 35% Transit Construction dedicated for the East

San Fernando Valley Transit Corridor. Funding has yet to be identified for this segment. Upon completion of this study, Metro may pursue state and federal funding opportunities pending the Metro Board's direction on a path forward along this segment.

EQUITY PLATFORM

The study area communities of Pacoima, Sylmar, and City of San Fernando have been identified as Equity Focused Communities (EFCs). Additionally, Metrolink's 2018 Origin-Destination Study (Metrolink, 2019) found that Antelope Valley Line riders overall have the lowest median income (\$74,091) and automobile availability (71%) in the entire Metrolink system. This supports the understanding of study area communities as vulnerable/marginalized and transit-dependent. Furthermore, existing traffic and safety conditions along the shared ROW present a potential burden to these communities, as highlighted by the City of San Fernando in their Final EIS/EIR comment letter.

This study will assess travel time, frequency, and connectivity between different modes, which could enhance transit access and mobility options for study area communities. It is intended to identify harms to the EFCs stemming from existing traffic and safety conditions along this shared ROW and to assess how the study scenarios would affect these conditions in the future. The design and analysis of each scenario will be developed with specific consideration to EFCs, vulnerable/marginalized communities, and transit riders. Furthermore, the study will recommend strategies to avoid and/or minimize potential harms and impacts towards these communities, while maximizing mobility benefits.

Additionally, the ESFVTC Project (including the subject 2.5-mile segment) will be included in Metro's Transit Oriented Communities (TOC) Corridor Baseline Assessments, as will all Metro transit corridors. The purpose of the TOC Baseline Assessments is to evaluate all Metro transit corridors (beginning with Measure M funded projects) and identify strategies to equitably leverage benefits of transit investments and prepare for unintended consequences like gentrification and displacement.

Stakeholder Engagement

Metro previously conducted a robust community engagement process throughout the ESFVTC EIS/EIR phase. Most recently, during the Final EIS/EIR 45-day public comment period in fall 2020, staff hosted two virtual community meetings, one of which was entirely in Spanish. Metro also hosted fifteen (15) presentations to community stakeholder groups. In total, approximately 800 attendees participated in these engagement opportunities. Additionally, to make the contents of the Final EIS/EIR more accessible, a web-based platform was developed in English and Spanish.

As this is only a preliminary technical study, entities that Metro will engage with via technical meetings include, but are not limited to, City of San Fernando, City of Los Angeles, SCRRA, UPRR, and elected offices. Although targeted community outreach is not included as part of this study, staff will continue to be responsive to requests for information and updates to local stakeholder groups. Upon completion of the study, the Metro Board will determine the path forward along the shared ROW and any additional engagement opportunities could be revisited at that time.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could decide to not authorize this task order award at this time. This is not recommended as it would delay completion of this Metro Board-directed study. Conducting this study is necessary to address SCRRA and City of San Fernando comments on the ESFVTC EIS/EIR and to determine a feasible path forward to address the mobility needs within this transportation corridor.

NEXT STEPS

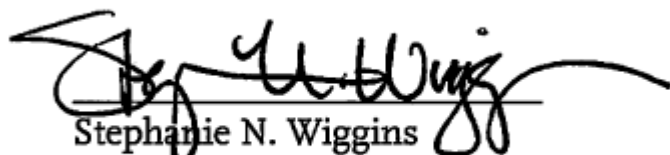
Upon Board approval, staff will execute Task Order No. PS80628-5433000 with Mott MacDonald to initiate work on Phase 1 of the scope of services, which is anticipated to be completed within five months of Task Order execution. Staff anticipates returning to the Metro Board in Fall 2022 to present findings on the Phase 1 work. At that time, the Board will consider authorizing work on the optional Phase 2. If authorized, Phase 2 is anticipated to be completed within 18 months from Task Order execution.

ATTACHMENTS

Attachment A - Procurement Summary
Attachment B - DEOD Summary
Attachment C - ESFV Shared ROW Study Area Map

Prepared by: Ivan Gonzalez, Senior Manager, Countywide Planning & Development, (213) 922-7506
Jody Litvak, Senior Director, Countywide Planning & Development, (213) 922-1240
Allison Yoh, EO, Countywide Planning & Development, (213) 922-7510
David Mieger, SEO, Countywide Planning & Development, (213) 922-3040
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO
VAN NUYS BOULEVARD SHARED RAILROAD RIGHT-OF WAY
(PHASE 1 AND PHASE 2)/PS80628-5433000**

1.	Contract Number: Task Order No. PS80628-5433000, under Contract No. PS54330021	
2.	Recommended Vendor: Mott MacDonald Group, 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 checked="" type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: September 8, 2021	
	B. Advertised/Publicized: N/A	
	C. Pre-Proposal Conference: N/A	
	D. Proposals Due: October 6, 2021	
	E. Pre-Qualification Completed: October 7, 2021	
	F. Conflict of Interest Form Submitted to Ethics: November 3, 2021	
	G. Protest Period End Date: March 24, 2022	
5.	Solicitations Picked up/Downloaded: 12	Bids/Proposals Received: 4
6.	Contract Administrator: Lily Lopez	Telephone Number: (213) 922-4639
7.	Project Manager: Ivan Gonzalez	Telephone Number: (213) 922-7506

A. Procurement Background

This Board Action is to approve Task Order No. PS80628-5433000 for the Supplemental Analysis of Sylmar/San Fernando to Van Nuys Boulevard Shared Railroad Right-of Way (Phase 1 & Phase 2) issued under the Countywide Planning and Development Bench Contract No. PS54330021. The Contractor shall complete supplemental studies along the San Fernando/Antelope Valley Line (AVL) railroad right-of-way (ROW), which extends from the intersection of Van Nuys Boulevard and San Fernando Road, north/west 2.5-miles to the Sylmar/San Fernando Metrolink Station. As the alignment passes through the City of San Fernando, the Study Area shall extend south-west to Truman Street and north-west to 1st Street. Board approval of task order awards are subject to resolution of all properly submitted protest(s).

The Task Order Request for Proposals (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Task Order RFP was issued with an SBE goal of 22% and a 3% DVBE goal.

There were no amendments issued during the solicitation phase of this Task Order RFP.

A pre-proposal conference was not held since this was issued to qualified members of the Countywide Planning Bench under Discipline No. 1 – Transportation Planning.

No questions were asked by Proposers prior to the proposal due date.

The 12 qualified members under Discipline No. 1 – Transportation received the Task Order RFP and were included in the planholders list. A total of four proposals were received on October 6, 2021 from the following firms:

- Kimley-Horn & Associates, Inc.
- Mott MacDonald Group, Inc. (Mott MacDonald)
- STV Incorporated (STV)
- WSP USA (WSP)

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning, Program Management and Metrolink was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

- Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors) 20%
- Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors) 25%
- Effectiveness of Team Management Plan 15%
- Understanding of Work and Approach for Implementation 20%
- Innovation 5%
- Cost 15%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar supplemental analysis study procurements. Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of key personnel of the team (includes Prime Contractor and Subcontractors). The PET evaluated the proposals according to the pre-established evaluation criteria.

During the period of October 7, 2021 to October 21, 2021, the PET members independently evaluated and scored the technical proposals. Two firms were determined to be within the competitive range and are listed below in alphabetical order.

- Mott MacDonald
- STV

Two firms were determined to be outside the competitive range and were not included for further consideration as their proposals were not clear in addressing the requirements.

On November 1, 2021, the two firms were invited for oral presentations, which provided each firm the opportunity to present their team's qualifications, and to respond to the PET's questions.

Following the interviews, the PET finalized technical scores based on both written proposals and oral presentations. On November 4, 2021, the PET agreed that the final ranking of proposals scored Mott MacDonald's proposal as the highest ranked. The PET concluded that Mott MacDonald's proposal presented the highest level of skill, achievable management plan, and demonstrated the best understanding of the project.

Qualifications Summary of Firms within the Competitive Range:

Mott MacDonald

Mott MacDonald featured a strong project team, led by a Project Manager who has direct experience working within the Antelope Valley Shared ROW on a similar Planning-level study/project. The Mott MacDonald team performed well in their knowledge of the corridor, including stakeholders, institutional, and technical issues within the ROW. Key team members also have relevant design and Planning-level experience on related Metro projects and the team has a strong depth of resources to handle this assignment. The team provided a detailed approach to conducting the work, backed by a group of key staff and technical leads that appeared well organized and experienced.

The proposal also stood out by referencing their commitment to go beyond the technical requirements of this study by approaching it holistically and promoting inclusive and equitable social outcomes.

STV

STV also included a strong team in their proposal, with key staff and subcontractors possessing strong relevant experience on similar projects and within a similar geographical area. As part of their proposal, the team included a detailed approach to the scope of services and referenced their extensive engineering and Planning experience on the Antelope Valley Line and on ESFV. Their staffing plan appeared well organized to perform the requested work. However, STV did not tie their understanding of the corridor's issues and dynamics well in a narrative form in their proposal, which leaned strongly toward their technical expertise and experience.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Mott MacDonald				
3	Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors)	85.30	20.00%	17.06	
4	Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors)	82.48	25.00%	20.62	
5	Effectiveness of Team Management Plan	84.20	15.00%	12.63	
6	Understanding of Work and Approach for Implementation	86.25	20.00%	17.25	
7	Innovation	84.40	5.00%	4.22	
8	Cost	91.40	15.00%	13.71	
9	Total		100.00%	85.49	1
10	STV				
11	Degree of Skills and Experience of the Firms on the Team (includes Prime Contractor and Subcontractors)	82.20	20.00%	16.44	
12	Experience and Capabilities of Key Personnel of the Team (includes Prime Contractor and Subcontractors)	79.36	25.00%	19.84	
13	Effectiveness of Team Management Plan	80.20	15.00%	12.03	
14	Understanding of Work and Approach for Implementation	82.20	20.00%	16.44	
15	Innovation	78.80	5.00%	3.94	
16	Cost	100.00	15.00%	15.00	
17	Total		100.00%	83.69	2

C. Cost Analysis

The recommended price of \$1,806,223 has been determined to be fair and reasonable based upon the independent cost estimate (ICE), the Project Manager’s technical analysis, cost analysis, fact finding, and negotiations.

Mott MacDonald’s negotiated amount increased from the proposal amount because the initial level of effort was not consistent with the work identified in the Task Order RFP. The discrepancy between the ICE and negotiated price was due to Metro taking a conservative approach on the ICE and the contractor identifying efficiencies on certain tasks.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated amount
1.	Mott MacDonald	\$1,626,810.86	\$2,661,945	\$1,806,223
2.	STV	\$1,486,624.86	\$2,661,945	N/A

D. Background on Recommended Contractor

Mott MacDonald, headquartered in the United Kingdom with a local Los Angeles office. Mott MacDonald was formed in 1989 and has worked on several Metro projects and has performed satisfactorily.

The proposed team is comprised of staff from Mott MacDonald and three subcontractors, of which two are Metro certified SBEs and one is a DVBE.

DEOD SUMMARY

**SUPPLEMENTAL ANALYSIS OF SYLMAR/SAN FERNANDO TO
VAN NUYS BOULEVARD SHARED RAILROAD RIGHT-OF WAY
(PHASE 1 AND PHASE 2)/PS80628-5433000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Mott MacDonald Group, Inc. exceeded the goal by making a 23.04% SBE and 3.01% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	23.04% SBE 3.01% DVBE
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	SBE Subcontractors	% Committed
1.	FPL and Associates, Inc.	2.86%
2.	Zephyr UAS, Inc.	20.18%
	Total SBE Commitment	23.04%

	DVBE Subcontractors	% Committed
1.	The LeBaugh Group, Inc.	3.01%
	Total DVBE Commitment	3.01%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

ATTACHMENT C ESFV SHARED ROW STUDY AREA MAP (PHASE 2)



ESFV Shared ROW Supplemental Analysis



East San Fernando Valley Shared ROW Supplemental Analysis Study

Legistar: 2021-0800

Metro Board Meeting

March 24, 2022



A. AUTHORIZING the Chief Executive Officer to award and execute a 23-month (Phase 1: five (5) months and optional Phase 2: up to eighteen (18) months), firm fixed price Task Order No. PS80628-5433000 under Countywide Planning and Development Bench Contract No. PS54330021 to Mott MacDonald for professional services to complete the Supplemental Analysis on the East San Fernando Valley Transit Corridor (ESFVTC) from Sylmar/San Fernando to Van Nuys Boulevard in the amount of \$1,806,223 (Phase 1: \$343,218 and Optional Phase 2: \$1,463,005.). Board approval of task order award is subject to resolution of all properly submitted protest(s) if any.

Study Background



- > **December 2020** - Metro Board certified the East San Fernando Valley Light Rail Transit Final EIS/EIR; directed further study of the 2.5-mile segment along the Antelope Valley Line shared ROW (Motion 10.1).
- > **February 2021** – Board reviewed the plan to complete the studies, per Motion 10.1.
- > **May 2021 – December 2021** – Initial procurement of a consultant that subsequently declined the award. Reinitiated procurement process through Metro’s Planning bench; developed recommendation for award.
- > **March 2022** – Board to take action on task order award.



Overview



- > **Scope of Work:** Re-evaluate railroad right-of-way that would be shared between Metro East San Fernando Valley Light Rail Project, SCRRA, and UPRR. Address adjacency concerns of Cities of San Fernando and Los Angeles.
- > **Phase 1:** Grade Crossing Analysis (four-track option)
- > **Phase 2:** Additional Analysis and design for up to three scenarios



- > **Technical meetings:** Metro will engage with City of San Fernando, Metrolink, City of Los Angeles, UPRR, elected offices, and other entities.
- > **Stakeholder kick-off meeting**
 - > Anticipated in spring 2022
 - > Will cover study coordination process, timeline, and anticipated deliverables to review.

Next Steps (anticipated)



- > **March 2022:** Board to award task order.
- > **April 2022:** Phase 1 to begin.
 - > Anticipated to complete within 5 months from task order award.
- > **Fall 2022:**
 - > Return to Board, present findings from Phase 1.
 - > Board to consider authorizing Phase 2 (optional).
 - > Phase 2 anticipated to be complete within 18 months from task order award/execution.



Board Report

File #: 2022-0016, File Type: Contract

Agenda Number: 6.

REVISÉ
PLANNING AND PROGRAMMING COMMITTEE
MARCH 16, 2022

SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023; and
- B. INCREASING Contract Modification Authority (CMA) specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

HAHN AMENDMENT:

The cities of Cerritos and Artesia have requested confirmation that Metro will be assessing the aerial segment at the intersection of 183rd and Gridley for this possibility of cut-and-cover, to see if that can be done at a lower cost.

In addition, Cerritos has requested evaluation of a possible future station in the city, to be located between Studebaker Road and Gridley Road. I'd like to request that, as part of this action before us today, that a possible future station in Cerritos, between Studebaker Road and Gridley Road, also be included in this assessment.

ISSUE

A Contract Modification is necessary to conduct technical analysis and provide the outreach and procedural support necessary to complete the federal and state environmental processes (i.e., FEIS/FEIR) for the WSAB Project. Additional technical analysis and community engagement will also be conducted to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station (LAUS) segment, as well as to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS. Board approval is required to execute this contract modification, and to increase the CMA for any additional environmental assessment work identified through future coordination efforts and/or as directed by the Metro Board.

BACKGROUND

In September 2016, the Board awarded the technical contract with WSP USA, Inc. (then Parsons Brinckerhoff, Inc.) to complete the environmental clearance study for the WSAB Project. The scope of work and associated costs to complete the FEIS/FEIR (to be authorized by the Board at the conclusion of the Draft EIS/EIR) were included in the Contract as Scenario 1, Option 2.

At its January 2022 meeting, the Board received the Draft EIS/EIR for the WSAB Project, approved LAUS as the northern terminus, and selected Slauson/A Line (Blue) to Pioneer Station as the Locally Preferred Alternative (2021-0724). The Board further directed staff to conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment, and to identify interim bus connections to connect Slauson/A Line (Blue) to LAUS. During the January 2022 meeting, the Board also approved a motion from Directors Hahn, Solis, Garcetti, Mitchell, and Dutra (Legislative Report 2022-0023), that the Board adopt as policy that the full Project will be declared complete once it provides a single-seat ride connecting the City of Artesia (Pioneer Boulevard) to LAUS via rail. The motion also directed Metro to conduct additional technical analysis, including an assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at a lower cost, identification of accelerated construction and funding opportunities for the LPA segment, and other analysis.

DISCUSSION

Since initiating the Draft EIS/EIR in 2016, the Board has approved a number of revisions to the Project definition, including expanding the range of alternatives under consideration in the northern segment, removing several stations from further study, additional grade separations, and other alignment modifications. In February 2018 (2017-0859), the Board approved expanding the northern alignment options under study in the Draft EIS/EIR, and in November 2018 (Legislative Report 2018-0404), the Board approved an updated project definition based on technical analysis and comments received during the 2017 scoping and 2018 updated scoping meetings.

Due to the number of revisions to the Project definition as a part of the above-Board actions, as well as additional technical analysis identified during the completion of the Draft EIS/EIR through coordination with the FTA, corridor cities, agencies and other stakeholders, the scope of work (and associated costs) have been updated to reflect these changes and to include the necessary work needed to complete the FEIS/FEIR.

Due to the environmental complexity of the Project, additional CMA is being requested to support additional environmental assessment and technical work resulting from future Board direction and/or additional coordination with the FTA or other stakeholders. Additional CMA allows for flexibility and responsiveness necessary to maintain the project schedule.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety.

FINANCIAL IMPACT

The FY21-22 budget contains \$4,487,319 in Cost Center 4370 (Mobility Corridors), Project 460201 (WSAB Corridor Administration) for professional services. Since this is a multi-year contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

EQUITY PLATFORM

This Project will benefit communities through the addition of a new high-quality reliable light rail transit which will increase mobility and connectivity for the historically under-served and transit-dependent communities in the corridor. Approval of the contract modification will allow staff to complete the Final environmental study and additional technical studies as directed by the Board in January 2022 and will allow corridor communities and users of the Metro system to benefit from this new transit service. As described above, the technical contract for the Project included an option (to be authorized by the Board at the conclusion of the Draft EIS/EIR) for WSP USA, Inc. to complete the Final EIS/EIR. Due to the number of revisions to the Project definition resulting from Board actions, as well as additional technical analysis identified during the completion of the Draft EIS/EIR, a contract modification is necessary to update the scope of work (and associated costs) to complete the Final EIS/EIR. The contract modification also includes the additional technical work as directed by the Board in January 2022. Key roles for Disadvantaged Business Enterprise (DBE) team members have been included for this additional work, at approximately 26.58% of the modification value, to ensure that the overall DBE participation goal (25.03%) is met.

Since initiating the Project study, staff has conducted extensive outreach efforts for corridor communities, and has continued to engage project stakeholders through a variety of forums and platforms, including special outreach efforts to reach out to people of color, low income, and limited English proficiency populations, and persons with disabilities. As a result of this extensive outreach, Metro made numerous changes to the Project Definition resulting from the comments received during the scoping process, as well as ongoing coordination with the corridor cities and continued technical analysis. These changes include alignment and vertical configuration changes, removing three stations from further study, as well as other Project design changes.

Metro will continue to engage corridor communities during the completion of the Final EIS/EIR, allowing the public, local jurisdictions, and other stakeholders the opportunity to provide their comments and feedback on the Project. Staff will also reengage communities to help define the project, including alignment profile, station locations, and design, that meets the changing mobility needs of Little Tokyo, Arts District, LAUS and surrounding area residents, employees, and

businesses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project supports the following strategic plan goals identified in Vision 2028: Goal 1: Provide high-quality mobility options that enable people to spend less time traveling, Goal 3: Enhance communities and lives through mobility and access to opportunity and Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the contract modification. Delaying this contract modification to a future date would pose significant delays to the overall project schedule and risk that the project would be unable to meet its Measure M schedule.

NEXT STEPS

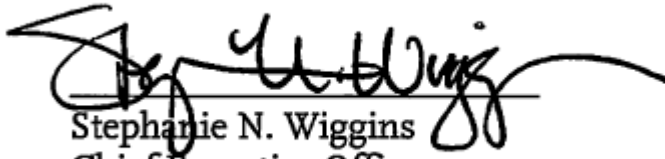
Upon Board approval, staff will execute Modification No. 14 to Contract No. AE5999300 with WSP USA Inc. for environmental technical work and outreach support to complete the Final Environmental Impact Statement/ Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to LAUS segment. These activities are needed to continue advancing the Project per Board direction. Staff will also report back to the Board in April 2022 to provide an update on the items included in the January 2022 motion from Directors Hahn, Solis, Garcetti, Mitchell, and Dutra.

ATTACHMENTS

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

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Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

1.	Contract Number: AE5999300		
2.	Contractor: WSP USA Inc.		
3.	Mod. Work Description: Environmental technical work and outreach support to complete Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) and conduct additional technical analysis to identify cost-effective alignment route for Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project.		
4.	Contract Work Description: West Santa Ana Branch Transit Corridor Technical Services		
5.	The following data is current as of: 2/16/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	09/26/16	Contract Award Amount: \$9,392,326
	Notice to Proceed (NTP):	09/26/16	Total of Modifications Approved: \$20,394,555
	Original Complete Date:	09/30/20	Pending Modifications (including this action): \$13,601,672
	Current Est. Complete Date:	06/30/23	Current Contract Value (with this action): \$43,388,553
7.	Contract Administrator: Samira Baghdikian		Telephone Number: (213) 922-1033
8.	Project Manager: Matt Abbott		Telephone Number: (213) 922-3071

A. Procurement Background

This Board Action is to approve Contract Modification No. 14 issued to provide environmental technical work and outreach support to complete the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR), as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the West Santa Ana Branch (WSAB) Transit Corridor Project. This Modification will also extend the period of performance through June 30, 2023.

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

On September 26, 2016, the Board awarded firm fixed price Contract No. AE5999300 to Parsons Brinckerhoff, Inc., now WSP USA Inc., in the amount of \$9,392,326 for the West Santa Ana Branch Transit Corridor.

Thirteen modifications have been issued to date.

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

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical analysis, fact finding and negotiations. Fee remains unchanged from the original contract.

Staff successfully negotiated a savings of \$617,753.

Proposal Amount	Metro ICE	Negotiated
\$14,219,425	\$13,548,010	\$13,601,672

CONTRACT MODIFICATION/CHANGE ORDER LOG

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Addition of a travel demand model review and calibration of six main tasks.	Approved	10/20/17	\$252,166
2	Environmental review and technical analysis on the three northern alignments in the Draft EIR/EIS (EIR/EIS) for the West Santa Ana Branch Transit Corridor.	Approved	06/28/18	\$2,760,752
3	Conduct additional environmental review and technical analyses to complete the Draft EIS/EIR.	Approved	01/09/19	\$335,484
4	Conduct additional environmental review and technical analyses related to Minimum Operating Segment (MOS) to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$494,230
5	Conduct additional environmental review and technical analyses related to identifying and evaluating two additional maintenance facility sites to complete the Draft and Final EIS/EIR.	Approved	01/11/19	\$316,332
6	Technical services to advance the level of design to 15% to support Draft EIS/EIR and optional third-party coordination.	Approved	12/06/18	\$7,978,444
7	Additional environmental technical work to be included in the Draft EIS/EIR.	Approved	07/25/19	\$6,476,982
8	No cost descoping and rescoping of tasks.	Approved	10/31/19	\$0
9	No cost reallocation of tasks.	Approved	03/24/20	\$0
10	Additional conceptual engineering and technical analysis associated with design changes to I-105/C Line and extension of period of	Approved	09/22/20	\$477,320

	performance (POP) through 04/30/21.			
11	Extension of POP through 10/31/21.	Approved	03/30/21	\$0
12	Extension of POP through 12/31/21.	Approved	10/14/21	\$0
13	Additional conceptual engineering, environmental review and technical analysis to complete the EIS/EIR and extension of POP through 06/30/22.	Approved	12/02/21	\$1,302,845
14	Environmental technical work and outreach support to complete the Final EIS/EIR, as well as conduct additional technical analysis to identify a cost-effective alignment route for the Slauson/A Line (Blue) to Los Angeles Union Station segment of the WSAB Transit Corridor Project and extension of POP through 06/30/23.	Pending	Pending	\$13,601,672
	Modification Total:			\$33,996,227
	Original Contract:	Approved	09/26/16	\$9,392,326
	Total:			\$43,388,553

DEOD SUMMARY

WEST SANTA ANA BRANCH TRANSIT CORRIDOR/AE5999300

A. Small Business Participation

WSP USA Inc. (WSP) made a 25.03% Disadvantaged Business Enterprise (DBE) commitment. The contract is 86% complete and the current DBE participation is 22.90%, representing a shortfall of 2.13%. A shortfall mitigation plan was requested and received. WSP explained that their 25.03% DBE commitment assumed the authorization of Scenario 1 – Option 2 of the contract, which was executed by Metro in December 2021 but has not been invoiced. The work under this modification was completed by the DBE team members and will be reported in March 2022, which will significantly increase the DBE utilization. Further, the current modification extends the contract period of performance through the end of 2023 and includes key roles for the DBE team members at approximately 26.58% of the modification value to ensure the DBE utilization is met.

Notwithstanding, Metro Project Managers and Contract Administrators will work in conjunction with DEOD to ensure that WSP is on schedule to meet or exceed its DBE commitment. Additionally, key stakeholders associated with the contract have been provided access to Metro's web-based monitoring system to ensure that all parties are actively tracking Small Business progress.

Small Business Commitment	DBE 25.03%	Small Business Participation	DBE 22.90%
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	DBE/SBE Subcontractors	Ethnicity	% Committed	Current Participation¹
1.	BA, Inc.	Black American	1.66%	2.09%
2.	Cityworks Design	Hispanic American	3.68%	3.85%
3.	Connetics Transportation Group	Asian-Pacific American	0.79%	0.52%
4.	Epic Land Solutions	Caucasian Female	1.18%	0.76%
5.	Geospatial Professional Services	Asian-Pacific American	0.25%	0.82%
6.	Lenax Construction	Caucasian Female	2.31%	2.17%
7.	Terry A. Hayes Associates	Black American	11.40%	5.83%

8.	Translinks Consulting	Asian-Pacific American	3.76%	2.49%
9.	Bette Spaghetti Productions (Media Arts, LLC)	Caucasian Female	Added	0.06%
10.	Del Richardson & Associates	Black American	Added	1.35%
11.	Dunbar Transportation Consulting LLC	Caucasian Female	Added	0.21%
12.	Wiltec	Black American	Added	0.47%
13.	RSE Corporation (formerly Rail Surveyors and Engineers Inc.)	Asian-Pacific American	Added	1.77%
14.	Yunsoo Kim Design, Inc.	Asian-Pacific American	Added	0.51%
	Total		25.03%	22.90%

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

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

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

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.

Next stop: new rail to southeast LA County.

WEST SANTA ANA BRANCH TRANSIT CORRIDOR



West Santa Ana Branch

Legistar: 2022-0016

Metro Board Staff Briefing

March 8, 2022

- A. **AUTHORIZING** the Chief Executive Officer to execute Modification No. 14 to Contract No. AE5999300 with WSP USA, Inc. to provide environmental technical work and outreach support to complete the following in the amount of \$13,601,672, increasing the Total Contract Value from \$29,786,881 to \$43,388,553 and to extend the Contract Period of Performance through June 30, 2023:
- **FEIS/FEIR** for the initial 14.8-mile Slauson/A Line (Blue) to Pioneer Segment,
 - **Downtown Alignment Study** i.e., the Slauson/A Line (Blue) to LAUS segment and identify interim bus connections to connect Slauson/A Line to Union Station
- B. **INCREASING Contract Modification Authority (CMA)** specific to Contract No. AE5999300 in the amount of \$1,000,000 from \$2,476,120 to \$3,476,120 to support additional environmental assessment work, and any other future technical work identified through future coordination efforts and/or as directed by the Board.

As directed by the January Board motion this Modification also includes **additional technical analysis**:

- An assessment of above-grade/aerial sections of the LPA where cut-and-cover could be constructed at a lower cost
- Consistent with the LA River/Rio Hondo Confluence Station's ongoing feasibility study, include design elements in the Final EIR for the locally preferred alternative that will reduce impacts to operations associated with future construction of this station.



Board Report

File #: 2021-0612, File Type: Agreement

Agenda Number: 9.

PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2022

SUBJECT: NORTH HOLLYWOOD JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to extend the existing Exclusive Negotiation Agreement and Planning Document with NOHO Development Associates, LLC, a Delaware limited liability company for the North Hollywood Joint Development Project for an additional 12 months beyond June 2022, with an option to extend another 12 months to June 2024.

ISSUE

Staff recommends the extension of the existing Exclusive Negotiation Agreement and Planning Document (ENA) to facilitate completion of the project entitlements, environmental review, and clearance of the Project under the California Environmental Quality Act (CEQA), and upon satisfaction of CEQA requirements, negotiation of Project transaction documents.

BACKGROUND

The North Hollywood Station (Station) is a regional, multi-modal transportation hub that includes the terminuses of the Metro B Line (Red) and G Line (Orange), two bus layover facilities, and a Metro park-and-ride lot. Adjacent to/surrounding the Station, Metro owns an approximately 15-acre site comprised of four parcels, one easterly and three westerly of Lankershim Boulevard (Site). The Site has arterial and freeway access and extensive public transportation access.

Following a competitive solicitation in 2016 for the joint development of the Site and execution of an ENA thereby in 2017 (as amended and extended in May 2019, December 2019, and June 2021), NOHO Development Associates, LLC, a Delaware limited liability company (Developer) and Metro staff have worked together closely and diligently over the past five years to advance the Project to entitlements and CEQA clearance. The Project design includes a consolidated transit center with 29 bus bays, a new portal into the B Line station, and additional transit amenities. The development program includes 1527 housing units, 311 of which are affordable, 100,000 square feet of retail and restaurant uses nearly 500,000 square feet of office, and an acre of public open space.

DISCUSSION

The Developer has diligently performed its obligations under the ENA including conducting extensive,

on-going community outreach, refining the conceptual development plan, and submitting the Project for entitlements to the City of Los Angeles. The requested extension is for 12 months, with an option to extend an additional 12 months upon continued diligent performance of Developer obligations under the ENA. This extension would allow time for the Project to perform additional outreach, complete the entitlement and environmental clearance process with the City, and for the Developer and Metro to negotiate the legal documents required for the development transaction.

Affordable Housing and Community Benefits

The Project is part of a larger package of public investments and benefits which includes a new transit center crucial for several Measure M projects, a new public community open space, and a substantial arts program. These amenities are made possible by revenue generated by the 1527-unit mixed-use development.

The Project includes 311 affordable housing units which will significantly increase the number of affordable units in Metro's portfolio. The original development proposal offered 262 affordable units, 750 total units, and fewer public benefits. Through the Project negotiations, Staff pushed the Developer to deliver more housing and benefits in alignment with the underlying redevelopment plan for the area and the community's express desire, recorded in the 2015 Development Guidelines, for a vibrant, transit-oriented community with a public gathering space and an intensity of uses. The current program calls for two dedicated affordable housing buildings to be integrated into the Project while maximizing access to public subsidies available for affordable housing near transit.

Community Outreach

The competitive solicitation for this joint development project was informed by extensive community outreach, which included the desire for intensified urban uses, community open space, and public art, all of which are included in the Project. Throughout the ENA term to date, the Developer has continued extensive ongoing outreach with the community through public meetings at the Groundwork coffee shop (located at the Site), one-on-one meetings with key stakeholders and business owners, and presentations for nearly two dozen community organizations. In total, the team has presented the Project at nearly 100 individual meetings. Feedback on the proposed Project has been overwhelmingly positive, however, some community members have recently raised concerns about the amount and integration of affordable housing within the Project. Staff is working with the Developer to evaluate this concern and identify potential solutions and additional sources of funding that may strengthen the affordable housing program.

Design Review

The Project is the largest joint development project in Metro's portfolio to date. It is accommodating a new transit center that will serve three Measure M projects: the G Line Improvements Project, the North San Fernando BRT, and the NoHo to Pasadena BRT. The transit center will include electric bus charging infrastructure to serve Metro's growing fleet of zero emissions buses. Metro has carefully reviewed each phase of design of the Project, yielding a world-class design for a new Metro portal, transit serving retail carefully integrated into the Project Site, and new community open spaces where families may gather. In addition, public art will be thoughtfully woven throughout the Project Site.

Entitlements

The Developer has submitted to the City of Los Angeles a complete entitlement package including a draft Specific Plan and Signage Plan for the Project. The Draft Environmental Impact Report (EIR) for the Project will be released in the spring of 2022. Adoption of a Final EIR is anticipated by late 2022. Entitlements for the North Hollywood Joint Development Project (Project) have been delayed, in part due to the Covid-19 pandemic and City of Los Angeles staff city processing constraints.

Legal Agreements

Several agreements, including a Joint Development Agreement, a form of Ground Lease, and a Transit Center Agreement, will be negotiated to ensure the preservation of Metro's ability to safely and efficiently operate and maintain the transit system and facilities well into the future while providing long-term rights to the Developer. Once the Project entitlements are in place and an EIR is certified for the Project, the key terms and conditions for these agreements will be brought forward to the Board for its consideration and approval.

EQUITY PLATFORM

Feedback from rigorous community engagement was captured in the Development Guidelines and Request for Proposals for this Project which has informed the design and program for the Project. Additional outreach is taking place before and throughout the Draft, EIR comment period, and outreach will continue through project approvals and construction. This outreach includes eblasts, online meetings, one-on-one stakeholder meetings with small businesses and community organizations such as the NoHo Home Alliance and the Federal NoHo, presentations at several organizational meetings such as the San Fernando Valley Service Council and the NoHo Neighborhood Council, as well as in-person outreach at the North Hollywood Station.

According to the American Community Survey 2015-2019 data, within a half-mile walking distance of the Station, median household incomes are approximately \$56,000 (approximately 82% of the Median Household Income for LA County in the same period), 54% of residents are people of color, and over 11,000 residents have limited English proficiency. This community will benefit from the open space, public art, and additional amenities.

B Line and G Line riders are disproportionately made up of low-income individuals and people of color. The Project is anticipated to improve equity outcomes for Metro patrons as the new Transit Center will improve the quality, safety, efficiency, and reliability of the transit journey. The Transit Center will improve outcomes for people with disabilities by reducing and simplifying walking and rolling distances between transfers and surrounding destinations. The Transit Center will improve outcomes for Metro employees by providing a new employee restroom and break room as well as a new transit security kiosk. The Project will improve outcomes for other vulnerable communities by reducing greenhouse gases and improving air quality using electric vehicle charging infrastructure and reducing VMT through transit-oriented development.

The Project will include affordable housing units which are intended to benefit people with low incomes who will have the opportunity to live in a high-resource area with access to schools and jobs. The affordability levels are subject to available subsidies and are therefore not confirmed until the affordable housing developer seeks financing. In response to community concerns about the number of affordable housing units in the Project, the Developer is exploring the feasibility of additional funding sources and potential solutions to increase the number of income-restricted units.

Staff will report back on those efforts in 120 days.

The Project will create over 15,000 one-time construction jobs and nearly 5,000 recurring jobs, as well as nearly \$2 billion in one-time economic impact and over \$1 billion in stabilized economic impact, according to a study by RCLCO. The Project will also generate nearly \$300 million in tax revenues for the City and County over its first 30 years.

DETERMINATION OF SAFETY IMPACT

The extension of the ENA document will have no impact on safety.

FINANCIAL IMPACT

There is no financial impact at this time as the item will only authorize the time extension of an existing negotiations agreement.

Impact to Budget

Extension of the ENA would not impact the Fiscal Year 2022 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is in support of Goals 2 and 3 of the Strategic Plan: Goal 2. The Project will *deliver outstanding trip experiences for all users of the transportation system* by upgrading the bus amenities and transfer facilities at the Station. Goal 3. The project will *enhance communities and lives through mobility and access to opportunity* by activating this transit oriented community with a robust investment that will bring housing, jobs, and services to the neighborhood.

ALTERNATIVES CONSIDERED

The Board could defer or deny approval of the ENA extension which would cause the ENA to expire. Allowing the ENA to expire, in addition to wasting time and resources that have been spent to date on the Project's development, would also result in Metro having to restart the competitive solicitation process for the development of the Site, and cause an extended delay in the delivery of project benefits to the area surrounding the Site and community at large in North Hollywood.

NEXT STEPS

Upon approval of the recommended action, an amendment extending the term of the ENA for 12 months will be executed, and Joint Development staff and the Developer will continue community outreach, design refinements, negotiations, and entitlements work. Staff will report back to the Metro Board regarding the affordable housing program in 120 days.

The City of Los Angeles is expected to release the Draft EIR for the Project in spring 2022 and completion of the Final EIR by late 2022. Pursuant to the Developer's diligent performance of obligations under the ENA, staff may choose to extend the ENA another 12 months and would notify the Board of this decision.

Pursuant to the completion of the entitlements package and certification of the Final EIR by the City, as well as successful negotiation of the transaction documents between Metro and the Developer, staff would bring a recommendation for the Metro Board to approve the execution of a Joint Development Agreement and adopt relevant CEQA findings with respect to such action by the end of 2023.

ATTACHMENTS

Attachment A - Site Plan

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Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation
Demand Management, (213) 922-5585

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

Attachment A – Site Plan





We're supporting thriving communities.

North Hollywood Joint Development

Metro Board of Directors

March 2022



Metro

Project Highlights

- > New **Transit Center with electric charging** to serve three Measure M Projects
- > Iconic station portal to **replace existing portal** in disrepair
- > **311 Affordable Units** and 1527 total housing units
- > Integration of Bike Hub, Bikeshare and other **micromobility** features
- > New opportunities for **local businesses**
- > LA's first **shared street**
- > Preserved **Historic Depot** and landscaped plaza
- > **Community Open Space** with performing arts programming
- > Robust **public arts** program to complement the NoHo Arts District



Community Outreach – Over 90 Stakeholder Meetings

Key Feedback

- > Develop an urban mixed-use community where people can live, work and play
- > Create community open space and restaurants where families can gather
- > Integrate the arts in keeping with the NoHo Arts District
- > Concerns about housing unit affordability levels

Outreach Events

- > Focus group meetings with community organizations, residents, and businesses
- > Community Workshop; Open House; online and email comments
- > Breakfast sessions at Groundwork
- > Open House at The Federal NoHo
- > City of L.A. CEQA Scoping Meeting

Stakeholder Meetings

BizFed
Central City Association of Los Angeles
El Portal Theatre
The Federal NoHo
Groundwork Coffee
Los Angeles Business Council
Los Angeles Area Chamber of Commerce
Los Angeles Conservancy
Los Angeles Housing and Community
Investment Department

Metro San Fernando Valley Service Council
NoHo Arts District
NoHo Business Improvement District
NoHo Home Alliance
NoHo Neighborhood Council
San Fernando Valley Council of
Governments
San Fernando Valley Economic Alliance
Television Academy
Valley Industry Commerce Association

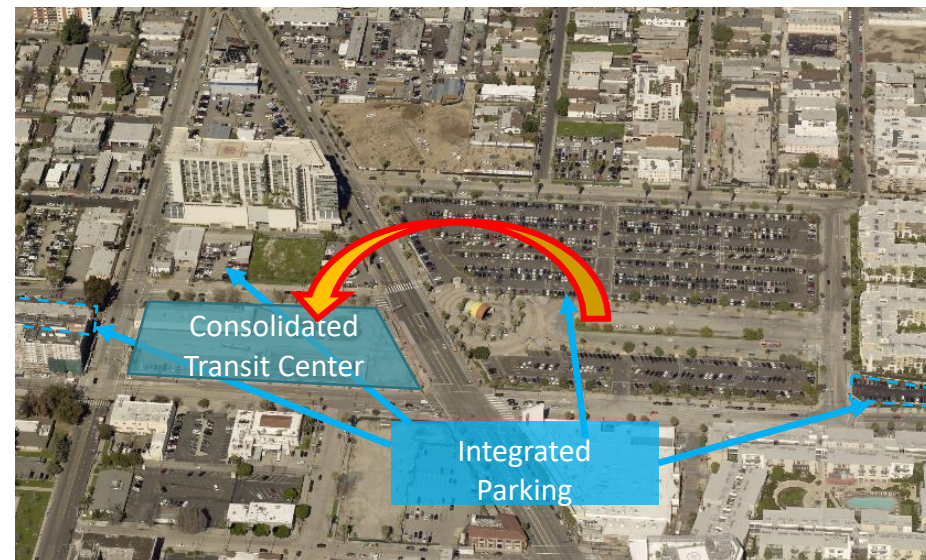


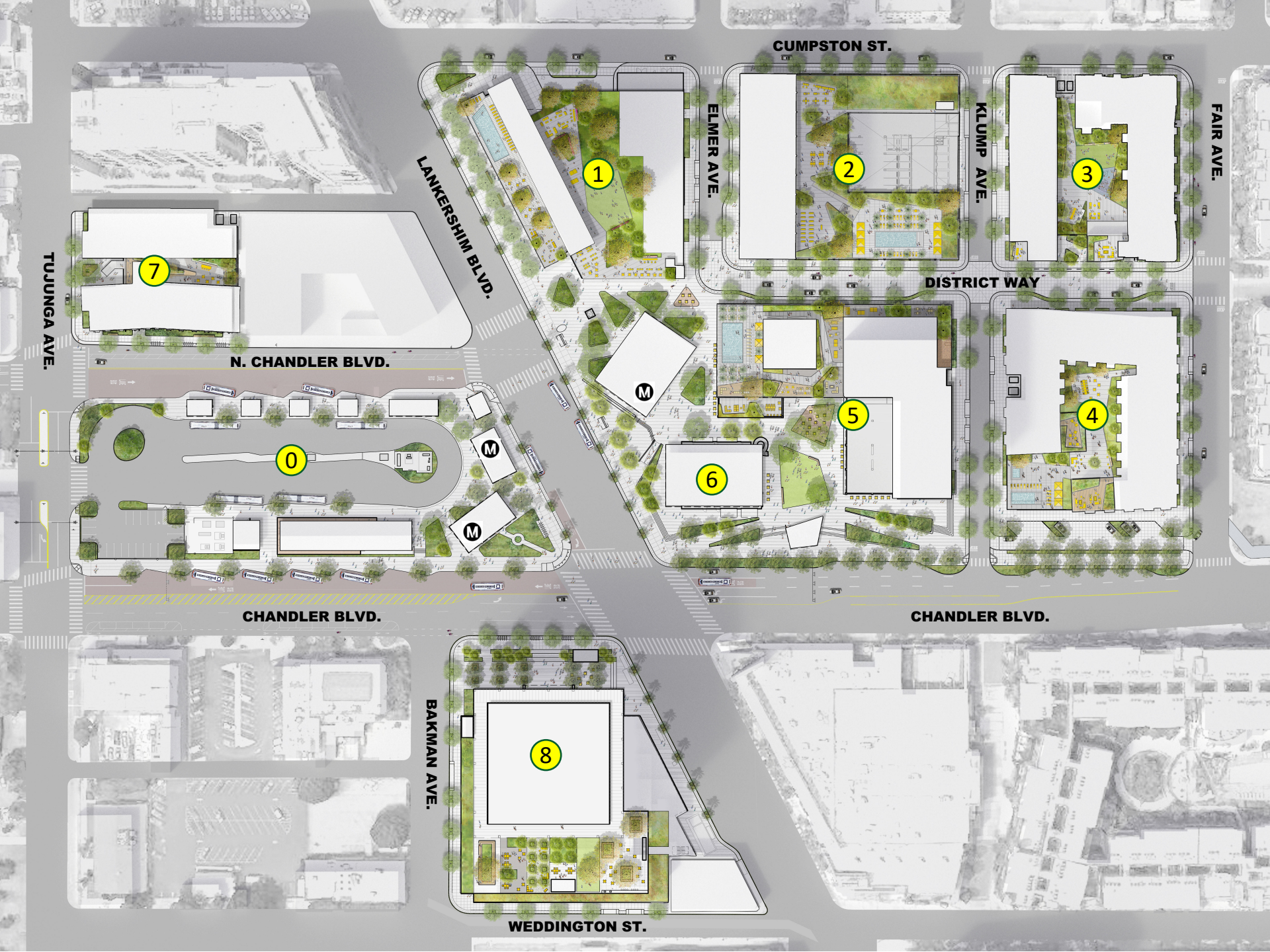
Site Configuration

Existing



Proposed





CUMPSTON ST.

ELMER AVE.

KLUMP AVE.

FAIR AVE.

LANKERSHIM BLVD.

DISTRICT WAY

TUJUNGA AVE.

N. CHANDLER BLVD.

CHANDLER BLVD.

CHANDLER BLVD.

BAKMAN AVE.

WEDDINGTON ST.

7

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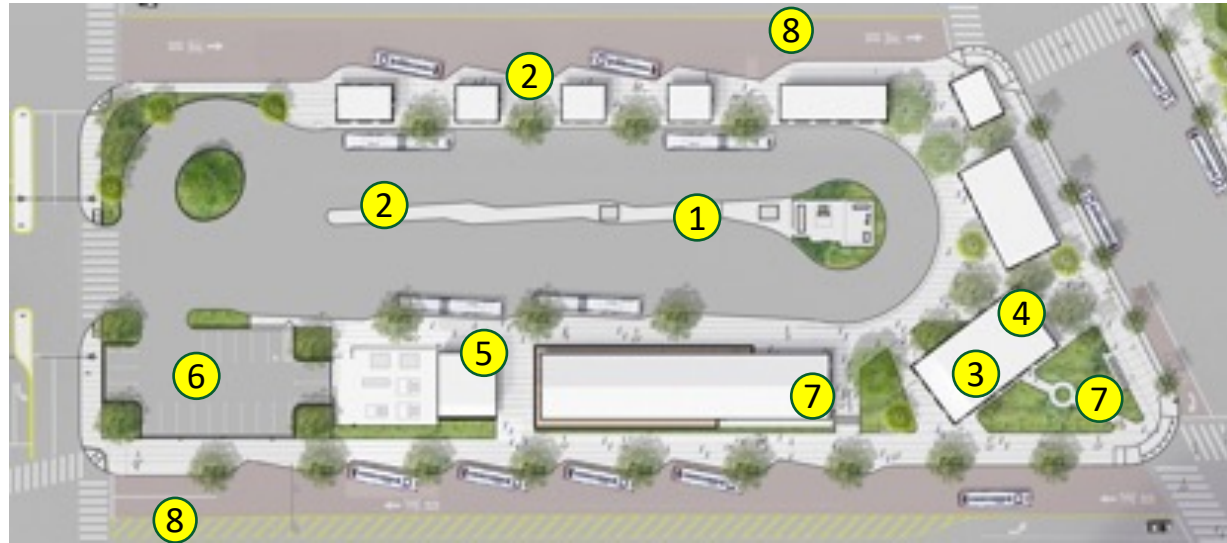
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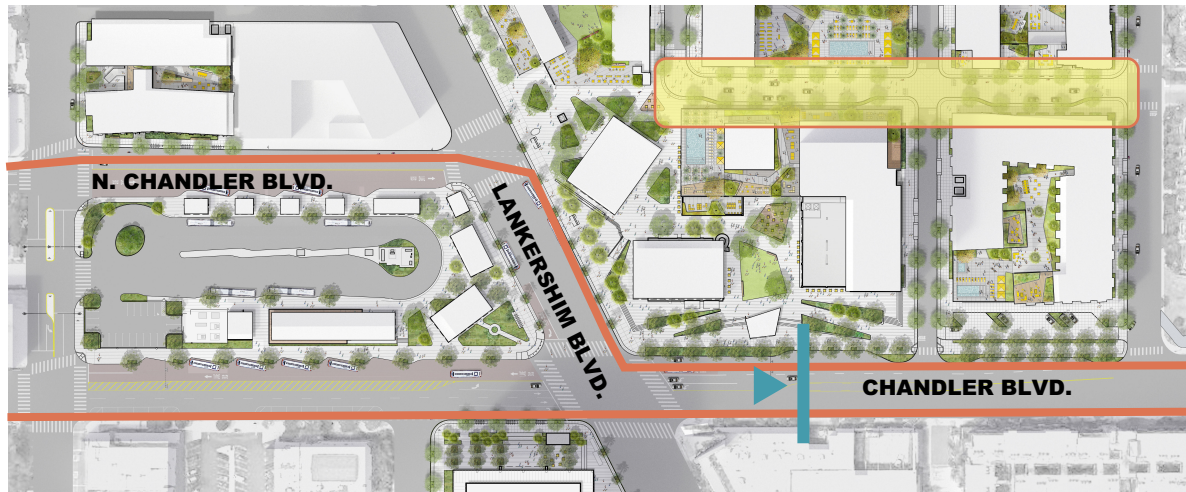
Transit Center

1. Expanded bus transfer and layover facilities
2. Electric Bus Charging
3. New Red Line Portal
4. Transit Security Center
5. Operator restrooms
6. Metro non-revenue vehicle parking
7. Preserved Lankershim Depot and Corner Plaza
8. Incorporation of Chandler Bicycle Connection

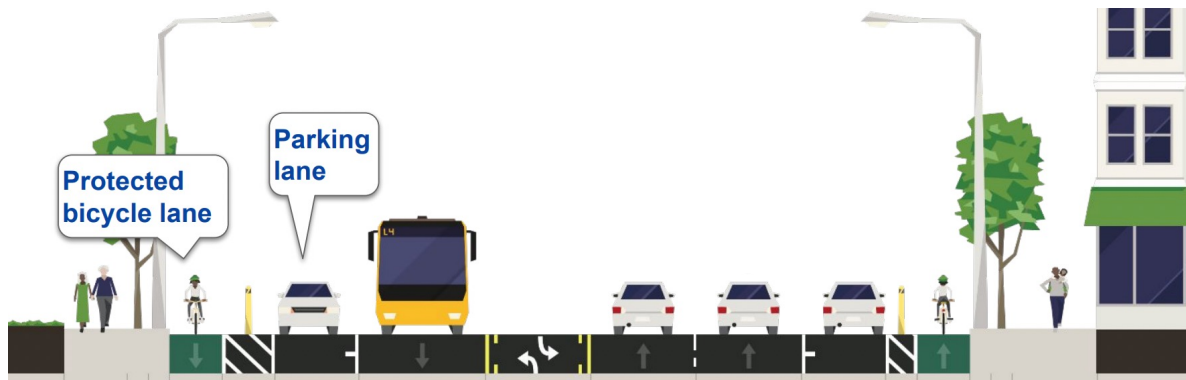


Chandler Bicycle Connection

- > District NoHo will fully incorporate the Chandler Bicycle Connection Project (previously known as the Chandler Cycle Track Gap Closure Project)
- > The District Way Shared Street will provide additional bicycle connectivity



- Chandler Bicycle Connection Project route
- District Way Shared Street



<< District NoHo

CHANDLER BLVD.

Existing Buildings >>

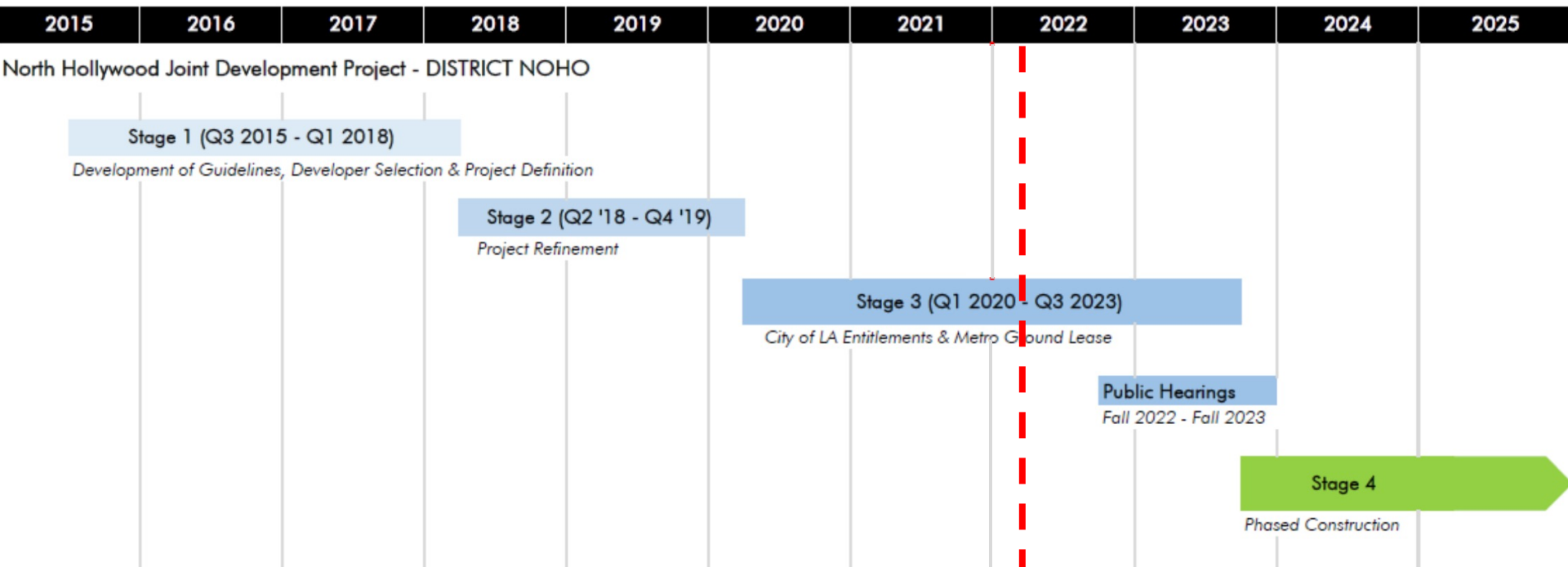


Equity Considerations

- > The Project will provide 311 income-restricted, affordable homes
- > The Project is within and adjacent to an Equity Focus Community which will benefit from consolidated Transit Center, bicycle facilities, community park, and public art
- > Within a half mile walk-shed of the Project:
 - > Median annual household incomes are approximately \$56,000 (82% of LA average)
 - > 54% of residents are people of color
 - > 11,000 residents have limited English proficiency
- > The Transit Center will ensure Metro patrons, who are disproportionately low income and people of color, will benefit from improved safety, reliability, quality and efficiency of the transit journey
- > Metro employees will benefit from new employee restrooms and break room and a new transit security kiosk
- > Air quality improvements from electrification infrastructure and reduced VMT will benefit disadvantage groups who are disproportionately impacted by pollution and poor air quality



Timeline & Next Steps



- > Report back to Board regarding affordable housing program in 120 days
- > Public hearings to begin fall 2022
- > Joint Development Agreement (JDA) at Metro Board mid 2023
- > Break ground on Transit Center & affordable housing late 2023





Board Report

File #: 2022-0058, **File Type:** Contract

Agenda Number: 12.

**FINANCE, BUDGET, AND AUDIT COMMITTEE
MARCH 16, 2022**

SUBJECT: INFORMATION TECHNOLOGY (IT) SERVICES BENCH

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD an IT Services Bench, through (RFIQ) No. PS7764700, consisting solely of SBE Prime vendors listed on Attachment A-1, who have been deemed qualified to participate in future as-needed IT task order work for technical Service Sections 1 through 4 below:

- 1. Enterprise Architecture & Technical Integration
- 2. Business Application Services
- 3. IT Operations and Service Delivery
- 4. Center of Excellence

The Bench will be in effect for a five-year period to perform professional services for a cumulative total value not-to-exceed \$45,000,000. Individual task orders will be awarded based on competition via the Request for Proposal (RFP) process.

B. EXECUTE individual task orders under the Contract for IT Services for a total not-to-exceed amount of \$45,000,000.

ISSUE

The Information and Technology Services Department (ITS) manages multiple technology platforms to support the Agency’s goals and objectives. The department’s objective is to provide reliable system performance as well as ensuring the confidentiality, integrity and availability of data when using technology. The technology infrastructure footprint is vast and consists of tens of thousands of computing, storage, data/voice/video communications, and specialized business application system assets. To ensure the technology infrastructure is operating effectively and securely, all assets must be continually monitored, administered, enhanced, and upgraded to meet the needs of the business

and stay within manufacturer warranty compliance.

In addition to maintaining Metro's technology infrastructure, the Agency's technology footprint is continually growing thus requiring significant staffing resources. Based on maintenance and project schedule needs, the number of concurrent resources required for limited durations may exceed the number of available budgeted full-time equivalents (FTE) in the Information and Technology Services (ITS) department. To meet these resource demands, use of contracted resources, on an as-needed basis, is the most cost-effective method to meeting the maintenance and project delivery support requirements in a timely manner.

Through a competitive procurement process, an IT Services Bench was developed establishing prequalified vendors, each having the skills and experience needed to provide the required as-needed services identified to support the ITS department's functions. The IT Services Bench will enable ITS to be more agile in acquiring technical contract resource service needs by streamlining the processes required to award small/mid-scale task orders timelier and more efficiently since the initial qualification reviews have been completed.

BACKGROUND

The ITS department supports Metro's information technology communications infrastructure and business application services hosting many of Metro's mission critical technology systems. The technology footprint spans across approximately 100 locations within a 60-mile radius of Metro's headquarters building. The number of IT infrastructure assets are large, consisting of over 20,000 recorded devices and services it must monitor and maintain. ITS provides complete end-to-end services throughout the technology life cycle starting from the idea generation stage through initiation & governance, planning & design, engineering, development and implementation, operational support and ultimately retirement.

The current 2022 IT Services Bench is designed to have four (4) unique service sections, comprised of vendors with specific skills and experience to directly support the specific needs and requirements of each section. These section's roles and responsibilities are summarized below.

ENTERPRISE ARCHITECTURE & TECHNOLOGY INTEGRATION

The Enterprise Architecture & Technology Integration section provides technology infrastructure services. Their responsibilities include the design, engineering and operations of the Agency's communications, networks, data, and security services. These services host Metro's business systems and computer/communication assets, thus enabling users to safely and securely transmit, access & store the Agency's electronic information. Enterprise Architecture and Technology Integration establishes an IT infrastructure that adheres to the Information Technology Infrastructure Library (ITIL) framework. The functional groups within this section includes the following:

- IT Capacity
- Network Engineering
- Database and Storage Administration

- Data Center Operations / Configuration Management

BUSINESS APPLICATION SERVICES

The Business Application Services section provides functional, business, and technical programming services to support enterprise and departmental applications used daily for Transit Operations, Program Management, Finance, Human Capital and Development, System Security and Law Enforcement, and other business units within Metro. Duties include application planning, design, development, coding, testing and implementation for creating new or enhancing existing business systems. This department creates and designs business applications that run all phases of Metro's daily operations. They support over 170 e-commerce and business/user applications productivity systems (e.g., financial, accounting, transportation, sales, human resource, material management, inventory, and enterprise resource planning programs). Additionally, this section defines application architecture and develops programs and systems to meet business needs. The functional groups within this section includes the following:

- Transit Operations Systems
- E-Business Services
- Geographic Information Services (GIS)
- Digital Strategies and Innovation

IT OPERATIONS & SERVICE DELIVERY

The Operations and Service Delivery section provides 24x7 installation, maintenance, and information security services for Metro's enterprise technology infrastructure. The IT infrastructure assets are vast. Facility coverage includes the Metro USG building and over 23 operating divisions and major facilities throughout Los Angeles County. The infrastructure assets consist of over 5,000 data processing servers, computers & storage systems, over 1,000 telecommunication's data network & communications systems, over 10,000 microwave, radio, and cellular system devices, over 1,000 closed-circuit television (CCTV) and communications system devices, over 300 business applications and user productivity systems and over 30 video conferencing room systems. The functional groups within this section includes the following:

- IT Activation
- Information Security
- Help Desk
- Technical Services

CENTER OF EXCELLENCE (COE)

The Center of Excellence Department provides executive administrative support, technology governance, and project management support to project teams. The COE Core Team oversees technology requests and the intake process from project teams. They are tasked with standardizing the delivery process and performing the value-added services of the COE. The COE's key objectives are standardization, leveraging existing assets, measuring performance, and providing guidance and governance. The section's key duties include providing thought leadership and direction, establishing and promoting best practices, research and development, providing appropriate recommendations, support and education, and performing similar functions in specific focus areas considered. The functional groups within this section includes the following:

- IT Governance & Communications
- ITS Project Management Office (PMO)
- ITS Budget and Administration

DISCUSSION

The IT Services Bench model has proven to be a very successful model for delivering technology services in several ways. The bench reduces the FTE technical staffing requirements, it reduces the procurement process time to initiate contract task orders, and it enhances the Agency's ability to quickly receive specialized technical skilled professional service resources on an as-needed basis. Overall, the IT service bench allows technology projects to be completed in a more agile, timely and cost-efficient manner.

As the ITS department's role and responsibilities within the Agency has expanded, the evolution of the technology services bench has expanded as well. In 2003, the first bench was established which consisted of 3 vendors and had a value of \$3M. In 2008, the next bench was established, consisting of 10 vendors with a value of \$5M. However, in the past ten years, the Agency's technology needs have grown tremendously, driven by Metro's facilities footprint increasing through Measure R & M projects, the Agency's goal to enhance the customer's experience and the increasing threat in cybersecurity attacks. These factors resulted in the need for a much larger technology bench. In 2016, the next bench was established which included 27 vendors and a value of \$30M.

With Metro's Vision 2028, the assumption is Metro's need for technology will continue to grow. Additional cameras, communications and other onboard real time services are being added to all bus and rail fleet. Network Wi-Fi projects are in place to enhance wireless communication to all Metro facilities and parking lots. Also, replacement of financial, human resources and asset management business systems are currently in process. A new ATMS radio replacement project is being planned. Security compliance requirements are growing, and the cybersecurity threat continues. As a result, technical resource needs will continue to grow as well. For this reason, \$45M is recommended for the current 2022 IT Services Bench.

DETERMINATION OF SAFETY IMPACT

The approval of this recommended action will not have any direct impact on the safety of our customers and employees.

FINANCIAL IMPACT

The funding for this action will be from Federal, State, and local funds including fares. Using these funding sources maximizes fund programming requirements given approved funding guidelines and provisions.

Impact to Budget

Budget funding for task order services will come from approved FY22 ITS operating and capital budgets (ITS Department 9200 and its cost centers 3198, 3961, 9210, 9220, 9230, 9240, and 9250) allocated across multiple projects. Since this is an on-going multi-year contract, the Project Manager and the Deputy Chief Information and Technology Officer will be responsible for budgeting this effort in future fiscal years.

EQUITY PLATFORM

This solicitation is designated as a Small Business Prime, since the Task Order amounts are anticipated within the Small Business Prime threshold.

Services provided by this bench and subsequent contracts will primarily benefit the operations and efficiency of Metro's internal departments. The services are not anticipated to adversely impact the external customer community (e.g., People of Color, Low Income, Disabilities, marginalized communities, minority, women, disadvantaged or disabled veterans).

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

1. Solicit competitive proposals to contract for each individual task as it becomes due. This is not recommended as it would require extensive additional staff time to process each request and result in project delays due to the lead time required to complete each procurement cycle. The bench has historically played an integral role in facilitating the successful and timely execution and delivery of projects.
2. Utilize existing Information and Technology Services staff to provide the required support. This is not feasible as the current budgeted ITS capacity is fully utilized to maintain Metro's existing computer and network systems. There would not be sufficient existing staff to re-assign to

provide technology support to current and future Metro capital projects.

NEXT STEPS

Upon approval by the Board, staff will execute contracts with the firms and establish the ITS Services Bench. As required, Metro will solicit responses to individual task orders from specific IT Services Bench service sections.

ATTACHMENTS

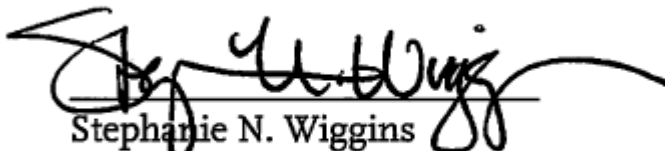
Attachment A - Procurement Summary
Attachment B - DEOD Summary

Prepared by: William Balter, DEO ITS Administration, (213) 922-4511
Medik Ghazikhanian, Executive Officer, ITS Administration, (213) 922-4910
Carolina Coppolo, Executive Officer, Vendor/Contract Management, (213) 922-4471

Reviewed by:

Bryan Sastokas, Deputy Chief Information Technology Officer, ITS Administration, (213) 922-5510

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



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY
INFORMATION TECHNOLOGY (IT) SERVICES BENCH

1.	Contract Number: Various	
2.	Recommended Vendors: See Attachment A-1	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFIQ <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 12, 2021	
	B. Advertised/Publicized: August 12 & 14, 2021	
	C. Pre-Proposal Conference: August 30, 2021	
	D. Proposals Due: October 11, 2021	
	E. Pre-Qualification Completed: January 25, 2022	
	F. Conflict of Interest Form Submitted to Ethics: October 14, 2021	
	G. Protest Period End Date: March 23, 2022	
5.	Solicitations Picked up/Downloaded: 148	Bids/Proposals Received: 31
6.	Contract Administrator: Victor Zepeda	Telephone Number: (213) 922-1458
7.	Project Manager: William Balter	Telephone Number: (213) 922-4511

A. Procurement Background

This Board Action is to establish a bench of firms listed on Attachment A-1 in support of various Information Technology (IT) Department projects on a task order basis. Board approval of contract awards are subject to resolution of any properly submitted protest.

On August 12, 2021, the Request for Information and Qualifications (RFIQ) was issued in accordance with Metro's Acquisition Policy and the contract type is task order based. Each task order will be competed and will be determined as firm fixed price or hourly at the time of issue. The RFIQ was issued as SBE Prime Only.

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

- Amendment No. 1, issued on August 24, 2021, to provide missing required SBE Forms 2 and 4;
- Amendment No. 2, issued on September 2, 2021, revised a question in the Evaluation Criteria to provide additional flexibility to proposers;
- Amendment No. 3, issued on September 24, 2021, extended the due date from September 30 to October 7, 2021;
- Amendment No. 4, issued on October 5, 2021, extended the due date from October 7 to October 11, 2021;

On August 30, 2021, Metro hosted a virtual Pre-Proposal meeting in which over 70 firms participated in the meeting. Three sets of Question/Answers were issued throughout the solicitation process.

A total of 31 proposals were received on October 11, 2021.

B. Evaluation of Proposals

Four Proposal Evaluation Teams (PET) were assembled, one for each engagement type (IT Operations & Service Delivery, Business Application Services, Enterprise Architecture & Technical Integration, and Center of Excellence). The PET consisting of staff from various IT departments (Enterprise Information Management, Technology, Administration, Digital Strategy, Security, and Special Projects) was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following Minimum Qualifications and weighted evaluation criteria:

Minimum Qualifications on a Pass/Fail basis:

- a. Minimum of five projects similar to the bench-type requested services.
- b. Minimum five years in business performing services the firm is qualifying for.

Weighted Evaluation Criteria:

- | | |
|---------------------------------|------------------|
| • Contractor Business Profile | 20 Points |
| • Service Qualifications | 60 Points |
| • Skills, Training, & Resources | <u>20 Points</u> |
| | 100 Points |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar IT Services Bench contracts. Several factors were considered when developing these weights, giving the greatest importance to technical expertise and ability to respond under task order parameters.

The PETs each evaluated proposals by their assigned service sector during October through December. The PET, for each individual service sector, deemed interviews were not necessary.

Of the 31 proposals received, 20 were determined to be within the competitive range. The 20 firms within the competitive range are listed below in alphabetical order:

1. Accend NetWorks
2. Aeon
3. Athenian Group
4. Auriga Corporation
5. Birdi Systems Inc.

6. Cornerstone Transportation Consulting
7. DCR Design
8. eDemand Inc.
9. E.K. Associates
10. Intueor Consulting, Inc.
11. Kaygen, Inc.
12. Pi Technology
13. Regents and Park
14. RSE Corporation
15. Sierra Cybernetics
16. Sybyte Technologies, Inc.
17. The Omni Group
18. TransSight
19. Trinus
20. West Coast Cable

Eleven firms were determined to be outside the competitive range and were not included for further consideration.

This professional services Bench is anticipated to have an aggregate not-to-exceed amount of \$45,000,000 in task orders over the five-year life of the Bench. Individual task orders will be issued for each IT Statement of Work requirement and will be competed via a Request for Proposal (RFP). The RFP will only be released to those qualified vendors under the Bench within the designated IT discipline area. Placement on the Bench will not guarantee an award of any Task Order.

Due to unforeseeable circumstances, such as loss of technical skills, change of ownership, bankruptcy, cessation of business, or similar kind of change of business circumstance, of any of the selected Bench Contractors during the active period of performance of the Bench, Metro reserves the right to replace such Contractor (s) through a competitive procurement process. Any Contractor replaced as a result of this process shall not be permitted to participate in the replacement solicitation process.

C. Cost/Price Analysis

Each future task order RFP will contain a specific SOW which will be competed with firms within the service sector. A cost/price analysis will be performed on all task orders issued. Additionally, price fairness and reasonableness determination will be made for each Task Order at the time of award.

D. Background on Recommended Contractor

Accend Networks

Accend Networks (Accend) is a woman-owned, small business firm established in 2011, headquartered in San Jose, CA, with a local office in Los Angeles, CA. Accend is an IT professional services and solutions provider with expertise IT assessments. Accend's core services are aligned to the disciplines they subscribe to.

Aeon Group

The AEON Group, LLC (AEON) is a women-owned, small business and disadvantaged enterprise established in 2001 and based in Los Angeles, CA. AEON is a management and technology consulting company that specializes in staffing. AEON's team has a history in providing consulting services covering the technical disciplines applied for in both government and commercial sectors including transit providers, regional planning organizations, cities, and other like organizations. AEON is very familiar with Metro's culture and requirements and is currently engaged on multiple projects with Metro.

Athenian Group

Athenian Group (Athenian) is an SBE/MBE/DBE firm with offices in Santa Monica, CA and Houston, TX and has been in operation for over 10 years. Athenian provides business and technology consulting services in various industries such as transit, municipal operations, and energy sectors. The company's core services are aligned to the disciplines they subscribed to.

Auriga Corporation

The Auriga Corporation (Auriga), a certified Small Business was established in 1990 and is located in Milpitas, California. Auriga provides management and technical consulting services to federal, state and local agencies. Auriga has a proven track record of providing services to rail and transit agencies in the Bay Area and other parts of the US. They have offices in LA and were on the previous IT Services Bench.

Birdi Systems Inc.

Birdi & Associates, Inc. (B&A) was established in 2006, is headquartered in Los Angeles, CA and is a certified Small Business and Disadvantaged Business. B&A has a staff of 45 members and has provided services to government agencies throughout Los Angeles. B&A has successfully provided on-call and task-based IT Services to several agencies including the Port of LA, LA World Airports, LA Department of Transportation and LA Department of Building and Safety. B&A's core services are aligned with the disciplines they subscribed to.

Cornerstone Transportation Consulting

Cornerstone Transportation Consulting (Cornerstone) has been in business over 35 years, is an SBE, with offices in San Francisco and Washington D.C., and satellite offices in Los Angeles and Seattle. Cornerstone specializes in IT activation projects with clients such as AT&T, Bay Area Rapid Transit, US Coast Guard, Kaiser Permanente, and the Oakland Housing Authority. Cornerstone's core services are aligned with the disciplines they subscribed to.

DCR Design

DCR Design (DCR) is located in Redlands, CA, has been in business for over six years, and is an SBE. DCR specializes in providing geospatial and graphic information for transportation and planning entities. The company's core competencies are aligned with the disciplines they subscribed to.

eDemand Inc.

eDemand established in 2004 is a small boutique transit technology consulting practice that is a Small Business Entity. eDemand is incorporated and is headquartered in Georgia. The company's core competencies are aligned with the disciplines they subscribed to, and they have ample resources for the specialized services they provide, UFS/TAP and PCI compliance, security.

E.K. Associates

E.K. Associates is a woman-owned business established in 2008 in Cerritos, CA, and offers IT strategy, implementation, modernization, and training services. E.K. Associates has provided services to Los Angeles World Airport, Port of Los Angeles, and the Southern California Association of Governments. The company's core competencies are aligned with the disciplines they subscribed to.

Intueor Consulting, Inc.

Intueor Consulting, Inc. (Intueor) was incorporated in June 2005 and is headquartered in Irvine, CA. Intueor is a strategy, operations and business technology consulting firm that specializes in public sector transit and transportation agencies. The company has a well-developed subcontractor relationship. The company's core services are aligned to the disciplines they subscribed to.

Kaygen, Inc.

Kaygen is a woman owned SBE firm located in Irvine, CA, that was established in 2003. Kaygen offers IT consulting services to Metro, Wells Fargo, Experion, Cedars-Sinai, and LAUSD. The company's core competencies are aligned with the disciplines they subscribed to.

Pi Technology

PI Technology (PI) was founded in February 1986 and has been providing Information Technology consulting, integration, and project management services since its inception. PI's staff is well seasoned in the implementation of large systems and has experience with most development environments. PI is currently working with Metro ITS with several projects. PI's core services are aligned to the disciplines they subscribed to.

Regents and Park

Regents and Park is a small firm offering IT risk management services such as PCI, compliance software, and implementing governance programs. The firm is located in

Huntington Beach, CA with experience dating back to 2009. Regents and Park currently has one on-going project with Metro.

RSE Corporation

RSE has over 15 years of providing a full range of IT, rail and transit engineering services to various transportation clients. These IT and engineering services include design services for rail/transit, roadway/highway, surveying, mapping, right-of-way engineering and construction engineering services. RSE and its staff have provided services for major transportation clients including Santa Clara County Transportation Authority, Southern California Regional Railroad Authority, Riverside County Transportation Commission, Union Pacific Railroad, and numerous local jurisdictions. The company's core services are aligned to the disciplines they subscribed to.

Sierra Cybernetics

Sierra Cybernetics, Inc. (Sierra) was incorporated in 1981 and is based and operated from Orange County, CA. Sierra's primary services include IT services, software, and engineering-oriented personnel and solutions. Sierra has successfully demonstrated relationship and experience with government companies. The company's core services are aligned to the disciplines they subscribed to.

Sybyte Technologies

Sybyte Technologies (Sybyte) has been in business for over 8 years and is located in Chatsworth, CA. Sybyte has IT experience with agencies such as Metro and BART, and private firms such as Intel and St. Petersburg College (Florida). Sybyte is an SBE located in Chatsworth, CA. The Sybyte's core services are aligned to the disciplines they subscribed to.

The Omni Group

The Omni Group, LLC, (OGx) is a SBE firm based out of Centennial, CO. OGx provides management and technology consulting services. OGx has worked with WMATA, King County Metro, SamTrans, Metro, and RTD Denver. The company's core services are aligned to the disciplines they subscribed to.

TransSight

TransSight is an SBE located in Pleasanton, CA, and was started in 2014. TransSight specializes in transit technology development, integration, and program management. The company's core services are aligned with the disciplines they subscribed to.

Trinus Corporation

Trinus Corporation (Trinus) has been in business for over 27 years with IT enterprise experience and LAUSD, Port of Los Angeles, and the County of Los Angeles as clients. Trinus, an SBE, is located in Pasadena, CA, and its core services are aligned to the disciplines they subscribe to.

West Coast Cable

West Coast Cable, Inc. established in 2003 specializes in the design, installation and maintenance of cost-effective network cabling. West Coast Cable has over 40 years of combined leadership experience and 35 employees. West Coast Cable has performed multiple projects for Metro and has provided good services. The company's core services are aligned to the disciplines they subscribed to.

ATTACHMENT A-1

	Enterprise Architecture & Technical Integration	Center of Excellence	IT Operations & Service Delivery	Business Application Services
Accend NetWorks	X		X	
Aeon Group		X	X	
Athenian Group		X		
Auriga		X	X	X
Birdi Systems Inc.	X		X	X
Cornerstone Transportation		X	X	
DCR Design				X
E.K. Associates	X	X	X	X
eDemand, Inc.		X		
Intueor Consulting	X	X	X	X
Kaygen Inc.	X	X	X	
Pi Technology		X	X	
Regents and Park			X	
RSE Corporation	X	X	X	X
Sierra Cybernetics	X	X	X	X
Sybyte Technologies	X		X	X
The Omni Group		X	X	X
TransSight				X
Trinus	X		X	X
West Coast Cable			X	

DEOD SUMMARY

INFORMATION TECHNOLOGY (IT) SERVICES BENCH / PS7764700

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Prime Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

There are twenty (20) SBE Primes on the bench. All SBE Primes are performing at least 30% of the work with its own workforce.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE Commitment
1.	Accend NetWorks	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	Aeon	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	Athenian Group	85%
	Total Commitment	85%

	SBE Prime Contractor	SBE Commitment
1.	Auriga Corporation (Prime)	30%
2.	Eiger Techsystems (Subcontractor)	35%
	Total Commitment	65%

	SBE Prime Contractor	SBE Commitment
1.	Birdi Systems	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	Cornerstone Transportation Consulting	70%
	Total Commitment	70%

	SBE Prime Contractor	SBE Commitment
1.	DCR Design	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	eDemand Inc.	30%
	Total Commitment	30%

	SBE Prime Contractor	SBE Commitment
1.	E.K. Associates	50%
	Total Commitment	50%

	SBE Prime Contractor	SBE Commitment
1.	Intueor Consulting, Inc.	30%
	Total Commitment	30%

	SBE Prime Contractor	SBE Commitment
1.	Kaygen	85%
	Total Commitment	85%

	SBE Prime Contractor	SBE Commitment
1.	PI Technology (Prime)	30%
2.	Cho Consulting, dba Novinzio (Subcontractor)	70%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	Regents and Park	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	RSE Corportation	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	Sierra Cybernetics	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	Sybyte Technologies, Inc.	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	TransSight	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	The Omni Group (Prime)	30%
2.	Nu One Incorporated (Subcontractor)	30%
	Total Commitment	60%

	SBE Prime Contractor	SBE Commitment
1.	Trinus	100%
	Total Commitment	100%

	SBE Prime Contractor	SBE Commitment
1.	West Coast Cable	100%
	Total Commitment	100%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. 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).

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.

**Board Report**

File #: 2022-0087, **File Type:** Contract**Agenda Number:** 16.

**OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 17, 2022****SUBJECT: PUBLIC SAFETY ADVISORY COMMITTEE FACILITATOR SERVICES****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 1 to Contract No. PS72932000 with Estolano Advisors, for an amount not to exceed \$160,563, increasing the contract price from \$210,459 to \$371,022.

ISSUE

Metro staff established a Public Safety Advisory Committee (PSAC) to re-envision transit safety and explore community-based approaches to policing leading up to and as part of the 2022 renewal of the multiagency police contract approved in 2017. In April 2021, PSAC meetings commenced with the support of a contracted facilitator from Estolano Advisors. PSAC meeting frequency has increased with the formation of several PSAC Ad hoc meetings, requiring additional contract authority.

BACKGROUND

During the planning stages of PSAC, Staff identified the need to procure facilitator services to aid in the public safety discussions between PSAC and Metro. Considering PSAC would work to review, comment, and provide input on how Metro can re-imagine public safety, Staff sought a qualified subject matter expert to facilitate and help guide PSAC toward clearly defined recommendations.

DISCUSSION

PSAC kicked off its meetings in April 2021 with two general meetings per month. With the introduction of Motion 26.2 in late March 2021, staff realized the PSAC needed to meet more often than twice a month to achieve its goals set forth by the Board. It was then decided that ad-hoc subcommittees would be formed to address priority topics such as the law enforcement contracts. In June and July, four (4) ad-hoc subcommittees were created to address the following priorities: Public Safety Survey, Infrastructure Protection Services, Policing Contracts, and Non-Law Enforcement Alternatives. The Public Safety Survey ad-hoc subcommittee was created for members to provide feedback and help shape the survey questions for the agency's first Public Safety Survey. Since the survey launched in July, this ad-hoc subcommittee soon sunset and was replaced with the

Community Engagement ad-hoc subcommittee.

From June through December 2021, each ad-hoc subcommittee met twice a month in order to meet time-sensitive deadlines, such as contract extensions and new procurements. Beginning in January 2022, ad-hoc subcommittees started meeting monthly rather than bi-weekly. In total, we are anticipating 70 ad-hoc subcommittee meetings and 30 general meetings between April 2021 and June 2022, including up to eight additional PSAC meetings and presentations to the Board of Directors, as necessary.

DETERMINATION OF SAFETY IMPACT

There are no safety impacts with this action.

FINANCIAL IMPACT

Impact to Budget

The FY22 Adopted Budget includes \$295,700 allocated in Cost Center 2610, Account 50316 and project number 306006. The source of funds for this contract modification will be local operating funds including Proposition A, C, TDA, Measure R, and Measure M taxes. These funds are eligible for Bus and Rail operations.

EQUITY PLATFORM

This contract was awarded under Metro's Small Business Enterprise (Set-Aside) Program. Estolano Advisors is a Metro certified SBE contractor and made a 74.39% SBE commitment as the Prime. Approval of the contract modification would allow Metro to continue to carry out its commitment to working with small and disadvantaged business enterprises and would directly align with Metro's Equity Platform in advancing equity through its investment decisions.

In addition, by increasing the funding of this contract, Metro staff and the contractor will be able to continue to have robust conversations about public safety and develop recommendations in partnership with community members. The facilitators have helped create an inclusive and safe space for members to express their ideas, feelings, and experiences about public safety and propose alternatives to existing models. For example, PSAC members who represent people with disabilities or bus operators have been able to voice their unique safety concerns and raise recommendations for their colleagues' consideration.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The following strategic goals will be achieved through this action: goal #2 deliver outstanding trip experiences for all users of the transportation system and goal #3 enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board of Directors may choose not to authorize this Contract Modification. This alternative is not recommended because Metro does not have specialized staff that can facilitate community discussions on public safety and experience using dynamic tools to reach consensus and develop group recommendations.

NEXT STEPS

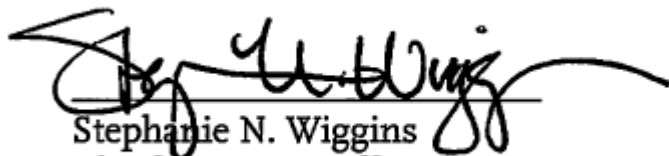
Upon Board approval, staff will execute Modification No. 1 to Contract No. PS72932000 with Estolano Advisors. .

ATTACHMENTS

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

Prepared by: Judy Gerhardt, Deputy Chief System Security and Law Enforcement Officer, (213) 922-4811

Reviewed by: Gina Osborn, Chief Safety Officer, (213) 922-3055
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TRANSIT PUBLIC SAFETY FACILITATOR SERVICES/PS72932000

1.	Contract Number: PS72932000		
2.	Contractor: Estolano Advisors		
3.	Mod. Work Description: Increase contract authority		
4.	Contract Work Description: Provide facilitation services between Metro and the Transit Public Safety Advisory Committee (PSAC)		
5.	The following data is current as of: 2/8/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	4/6/21	Contract Award Amount: \$ 210,459
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: 0
	Original Complete Date:	11/7/22	Pending Modification (including this action): \$160,563
	Current Est. Complete Date:	11/7/22	Current Contract Value (with this action): \$371,022
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: Imelda Hernandez		Telephone Number: (213) 922-6760

A. Procurement Background

This Board Action is to approve Modification No. 1 to Contract No. PS72932000 with Estolano Advisors to provide facilitation services between Metro and the Public Safety Advisory Committee (PSAC).

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

In April 2021, Metro awarded a 19-month contract to Estolano Advisors to facilitate and help guide PSAC through productive consensus toward clearly defined recommendations for Metro to embrace.

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

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based on price analysis, negotiations and technical analysis. The negotiated amount is based on fully burdened hourly labor rates that were established as part of a competitive contract award in April 2021.

The negotiated amount is higher than Metro’s independent cost estimate (ICE) due to additional personnel required in support of the expanded scope of services and supplementary facilitation services for additional PSAC general meetings and ad-hoc sub-committee meetings.

The recommended increase in contract authority is in the best interest of Metro.

Proposed Amount	Metro ICE	Negotiated Amount
\$210,458	\$121,760	\$160,563

CONTRACT MODIFICATION/CHANGE ORDER LOG

TRANSIT PUBLIC SAFETY FACILITATOR SERVICES/PS72932000

Mod. No.	Description	Date	Amount
1	Increase contract authority to provide facilitation services between Metro and the Public Safety Advisory Committee (PSAC)	PENDING	\$ 160,563
	Modification Total:		\$ 160,563
	Original Contract:	4/6/21	\$ 210,459
	Total Contract Value:		\$ 371,022

DEOD SUMMARY

TRANSIT PUBLIC SAFETY FACILITATOR SERVICES/PS72932000

A. Small Business Participation

Estolano Advisors, an SB Prime, made a 74.39% Small Business Enterprise (SBE) commitment. The contract is 38.76% complete and the current (SBE) participation is 79.35%, exceeding the SBE commitment by 4.96%.

Small Business Commitment	SBE 74.39%	Small Business Participation	SBE 79.35%
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Estolano Advisors (SB Prime)	74.39%	79.35%
	Total	74.39%	79.35%

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 contract.

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2022-0038, **File Type:** Contract**Agenda Number:** 17.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
MARCH 17, 2022****SUBJECT: FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES****ACTION: APPROVE CONTRACT MODIFICATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to execute Modification No. 11 to Contract No. OP4056400OP for Fence Repair and Installation Services for Metro Rail Rights-of-Way, Facilities and Parcel Properties with AZ Construction Inc, DBA Ace Fence Co., in the amount of \$865,000, increasing the total contract value from \$3,196,800 to \$4,061,800, and extending the period of performance from May 1, 2022, through October 31, 2022. Modification No. 11 also includes an as-needed option to extend the contract period of performance up to six (6) months through April 30, 2023 and increase the total contract value up to an additional \$390,000 for a total contract not to exceed amount of \$4,451,800, pending lawsuit resolution.

ISSUE

On May 27, 2021, Metro Board of Directors authorized the Chief Executive Officer to award a firm fixed unit rate Contract No. OP1788370008370 to Deco Fence Company, to provide fence repair and maintenance services effective July 1, 2021, subject to resolution of a protest followed by litigation. Staff has not proceeded with an award of the contract to the low bidder, Deco Fence, due to a lawsuit that was filed by Izurieta Fence Co., a competing bidder on the contract. That lawsuit is pending in the Los Angeles County Superior Court, however, no trial date has been set.

The existing contract five-year term with Ace Fence Co. to provide fence repair and installation services has been extended with an expiration date of April 30, 2022. To ensure service continuity providing safe, timely and quality services for as-needed safety sensitive fencing repair and installation services system-wide, a modification for the existing contract with Ace Fence Co. is required effective May 1, 2022.

BACKGROUND

The lawsuit filed by Izurieta Fence Co., a competing bidder on Contract No. OP1788370008370 seeks to enjoin the award of the contract to Deco Fence based upon Izurieta's allegations of Deco Fence's lack of appropriate licenses. That lawsuit is pending in the Los Angeles County Superior

Court, however, no trial date has been set. Therefore, a modification for the existing Contract No. OP4056400OP with Ace Fence Co. is required effective May 1, 2022, to ensure service continuity providing the critical as-needed safety sensitive fencing repair and installation services system-wide.

Under this existing contract with Ace Fence Co., the contractor is required to provide timely fencing repair services in response to as-needed inquiries and service requests of damaged fence due to vandalism, forced entries, vehicular accidents, and in support of Metro's Construction projects to ensure safety and security incidents are addressed.

DISCUSSION

In order to meet Metro's security needs, multiple types of fencing are required on Metro's active and inactive railroad rights-of-way (ROWs), electrified railroad yards, traction power substations, storage yards and other Metro rail operating properties. Timely fencing repair services are necessary to prevent the public from accessing restricted areas and placing themselves at the risk of being hit by trains, being electrocuted by third rail or high-power electrical lines, to mitigate illegal dumping and to protect Metro properties from theft, vandalism and forced entries.

As of July 2021, to-date, the contractor responded to 124 incidents requiring fencing repair and replacement due to vandalism, trespassing and homeless encampments, with a total cost of \$368,000. In addition, under this contract, the contractor will be performing major fencing improvements replacing the perimeter chain link fence with security grade fencing for the employee parking lots at Metro Bus Division 1 as well as the yard fencing for Metro Bus Divisions 2 and 18. While the security grade fencing materials are acquired outside this contract, Ace Fence Co. will be installing the security fencing for a total cost of \$450,000. Therefore, there is insufficient funds remaining within the existing contract, requiring approval of modification No. 11 to increase contract authority and extend the period of performance effective May 1, 2022.

These actions are necessary to ensure timely response to as-needed safety sensitive fencing repair inquiries, protect Metro employees and properties from theft and unauthorized access, and allow sufficient time to perform the necessary fencing improvements and complete installation of perimeter security fencing at Metro Bus Divisions 1, 2 and 18, while improving the overall safety and security conditions.

DETERMINATION OF SAFETY IMPACT

The approval of this item will ensure continuity of maintenance services with timely response to as-needed fencing repair and installation services, in an effort to provide safe, on-time and reliable services system-wide.

FINANCIAL IMPACT

Funding of \$289,000 for the remainder of FY22 is allocated under cost center 8370 - Facilities Contracted Maintenance Services, account 50308, Service Contract Maintenance, under various projects.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer (Interim), Maintenance and Engineering will be accountable for budgeting the cost in future years.

Impact to Budget

The current source of funds for this action includes Fares, proposition A/C, Measure M, and State Transportation Assistance. These funding sources maximize allowable project funding use given approved funding provisions and guidelines.

EQUITY PLATFORM

Metro ensures the fence repair and installation services program provides timely, uninterrupted and continual services under Title VI of the Civil Rights Act of 1964 through proper service maintenance of fencing and safer passage to public transit, that positively impacts underserved communities inflicted by greater levels of vandalism and aid with community beautification initiatives.

Under the existing contract, a 100% SBE commitment was made by the prime. Ace Fence Co. is a Metro certified SBE and is meeting their commitment with a 100% SBE participation.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This board action supports Strategic Goal 5: Provide responsive, accountable, and trustworthy governance within the Metro organization. Performing timely as-needed fencing repair and installation services will ensure providing safe environment to our patrons, accessibility and service reliability, and enhancing customers' overall experience.

ALTERNATIVES CONSIDERED

The Board may elect not to approve this recommendation. This option is not recommended as it would result in a gap in service impacting Metro's system safety, operations and customer experience.

NEXT STEPS

Upon approval by the Board, staff will execute Modification No. 11 to Contract No. OP4056400OP with AZ Construction Inc, DBA Ace Fence Co., to continue providing as-needed safety sensitive fencing repair and installation services system-wide effective May 1, 2022, through October 31, 2022, and extending the contract thereafter on an as-needed basis up to six (6) months through April 30, 2023, pending lawsuit resolution

In an effort to further enhance service efficiency and cost effectiveness with a focus on safety and customer experience, staff will be conducting an in-depth feasibility review and cost-benefit analysis of all possible alternatives to provide safe, timely, reliable and cost-effective fencing repair and maintenance services. The analysis will review and evaluate the existing practices, available resources, and recommend options along with proposed resources for hiring and training of any additional personnel, and purchase of additional equipment, vehicles and supplies, as necessary.

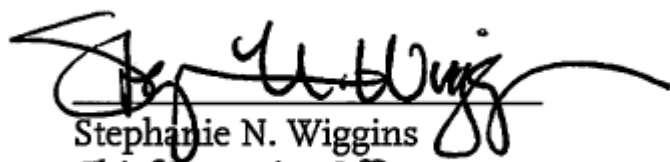
Staff's assessment will utilize an equity lens to ensure that all efforts relative to fencing repair and maintenance are justifiable and responsive to customer needs, Metro policies and board directives.

ATTACHMENTS

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

Prepared by: Errol Taylor, Deputy Chief Operations Officer (Interim), Maintenance & Engineering, (213) 922-3227
Lena Babayan, Deputy Executive Officer, Facilities Contracted Maintenance Services, (213) 922-6765
Ruben Cardenas, Sr. Manager, Facilities Contracted Maintenance Services, (213) 922-5932

Reviewed by: Bernard Jackson, Chief Operations Officer (Acting), (213) 418-8301
Debra Avila, Deputy Chief, Vendor/Contract Management Officer, (213) 418-3051



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES/OP4056400OP

1.	Contract Number: OP4156400OP		
2.	Contractor: AZ Construction, Inc. dba Ace Fence Company		
3.	Mod. Work Description: Increase contract authority		
4.	Contract Work Description: Provide as-needed fencing repair and installation services system-wide		
5.	The following data is current as of: 3/1/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	2/25/16	Contract Award Amount: \$1,000,800
	Notice to Proceed (NTP):	N/A	Total of Modification Approved: \$2,196,000
	Original Complete Date:	4/30/22	Pending Modification(s) (including this action): \$1,255,000
	Current Est. Complete Date:	10/31/22	Current Contract Value (with this action): \$4,451,800
7.	Contract Administrator: Aielyn Dumaua		Telephone Number: (213) 922-7320
8.	Project Manager: Alberto Garcia		Telephone Number: (213) 922-6760

A. Procurement Background

This Board Action is to approve Modification Nos. 11 and 12 to Contract No. OP4056400OP with AZ Construction, Inc. dba Ace Fence Company to continue to provide as-needed fencing repair and installation services system-wide.

This contract modification will be processed in accordance with Metro's Acquisition Policy and the contract type is firm fixed unit rate.

In February 2016, Metro awarded a five-year contract to AZ Construction, Inc. dba Ace Fence Company to provide as needed fencing repair and installation services for Metro owned rail rights-of way, facilities, and parcel properties.

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

B. Cost/Price Analysis

California Prevailing Wage requirements are applicable to this Contract. The recommended price has been determined to be fair and reasonable based on price analysis. Negotiated rates for the extended term are lower than current market rates for similar services. Therefore, the recommended increase in contract authority is in the best interest of Metro.

Proposed Amount	Metro ICE	Modification Amount
\$1,255,000	\$1,255,000	\$1,255,000

CONTRACT MODIFICATION/CHANGE ORDER LOG

FENCE REPAIR AND INSTALLATION SERVICES FOR METRO RAIL RIGHTS-OF-WAY, FACILITIES AND PARCEL PROPERTIES/OP4056400P

Mod. No.	Description	Date	Amount
1.	Amend the statement of Work to add new locations	6/3/16	\$ 0
2	Increase contract authority of the three-year base term to cover needed fencing repair and installation services in support of Metro's construction and maintenance safety related projects	6/28/18	\$ 1,250,000
3	Exercise Option Year One	6/28/18	\$ 593,200
4	Exercise Option Year Two	3/13/20	\$ 352,800
5	Extend period of performance by one year	12/30/20	\$ 0
6	Extend period of performance by two months	6/30/21	\$ 0
7	Extend period of performance by one month	8/31/21	\$ 0
8	Extend period of performance by three months	9/30/21	\$ 0
9	Extend period of performance by two months	12/30/21	\$ 0
10	Extend period of performance by two months	1/31/22	\$ 0
11	Increase contract authority to continue to provide as needed fencing repair and installation services and extend the period of performance by six months	PENDING	\$ 865,000
12	Increase contract authority to continue to provide as needed fencing repair and installation services and extend the period of performance by six months, as necessary pending lawsuit resolution	PENDING	\$ 390,000
	Modification Total:		\$ 3,451,000
	Original Contract:	2/25/16	\$ 1,000,800
	Total Contract Value:		\$ 4,451,800

DEOD SUMMARY

FENCE REPAIR AND INSTALLATION SERVICES/OP4056400OP

A. Small Business Participation

Small Business Enterprise (SBE) Prime AZ Construction, Inc., dba Ace Fence Company (Ace) made a 100% SBE commitment. The project is 80.40% complete. With 100% current SBE participation, AZ Construction, Inc. is meeting its commitment and is compliant with the SBE Program.

Small Business Commitment	SBE 100.00%	Small Business Participation	SBE 100.00%
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	SBE Contractors	% Committed	Current Participation¹
1.	AZ Construction, Inc. (dba Ace Fence Company) (SBE Prime)	100.00%	100.00%
	Total	100.00%	100.00%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP is not applicable to this modification.

C. Prevailing Wage Applicability

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

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.



Board Report

File #: 2021-0723, File Type: Contract

Agenda Number: 20.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MARCH 17, 2022

SUBJECT: EXECUTE CONTRACT MODIFICATION WITH BYD FOR VEHICLE TELEMATICS AND CHARGE MANAGEMENT SYSTEM, AND K9MD-ER EXTENDED RANGE BUSES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. INCREASE the Life of Project (LOP) budget by \$34,551,702, raising the LOP budget to \$163,534,000;
- B. EXECUTE Modification No. 11 to BYD Coach & Bus, LLC (BYD), to provide Vehicle Telematics and Charge Management System software to assist Metro in lowering operational costs and developing custom software to manage the Silver Line electric buses at Division 9 and Division 18 more efficiently, at the firm fixed price of \$2,944,274; and upgrade ninety-five (95) buses from a K9M model to a K9MD-ER extended range model increasing the battery size from 348kWh to a 496 kWh, at a firm fixed price of \$15,025,340; for a combined modification total of \$17,969,614, increasing the contract value from \$102,620,864 to \$120,590,478 (excluding CMA); and
- C. INCREASE Contract Modification Authority by \$12,970,951 to incorporate the Charge Management System and Extended Range Bus upgrade, and includes an additional 10% or \$1,796,961 for future vehicle configuration changes.

ISSUE

In July 2017, Metro's Board of Directors approved a motion to convert the Metro G Line to full Zero Emission operation by 2020 and thereafter the Metro J Line as soon as feasible. On February 17, 2022, a motion was passed directing the CEO to provide a change order allowing for extended range buses for the J Line (Attachment A).

The successful transition of J Line operations from CNG to Battery Electric Buses (BEB) in a technically & fiscally responsible manner requires addressing challenges with BEB Performance and limited charging opportunities. To mitigate these challenges, it is recommended to adopt an extended range electric bus configuration and a load & charge management system to make efficient & effective use of the charging infrastructure.

Approval of staff's recommendations is necessary to support the transition of J Line Service from CNG to Zero Emissions Bus operations.

BACKGROUND

In July 2017 the Metro Board approved a motion to convert the J Line to full Zero Emission operation as soon as feasible following the conversion of the G Line. Metro is currently in the process of upgrading the electric utilities at Division 9 (D9) and the adjacent El Monte Transit Center / Busway to support the anticipated service with BYD's BEB's.

Vehicle Telematics and Charging Management System

To optimize the use of the planned charging infrastructure with predicted BEB performance, control software is needed to provide:

- 1) Real-time status information from the buses and charging equipment;
- 2) Charge management to optimize the charging strategies to maximize bus availability for service while minimizing peak and demand charges; and
- 3) Bus dispatch management to ensure buses are matched to the most optimum routes given bus's state of charge.

Having a centralized control software package to manage BEB's and chargers from multiple vendors and with different performance characteristics is critical to optimize charging strategies, maximize bus availability for service, and allow for operational flexibility.

K9MD-Extended Range (ER)

Originally, Metro's intent was to service the J Line with BYD's 348-kWhr K9M buses, dispatched from D9. However, computer modeling suggests the buses applied on the longer J Line routes may realize unacceptable low levels of charge. On-going tests with the Pilot K9M buses appear to partially mitigate this concern; however, testing under all possible adverse operating conditions remains to be completed.

In parallel, since the contract was first awarded, BYD was able to increase the battery capacity on their K9 40-ft Bus Series, under the K9MD-ER model. In addition to an added 22% battery capacity, it is also capable of being charged at faster rate. A ten (10) minute charge at a layover will add 27 miles of range to a K9MD-ER vs. 19 miles to a K9M.

The proposed configuration, with increased battery capacity and higher charge rate, will improve the ability of the buses to meet the rigorous service needs of the Metro J Line, and allow for additional routes to be supported with BEB's from Divisions 9 and 18.

DISCUSSION

Findings

Given the technical challenges with significant capital and operational costs associated with transitioning to Zero Emissions Bus operations, control software is required to minimize the amount of charging infrastructure that needs to be installed, optimize the charging strategies, and effectively dispatch the buses. Additionally, bus range should be maximized to reduce the need for charging infrastructure.

- **The Vehicle Telematics and Charge Management software** - This software will help Metro lower the operational cost of the electric buses by managing when, where and how these buses are charged. In addition, the contractor will be developing a custom software (Smart Dispatching) to manage the J Line Buses at Division 9 and Division 18.
- **Battery Range** -. The "K9MD-ER" battery capacity will be 22% larger than the K9M. The Range of the K9M in comparison to the K9MD-ER its approximately 150 miles vs 200 miles, respectively.
- **Battery's Charge Acceptance** - Charge Acceptance directly translates to how much energy a battery will accept in a given amount of time. The higher the acceptance translates to the more energy the batteries will accept. Increasing the Charge Acceptance along the J Line with opportunity chargers at El Monte Station and Harbor Gateway Transit Center will improve the ZEB's ability to meet the service needs of the J Line. The K9MD-ER charge rate is 400 kWhr and the K9M's is 300 kWhr. For Example, charging both the K9M and the K9MD- ER for 10 minutes will add 19 miles and 27 miles respectively.

Staff shall administer recommendation B to modify the cumulative CMA as required to execute Modification 11 and provide the cumulative 10% allowance as noted.

Considerations

It is staff's recommendation to issue BYD a contract modification to develop and implement the vehicle telematics and charging management system as well as the executing the Contract Modification for the K9MD-ER.

DETERMINATION OF SAFETY IMPACT

There is no impact to safety. Recommendations B-C will allow Metro to efficiently manage the BEB fleet telematics and charging system while the K9MD-ER will provide extended range for the BYD BEB fleet.

FINANCIAL IMPACT

Upon approval of recommendation A, the LOP budget for project 201077 (40 Foot ZEB: BYD) will be increased by \$34,551,702 to \$163,534,000. Since this is a multi-year contract and project, the Project Manager, Cost Center Manager and Chief Operations Officer will be responsible for budgeting the costs in future years.

Impact to Budget

Approval of this action will increase the project LOP to \$163,534,000. Staff will fund this FY project budget increase using available existing FY22 funds from other Bus Acquisition Capital projects. As a result, this will be a net zero FY22 budget impact to the Bus Acquisitions program. The combined funding for these actions include Federal, State and Local funding sources including Green Funds. Staff will continue to pursue traditional funding sources such as LCTOP and Federal 5307 for this electrification effort. Lastly, staff will continue to pursue all grant and rebate opportunities as they materialize.

EQUITY PLATFORM

The J Line provides bus services to Equity Focused Communities (EFC's) from El Monte Station to Downtown Los Angeles to Harbor Gateway Transit Center. The J Line runs through the 10 and 110 Freeways along a dedicated BRT lane and serves the following ridership (Fall 2019 Silver Line Rider Survey):

- 48% below \$25K household income (42.5% below poverty line)
- 68.3% had no car available
- 74% use transit 5+ days a week
- Rider Ethnicity: Latino 58.3%; Black 15.2%; White 10.6%; Asian/Pacific Islander 9.8%; Other 6.1%

It is recognized that BEBs provide improved air quality and quieter services compared to current Renewable Natural Gas (RNG) bus fleet.. However, RNG compared to BEB ranges are not at the point where 1 for 1 service replacement can be provided without increasing risks to the quality of service. Staff will provide options for further electrified J Line services as BEB range performance is improved and/or additional charging infrastructure installations are completed. SBE and DVBE requirements from the contract remain unchanged with this change order.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations 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.

ALTERNATIVES CONSIDERED

Staff has considered retaining the BEBs configuration as per the original contract. However, there are significant performance benefits that are now available resulting from technological evolution that can improve service quality and reliability and providing a seamless ride from El Monte Station to San Pedro with these recommendations.

The Board of Directors may choose not to authorize the Contract Modification for this project; however, this alternative is not recommended as this could impact the J Line meeting the service

needs and lowering ridership, and or increasing operation costs.

NEXT STEPS

Upon Board approval, staff will execute the Contract Modifications to implement the charge management system and upgrade the vehicle configuration to the K9MD-ER.

ATTACHMENTS

Attachment A - Motion 25

Attachment B - Procurement Summary

Attachment C - DEOD Summary

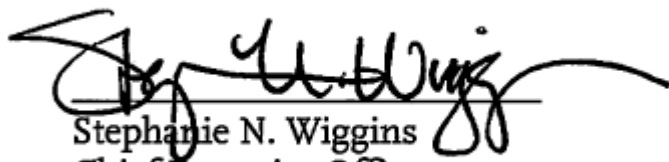
Attachment D - Contract Modification Log

Attachment E - Funding and Expenditure Plan

Prepared by: Quintin Sumabat, Deputy Executive Officer, Vehicle Engineering & Acquisition
(213) 922-4922

Jesus Montes, Sr. Executive Officer, Vehicle Engineering & Acquisition (213) 418-3277

Reviewed by: Conan Cheung, Acting Chief Operations Officer, Bus (213) 418-3034
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051


Stephanie N. Wiggins
Chief Executive Officer

**Board Report**

File #: 2022-0097, **File Type:** Motion / Motion Response**Agenda Number:** 25.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
FEBRUARY 17, 2022****Motion by:****DIRECTORS HAHN, SOLIS, MITCHELL, BUTTS, AND BONIN****J Line (Silver) Electrification Motion**

The Metro J Line (Silver) Bus Rapid Transit service offers a single-seat ride, spanning 38 miles from San Pedro to El Monte. This high-quality bus line serves tens of thousands of riders daily, connecting them to jobs in Downtown LA, dozens of rail and bus lines, and Union Station.

The J Line is the next line set for electrification, with the Metro G Line (Orange) having recently gone fully electric. To ensure the success of this new technology, Metro staff have been evaluating locations for new en-route charging facilities and have identified the El Monte Bus Terminal and the Harbor Transit Gateway Center as the best-available locations.

As part of the NextGen Bus Plan, approved by the Board in October 2020 (Board File 2020-0617), Metro staff recommended terminating the J Line at Harbor Transit Gateway Center, in part owing to challenges with battery electric buses with limited range and Metro's difficulty finding a suitable en-route charging location in San Pedro. In order to maintain the current single-seat ride to San Pedro, the Board unanimously approved Motion 40 in November 2020 (Board File 2020-0781), which directed Metro to meet with numerous agencies about the possibility of locating charging facilities in San Pedro and to provide recommendations to fully electrify the J Line from El Monte to San Pedro.

In January 2022, Metro staff stated in their discussion of Motion 40 that, with a change order to the existing procurement for 100 electric buses on the J Line (Board File 2017-0304, July 2017, and Board File 2019-0605, September 2019), new technology could be installed that extends the range of these buses and ensures that efforts to go fully electric on this important line will not impact service.

SUBJECT: J LINE (SILVER) ELECTRIFICATION MOTION**RECOMMENDATION**

APPROVE Motion by Directors Hahn, Solis, Mitchell, Butts, and Bonin to direct the Chief Executive Officer to return to the Board with a change order for the 100 electric buses designated for the J Line, to extend the range of these buses and to provide the single-seat ride requested by this Board.

PROCUREMENT SUMMARY

FORTY-FOOT (40') LOW FLOOR ZERO EMISSION TRANSIT BUSES / CONTRACT
NO. OP28367-002

1.	Contract Number: OP28367-002		
2.	Contractor: BYD Coach & Bus, LLC (BYD)		
3.	Mod. Work Description: See Attachment B		
4.	Contract Work Description: See list of pending and negotiated changes in Attachment B.		
5.	The following data is current as of: 1/31/22		
6.	Contract Completion Status		Financial Status
	Contract Awarded:	9/08/2017	Contract Award Amount: \$47,774,723
	Notice to Proceed (NTP):	11/15/2017	Total of Modifications Approved: \$54,604,344
	Original Complete Date:	8/16/2019	Pending Modifications (including this action): \$18,211,410
	Current Est. Complete Date:	1/24/2024	Current Contract Value (with this action): \$120,590,478
7.	Contract Administrator: Greg Baker		Telephone Number: (213) 922-7577
8.	Project Manager: Julio Rodriguez		Telephone Number: (213) 922-6603

A. Procurement Background

This Board Action is to approve Contract Modification No. 11 to provide vehicle telematics and charge management software to assist Metro in lowering operational costs and developing custom software to manage the Silver Line electric buses at Division 9 and Division 18 more efficiently. Additionally, this modification will upgrade ninety-five (95) buses from a K9M model to a K9MD-ER extended range model increasing the battery size from 348kWh to a 496 kWh, in the total amount of \$17,969,614.

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

On July 20, 2017, the Board awarded Contract No. OP28367-002 to BYD Coach & Bus, LLC, for the manufacture and delivery of the 60 units of the 60' ZE transit buses in the Not-to-Exceed amount of \$47,774,723. Attachment B shows the list of pending and negotiated change orders.

On September 19, 2019, the Metro Board approved Modification No. 2 to purchase 40 Contract Option forty-foot ZE buses for the firm fixed price of \$30,863,440, increasing the Total Contract Value from \$47,774,723 to \$78,638,163.

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

B. Cost Analysis

The recommended price of \$17,969,614 including tax, has been determined to be fair and reasonable based upon an independent cost estimate, cost analysis, technical evaluation, fact finding, and negotiations.

Proposal Amount	Metro ICE	Negotiated Amount
\$17,969,614	\$19,059,977	\$17,969,614

DEOD SUMMARY

VEHICLE TELEMATICS AND CHANGE MANAGEMENT SYSTEM AND 95 K9MD-ER
EXTENDED RANGE BUSES/OP28367-002**A. Small Business Participation**

BYD Coach and Bus, LLC, a Transit Vehicle Manufacturer (TVM), is on the Federal Transit Administration's (FTA) list of eligible TVMs. BYD Coach and Bus, LLC reported that is submitted its overall Disadvantaged Business Enterprise (DBE) goal of 2.5% to FTA for FY21. In compliance with 49 Code of Federal Regulations (CFR) Section 26.49(a)(1). TVMs submit overall DBE goals and report participation directly to FTA annually.

B. Living Wage and Service Contract Worker Retention Policy Applicability

A review of the current service contract indicates that the Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) was not applicable at the time of award. Therefore, the LW/SCWRP 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.

CONTRACT MODIFICATION/CHANGE ORDER LOG

FORTY-FOOT (40') LOW FLOOR ZERO EMISSION TRANSIT BUSES / CONTRACT
NO. OP28367-002

Mod. No.	Description	Status (approved or pending)	Date	\$ Amount
1	Modify SP-38 LEP definition of Disadvantage Worker	Approved	1/9/19	\$0
2	Exercise 3.0 Optional Configuration - APC PF-1	Approved	12/3/19	\$326,780.00
3	Extend Period of Performance for Base Buy to 11/1/2021	Approved	12/27/19	\$0
4	Negotiated changes in configuration on base buy buses	Approved	4/4/20	(\$473,709.75)
5	Procure 10 shop chargers	Approved	10/22/20	\$450,514.00
6	On-Route OPP chargers (8) Difference from original 300kW to 450kW	Approved	5/20/21	\$450,592.80
7	Depot Chargers, Licenses, Monitoring, Infrastructure	Approved	6/30/21	\$22,938,871.73
8	Exercise Option 1 for 40 Battery Electric Buses	Approved	7/26/21	\$30,863,440.00
9	Negotiated changes for installing External MirrorEye Camera System and MERV-13 Air Filtration System	Approved	1/10/22	\$47,855.57-00
10	Modeling Software	Pending	Pending	\$241,796.50
11	Vehicle Telematics and Charge Management System (RFC 15) & K9MD-ER Extended Range Buses (RFC24)	Pending	Pending	\$17,969,613.80
	Modification Total:			\$72,815,754.65
	Original Contract:	Approved		\$47,774,723.91
	Total:			\$120,590,477.56

ATTACHMENT E

FUNDING AND EXPENDITURE PLAN CP 201077

	ITD thru FY21	FY22	FY23	FY24	FY25	Total LOP	% of Total	
1								
2	\$2,027,629	\$3,250,000	\$42,497,094	\$26,092,903	\$4,248,227	\$78,115,853	47.8%	
3	\$8,654,896	\$642,785	\$16,603,522	\$16,603,522	\$0	\$42,504,725	26.0%	
4	\$107,239	\$2,800,000	\$750,000	\$640,000	\$480,233	\$4,777,472	2.9%	
5	\$1,837,400	\$321,809	\$321,809	\$321,809	\$321,809	\$3,124,636	1.9%	
6					\$459,612	\$459,612	0.3%	
7	\$12,627,164	\$7,014,594	\$60,172,425	\$43,658,234	\$5,509,881	\$128,982,298	78.9%	
8	Requested Change Order Items Causing the LOP increase							
9			\$5,008,441	\$5,008,441	\$5,008,458	\$15,025,340	9.2%	
10			\$981,425	\$981,425	\$981,424	\$2,944,274	1.8%	
11	\$0	\$0	\$5,989,866	\$5,989,866	\$5,989,882	\$17,969,614	11.0%	
12	Requested Increase in LOP to In Order to Support Executed and Pending Change Orders							
13		\$650,000	\$450,000	\$400,000	\$279,854	\$1,779,854	1.1%	
14		\$150,000	\$350,000	\$350,000	\$370,146	\$1,220,146	0.7%	
15			\$4,327,333	\$4,327,333	\$4,327,333	\$12,981,999	7.9%	
16					\$600,089	\$600,089	0.4%	
17	\$0	\$800,000	\$5,127,333	\$5,077,333	\$5,577,422	\$16,582,088	10.1%	
18	\$12,627,164	\$7,814,594	\$71,289,624	\$54,725,433	\$17,077,185	\$163,534,000	100.0%	
19								
20	Sources of Funds	(ITD) thru FY21	FY22 Q4	FY23	FY24	FY25	Total LOP	% of Total
21	Federal (CMAQ/STBGP/5307)			36,051,000	10,000,000		46,051,000	28.2%
22	State: (STIP/MSRC)	12,627,164	7,014,594	17,977,242			37,619,000	23.0%
23	Local: (Prop C40% / MR 2% / TDA / Green Funds)	0		6,144,183	33,658,234	5,509,881	45,312,298	27.7%
24	Total Orig Sources	12,627,164	7,014,594	60,172,425	43,658,234	5,509,881	128,982,298	78.9%
25	New Funding Source						0	0.0%
26	LCTOP (Actual LCTOP Award for FY19-20: \$39,098,039)		800,000	11,117,199	11,067,199	11,567,304	34,551,702	21.1%
27	Total NEW Funding Source(s)	0	800,000	11,117,199	11,067,199	11,567,304	34,551,702	21.1%
28	<i>* Future Local, State & Federal Funds to be identified as they become available.</i>							
29	Total Funding Sources	\$12,627,164	\$7,814,594	\$71,289,624	\$54,725,433	\$17,077,185	\$163,534,000	100.0%

Note: Recommendations requests an LOP increase of \$34,551,702 to be funded with LCTOP and other eligible local funding sources. LOP Increase is required to fund upgrade for (95) K9MD-ER Extended Range Buses, provide telematics and provide add CMA for future change orders. Current LCTOP approved amount is \$39,098,039. and is an approved funding source for this project and use for Charging Infrastructure Other State and Local funding sources will be allocated to meet expenses in excess of LCTOP and proposed LOP.



Board Report

File #: 2021-0736, File Type: Public Hearing

Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE
MARCH 17, 2022

SUBJECT: CRENSHAW AND REGIONAL CONNECTOR RAIL PROJECTS TITLE VI SERVICE
AND FARE EQUITY ANALYSIS

ACTION: APPROVAL

RECOMMENDATION

APPROVE the Crenshaw and Regional Connector Operating Plans Title VI Service and Fare Equity Analysis.

ISSUE

Title VI of the Civil Rights Act of 1964 states, “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

As a recipient of federal funding, LA Metro is required by the Federal Transit Administration (FTA) to ensure its programs and activities are conducted consistent with the intent of Title VI. The Crenshaw and Regional Connector rail projects are new rail alignments involving federal funding expected to begin operation in 2022. Consistent with Federal Transit Administration Title VI guidelines and Metro’s Title VI Plan, a Service and Fare Equity (SAFE) Analysis of the impacts of service on these two new lines on minority populations is required six months ahead of the start of revenue service.

BACKGROUND

Crenshaw Rail Project:

The Crenshaw Rail Project is an 8.5-mile extension of C Line (Green) light rail from Aviation/Imperial to the Exposition Line at Exposition/Crenshaw (Figure 1), including eight new stations as well as a new Airport Metro Connector station that will provide a direct connector to the new LAX airport people mover system. The Crenshaw Line will be integrated with C Line (Green) operations consistent with the Metro Board adopted Operating Plan.

Figure 1 - Crenshaw Rail Project



Due to the construction of the Airport Metro Connector station, the Crenshaw rail service will be opened in three stages:

- 1) 2022: Westchester/Veterans - Expo/Crenshaw (7 stations); bus bridge Westchester/Veterans station and Aviation/LAX station on the C Line (Green).
- 2) Late 2023: Implement Board 2018 Motion; Full Crenshaw Rail service, integrated with the C Line (Green), with two services:
 - a. Norwalk C Line (Green) - Expo Crenshaw station
 - b. Willowbrook/Rosa Parks C Line (Green) - Redondo Beach C Line (Green)
- 3) Late 2024: Same service patterns as for Phase 2 above with the addition of the Airport Metro Connector station.

Service frequencies in all phases above, up to 6-minute peak, 12- minute midday and weekends, 20-minute evenings, consistent with the rest of the Metro light rail network.

Regional Connector Rail Project:

The Regional Connector Rail Project is a 1.9-mile underground light-rail system with three new stations, connecting Metro Gold Line to 7th Street/Metro Center Station.

Once operations commence, A Line (Blue), E Line (Expo) and L Line (Gold) operations will be reconfigured from 3-line operation to a Board approved 2-line regional operation:

- A Line (Long Beach - Azusa)
- E Line (Santa Monica - Eastside)

Figure 1 - Regional Connector Rail Project



Peak service on both the A Line and E Line will be 6-minute, with 12-minute midday and weekend and 20 min evenings, consistent with the rest of the Metro light rail network.

Summary:

There is no loss of rail service levels with either the new Crenshaw nor Regional Connector rail services. Fares for the reconfigured light rail services will be the same as for other Metro rail and bus services. There will be no bus service changes being made due to either of these new rail services.

DISCUSSION

Metro's Title VI Program, which was updated and approved by Metro's Board in October 2019, requires two analyses to be completed for each new rail line. The SAFE analysis is the second requirement by Title VI presented in this report. The analysis and results represent the service operating plan and fare related impacts from these two projects. The results provide data that will show the impact of minority populations and low-income households by these projects. The impact is measured by Disparate Impact and Disproportionate Burden. The terms Disparate Impact and Disproportionate Burden reflect that notably larger than system average minority population or low-income households are served by or impacted by these projects. Metro used our Title VI Plan as a greater than 5% difference from the system average to measure these impacts.

Disparate Impact

A disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority population served by the new lines and the overall percentage of minority riders in the Metro service area is at least five percent.

Disproportionate Burden

Based on 200% of the Federal Poverty Level in 2019 for a three-person household, Metro defines low-income riders at \$41,500 or less annual household income in the Metro service area of Los Angeles County. A disproportionate burden will be deemed to exist if an absolute difference between the percentage of low-income households served by the new lines and the overall percentage of low-income households in the Metro service area is at least five percent.

A finding of a disparate impact on a minority community requires Metro to evaluate alternatives and mitigate burdens where practicable.

Crenshaw Rail Service Plan Title VI Service and Fare Equity Analysis:

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new Crenshaw rail line based 0.5-mile catchments around the new line. The relevant data is shown in Table 1 below.

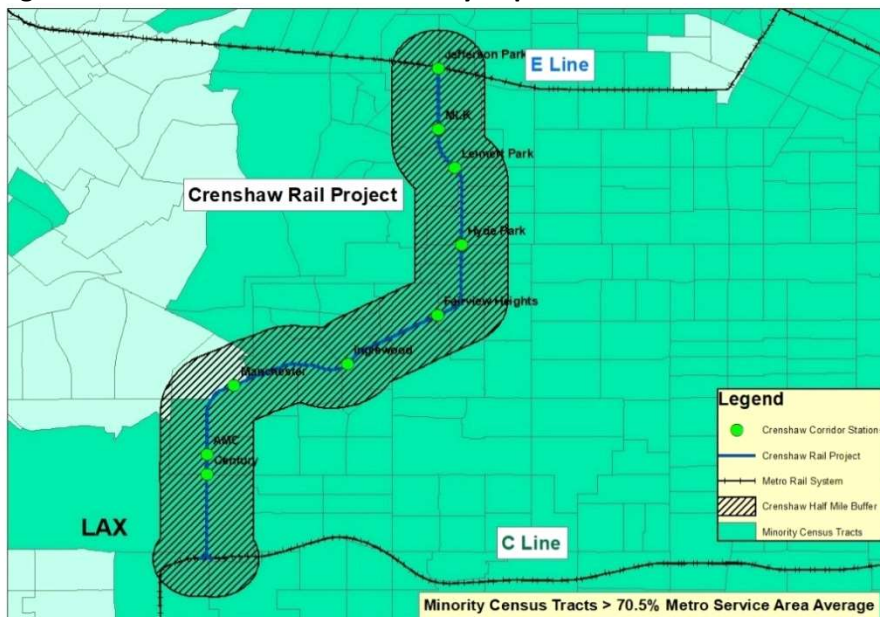
Table 1

	Population	Minority Population	Minority Percent	Households	Low Income Households	Low Income Household Percent
Crenshaw Rail Project	177,720	159,028	89.5%	68,026	30,375	44.7%
Metro Service Area	9,417,605	6,634,742	70.5%	3,176,713	1,089,941	34.3%
Difference Comparison			19.0%			10.3%

Note: The Metro Service Area information is from the October 2019 Title VI Update Report to the Metro Board. The source of data is 2017 American Community Survey.

The minority population served by the new Crenshaw rail service (see Figure 2) comprises 89.5 percent of the overall population the new line will serve, which is 19 percent higher than the 70.5 percent average for Metro’s overall service area. However, the project is a benefit to both the corridor and the minority population the new line will serve. Therefore, by adding a new rail service and not reducing other rail or bus services, the disparate impact is positive for the minority population and does not require any review of alternative options for mitigation.

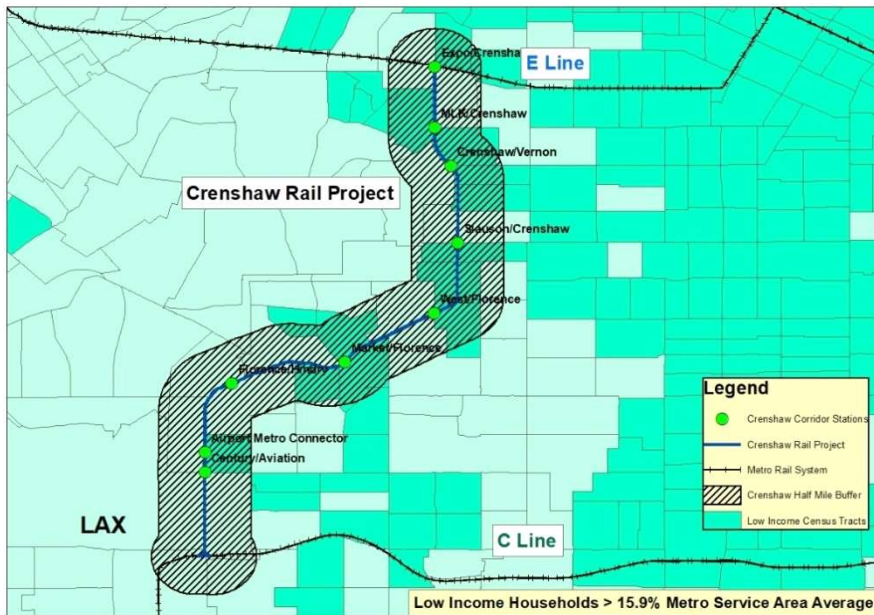
Figure 2 - Crenshaw Rail Line - Minority Population



The Low-income households served by the new Crenshaw rail service (see Figure 3) comprise 44.7 percent of the households. This is 10.3 percent higher than the Metro Service Area average of 34.3% for low-income households. However, the project is a new rail line that will provide beneficial new transit service for the corridor minority population and low-income households. Therefore, the disproportionate burden is positive for the low-income population and does not require any review of

alternative options for mitigation.

Figure 3 - Crenshaw Rail Line - Low Income Population



Regional Connector Rail Service Plan Title VI Service and Fare Equity Analysis:

As required under Title VI, Metro has reviewed the minority and low-income populations that will be served by the new Regional Connector rail line based on being within 0.5 miles of the alignment. The relevant data is shown in Table 2 below.

Table 2

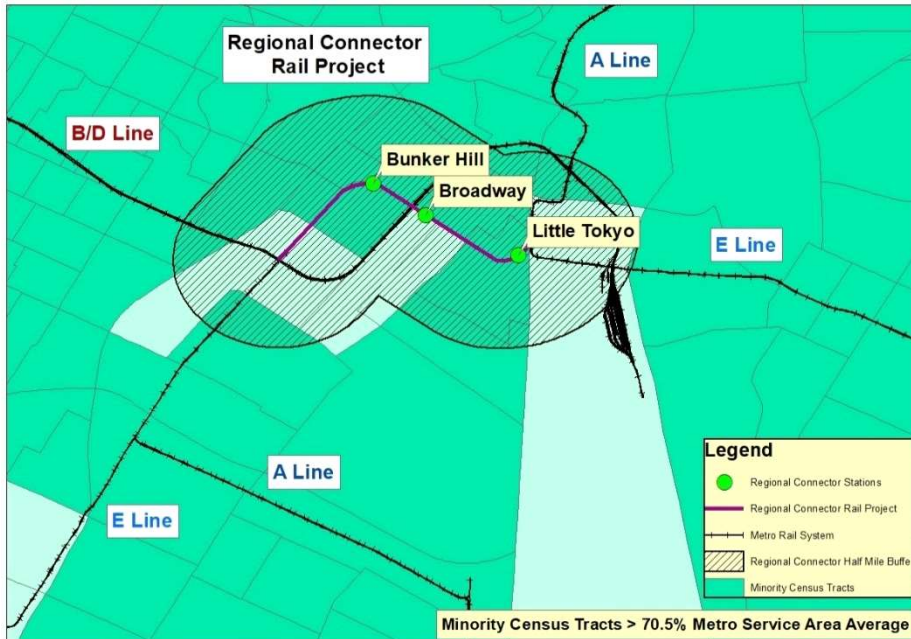
	Population	Minority Population	Minority Percent	Households	Low Income Households	Low Income Household Percent
Regional Connector Rail Project	88,478	64,918	80.7%	37,922	20,375	53.7%
Metro Service Area	9,417,605	6,634,742	70.5%	3,176,713	1,089,941	34.3%
Difference Comparison			10.2%			19.4%

Note: The Metro Service Area information is from the October 2019 Title VI Update Report to the Metro Board. The source of the data is the 2017 American Community Survey.

The minority population served by the new Regional Connector Stations (see Figure 4, 0.5-mile catchment) will comprise 80.7 percent of the overall population the new line will serve, 10.2 percent

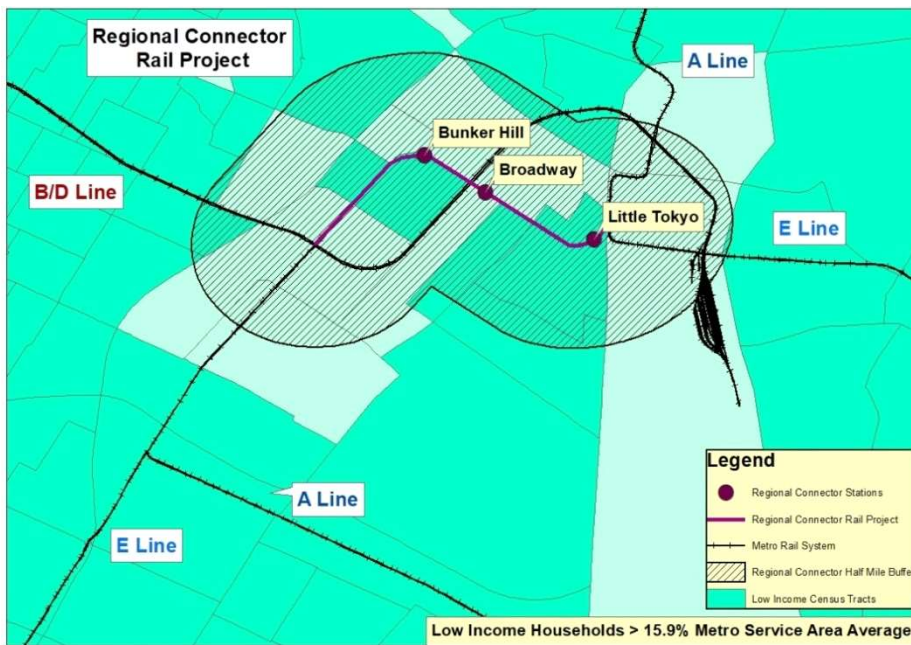
higher than the 70.5 percent average for Metro’s overall service area. However, the project benefits both the corridor and the minority population the new line will serve. Therefore, the disparate impact is positive for the minority population and does not require any review of alternative options for mitigation.

Figure 4 - Regional Connector Rail Line - Minority Population



The Low-income households that will be served by the new Regional Connector Stations (see Figure 5, 0.5-mile catchment) comprise 53.7 percent of the households. This is 19.4 percent higher than the Metro Service Area average of 34.3% for low-income households. However, the project is a benefit to both the corridor and the low-income households the line will serve. Therefore, the disproportionate burden is positive for the low-income population and does not require any review of alternative options for mitigation.

Figure 5 - Regional Connector Rail Line - Low Income Population



Conclusion:

The Service Equity Analysis shows that both Minority and Low-Income populations are impacted based on Metro’s threshold of at least 5%, which both exceed. However, the new Crenshaw and Regional Connector rail service each add service to the network and provide new high quality mobility options, benefiting minority populations and low-income households that these new corridors will serve.

Both projects add service to the network, hence the term “benefits”. Metro will not reduce bus or other rail service to implement these two new rail lines. Both projects follow the established Metro systemwide fare structures. As a result, Metro concludes any disparate impact or disproportionate burden under Title VI are positive and will not require mitigation.

Metro followed requirements of FTA Circular 4702.1B and met the legal test for disparate impact as follows:

(1) Metro has a substantial legitimate justification for the proposed service changes as it works to expand access to high quality rail service and facilities across the Metro service area; and (2) Metro has no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider’s legitimate program goals with the opening of Crenshaw and Regional Connector rail services. Staff is therefore requesting the Metro Board adopt this analysis in support of the impending introduction of Crenshaw and Regional Connector rail service.

Metro conducted public hearings virtually at 10 am Saturday February 12, and 6 pm Tuesday February 15, 2022, to present the Title VI Service and Fare Equity Analysis and receive public comment. A summary of comments received is included as Attachment A to this report.

The notice of intent to hold these public hearings was published in the following publications:

- Asian Journal (LA.)
- Korea Times
- La Opinión
- Los Angeles Sentinel
- Press Telegram
- Pasadena Star News
- Rafu Shimpo (Japanese)
- San Gabriel Valley Tribune
- Southwest Wave
- South Bay Daily Breeze
- Watts Times
- World Journal (Chinese Daily News)

Information regarding the proceedings was also shared via public announcements at the January and February Metro Regional Service Council meetings, posts on Nextdoor and Metro's blog, The Source, eblasts to Service Council stakeholders and project stakeholders, and take one brochures distributed aboard Metro buses.

FINANCIAL IMPACT

The results of this Title VI analysis for the Crenshaw and Regional Connector rail service plans does not alter and element of these projects in terms of facilities or services planned to operate when revenue service begins.

Impact to Budget

There is no impact to the approved Metro FY22 budget. The introduction of revenue service on these two new rail lines will be included in the Metro FY23 budget request and that request will not change as a result of this analysis.

EQUITY PLATFORM

The Title VI Service and Fare Equity Analysis is required to consider the impact of the future service plans for the Crenshaw and Regional Connector rail lines on minority and low-income communities. A separate Title VI analysis was conducted in project development to assess and address design, construction, and property impacts from these two projects. This analysis only addresses service and fare equity.

The analysis concludes that these projects impact a larger number of minority populations and low-income households than system average. However, the project impacts are benefits in the form of new high-quality transit service for the communities they will serve, with no loss in other transit service or options, and at the same affordability levels as other Metro transit services.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal #1: Provide high quality mobility options that enable people to spend less time traveling. The service changes also respond to the sub-goal of investing in a world class bus system that is reliable, convenient, safe, and attractive to more users for more trips.

NEXT STEPS

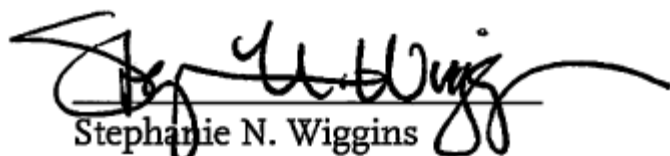
This analysis once adopted completes the requirement for a Title VI Service and Fare Equity Analysis at least six months in advance of revenue service commencing for the Crenshaw and Regional Connector rail lines which are expected to open later in 2022.

ATTACHMENTS

Attachment A - Public Hearing Comments

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

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



Stephanie N. Wiggins
Chief Executive Officer

**Attachment A - Public Comments received on Title VI Analyses of
Crenshaw Light Rail Project and Regional Connector Transit Project Service Plans**

Committer Name	Comment	Date Received	Method of Submission	Agency Response
Mark R. Johnston	<p>1/ Long Beach to Azusa or Pomona and especially Montclair is WAY too long of a line to function with any kind of on time performance. Should be Long Beach to East LA (for now). And Santa Monica to Azusa. Now if you were to send the Blue Line up Alameda instead of the WSAB, then maybe that works by cutting some time and distance off. Or you can try alternating trains, but will you right a tight enough operations plan to make that happen(?)</p> <p>2/ Crenshaw South Bay line issue is not right either. Part of the issue in my opinion is because you chose to put a very poorly placed Bike Path on METRO OWNED right of way along Slauson, We have so few good corridors and this was wasted on a bike-walk path that will basically be inhabited by trash, homeless etc. Your Redondo Beach (and someday Torrance) line should have been thru routed thru LAX and Inglewood and then out the Slauson ROW to the Blue and WSAB station in South Gate. Crenshaw is ok from Norwalk/605 to Exposition Blvd and eventual Wilshire and Hollywood. This would have created 4 directional service to the LAX Rail Station/People Mover connection. We need to start thinking outside the box and further ahead when piecing and connecting lines- we still do a very poor job at junctions and connection points. Thank you.</p>	2/11/2022	Email to servicechanges@Metro.net	<p>Rail schedules will be designed for reliable operations.</p> <p>The West Santa Ana Branch has adopted a preferred alignment that includes the east side of downtown LA to Union Station.</p> <p>Thanks for the suggestion for a Slauson rail corridor. There is no rail project proposed for that corridor at this time.</p>
Brenda Ashby	<p>Crenshaw Manor the neighborhood in which I live is located in direct proximity to the Crenshaw/LAX Line. The opening will provide much-needed transportation to many along its path. The completion of the Title VI Analysis will ensure the minority populations and others impacted by this 8.5 project that is being conducted consistent with FTA guidelines. I am looking forward to the completion of the Title VI Analysis.</p>	2/12/2022	eComment	<p>Metro also looks forward to opening the Crenshaw/LAX Line in 2022 once construction, testing, and training are completed.</p>
Jose Dennis Alabaso	<p>It's still okay, but I'm concerned about the proposed completion for both the Metro K (Crenshaw) Line and the Regional Connector Projects. First, they all knew that the Metro K (Crenshaw) Line is still 98% complete</p>	2/12/2022	eComment	<p>Metro looks forward to opening the Crenshaw/LAX and Regional Connector</p>

Commenter Name	Comment	Date Received	Method of Submission	Agency Response
	<p>and it looks like the Los Angeles Regional Connector is about to be completed sometime the Fall of this year (2022). My other main concern is the extension for the South Bay Metro C (Green) Line that should add with the Redondo Beach/South Bay Galleria Transit Center and of course the proposed Torrance Transportation Center which will open on or before 2030. Are there any possible way to help speed up the processes?</p>			<p>Lines in 2022 once construction, testing, and training are completed for both projects. Comments relating to the Green Line Torrance Extension Project will be shared with that project team.</p>
Peter Wei	<p>With the current service plan, I'm seriously concerned that the section between Willowbrook/Rosa Parks station and Aviation/Imperial station will become a bottleneck for future LAX service increase demands. After the Airport Metro Connector (AMC) begins operation in 2024, the Crenshaw/LAX line will become one of the main ground transportation options for LAX. A frequency of 20 minutes during evening/late night is not enough to serve one of the busiest airports in the world. Even the 12 minute off peak and weekend service is not enough once the LAX ridership picks up.</p>	2/15/2022	eComment	<p>Simulations suggest the proposed operating plan can be operated reliably through the junction west of Imperial/LAX Station.</p> <p>Rail frequencies are set systemwide but can be adjusted based on ridership levels on each line.</p>
Wayne Wright	<p>My comments for the two upcoming projects...</p> <p>LAX/Crenshaw Line (K Line) Have no issues with what Metro will open up with, would like South Bay & Westside service development to look hard again on the bus routes that Metro will be serving the K Line in the future, as well as the municipals that want to connect with the K Line .</p> <p>Would like to see two shuttles between Westchester Veterans Station & the existing Aviation C Line Station....</p>	2/15/2022	Email to servicechanges@Metro.net	<p>Metro will be working with LAWA to ensure an efficient connection is available to LAX shuttles and the LAX People Mover once it opens if that occurs prior to the opening of the Airport Metro Connector Station. Metro does not operate bus service into the LAX terminals due to the congestion and not wanting to</p>

Commenter Name	Comment	Date Received	Method of Submission	Agency Response
	<p>Shuttle one: which would operate direct from Westchester Veterans K Line station to Aviation C Line Station, via Aviation Bl</p> <p>Shuttle two: which can be operated by LAX to operate from Westchester Veterans K Line Station to central terminal area of LAX, that would operate via Aviation, Arbor Vitae, Airport, to 96th St, to 96th St bridge to central terminal area, or use Century Blvd. from Aviation.</p> <p>Reason: is by going all the way to Aviation C Line Station, passengers would have to go all the way to that Station to catch G Line LAX shuttle, which would be time consuming & out of the way, the shuttle from Westchester Veterans K Line Station to LAX central terminal area is better & direct if LAX would provide the shuttle.</p> <p>Regional Connector: two of the 3 proposed stations I have concerns for & they are...</p> <p>Bunker Hill: existing Foothill Transit commuter busses & Big Blue Bus Rapid 10 & LADOT DASH cover by the Bunker Hill Station, would like to see Metro routes like the 53, 55, 60 & other Metro lines if possible, to serve the future Bunker Hill Station.</p> <p>2nd & Broadway: since proposed station is already covered by numerous Metro routes & municipal routes, I have no comments for future 2nd & Broadway Station.</p> <p>&...last Little Tokyo Station: would like to see not only LADOT DASH & Metro 30 line serve the little Tokyo Station, but want G-Trans 1x to serve that station as well & maybe Montebello bus lines? & some Metro routes close to the little Tokyo Station also.</p>			<p>duplicate LAWA shuttle bus services.</p> <p>Metro will review options to bring some bus lines closer to the new station at Bunker Hill, subject to provision of necessary bus stops which is under consideration with City of LA.</p> <p>The new station at Little Tokyo will be served by both Metro and DASH bus lines. Other municipal bus lines may also opt to serve this station.</p> <p>Rail operating hours are established systemwide. There are no plans to extend service beyond the current 12 midnight last trips.</p>

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	<p>Would like trains to operate till nearly 1 or 2 am on the A & E Line & separate on the K Line also when K Line & Connector opens.</p> <p>Thank you...</p>			
Faramarz Nabavi	<p>I wanted to express my concern about the proposed operational plan for the K Line and G Line. believe the original staff proposal would have been better, and I'm concerned that because of some elected officials in the South Bay, in a more affluent area that is not subject to the same type of Title VI concerns that affect the Crenshaw Corridor and also the existing G Line corridor east of the airport station's -- Aviation Station, that the operational plan that Metro is currently pursuing is going to unduly reduce the amount of service to people who are supposed to be protected under Title VI. I believe the original staff proposal would have been better, and I'm concerned that because of some elected officials in the South Bay, in a more affluent area that is not subject to the same type of Title VI concerns that affect the Crenshaw Corridor and also the existing G Line corridor east of the airport station's -- Aviation Station, that the operational plan that Metro is currently pursuing is going to unduly reduce the amount of service to people who are supposed to be protected under Title VI. And so I would urge staff to present to the board, based on the additional analysis they've done, the pros and cons of going back to the original staff proposal based on the Title VI analysis. I don't believe that the current proposal, which was driven by the board, meets the Title VI requirements of being better than what staff had originally proposed. So I respectfully request the implementation of the original plan. Thank you.</p>	2/15/2022	Phone	<p>Metro Board adopted Operating Plan for Crenshaw LAX rail service does not reduce service levels at any existing station. A Title VI analysis is required for any operating plan for a new rail line.</p>