

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

Agenda - Final

Thursday, May 22, 2025

10:00 AM

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Board of Directors - Regular Board Meeting

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Fernando Dutra, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
Karen Bass
James Butts
Lindsey Horvath
Holly J. Mitchell
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD AGENDA RULES

(ALSO APPLIES TO BOARD COMMITTEES)

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

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

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

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

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

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

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- 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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323.466.3876

- x2 Español (Spanish)
- x3 中文 (Chinese)
- x4 한국어 (Korean)
- x5 Tiếng Việt (Vietnamese)
- x6 日本語 (Japanese)
- **х7** русский (Russian)
- x8 Հայերէն (Armenian)

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The Meeting begins at 10:00 AM Pacific Time on May 22, 2025; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-978-8818 and enter English Access Code: 5647249# Spanish Access Code: 7292892#

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

Instrucciones para comentarios publicos en vivo:

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

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 22 de Mayo de 2025. Puedes unirte a la llamada 5 minutos antes del comienso de la junta.

Marque: 888-978-8818 y ingrese el codigo Codigo de acceso en ingles: 5647249# Codigo de acceso en espanol: 7292892#

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

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting. Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."

Email: BoardClerk@metro.net

Post Office Mail: Board Administration One Gateway Plaza

MS: 99-3-1

Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items: 2, 6, 7, 8, 9, 11, 12, 13, 14, 15, 17, 19, 21, 22, 29**, 30 and 31.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 11.

NON-CONSENT

3. SUBJECT: REMARKS BY THE CHAIR 2025-0438

RECOMMENDATION

RECEIVE remarks by the Chair.

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER 2025-0439

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

PLANNING AND PROGRAMMING COMMITTEE AND EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING WITHOUT RECOMMENDATION:

10. SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR 2025-0141
SEGMENT B

RECOMMENDATION

CONSIDER:

- A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project (Segment B) to be implemented in coordination with the Randolph Corridor Active Transportation (AT) Project being led by the City of Commerce;
- B. APPROVING the programming of \$3.15 million from the Measure R
 Program for Segment B as an Initial Investment Priority identified in the
 Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA
 CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter

^{**}Item requires 2/3 vote of the Full Board.

into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction(s) to implement Segment B; and

D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE).

Attachments: Attachment A - Map of Segment B

Presentation

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

18. SUBJECT: FISCAL YEAR 2026 (FY26) PROPOSED BUDGET

2025-0183

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY26 Budget as presented in the budget document (provided in a separate transmittal and posted on <u>metro.net</u> https://www.metro.net/about/financebudget/);
 - 1. AUTHORIZING \$9.4 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
 - 2. AUTHORIZING a total of 11,821 FTEs, of which 9,616 are Represented FTEs and 2,205 are Non-Represented FTEs;
 - AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 4.0%;
 - 4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice. (see Attachment A);
 - APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 - AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2025);
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to

issue debt in FY26 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval; and

C. RECEIVING AND FILING response to Board Motion 25 - Addressing Rider Feedback from Telephone Hall.

<u>Attachments:</u> <u>Attachment A - FY26 Compensation Adjustment</u>

Attachment B - FY26 New Capital Projects

Attachment C - FY26 Reimbursement Resolution

Attachment D - FY26 Public Outreach (Public Comments)

Attachment E - Response to Motion 25: Addressing Rider Feedback

Attachment F - Metro EFC Budget Assessment Results Over Time

Presentation

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

32. SUBJECT: METRO BIKE SHARE PROGRAM

2024-1133

RECOMMENDATION

WITHDRAWN: AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. PS124715000 to Lyft Bikes and Scooters, LLC to provide the Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of \$86,845,569 for the five-year and sixmonth base term, \$42,119,497 for the first three-year option term, \$46,403,975 for the second three-year option term, and \$22,879,834 for optional expansions to other jurisdictions for a total NTE contract amount of \$198,248,875, subject to the resolution of properly submitted protest(s), if any; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

MITCHELL AMENDMENT:

- C. Report back in November 2025 and annually thereafter on:
 - 1. Development and implementation of the Good Neighbor Policy, non-smartphone and non-credit card payment options, and options for unbanked individuals;
 - 2. Performance of the Metro Bike Share program, including performance requirements tied to liquidated damages, and development and

implementation of the public facing dashboard on performance metrics;

- 3. <u>Lyft's utilization of BikeHub's union members of Transport Workers'</u> <u>Union;</u>
- 4. Plan for sustainably recycling and disposing end-of-life bikes and e-bikes;
- 5. Plan and implementation of grant and non-grant related serviceexpansion, including outreach to local jurisdictions for participation inthe Metro Bike Share program; and
- 6. Funding plan to expand the Metro Bike Share program.

Attachments:

Attachment A - Motion #41

Attachment B - Improvements & Transition/Mobilization

Attachment C - Procurement Summary

Attachment D - DEOD Summary

Presentation

34. SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY
FOR EAST SAN FERNANDO VALLEY LIGHT RAIL
TRANSIT PROJECT

2025-0113

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Fee Simple Interest and/or the Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as follows:

- 1. 14523-14533 Keswick Street, Van Nuys, CA, APN: 2210-030-007, 2210-030-008, 2210-030-030, and 2210-030-031; (E-001)
- 2. 14603-14605 Keswick Street, Van Nuys, CA, APN: 2210-030-009, 2210-030-010, 2210-030-014, and 2210-030-016; (E-003)
- 3. 14660 Raymer Street and 14663 Keswick Street, Van Nuys, CA, APN: 2210-025-008, -009, & -034; (E-013)
- 4. 14742 Raymer Street, Van Nuys, CA, APN: 2210-025-045; (E-016)
- 5. 14746 Raymer Street, Van Nuys, CA, APN: 2210-025-048; (E-019)

The interests being acquired in the above-listed properties are referred to herein as the "Property Interests."

2025-0455

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

<u>Attachments:</u> <u>Attachment A - Staff Report</u>

Attachment B-1 - Resolution of Necessity - Parcel E-001
Attachment B-2 - Resolution of Necessity - Parcel E-003
Attachment B-3 - Resolution of Necessity - Parcel E-013
Attachment B-4 - Resolution of Necessity - Parcel E-016
Attachment B-5 - Resolution of Necessity - Parcel E-019

Presentation

35. SUBJECT: RATIFICATION OF HR5000 HEAVY RAIL VEHICLE (HRV)

CONTRACT AND THE A650 HRV REFURBISHMENT

CONTRACT

RECOMMENDATION

CONSIDER:

- A. RATIFYING the procurement and award of Contract No. OP239906000HR5000 (HR5000 Contract) to the Hyundai Rotem USA Corporation (Hyundai Rotem), and the HR5000 Contract as amended by Modifications 1-3 for the manufacturing and delivery of 182 new heavy rail vehicles (HRVs), in the amount of \$663,688,303 for the base contract buy, exclusive of one contract option for an additional 50 HRVs, totaling 232 HRVs for a total of \$730,057,133;
- B. RATIFYING the procurement and award of Contract No. OP245126000A650HRV (A650 Contract) to Woojin IS America (Woojin), and the A650 Contract as amended by Modifications 1-3 for the refurbishment of 74 A650 HRVs, in the amount of \$213,587,542.63 for 70 base HRVs, and one contract option for an additional 4 HRVs, totaling 74 HRVs; and
- C. ADOPTING the resolutions attached as Attachment A and Attachment B, affirming that modifications made to the HR5000 and A650 Contracts to bring the Contracts into compliance with the Manufacturing Careers Policy (MCP) are consistent with Metro's goals to implement the MCP into the HR5000 and A650 Contracts, and do not fundamentally alter the HR5000 and A650 Contracts so as to warrant rebidding the contracts.

<u>Attachments:</u> <u>Attachment A - Resolution RE HR5000 Contract</u>

Attachment B - Resolution RE A650 Contract

Attachment C - Manufacturing Careers Policy

END OF NON-CONSENT

36. SUBJECT: CLOSED SESSION

2025-0444

A. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 6000 Wilshire Boulevard, Los Angeles, CA 90036
 Agency Negotiator: Craig Justesen, EO Real Estate
 Negotiating Party: Mark A. Mitchell, Chief Financial Officer
 Under Negotiations: Price and Terms

Property: 1100 Veterans Avenue, Los Angeles, CA 90024
Agency Negotiator: Craig Justesen, EO Real Estate
Negotiating Party: Robert Gray, Executive Director
Under Negotiations: Price and Terms

B. Conference with Legal Counsel - Existing Litigation - Government Code 54956.9(d)(1)

- 1. Ricardo Moreno v. LACMTA, Case No. 21STCV06310
- 2. LACMTA v. TY Lin International, Inc., et al., Case No. 24STCV33121

C. Conference with Legal Counsel - Anticipated Litigation - Government Code 54956.9(d)(2)

Significant Exposure to Litigation (One case)

D. Conference with Labor Negotiator - Government Code 54957.6

Agency Designated Representatives: Cristian Leiva, Dawn

Jackson-Perkins

Employee Organizations: AFSCME and Teamsters

CONSENT CALENDAR - ITEMS 2, 6, 7, 8, 9, 11, 12, 13, 14, 15, 17, 19, 21, 22, 29, 30 and 31.

2. SUBJECT: MINUTES <u>2025-0440</u>

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 24, 2025.

Attachments: Regular Board Meeting MINUTES - April 24, 2025

April 2025 RBM Public Comments

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

6. SUBJECT: 2028 OLYMPIC AND PARALYMPIC PROGRESS REPORT 2025-0265

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the 2028 Mobility Concept Plan (MCP) Progress Report; and
- B. AMENDING the 2022 Prioritized Mobility Concept Plan (MCP) project list to include the Pomona Fairplex Metrolink Station Improvements Project as part of the Rail project mode/type.

<u>Attachments:</u> <u>Attachment A - Workstreams Progress Update</u>

Attachment B - Countywide Bus Only Lanes Prioritization

Attachment C - Bus Corridors Map

Presentation

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

7. SUBJECT: 2028 GAMES SUPPORT SERVICES 2025-0247

RECOMMENDATION

WITHDRAWN: AUTHORIZE the Chief Executive Officer to award a firm fixed-unit rate, task order based Contract No. PS127282000 with Mott MacDonald-Group, Inc. to provide Games Support Services to support Metro's planning for-the 2028 Games for a period of four years in an amount not to exceed (NTE)-\$42,043,610, subject to resolution of any properly submitted protest(s), if any.

<u>Attachments:</u> <u>Attachment A - Procurement Summary</u>

Attachment B - DEOD Summary

Presentation

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

8. SUBJECT: INCREASING ACCESS TO THE OLYMPIC AND

2025-0417

PARALYMPIC GAMES THROUGH FAN ZONE
ACTIVATIONS AND MULTI-MODAL TRANSPORTATION

OPTIONS MOTION

RECOMMENDATION

APPROVE Motion by Solis, Dupont-Walker, and <u>Hahn</u> that the Board direct the Chief Executive Officer to:

- A. Work with the Los Angeles County Chief Executive Office, Los Angeles County Department of Parks and Recreation, Los Angeles County Department of Economic Opportunity, Los Angeles County Department of Arts and Culture, the City of Los Angeles and other local jurisdictions, and community-based organizations and groups to identify potential fan zones for the 2028 Games that are:
 - 1. Geographically spread across the region;
 - 2. Accessible by high-quality, high-frequency transit and multi-modal options;
 - 3. Integrated with strong first/last mile connections;
 - 4. Reflective of local culture and community; and
 - 5. Coordinating ensuring there is no competition for the same communities.
- B. Report back within 120 days on initial planning steps, including coordination efforts, potential locations, community engagement strategies, and how existing and planned transit infrastructure can be leveraged to support fan zone access. The report back will include:
 - Recommendations on how the fan zones can support broader community goals, including the promotion of active transportation, open streets, and introducing new riders to transit - both residents and visitors alike;
 - 2. A plan on how to implement existing funds that have been secured to make El Monte Transit Center a fan zone/mobility hub and partners that are being onboarded to support this fan zone; and

3. Opportunities for Metro to uplift or enhance local multi-modal transportation to and from fan zones and Olympic and Paralympic venues in the broader Los Angeles County community.

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MADE THE FOLLOWING RECOMMENDATION (6-0):

9. SUBJECT: FEASIBILITY STUDY FOR WATER TAXI SERVICE
BETWEEN SAN PEDRO AND LONG BEACH MOTION

2025-0418

RECOMMENDATION

APPROVE Motion by Hahn, Bass, Dutra, Dupont-Walker, and Butts that the Board direct the Chief Executive Officer to:

- A. Initiate conversation and coordination with Long Beach Transit and the Port of LA to assess existing services and explore the feasibility of establishing a water taxi service to connect San Pedro and Long Beach in preparation for the 2028 Summer Olympic and Paralympic Games. This study shall include:
 - 1. Route Identification: Evaluate optimal and safe routes for operation between San Pedro and Long Beach, considering factors such as navigational safety, environmental impact, and accessibility;
 - 2. Infrastructure Assessment: Assess potential docking facilities, terminals, and necessary infrastructure upgrades to support the proposed water taxi/ferry service;
 - Financial Analysis: Estimate capital and operating costs associated with extending, establishing, and maintaining the water taxi service during and after the 2028 Summer Olympic Games. Include revenue projections, and potential local, state, and federal funding sources that could be eligible for operating and capital costs;
 - 4. Partnership Opportunities: Identify opportunities for public and private partnerships to support the development and operation of the water taxi service;
 - 5. Jurisdictional Governance: Identify any maritime (e.g. Coast Guard) regulations, environmental permits (e.g. Coastal Commission), etc that would govern such service;
 - 6. Ridership Demand: Develop a service plan and estimate demand for service based on seasons, travel time, convenience, etc.; and
 - 7. Passenger Transport: Evaluate vessel type and capacity for such use

that can accommodate demand, water depth, customer comfort, safety and operational requirements.

- B. Consult with local labor unions and subject matter experts- including, but not limited to, unions representing maritime workers, transportation operators, and dock personnel;
- C. Recommend technical, financial, and other ways that Metro could support the establishment or expansion of a water taxi between San Pedro and the City of Long Beach; and
- D. Report back on the above action items in 90 days.

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

11. SUBJECT: HIGH DESERT CORRIDOR FY26 WORK PROGRAM

2025-0166

RECOMMENDATION

CONSIDER:

- A. APPROVING \$11,937,350 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2026 (FY26) work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

<u>Attachments:</u> <u>Attachment A - HDC JPA Funding Request</u>

Attachment B - HDC Corridor Map

Attachment C - Metro Board Actions in Support of HDC

Attachment D - HDC JPA FY26 Work Program Budget Detail

Presentation

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

12. SUBJECT: FIRST/LAST MILE PLAN FOR THE NORTH HOLLYWOOD

<u>2025-0167</u>

TO PASADENA BUS RAPID TRANSIT CORRIDOR

PROJECT

RECOMMENDATION

ADOPT the First/Last Mile Plan for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (Attachment A).

Attachments: Attachment A - FLM Plan for N. Hollywood - Pasadena BRT Corridor

Attachment B - FLM Plan for N. Hollywood - Pasadena BRT Corridor - Apdx.

Attachment C - N. Hollywood - Pasadena BRT Corr. FLM Station ID Anlys. Sum

Presentation

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

13. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM 2025-0244

UPDATE - WESTSIDE CITIES SUBREGION

RECOMMENDATION

CONSIDER:

A. APPROVING programming of \$2,709,031 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Subregional Equity Program (Expenditure Line 68), as shown in Attachment A; and

B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

<u>Attachments:</u> <u>Attachment A - Subregional Equity Program Project List</u>

Attachment B - Active Transp. 1st/Last Mile Connections Prog. Proj. List

Presentation

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

14. SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC

<u>2025-0324</u>

DEVELOPMENT PROGRAM PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson - LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective June 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

<u>Attachments:</u> <u>Attachment A - Metro Board Motions</u>

Attachment B - DEOD Summary

Attachment C - Procurement Summary

Presentation

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

15. SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT
AND FIRST/LAST MILE (MAT) PROGRAM UPDATE

2025-0376

RECOMMENDATION

CONSIDER:

- A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements, in the amount of \$3,379,169.89;
- B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements; and
- C. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

<u>Attachments:</u> <u>Presentation</u>

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

17. SUBJECT: SOUTHEAST GATEWAY LINE PHASE 2 - CREATING
HOUSING AND OPPORTUNITY THROUGH
TRANSPORTATION AND PARTNERSHIP MOTION

<u>2025-0419</u>

RECOMMENDATION

APPROVE Motion By Solis, Bass, Hahn and Yaroslavsky that the Board adopts a position supporting the City of Los Angeles and the County of Los Angeles in their efforts to establish an Enhanced Infrastructure Financing District (EIFD) along portions of the project's alignment.

WE FURTHER MOVE that the Board directs the CEO to:

- A. At the commencement of the environmental review for the project direct staff to:
 - Prioritize investigations for the LAUS segment that includes an underground alignment through downtown Los Angeles north of the 1-10 freeway;
 - Ensure that persons staying in the Skid Row area, and other housing-insecure residents living along the alignment, have access to housing and supportive services during project construction;
- B. Direct staff to coordinate with the City of Los Angeles and the County of Los Angeles in their efforts to establish an EIFD to:
 - Provide an additional funding source for the LAUS through Downtown Los Angeles segment, either as a repayment source for Metro's financing or to offset project costs; and
 - Through a framework that is centered on community benefits, discuss and collaborate on all future potential transit-oriented developments, first/last mile planning and implementations, and affordable housing and joint development opportunities.

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

19. SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT
COMMITTEE SELECTION

2024-1112

RECOMMENDATION

APPROVE the following nominees for the Measure M Independent Taxpayer Oversight Committee (MMITOC):

- A. Jesse Soto, the recommended nominee for area of expertise B, municipal/public finance and/or budgeting professional; and
- B. Michael Moore, the recommended nominee for area of expertise C, transit professional with experience in senior-level decision-making in transit operations and labor practices.

<u>Attachments:</u> <u>Attachment A - Committee Membership Requirements</u>

Attachment B - Selection Panel Guidelines

Attachment C - Soto Candidate Bio
Attachment D - Moore Candidate Bio

Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

21. SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) 2025-0175
EXTENSION, SECTION 2 (CITY OF BEVERLY HILLS)

RECOMMENDATION

ADOPT the staff recommendation for the official and operational station name for the City of Beverly Hills station on Metro Rail's Purple (D Line) Extension Section 2:

- Official Station Name Beverly Dr
- Operational Station Name Beverly Dr

<u>Attachments:</u> <u>Attachment A - Property Naming Policy</u>

Presentation

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

22. SUBJECT: DEPARTMENT OF JUSTICE RESOLUTION 2025-0276

RECOMMENDATION

AUTHORIZE the resolution with the Department of Justice (DOJ) required for Metro to receive federal criminal history and subsequent arrest reports for designated personnel hired for the Transit Community Public Safety Department (TCPSD).

Attachments: Attachment A - Dept of Justice Reso. for Transit Community Public Safety Dept

Presentation

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

29. SUBJECT: HIGH-DENSITY STORAGE SYSTEM 2025-0191

RECOMMENDATION

CONSIDER:

- A. FINDING that after rejecting all bids for a High-Density Storage System solicited under Public Utilities Code (PUC) section §130232 the equipment may be purchased at a lower price on the open market; and
- B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract No. OP119312(3)000 to Southwest Material Handling, Inc., pursuant to PUC §130233, for the High-Density Storage System in the amount of \$889,636.50 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

<u>Attachments:</u> <u>Attachment A - Procurement Summary</u>

Attachment B - DEOD Summary

<u>Presentation</u>

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

30. SUBJECT: HI-RAIL BUCKET UTILITY TRUCKS 2025-0216

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the firm fixed-price Contract No. DR127482000 to Los Angeles Truck Center (DBA Velocity Truck Centers), the lowest responsive and responsible bidder for four Hi-Rail Bucket Trucks in the amount of \$1,868,474.94, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

Attachments: Attachment A - Procurement Summary

Attachment B - DEOD Summary

Presentation

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

31. SUBJECT: P3010 LIGHT RAIL VEHICLE HIGH-SPEED CIRCUIT 2025-0226

BREAKER OVERHAUL SERVICES

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP123944000 to Toyo Denki Railway Services, LLC., in the amount of \$2,721,997.50 to transport, inspect, overhaul, and test Metro's P3010 High Speed Circuit Breaker (HSCB) assembly, subject to the resolution of any properly submitted protest(s), if any.

<u>Attachments:</u> <u>Attachment A - Procurement Summary</u>

Attachment B - DEOD Summary

Presentation

SUBJECT: GENERAL PUBLIC COMMENT 2025-0435

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

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

File #: 2025-0439, File Type: Oral Report / Presentation Agenda Number: 4.

REGULAR BOARD MEETING MAY 22, 2025

SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

RECOMMENDATION

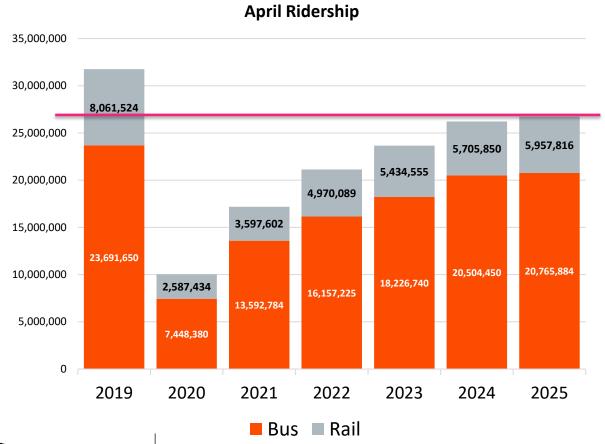
RECEIVE report by the Chief Executive Officer.

Report by the CEO Item #4



CHIEF EXECUTIVE OFFICER

29 Straight Months of Ridership Growth!



CHIEF EXECUTIVE OFFICER

- Metro posted a small increase in ridership in April 2025 (2%) over April 2024
- Weekend ridership continues to grow faster than weekday ridership
 - Weekday ridership was up 0.4% while weekend ridership rose 3.9%

Fastest Growing Lines

166

240



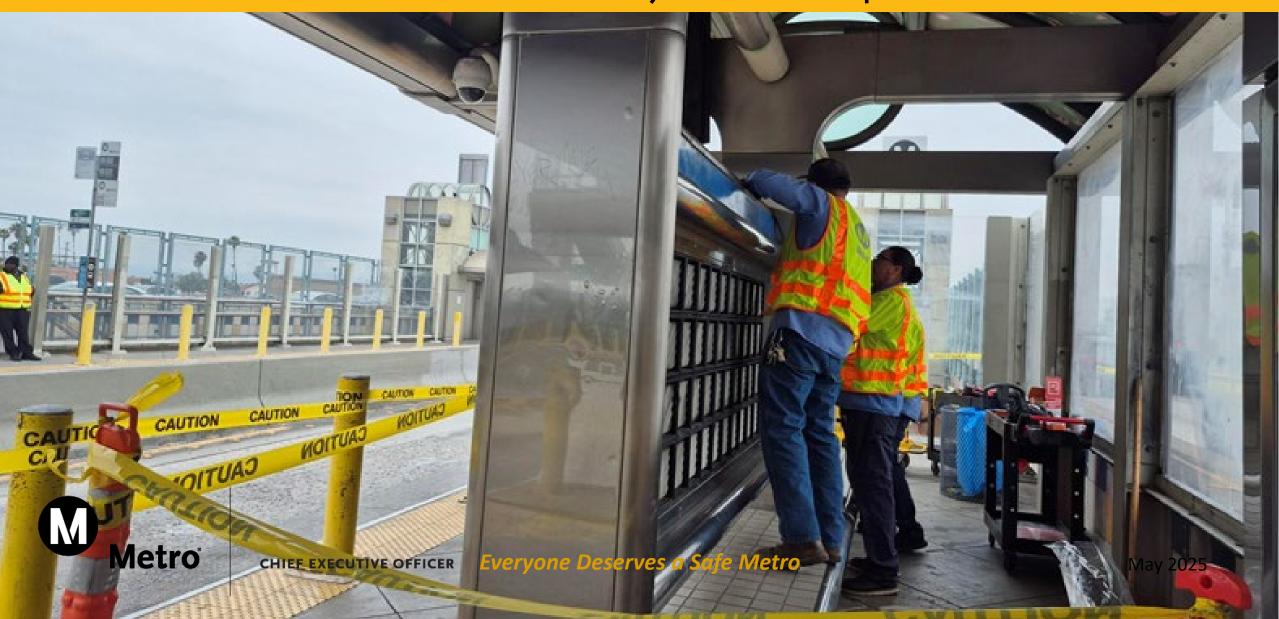
78

152





Slauson Station Safety & CX Improvements





Rail to Rail Active Transportation Project Grand Opening



New D Line – Meet Existing D Line!

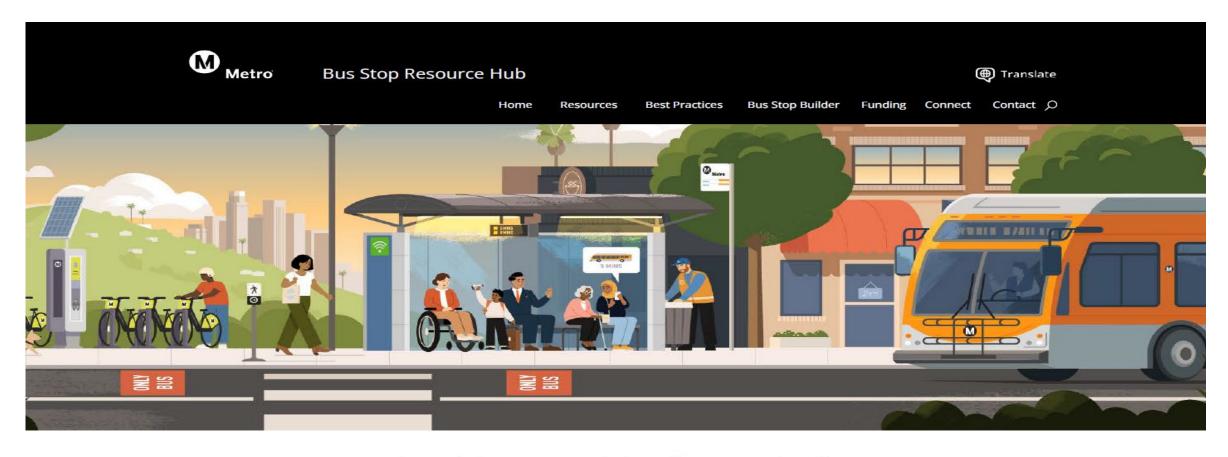


The D Line will be fully closed through Friday, July 25 to connect the existing D Line to the new segment.

- Shuttle buses (Line 855) will run between Wilshire/Vermont, Wilshire/Normandie, and Wilshire/Western
- The B Line remains open and serves most downtown stations
- Additional service available on Metro Lines 720 and 20 along Wilshire Blvd



Metro to Host Regional Bus Stop Improvements Summit, May 29th



We're empowering cities to envision innovative bus stop improvements in LA County.





Board Report

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

File #: 2025-0141, File Type: Project Agenda Number: 10.

PLANNING AND PROGRAMMING COMMITTEE
MAY 14, 2025
EXECUTIVE MANAGEMENT COMMITTEE
MAY 15, 2025

SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR SEGMENT B

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project (Segment B) to be implemented in coordination with the Randolph Corridor Active Transportation (AT) Project being led by the City of Commerce;
- B. APPROVING the programming of \$3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction (s) to implement Segment B; and
- D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE).

ISSUE

Due to the overlapping project limits and similarities in scope between Metro's Segment B project and the AT project led by the City of Commerce on behalf of the cities of Huntington Park, Bell, and the County of Los Angeles, Metro staff and these jurisdictions have reached a consensus on a partnership to complete environmental clearance and continue with design coordination. The local jurisdictions would construct, operate, and maintain the new facilities.

File #: 2025-0141, File Type: Project Agenda Number: 10.

Additionally, Metro staff have been working on the conceptual design and environmental clearance of the Segment B Project. Board approval of the proposed Segment B project is required for Metro to file a Notice of Exemption (NOE) and satisfy CEQA requirements for environmental clearance. Board approval is also required for Metro to program the funds to the local jurisdictions to implement Segment B, and for the CEO or her designee to execute all necessary agreements and/or amend an existing funding agreement with one or more local jurisdictions to complete the Segment B work.

BACKGROUND

In October 2012, the Board approved a motion directing staff to consider implementing an active transportation corridor as an intermediate use for the Metro-owned Harbor Subdivision rail right-of-way (ROW). In October 2014, after the completion of the Rail to River Intermediate Active Transportation Corridor Feasibility Study (Feasibility Study), the Board directed staff to move forward with the study recommendations, including completing the project in two phases. The first phase, Segment A, is the Rail to Rail component that uses primarily Metro-owned rail ROW along Slauson Avenue to connect the K Line Fairview Heights Station to the A Line Slauson Station (approximately 5.6 miles). This first segment is currently under construction and opening is anticipated in Spring 2025.

The second phase, Segment B, is the Rail to River component extending the project 4.3 miles further east from the A Line Slauson Station to the Los Angeles River, traversing a small segment of unincorporated Los Angeles County and the cities of Huntington Park and Bell (See Attachment A). The Feasibility Study recommended a detailed alternatives analysis for Segment B due to multi-jurisdictional collaboration and coordination needs, current and planned land uses, Los Angeles River master planning, and design constraints.

In April of 2017, Metro staff completed an Alternatives Analysis (AA) and the Board approved staff's recommendation to select Randolph Street for Segment B. The AA examined corridors identified from the Feasibility Study: Malabar Corridor; Southern California Edison Utility Corridor; Slauson Avenue; and Randolph Street. The Randolph Street alternative ranked high in the technical analysis and was favored by the community and the local agencies. The Cities of Huntington Park, Vernon, Bell, and Maywood submitted letters of support for the Randolph Street alternative. In addition, extensive and comprehensive outreach was conducted to solicit feedback on the alternatives, including three Technical Advisory Committee (TAC) meetings with local agency representatives, three Community Advisory Committee (CAC) meetings with local community-based organizations, and six community meetings with the public.

Segment B was originally envisioned to share a segment (approximately 2.3 miles) of the railroad ROW in the median of Randolph Street with the Union Pacific Railroad and the future Southeast Gateway Line (SGL) light rail project. However, after further design of the SGL project, it became clear that the existing railroad ROW could not accommodate the existing freight tracks, the future SGL project and Segment B. As a result, Metro conducted a Supplemental Alternatives Analysis (SAA) to re-evaluate Randolph Street and identify additional on-street options for Segment B active transportation improvements.

In addition to reconsidering Randolph Street, the SAA evaluated parallel streets such as Gage Avenue and analyzed a mixture of hybrid street alignments (combinations of neighborhood streets with Randolph Street). Over the course of the analysis, coordination with the SGL project team provided additional insight into the ROW constraints of Randolph; after completion of SGL and the Pacific/Randolph station, Randolph's two existing traffic lanes will be reduced to one lane in each direction between Holmes Avenue and State Street. Acknowledging SGL's improvements, the SAA recommended an interim bike lane condition on Randolph Street that would need to be redesigned into a longer-term shared lane bike route condition following the implementation of SGL. Despite these constraints, Randolph Street alternative became the staff recommendation, with high scores for minimal environmental impacts, ability for permitting and coordination streamlining, and alignment with planned projects. Randolph Street continued to have strong support from the cities, with renewed letters of support from the Cities of Huntington Park and Bell, and a new letter of support from the City of Commerce. Similar to the AA phase, robust outreach was conducted during the SAA phase to inform analysis, including five Technical Working Group (TWG) meetings with local agency representatives, three CAC meetings with local community-based organizations, six community meetings with the public, and over fifteen briefings with the local agencies. In August 2022, the Board received the SAA findings and approved maintaining Randolph Street as the preferred alignment for Segment B, with proposed active transportation improvements to be located in the street.

Prior to the Board's continued support of Randolph Street as the preferred alignment for Segment B, the City of Commerce, acting as the lead agency, secured \$6,703,891 in Metro Active Transport (MAT) Cycle 1 grant funding for the AT Project. The AT Project includes a wide range of bicycle and pedestrian improvements along Randolph Street, including, but not limited to, bike lanes, ADA curb ramps, signal improvements, high-visibility crosswalks, and lighting. The project limits for the AT Project overlap with Segment B from the Slauson A Line Station to the L.A. River and extends eastward beyond Segment B an additional 2.3 miles into the City of Commerce.

Although this project is distinct from Segment B, both projects share similar goals, objectives, scopes, and project boundaries for active transportation improvements on Randolph Street. Consequently, Metro staff coordinated with the AT Project team to avoid duplication of efforts and to create a high-quality, regional active transportation corridor along Randolph Street, particularly considering the similarities in goals and objectives for AT improvements.

In April 2024, the Board adopted the LB-ELA CMIP along with its recommendations for programming the \$743 million in Measure R and M funds assigned to I-710 South improvements to fund an array of multimodal projects and programs that were identified, developed, and prioritized through an extensive two-and-a-half-year community and stakeholder engagement process guided by the principles of equity and sustainability and shaped by the consensus goals of air quality, community, environment, mobility, opportunity, prosperity, and safety. Segment B was identified in the Board adopted LB-ELA CMIP as an Initial Investment Priority and identified \$3.15 million in Measure R funding. Prior to the adoption of the LB-ELA CMIP, Segment B had no designated funding for implementation.

DISCUSSION

File #: 2025-0141, File Type: Project Agenda Number: 10.

As the owners and operators of local streets, the cities and LA County have authority over projects within their jurisdiction. In May and June 2024, during design coordination meetings with the local jurisdictions (including the City of Maywood), the Segment B team presented various dedicated bikeway design concepts along the corridor for their feedback and approval. These design concepts included improvements on both the north and south sides of Randolph Street (Randolph Street is divided by Union Pacific Railroad in the center median).

During the design coordination, the jurisdictions expressed a preference for the bicycle and pedestrian improvements being planned as part of the AT Project. However, the jurisdictions also supported Metro's proposal for a new bicycle and pedestrian ramp connection to the existing L.A. River Bicycle Path in the City of Bell to complement and complete the AT corridor between the Metro A Line Slauson Station and L.A. River. Metro did not propose AT improvements in the City of Commerce since the Segment B limits end at the western bank of the L.A. River. With the addition of the new ramp connection in the City of Bell, Metro staff believe the AT improvements included in the AT Project plans fulfill the goals and objectives of the Segment B project.

The collaboration carried out for these combined AT improvements enables the local jurisdictions to prioritize enhancements that best meet their community's needs, promote efficiency in design and construction, and provide an opportunity for the City of Huntington Park to maximize their 3% local match contribution for the SGL project.

Randolph Corridor Active Transportation (AT) Project

The AT Project is a multi-jurisdictional active transportation improvements project that spans approximately seven miles across the cities of Commerce, Bell, Huntington Park, and unincorporated Los Angeles County. The project aims to improve pedestrian and bicycle safety by creating a network of active transportation facilities that enhance mobility, accessibility, and safety for all road users. The project includes the implementation of various bicycle and pedestrian improvements, ensuring compliance with the Americans with Disabilities Act (ADA), and incorporating sustainable design elements where possible. The project includes approximately 3.5 miles of dedicated on-street bike lanes, 1.3 miles of bike routes, 1.1 miles of shared use paths, ADA-compliant curb ramps at 20 intersections, high-visibility crosswalks at 22 intersections, and pedestrian-scale lighting improvements.

The future SGL project overlaps with the AT/Segment B Corridor for approximately two miles along Randolph Street from the Slauson A Line station to Bissell Place in the City of Huntington Park and unincorporated Los Angeles County. When construction of the SGL project begins in this segment, Randolph Street and some AT project elements, including the bike lanes planned by the AT Project (between Holmes Avenue and Passaic Street), are expected to be modified to accommodate the light rail tracks. Coordination among the City of Huntington Park, the County of Los Angeles, and the SGL project team will continue on an ongoing basis to determine the final set of improvements within the new roadway configuration along Randolph Street between Holmes Avenue and Passaic Street.

The AT project is currently in the design phase with construction anticipated to begin in late 2025 or early 2026. Project opening is anticipated in 2026 or 2027.

Segment B Pedestrian/Bicycle Ramp

Currently, there are two existing access points to the L.A. River Bicycle Path at Randolph Street. The northern access point in the City of Maywood has a fenced, paved, and gently sloping ramp connection to the river. The southern access point in the City of Bell, however, is unfenced, unpaved, and steep. Users connecting to the L.A. River Bicycle Path from the southern side of Randolph Street (where the AT Project is proposing improvements) would face unsafe conditions as they transition from the roadway to the existing active transportation facilities along the L.A. River Bicycle Path. Segment B's proposed pedestrian/bicycle ramp will meaningfully improve the safety of the southern access point by making a wide, paved, ADA-compliant connection to the L.A. River Bicycle Path.

As part of the joint partnership, the cities will continue designing and constructing the active transportation improvements included in the AT Project. Meanwhile, Metro will focus on the design and environmental clearance for the new ramp connection to the L.A. River Bicycle Path, including coordination with Union Pacific Railroad and the Army Corps of Engineers. For the pedestrian and bicycle ramp connection, coordination between the City of Bell, the AT project, and Metro will determine the appropriate agency to construct the ramp. After construction, the City of Bell will be responsible for maintaining the ramp.

Project Cost Estimates & Funding

The total cost estimate for the active transportation improvements planned to-date along Randolph Street is approximately \$10.2 million (in 2024 dollars) with approximately \$8.7 million attributed to the AT Project and approximately \$1.5 million for Segment B. Combined, Metro and the local jurisdictions have identified approximately \$11.85 million in funding for these improvements, including the following sources: Metro has identified \$3.15 million for Segment B through the LB-ELA CMIP; the City of Commerce (serving as the lead agency for the AT Project) has received \$6.7 million from the MAT Cycle 1 grant program for active transportation improvements along Randolph Street; and the cities and County are collectively contributing an additional \$2 million in local funds.

Based on preliminary cost estimates and identified funding, staff does not anticipate the need for additional grant funding but will continue to work with the grant awardees of the MAT Cycle 1 grant program and the ELA-LB CMIP, in providing grant oversight and support as design and cost estimates continue to advance.

Board approval of the proposed project for Segment B and the programming of the LB-ELA CMIP funds will accelerate the overall project schedule, including implementation before the 2028 Olympic and Paralympic Games. It also will allow for the cities' qualifying active transportation improvements included in the First/Last Mile plan for the SGL project to be considered as potential eligible contributions towards the City of Huntington Park's Measure M 3% Local Contribution for the SGL project. NOTE: Metro is not responsible for any operations and maintenance costs.

Stakeholder and Community Outreach

The current design of the AT improvements along Randolph Street are consistent with the plans shared with the communities during the Alternatives Analysis and SAA phases. Multiple rounds of community meetings were conducted during these prior studies to receive community feedback on the preferred alignment and types of improvements to be included.

File #: 2025-0141, File Type: Project Agenda Number: 10.

As part of this phase of the project, an outreach plan was developed to engage residents and stakeholders from the unincorporated community of Florence/Firestone in Los Angeles County and the cities of Huntington Park, Bell, Maywood, and Commerce. As part of this effort, three community meetings (two in-person and one virtual) were held in February and March 2025 to provide a project update to the public and solicit their feedback. Over 30,000 notices were distributed to promote the community meetings with a digital campaign via Metro's Gateway Cities regional newsletter, monthly Community Relations newsletter, website and helpline recording updates. The meetings were held jointly with the AT team in partnership with the County of Los Angeles and the Cities of Huntington Park, Bell, and Commerce. All meetings and meeting materials were provided in both English and Spanish. Through these efforts, more than 160 people joined the meetings and provided meaningful engagement and feedback.

The project also partnered with nine local Community-Based Organizations (CBOs) to promote the meetings and raise awareness of the active transportation improvements planned for Randolph Street as a result of both projects. These partnerships allow Metro to reach a wider audience and gain valuable insights and inclusive feedback from these equity-focused communities. Meeting notices were distributed: door-to-door to those with limited digital access, and using direct mail to property owners/landlords who may not physically reside at the address.

Additionally, fact sheets and meeting notices were made available at 134 local businesses and public facilities, including city halls, libraries, schools and other highly visited public spaces. Additional engagement activities included sharing information at seven pop-up events and conducting transit intercept surveys at seven locations. A toolkit with copy-ready content including social media, was also distributed to key stakeholders and CBO partners. The goal of these collective outreach efforts help Metro ensure that we are reaching all interested community groups and stakeholders, businesses, property owners, and tenants/residents.

DETERMINATION OF SAFETY IMPACT

The recommended actions will not have any impact on the safety of Metro customers and/or employees because this project is in the planning phase and no capital or operational impacts result from this Board action.

FINANCIAL IMPACT

The Rail to River Segment B receives \$3.15 million funding from LB-ELA CMIP project, which is funded from the Measure R Highway Capital sub fund for the I-710 Early Action Project in Cost Center 0441.

Since the LB-ELA CMIP is a multiyear program that contains various projects, Countywide Planning and Development will be responsible for budgeting the costs in current and future years.

Impact to Budget

\$500,000 for Rail to River Segment B is included in the FY26 Proposed Budget under the new

project (NewLBELACMIP) that will be established for the LB-ELA CMIP effort. The fund source of fund for this action is Measure R 20% Highway Funds, which is not eligible for transit capital or operations expenses.

EQUITY PLATFORM

The Segment B project is anticipated to benefit marginalized communities by investing in and advancing active transportation improvements in historically underserved, low-income communities of color. Based on the 2022 Equity Focus Community (EFC) criteria, the entire (100%) project corridor is located in EFCs. The project area has a low-income population of 28.3%, as defined by the 2019 Metro Title VI Update, which considers individuals with incomes below \$41,500 (the median income for a three-person household). The area is predominantly Hispanic, comprising 94.6% of the population, with 2.2% of the population identifying as Black. Additionally, due to all of the outreach efforts conducted to date, the key stakeholders and communities along the corridor have consistently expressed their preference for active transportation improvements along Randolph Street. Overall, the project furthers needed investment and advancement of transportation solutions, particularly for communities of color and low-income population areas.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. Specifically, this item will extend the nearly completed Segment A project, also referred to as Rail to Rail - which provides six miles of a protected active transportation corridor - with an additional four miles of AT improvements that will connect to the Los Angeles River. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Segment B project will achieve bike and pedestrian improvements, connect to transit, and grow and expand active transportation in South LA and Southeast LA County. The project supports the following goals outlined in the Metro Vision 2028 Strategic Plan:

File #: 2025-0141, File Type: Project Agenda Number: 10.

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

- Strategic Goal #2: Enhance communities and lives through mobility and access to opportunity;
- Strategic Goal #3: Provide responsive, accountable, and trustworthy governance within the Metro organization

ALTERNATIVES CONSIDERED

The Board could elect not to approve the Segment B project. However, this is not recommended as the coordination with local jurisdictions offers an opportunity to advance the implementation of the Project on schedule with other complementary AT improvements being planned in the corridor. In addition, the approval of Segment B provides the City of Huntington Park additional potential credit towards the Measure M 3% Local Contribution for the SGL project. Secondly, the Board could elect not to approve the programming of the LB-ELA CMIP funds. However, this option is not recommended as the programmed amount has already been approved by the Board with the adoption of the LB-ELA CMIP in April 2024. Furthermore, not approving the item will delay the development of the project and completion may not occur before the 2028 Games.

NEXT STEPS

Upon Board approval, staff will coordinate the necessary environmental approvals and continue to progress the Segment B river ramp design in coordination with the AT Project. Staff will work with the local jurisdiction(s) to program the \$3.15 million from the LB-ELA CMIP and to develop or amend the necessary funding agreement.

ATTACHMENTS

Attachment A - Map of Segment B

Prepared by: Matthew Abbott, Transportation Manager, (213) 547-4285

Jacqueline Su, Transportation Manager, (213) 922-2847

Akiko Yamagami, Senior Transportation Manager, (213) 547-4305

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Allison Yoh, Executive Officer, (213) 922-7510 Michael Cano, Executive Officer, (213) 418-3010 David Mieger, Senior Executive Officer, (213) 922-3040

David Wilegel, Celliol Exceditive Officel, (210) 322 3040

Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

Map of Rail to River Segment B

ATTACHMENT A







Rail to River Active Transportation Corridor Segment B

Planning & Programming Committee Executive Management Committee File# 2025-0141 May 2025

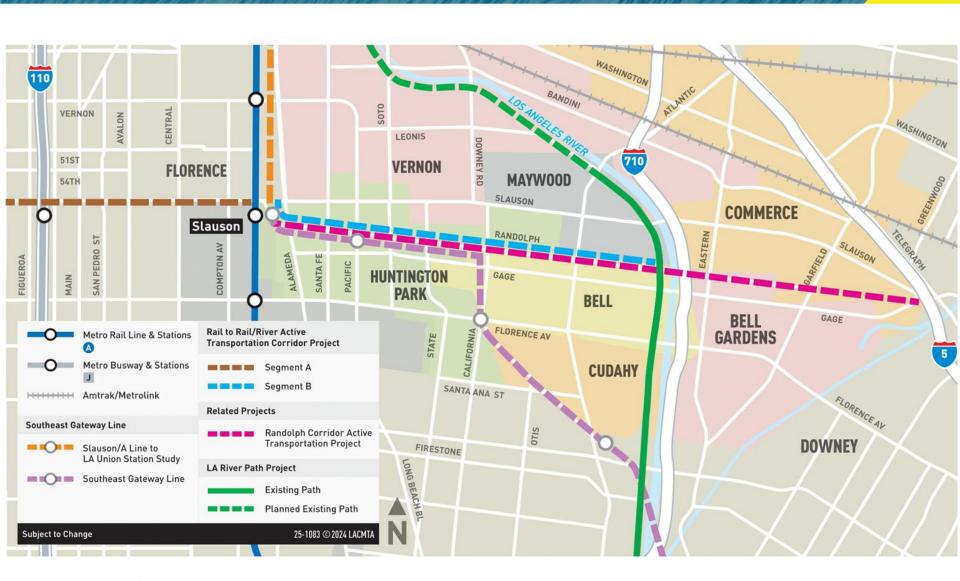


Recommendation

CONSIDER:

- A. APPROVING the proposed Metro Rail to River Active Transportation Corridor Segment B Project to be implemented in coordination with the Randolph Corridor Active Transportation Project being led by the City of Commerce;
- B. APPROVING the programming of \$3.15 million from the Measure R Program for Segment B as an Initial Investment Priority identified in the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP) to local jurisdiction(s), including the City of Commerce and/or Bell;
- C. AUTHORIZING the Chief Executive Officer (CEO) or their designee to enter into the necessary funding agreement and/or amend an existing funding agreement with local jurisdiction(s) to implement Segment B; and
- D. AUTHORIZING the CEO to file a Notice of Exemption (NOE) with the Los Angeles County Clerk and the Governor's Office of Planning and Research to fulfill the California Environmental Quality Act (CEQA) requirements for a Categorical Exemption (CE)

Project Map



Randolph Corridor Partnership

- > During design development for the Segment B project, staff coordinated with jurisdictions involved with the Randolph Corridor Active Transportation Project*
- > Given the similarities in scope and project limits, staff proposed a partnership with jurisdictions to combine planned Active Transportation improvements and:
 - Leverage resources
 - Achieve efficiencies during outreach, design and construction
 - Empower jurisdictions to prioritize improvements best suited for their communities
- > Corridor Cities to Build & Maintain Improvements
- > Feb/Mar 2025 Held three (3) joint community meetings to provide project updates and receive community feedback
 - 164 attendees; 86 questions and 9 comments received
 - Topics within the questions/comments included: design options, maintenance, safety/security, parking impacts, and connectivity



Proposed Active Transportation Improvements

> Key elements include dedicated on-street bike lanes (3.5 miles), bike routes (1.3 miles sharrows), shared-use path (1.1 miles), ADA curb ramps, signal improvements, high-visibility crosswalks, and pedestrian-scale lighting



Slauson Ave to Holmes Ave



LA River Bike Path Connection



State St to LA River



Eastern Ave to Garfield Ave

Cost/Funding, Schedule & Next Steps

Project	Cost Estimate	Funding
Rail to River Segment B	\$1.5M	\$3.15M from Long Beach – East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP)
Randolph Corridor Active Transportation Project	\$8.7M	\$8.7M; \$6.7M from Metro Active Transport (MAT) Cycle 1 grant + \$2M in local funds from cities and County
Total	\$10.2M	\$11.85M

> Schedule

- Final Design: anticipated to be completed by December 2025
- Construction: anticipated to begin late 2025/early 2026
- Project Opening: anticipated 2026/27

> Next Steps

- Staff will coordinate the necessary environmental approvals and continue to progress the Segment B river ramp design in coordination with the Randolph Corridor AT Project.
- Staff will work with the jurisdiction(s) to program the \$3.15M from the LB-ELA CMIP and to develop or amend the necessary funding agreement(s).



Board Report

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

File #: 2025-0183, File Type: Public Hearing Agenda Number: 18.

BUDGET PUBLIC HEARING FINANCE, BUDGET, AND AUDIT COMMITTEE MAY 15, 2025

SUBJECT: FISCAL YEAR 2026 (FY26) PROPOSED BUDGET

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. ADOPTING the proposed FY26 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net/about/financebudget/);
 - 1. AUTHORIZING \$9.4 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
 - 2. AUTHORIZING a total of 11,821 FTEs, of which 9,616 are Represented FTEs and 2,205 are Non-Represented FTEs;
 - AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the prenegotiated Collective Bargaining Agreements, is an average 4.0%;
 - 4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice. (see Attachment A);
 - 5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B;
 - AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2025);
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY26 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval; and

C. RECEIVING AND FILING response to Board Motion 25 - Addressing Rider Feedback from Telephone Hall.

ISSUE

California Public Utilities Code Section 130105 requires Metro to adopt an annual budget to manage the revenues and expenses of the Agency's projects and programs. The budget is the legal authorization to obligate and spend funds and to implement Board policy. It includes all operating, capital, planning and programming, subsidy funds, debt service requirements, and general fund activities for the fiscal year. The legal level of control is at the fund level. Total annual expenditures cannot exceed the final appropriation by the Board at the fund level except for capital expenditures, which are authorized on a life of project basis.

On April 30, 2025, the FY26 Proposed Budget was made available to the public at www.metro.net, in printed copies through the Records Management Center (RMC) at RMC@metro.net, and on the plaza level of the Gateway building. The public hearing is scheduled for May 15, 2025. On April 15, 2025, advanced public notifications of the Budget Public Hearing were issued through advertisements posted in more than ten news publications and in various languages.

BACKGROUND

In preparation for the FY26 Budget development process, the Office of Management and Budget (OMB) initiated early engagement by presenting an oral report to the Finance, Budget, and Audit Committee on November 21, 2024. This presentation provided a thorough overview and evaluation of key drivers of Metro Transit cost growth, Transit Infrastructure Development (TID), other programs, revenue assessments, and the forthcoming steps in the budget development process.

Since February 2025, staff have kept the Board, and the public consistently informed on the progress of the FY26 Budget development through an extensive public outreach campaign that was launched in October 2024 with the introduction of the My Metro Budget Activity Tool & Dashboard. Additionally, a Budget Telephone Town Hall was convened on Tuesday, February 4, 2025, to gather public input for incorporation into the budget development process.

Continuing transparency regarding the proposed allocation of public transportation funds, staff has conducted a series of briefings and discussions with Board Staff and key stakeholder groups, including:

- Community Advisory Council
- Regional Service Councils
- Technical Advisory Committee
- Policy Advisory Committee, and

Accessibility Advisory Committee

For further details, please refer to Attachment D, which provides the Early, Expanded, and Improved Public Outreach Report.

This represents the final series of monthly updates to the Board on the FY26 Budget development process, culminating with the FY26 Budget recommendation for Board Adoption. This report concludes the framework for the annual budget development, with the primary objective of advancing Metro's transit and transportation goals in a fiscally responsible manner, while embedding an equity-centered approach throughout the process led by the Office of Equity and Race (OER).

DISCUSSION

Metro's Commitment to Equity and Fiscal Responsibility

Metro has fostered a culture grounded in equity, fiscal responsibility, and cost containment. As we progress, Metro staff will steadfastly adhere to robust financial planning principles, ensuring the effective execution of both transit capital investments and operational strategies.

The Equitable Zero-Based Budget (EZBB) Process

The Equitable Zero-Based Budget (EZBB) process remains a cornerstone of this year's annual budget development, serving as a pivotal cost control mechanism while embedding an equity-focused framework to create a fiscally responsible budget. This methodology promotes cross-departmental collaboration, ensuring that all Board approved initiatives are harmonized with the Agency's strategic priorities.

Public Input and Alignment

By integrating feedback obtained through Metro's expanded public outreach efforts, each department is empowered to allocate resources in alignment with Metro's mission, core objectives, and strategic imperatives ensuring that the final budget reflects a shared vision shaped by meaningful public input. Key investments continue to elevate the customer experience-improving station conditions, safety, and cleanliness-while reaffirming Metro's commitment to keeping transit accessible and affordable for all. Investments include:

- Lighting Retrofit
- Elevator/Escalators
- Mobile ADA Accessible Restrooms
- Tap-To-Exit/Taller Faregates Pilot

Weapons Detection Phase 2 Pilot Metro is focused on putting people first - redefining how we serve our communities through care, connection, and accessibility. That vision is taking shape through a care-based safety and security approach grounded in community values. In FY26, Metro will expand

its safety presence by adding 46 Transit Security Officers (TSOs) for the A and D Line extensions, enhanced homeless outreach, and continuing the development of the new the Transit Community Public Safety Department (TCPSD), beginning with key leadership and the foundation for sworn officer recruitment. The proposed FY26 budget does not reflect any expansion of the Ambassador Program at this time, as staff is currently in negotiations with our union partners on the collective bargaining agreement. Upon successful completion of these negotiations, staff will return to the Board to present the finalized agreement, associated costs, and a proposal to expand the program to support staffing needs over the next year.

Capital Development and Infrastructure Growth

Alongside this, Metro is entering a major growth phase in capital development, led by ordinance projects and a significant expansion of the Transit Infrastructure Development (TID) program. These efforts reflect our ongoing commitment to building a safe, inclusive, and world-class transit system for the region.

FY26 Proposed Budget Overview

The proposed budget for FY26, totaling \$9.4 billion, is both balanced and strategically oriented. The budget is crafted to sustain the ongoing expansion of the system, elevate the customer experience through enhancements in safety and cleanliness, and preserve assets in a state of good repair. Furthermore, this budget strengthens Metro's core business operations, encompassing planning, operations, and construction, thereby ensuring the organization is well-positioned to meet the evolving needs of its community while advancing its long-term goals.

Risks and Uncertainties

While the FY26 budget is presented as balanced, there are risks and uncertainties as we look ahead to the coming years.

Metro remains committed to mitigating the key drivers contributing to rising costs, while closely monitoring risks and uncertainties which may affect the Agency in the near-term. These challenges include potential fluctuations in federal funding, the impact of tariffs on procurement pricing, and persistent inflationary pressures. In addition, internal financial considerations such as the expansion of the rail system, rising capital costs, and preparations for the mega events continue to exert pressure on the Agency's fiscal outlook.

FY26 Budget Summary & Proposed Budget can be accessed at:

https://budget.metro.net/budget-book.html

Resources Summary

The FY26 Proposed Budget ensures that resources are available to meet the planned Metro program and project delivery schedules for the upcoming fiscal year. Revenue projections are informed by the following socio-economic factors:

- Uncertainty surrounding tariffs and inflation, impacting overall economic stability
- Rising insurance and housing costs, which constrain consumer spending on taxable goods
- Slowing economic growth projections for FY26
- Insights from leading regional economic forecasting sources

The total FY26 Proposed Budget planned resources are \$9.4 billion, which are a 2.0% increase from the FY25 Budget. The 7.4% projected decrease in sales tax revenues is due to the lower than budgeted FY25 year to date actual receipts, reflecting a slowdown in consumer spending.

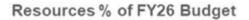
Figure 1

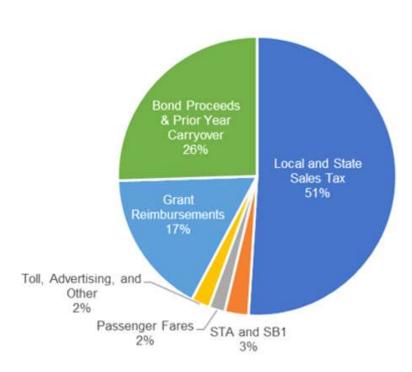
Resources (\$ in millions)	1	FY25 Budget	Р	FY26 roposed	\$ Change	% Change
Local and State Sales Tax	\$	5,202.0	\$	4,815.0	\$ (386.9)	-7.4%
STA and SB1		279.6		260.2	(19.5)	-7.0%
Sales Tax and STA/SB1 Revenues Subtotal	\$	5,481.6	\$	5,075.2	\$ (406.4)	-7.4%
Passenger Fares		174.6		174.7	0.2	0.1%
Toll, Advertising, and Other	L	196.9		205.5	8.6	4.3%
Operating & Other Revenues Subtotal	\$	371.5	\$	380.2	\$ 8.7	2.3%
Grant Reimbursements		1,440.0		1,578.4	138.4	9.6%
Bond Proceeds & Prior Year Carryover (1)		1,967.7		2,408.0	440.3	22.4%
Capital & Bond Resources Subtotal	\$	3,407.7	\$	3,986.4	\$ 578.6	17.0%
Resources Total	\$	9,260.8	\$	9,441.8	\$ 181.0	2.0%

Note: Totals may not add up due to rounding.

⁽¹⁾ Represents use of Bond Proceeds and sales tax revenues received and unspent in prior years.

Figure 2





Expenditure Summary

The proposed budget of \$9.4 billion is strategically aligned with the Board's priorities, reflecting the public's feedback on enhancing customer experience and service quality. It emphasizes the provision of reliable daily service and public safety, all through an equity lens. This budget also supports the ongoing expansion of Metro's Transit Infrastructure and addresses the evolving countywide mobility needs. Each program, function, and department's budget has been carefully developed to align with the current economic realities while reflecting the progress made on various projects.

The table below illustrates the expenditures by program type in the FY26 Proposed Budget, providing a detailed breakdown of the allocation of funds across various sectors.

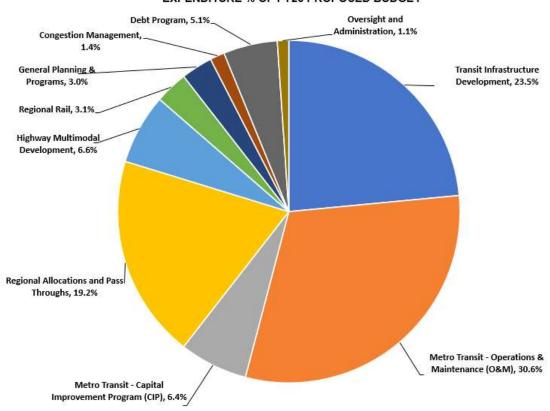
Figure 3

	Expenditures by Type (\$ in millions)	FY25 Budget		FY26 Proposed	\$ Change	% Change
1	Transit Infrastructure Development	\$ 1,968.9	\$	2,218.3	\$ 249.4	12.7%
2	Metro Transit - Operations & Maintenance (O&M)	2,725.0		2,888.8	163.8	6.0%
3	Metro Transit - Capital Improvement Program (CIP)	578.4		608.8	30.4	5.3%
4	Regional Allocations and Pass Throughs	2,078.0		1,813.6	(264.4)	-12.7%
6	Highway Multimodal Development	681.8		626.7	(55.1)	-8.1%
7	Regional Rail	256.3		292.2	35.8	14.0%
8	General Planning & Programs	259.5		280.0	20.5	7.9%
9	Congestion Management	124.5		129.9	5.3	4.3%
11	Debt Program	498.3		481.8	(16.5)	-3.3%
12	Oversight and Administration	90.2		101.7	11.6	12.8%
13	Grand Total	\$ 9,260.8	5	9,441.8	\$ 181.0	2.0%

Note: Totals may not add up because of rounding.

Figure 4

EXPENDITURE % OF FY26 PROPOSED BUDGET



Full-Time Equivalent (FTE) Summary

The FY26 Proposed Budget includes 11,821 FTEs, an increase of 400 FTEs from FY25. FTE additions include 182 Non-Represented (67 are mostly cost-neutral by shifting from temporary to permanent) and 218 Represented (net of Metro Micro transition).

Non-Represented FTEs for FY26 total 2,205; which includes an additional 182 new positions (67 are mostly cost neutral), to serve the following areas:

- Enhance the Transit Rider Experience
- Mega Project Resource Model
- Valuing the Workforce
- Transit Expansion A and D Line
- Administration, Financial Sustainability, and Legal Compliance
- Operational Efficiencies
- Capital Project Support
- Complete Streets and Highway

Figure 5

Agencywide FTEs: Non-Represented	Enhance Transit Rider Experience	Mega Project Resource Model	Transit Expansion A & D Line	Admin, Financial, and Legal Compliance	Operational Efficiencies	Capital Project Support	Complete Streets & Highway	New Positions	Cost Neutral	FY26 New Additions
1 Chief Executive Office				2		1		3	2	5
2 Chief Of Staff	11					1		12	1	13
3 Chief People Office	2		4		2			8	20	28
4 Chief Safety Office	2		1	1				4	1	5
5 Countywide Planning & Development	3	2		6		4	2	17	1	18
6 Customer Experience Office	16		4	1				21	8	29
7 Office Of Strategic Innovation	1			1				2		2
8 Operations	2		6			2		10		10
9 Program Management		17						17	27	44
0 Strategic Financial Management	2		3	5	11			21	7	28
1 Grand Total	39	19	18	16	13	8	2	115	67	182

Represented FTEs for FY26 total 9,616; which includes 218 new positions (net of Metro Micro transition) for the following:

- Transit Expansion for the A and D Line: cleaning, maintenance, public safety and technology support.
- Increased Operational Needs: System, Station and End of Line Cleaning; Maintenance of Way training; Bus and Rail Fleet Reliability; Paint and Repair of Non-Revenue Fleet and Rail Body; and Zero Emission Bus Fleet oversight.
- Technical Support for Public Safety, inventory management to support agency growth, Employment Processing Center, and Customer Information.

Figure 6

Agencywide FTEs: Represented	Transit Expansion (A & D Line)	Operations Additional Needs	Support Agency Growth	Metro Micro Transition	New Positions
1 Chief People Office	1	5	8		9
2 Chief Safety Office	46				46
3 Customer Experience Office			1		1
4 Operations	223	120		-191	152
Strategic Financial Management	7		3		10
Grand Total	277	120	12	-191	218

Labor Summary

The FY26 Proposed Budget includes contract wage increases of an average of 4.0% according to the pre-negotiated Collective Bargaining Agreements (CBAs) with the represented union groups AFSCME, ATU, SMART, TCU, and Teamsters. An average 4.0% performance increase is included for non-represented employees which will be distributed on a merit-based system.

Health and welfare benefits for represented employees are determined by their respective CBAs. Non-represented employees receive medical and dental benefits at the carrier contract rates previously approved by the Board.

Non-Represented pay grade levels were last updated by 2.5% in January 2024. To remain competitive with the external market, the Chief People Office will adjust the current compensation pay grade levels by 5.0%. There will be a minimal impact of \$136,000 to the budget and current employees' salaries. Please refer to Attachment A for more details.

Budget Amendments through June 30, 2025

The proposed budget shall include any Board approved actions currently under consideration, from now to the end of the fiscal year (June 30, 2025).

<u>Life of Project (LOP) Budgets</u>

The Board must approve new capital projects with LOP budgets exceeding \$5.0 million as separate Board actions.

Attachment B includes a detailed listing of new capital projects for FY26 with LOP budgets over \$5.0 million. These new capital projects in the FY26 Proposed Budget include: Metro A Line (Blue) North and E Line (Expo) East Communication Transmission System (CTS); FY26 Non-Revenue Vehicle Equipment Replacement; Metro B (Red) and D Line (Purple) to NOHO CTS Replacement; Advanced Transportation Management System II (ATMS) System Integration; A650 Door and Heating, Ventilation & Air Conditioning (HVAC) Overhaul; FY26 Non-Revenue Vehicle Equipment Expansion; Metro D Line (Purple) Track & Tunnel Intrusion Detection (TTID); High Security Fencing and Installation; Union Station Fencing; Payroll Cloud Integration; Rail Fleet Services (RFS) Wheel Measurement Machine; Logistics Equipment Replacement Phase 2; Union Station Gateway (USG)

Plaza and East Portal Floor; Metro Operations Downtown Hub; Tap Plus (Capital); Non-Revenue Fleet Electric Vehicle (EV) Charging; LA Union Station Americans With Disabilities Act (ADA) West; LA Union Station Plumbing Infrastructure Phase 3; LA Union Station Parking Equipment; and LA Union Station Stationwide HVAC Upgrades.

Reimbursement Resolution

Per Federal tax law, bond proceeds can only be used for capital expenditures incurred after the issuance of bonds. Metro must pass a resolution indicating the intent to issue bonds at a later date in order to reimburse expenditures incurred prior to the bond issuance. See Attachment C for Reimbursement Resolution.

Debt Program

Debt financing is a cash management and budget tool Metro uses to help deliver projects. Debt issuance is authorized by applicable state and federal legislation and the local sales tax ordinances. The Board-adopted Debt Policy establishes prudent guidelines for the issuance and management of debt following industry best practices and ordinance-specific affordability limits.

Debt is not an additional source of revenue. It must be paid back with interest using existing and predetermined funding sources, in most cases, local sales tax revenues. However, it is a way to spread out the impact of large spikes in capital costs over multiple years. For this reason, most of Metro's large projects have been utilized or are expected to use debt financing to facilitate project delivery.

As of July 1, 2025, Metro has approximately \$4,542.9 million in outstanding long-term debt. The annual debt service cost in FY26 is estimated at \$477.7 million, a decrease of 3.2% over the FY25 Budget of \$493.8 million, according to the debt service schedule. In FY26, it is anticipated that the I-105 Express Lanes will utilize TIFIA loan proceeds and other projects such as Westside D Line (Purple) Sections 3, Gold Line Foothill Extension, E Line Eastside Light Rail Phase 2, East San Fernando Transit Corridor, Southeast Gateway Line, Metro G Line Bus Rapid Transit (BRT) Improvements, and various other projects will utilize bond proceeds from the issued debt.

Motion 25: Addressing Rider feedback from Telephone Town Hall

On February 4, 2025, Metro hosted a live Telephone Town Hall (TTH) to gather input from LA County residents on the annual budget. This TTH serves as a forum for gathering public feedback on cleanliness, bus and rail service, and riders' overall transit experience. The feedback highlighted interest in enhanced lighting for safety, increased cleaning frequency of buses and trains, and better promotion of Small Business Enterprise and Disadvantaged Business Enterprise (SBE/DBE) opportunities, and more. Metro continues to focus efforts in these areas and assures riders and stakeholders that their feedback is valued and shapes the agency's goals and budget.

On February 20, 2025, the Board approved Motion 25, directing Metro to report back in 90 days on how the community feedback is being addressed. Metro's detailed response outlining these actions, promotional efforts, and planned improvements is provided in Attachment E.

DETERMINATION OF SAFETY IMPACT

This recommendation will not have an impact on safety standards at Metro.

FINANCIAL IMPACT

The FY26 Proposed Budget (provided in a separate submittal) totals \$9.4 billion and is balanced. This proposed budget underscores Metro's steadfast commitment to fulfilling its capital and operational obligations-an essential factor in securing subsidies from both federal and state governments. Moreover, it ensures the effective administration of regional transportation funding to local cities and municipal operators.

EQUITY PLATFORM

Metro's commitment to equity is embedded in the FY26 Budget development process through the continued application of Equity Zero-Based Budgeting (EZBB) and equity assessments to understand and quantify potential impacts on marginalized communities and highlight budget requests that advance equitable outcomes. Staff used the Equity Focus Communities (EFC) Budget Assessment and the Budget Equity Principles Next Step Equity Initiatives Pilot for the FY26 Budget; staff did not apply the Metro Budget Equity Assessment Tool (MBEAT). The Offices of Equity and Race (OER) and Management and Budget (OMB) are working with consultants to complete an Agencywide Budget Equity Assessment (ABEA) to identify opportunities for improvement to the MBEAT and budget equity approach overall. Recommendations from ABEA will be available later this summer and implemented in the FY27 and FY28 Budget development processes.

Per Board Direction, the EFC Budget Assessment was introduced in 2022 for the FY23 Approved Budget. It is a geographic equity analysis to identify the extent that Metro's budget invests in EFCs, areas in very high and high need of mobility investment, which comprise approximately 40% of Los Angeles County's population. The FY23 Approved Budget established a baseline of 67.3% EFC Benefits. The FY26 Proposed Budget exceeds this baseline by 11.9 percentage points, increasing EFC Benefits to 79.2% of the budget. This represents roughly \$3.1 billion in targeted and \$4.8 billion in indirect benefits. Year-over-year fluctuations in Benefits to EFCs in the table below can be attributed to an evolving understanding of how to quantify expenses and major transit projects being developed or coming online. OER and OMB are working on continued improvements to staff training to ensure consistent application over time. See Attachment F for more details on the EFC Budget Assessment, including the results of the EFC Budget Assessment for the FY24 Actuals, completed in December 2024.

Figure 7

EFC Benefits	FY23 Baseline	FY24 Proposed	FY25 Proposed	FY26 Proposed	% Change FY23 vs. FY26
Targeted	26.1%	29.6%	28.1%	30.9%	+4.8%
Indirect	41.2%	45.6%	45.5%	48.4%	+7.2%
Total	67.3%	75.2%	73.6%	79.2%	+11.9%

Staff also aligned their FY26 department budgets towards Metro's Budget Equity Principles, using the Next Step Equity Initiatives Pilot, in support of Metro's Equity Platform. The Pilot was part of the ABEA and sought to engage Metro's Senior Leadership Team (SLT) in identifying the initiatives that are moving the needle the most on equity at Metro in FY26. All SLT members and their staff established measurable outcomes and identified a point person for each initiative. OER will meet with departments regularly in FY26 to check in on the progress of the initiatives. Highlights from the Pilot are included in Attachment F and summarized on Page 6 of the FY26 Proposed Budget Book.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will improve/benefit and further encourage transit ridership, ridesharing, and active transportation. Although projects and programs in this budget have mixed outcomes, taken as a whole, most of the investments described in this report will likely decrease VMT in LA County. Within the suite of projects funded in this budget, Metro seeks to reduce single-occupancy vehicle trips, provide a safe transportation system, and increase accessibility to destinations via transit, cycling, walking, and carpooling. Some of the projects funded include items that will ease congestion for cars and trucks, or expand vehicle capacity, resulting in the possibility of increased VMT. However, the investments Metro is making into programs such as rail, bus, active transportation and shared mobility will result in an overall decrease in VMT. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Metro Strategic Plan Goal:

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

ALTERNATIVES CONSIDERED

The annual budget serves as the legal authority to obligate and spend funds. Failure to adopt the budget would severely impact Metro's goal of improving transportation in Los Angeles County.

NEXT STEPS

Upon Board authorization and adoption of the FY26 Proposed Budget, Metro will make funds available for the planned transit and transportation programs outlined in the proposed budget document and program funding to regional transit/transportation partnering agencies, cities, and recipients.

Staff will closely monitor the financial situation and provide regular performance updates to the Board.

ATTACHMENTS

FY26 Budget Summary & Proposed Budget can be accessed at:

https://budget.metro.net/budget-book.html

Attachment A - FY26 Compensation Adjustment

Attachment B - FY26 New Capital Projects

Attachment C - FY26 Reimbursement Resolution

Attachment D - FY26 Public Outreach (Public Comments)

Attachment E - Response to Motion 25: Addressing Rider Feedback from Telephone Town Hall

Attachment F - Metro EFC Budget Assessment Results Over Time

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Chief Executive Officer

ATTACHMENT A

Compensation Adjustment

Effective July 1, 2025, the Chief People Office will be adjusting the current non-represented compensation pay grade levels by 5.0%. Below are the new FY26 pay grades:

	FY26 HOURLY RATES									
Day Orada	M	inimum	M	lidpoint	Maximum					
Pay Grade	(Hourly)		(H	lourly)	(Hourly)					
HFF	\$	184.86	\$	231.21	\$	277.57				
HEE	\$	147.89	\$	184.85	\$	221.82				
HDD	\$	118.09	\$	147.89	\$	177.69				
HC2	\$	107.61	\$	134.65	\$	161.69				
HC1	\$	97.13	\$	121.40	\$	145.68				
HBB	\$	84.42	\$	105.40	\$	126.37				
HAA	\$	75.27	\$	94.36	\$	113.45				
H1Q	\$	67.86	\$	84.81	\$	101.77				
H1P	\$	61.08	\$	76.34	\$	91.60				
H10	\$	55.20	\$	69.01	\$	82.80				
H1N	\$	50.12	\$	62.64	\$	75.18				
H1M	\$	45.70	\$	57.11	\$	68.52				
H1L	\$	41.83	\$	52.29	\$	62.74				
H1K	\$	38.46	\$	48.08	\$	57.69				
H1J	\$	35.60	\$	44.49	\$	53.40				
H1I	\$	33.05	\$	41.31	\$	49.56				
H1H	\$	30.83	\$	38.51	\$	46.22				
H1G	\$	27.96	\$	34.94	\$	41.93				
H1F	\$	25.41	\$	31.76	\$	38.13				
H1E	\$	23.22	\$	29.01	\$	34.82				
H1D	\$	21.33	\$	26.64	\$	31.96				
H1C	\$	19.69	\$	24.60	\$	29.53				
H1B	\$	18.20	\$	22.75	\$	27.30				
H1A	\$	16.96	\$	21.21	\$	25.46				

FY26 ANNUAL RATES								
Pay Grade	Minimum	Midpoint	Maximum					
Pay Graue	(Annual)	(Annual)	(Annual)					
HFF	\$384,508.80	\$480,916.80	\$577,345.60					
HEE	\$307,611.20	\$384,488.00	\$461,385.60					
HDD	\$245,627.20	\$307,611.20	\$369,595.20					
HC2	\$223,828.80	\$280,072.00	\$336,315.20					
HC1	\$202,030.40	\$252,512.00	\$303,014.40					
HBB	\$175,593.60	\$219,232.00	\$262,849.60					
HAA	\$156,561.60	\$196,268.80	\$235,976.00					
H1Q	\$141,148.80	\$176,404.80	\$211,681.60					
H1P	\$127,046.40	\$158,787.20	\$190,528.00					
H10	\$114,816.00	\$143,540.80	\$172,224.00					
H1N	\$104,249.60	\$130,291.20	\$156,374.40					
H1M	\$ 95,056.00	\$118,788.80	\$142,521.60					
H1L	\$ 87,006.40	\$108,763.20	\$130,499.20					
H1K	\$ 79,996.80	\$100,006.40	\$119,995.20					
H1J	\$ 74,048.00	\$ 92,539.20	\$111,072.00					
H1I	\$ 68,744.00	\$ 85,924.80	\$103,084.80					
H1H	\$ 64,126.40	\$ 80,100.80	\$ 96,137.60					
H1G	\$ 58,156.80	\$ 72,675.20	\$ 87,214.40					
H1F	\$ 52,852.80	\$ 66,060.80	\$ 79,310.40					
H1E	\$ 48,297.60	\$ 60,340.80	\$ 72,425.60					
H1D	\$ 44,366.40	\$ 55,411.20	\$ 66,476.80					
H1C	\$ 40,955.20	\$ 51,168.00	\$ 61,422.40					
H1B	\$ 37,856.00	\$ 47,320.00	\$ 56,784.00					
H1A	\$ 35,276.80	\$ 44,116.80	\$ 52,956.80					

FY26 New Capital Projects

Table of Contents

Project		Page
PROJECT:	Metro A Line (Blue) North and E Line (Expo) East CTS	1
PROJECT:	FY26 Non-Revenue Vehicle Equipment Replacement	1
PROJECT:	Metro B (Red) and D Line (Purple) to NOHO CTS Replacement	2
PROJECT:	Advanced Transportation Management System II (ATMS) System Integration.	2
PROJECT:	A650 Door and HVAC Overhaul	2
PROJECT:	FY26 Non-Revenue Vehicle Equipment Expansion	3
PROJECT:	Metro D Line (Purple) Track & Tunnel Intrusion Detection (TTID)	3
PROJECT:	High Security Fencing and Installation	4
PROJECT:	Union Station Fencing	4
PROJECT:	Payroll Cloud Integration	5
PROJECT:	RFS Wheel Measurement Machine	5
PROJECT:	Logistics Equipment Replacement Phase 2	6
PROJECT:	USG Plaza and East Portal Floor	7
PROJECT:	Metro Operations Downtown Hub	7
PROJECT:	Tap Plus (Capital)	7
PROJECT:	Non-Revenue Fleet EV Charging	8
PROJECT:	LA Union Station ADA West	9
PROJECT:	LA Union Station Plumbing Infrastructure Phase 3	9
PROJECT:	LA Union Station Parking Equipment	10
PROJECT:	LA Union Station Stationwide HVAC Upgrades	10

FY26 New Capital Projects

Capital Improvement Program (CIP)

1 PROJECT: Metro A Line (Blue) North and E Line (Expo) East CTS

PROJECT OWNER: Operations - Rail - Wayside Systems

LOP: \$75,000,000 Budget Request: \$50,000

SCOPE: Installing 40 miles of new fiber cables & associated communication equipment on A Line North (7th/Metro - Sierra Madre Station) & E Line (East Extension).

JUSTIFICATION: Existing fiber cables are about 30 years old and are not reliable. In addition, they have limited network capacity and are not able to accommodate future high bandwidth systems such as new CCTV systems and planned security improvements.

ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceeds

2 PROJECT: FY26 Non-Revenue Vehicle Equipment Replacement

PROJECT OWNER: Operations - Bus - Non-Revenue Vehicles

LOP: \$74,677,910 Budget Request: \$2,826,702

SCOPE: This project is for the replacement of Non-Revenue Vehicles and Equipment scheduled for FY26 for Logistics, Bus Maintenance, Maintenance of Way, Rail Fleet Services, Facilities Maintenance and various other departments.

JUSTIFICATION: Metro owns and operates a fleet of over 2,400 vehicles and pieces of equipment that are used to support the Metro mission of Planning, Designing, Constructing, Administering, and Operating Los Angeles County's largest transportation system. The vehicles identified for replacement have exceeded their useful life in age, mileage or are in poor operating condition, and are now scheduled for retirement. Replacement will decrease the cost of repair and downtime, improve street safety, and positively impact operational effectiveness by ensuring Metro's ability to respond quickly to repair/service activities.

ELIGIBLE FUNDING SOURCE: TDA Art 4

3 PROJECT: Metro B (Red) and D Line (Purple) to NOHO CTS Replacement

PROJECT OWNER: Operations - Rail - Wayside Systems

LOP: \$64,500,000 Budget Request: \$50,000

SCOPE: Installing six miles of new fiber cables & fiber network equipment at 16 communication rooms in B & D lines stations.

JUSTIFICATION: Existing fiber cables are about 30 years old and are not reliable. In addition, they have limited network capacity and are not able to accommodate future high bandwidth systems such as new CCTV systems and security improvements.

ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed

4 PROJECT: Advanced Transportation Management System II (ATMS) System Integration

PROJECT OWNER: Operations - OAI - Sys - Technology

LOP: \$50,000,000 Budget Request: \$2,000,000

SCOPE: This contract will provide system integration and oversight of the ATMS II Implementation. The entire bus and rail fleet will be upgraded with a new Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) solution. The new system will integrate with 5 different software packages and related hardware.

JUSTIFICATION: The existing CAD/AVL system is 20 years old and the outdated technology does not integrate with modern equipment or software. The integration systems are pivotal to ensuring a seamless data interface across Metro's existing hardware and software platforms.

ELIGIBLE FUNDING SOURCE: PC 40%

5 PROJECT: A650 Door and HVAC Overhaul

PROJECT OWNER: Operations - Rail - Fleet Maintenance

LOP: \$22,823,547 Budget Request: \$400,000

SCOPE: Overhaul the A650 heavy rail vehicle systems impacting vehicle availability and passengers' comfort. Equipment includes doors and Heating Ventilation & Air Conditioning mini overhaul.

JUSTIFICATION: Upcoming events including the 2028 Olympics require additional service vehicles to accommodate increased passengers loads. Maintaining the equipment in a state of good repair now will ensure future success.

ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceeds

PROJECT: FY26 Non-Revenue Vehicle Equipment Expansion

PROJECT OWNER: Operations – Bus – Non-Revenue Vehicles

LOP: \$13,454,463 Budget Request: \$389,120

SCOPE: This project is for the expansion of Non-Revenue Vehicles and Equipment scheduled for FY26. This project includes vehicles and equipment for Metro Bus and Rail Operations.

JUSTIFICATION: Additional Non-Revenue Vehicles and Equipment are required to support the expanding activities of Maintenance of Way (MOW), System Security and Law Enforcement (SSLE), and Rail Facilities Maintenance. MOW provides support, maintenance and emergency response for Metro's Rail System. The vehicles and equipment identified are for expansion due to planned Metro Rail expansion project openings and personnel who support these lines. SSLE ensures the safety and security of Metro employees, customers, and properties. This project will fulfill the need to have additional vehicles for emergency responses on the expanding system. Rail Facilities Maintenance must expand its equipment and vehicle fleet size to meet the demand for maintaining cleanliness and safety of the Metro system.

The Non-Revenue Vehicles and Equipment will support PLE1, PLE2, Foothill 2B, MCP, and AMC.

ELIGIBLE FUNDING SOURCE: TDA Art 4

7 PROJECT: Metro D Line (Purple) Track & Tunnel Intrusion Detection (TTID)

PROJECT OWNER: Operations - Rail - Wayside Systems

LOP: \$20,000,000 Budget Request: \$50,000

SCOPE: Installation of TTID on Metro D Line (Purple) Segments 2B and 3. A TTID system is a warning system for train operators to avoid unnecessary accidents.

JUSTIFICATION: There are many tunnel intrusion incidents that occur in D Line tunnels. These incidents cause interruptions of train operations, creating schedule delays. In addition, it is a critical safety issue, because unauthorized persons entering rail right of way can cause major accidents that could result in injury or fatality.

ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed

PROJECT: High Security Fencing and Installation

PROJECT OWNER: SSLE - Bus - Facilities Improvements

LOP: \$20,000,000 Budget Request: \$4,500,000

SCOPE: Installation of high-security fencing around facilities that are critically unsecured, including maintenance yards, divisions, and storage facilities. The fencing built from durable, tamper-resistant materials will feature anti-climb technology to further secure these areas. The scope also includes regular maintenance and inspections to ensure the integrity and effectiveness of the fencing over time. High priority locations include Traction Power Substations, crossing signal cabinets, various Metro operating divisions and right-of-way.

JUSTIFICATION: Metro facilities and critical infrastructure fencing are breached on an almost daily basis, making the agency, its assets and its people susceptible to violence, vandalism and theft. Implementing high-security fencing is crucial for protecting some of Metro's most valuable material assets. High-security fencing prevents cutting and climbing of the material. By preventing unauthorized access and securing vital infrastructure, this project plays a key role in ensuring facilities remain uncompromised and sustain operations. The enhanced protection provided by these barriers is vital to maintaining a secure environment for both personnel and assets.

ELIGIBLE FUNDING SOURCE: TDA Art 4

PROJECT: Union Station Fencing

PROJECT OWNER: SSLE - Rail - Wayside Systems

LOP: \$6,465,838 Budget Request: \$4,561,000

SCOPE: SSLE is requesting approximately 1,203 linear feet of perimeter fencing and gates, 42 impact rated bollards and blast resistant film for Union Station. The funds will support the planning and equipment purchases of the fencing, gates, bollards and blast film, and will support the funding priority of Enhancing the Protection of Soft Targets and Crowded Places. These amounts are considered reasonable amounts per recent quotes from various market sources.

JUSTIFICATION: Union Station is the largest train station on the West Coast with immeasurable cultural and historic significance to the City of Los Angeles. In 2020 it served as the location for the Oscars and will also host future global events such as the FIFA World Cup in 2026 and the Olympics in 2028. Events such as these attract thousands of visitors to the Los Angeles area and with it, the possibility of political protests. Most recently, Union Station has served as the portal into downtown for protests of the current Israeli-Palestinian conflict, and in 2020 the Black Lives Matter protests, wherein the National Guard and Homeland Security supported the protection of Union Station. Additionally, due to its adjacent location to the largest jail in Southern California, the public, tenants and transit personnel are at risk from non-transit personnel attacks and/or the destruction of the infrastructure of our regional buses and transit partners.

The investment of a perimeter fence/gates, impact rated bollards and blast resistant film is the most impactful and cost-efficient method for hardening Union Station as has been proposed by multiple vulnerability and security assessments. With minimal maintenance required, the perimeter fence will allow our personnel to heighten access control measures and better secure operations and personnel safety. The fencing will also serve as a physical deterrent against those who seek to use Union Station as the site for criminal or terrorist activities. The consequence of not receiving this investment can range from criminal physical attacks on the public or transit personnel, to the destruction of key transit operation systems or even the historic Union Station facility.

ELIGIBLE FUNDING SOURCE: PC 40%

10 PROJECT: Payroll Cloud Integration

PROJECT OWNER: Finance and Budget – OAI – Sys -Technology

LOP: \$10,000,000 Budget Reguest: \$100,000

SCOPE: This system integration project will allow the new payroll system to interface with Metro's other systems for seamless synchronization of data and for extraction of HR, pension and benefits, and payroll data for analysis and reporting needs.

JUSTIFICATION: The new payroll system is cloud-based and does not allow for easy access to its data to integrate with data from other Metro systems for data synchronization, analysis, or reporting needs. This project will allow payroll data to be extracted and merged with other systems for seamless integration.

ELIGIBLE FUNDING SOURCE: TDA Art 4

11 PROJECT: RFS Wheel Measurement Machine

PROJECT OWNER: Operations - Rail - Fleet Maintenance

LOP: \$8,663,565 Budget Request: \$400,000

SCOPE: Metro's rail fleet consists of 337 Light Rail Vehicles (LRVs) and 100 Heavy Rail Vehicles (HRVs) with additional vehicles currently under procurement. There are over 5,600 rail vehicle wheels that require frequent inspection and measuring, which is labor intensive and subject to potential human interpretation errors. This project is for the procurement and installation of automatic wheel measurement equipment utilizing state-of-the-art laser technology with real time wheel condition and size updates. This equipment will be installed at each rail Division and will significantly reduce labor hours during wheel inspection and measurements.

JUSTIFICATION: LRV and HRV wheels are safety sensitive equipment. With failures, the vehicles can derail or split switches causing harm or damage to equipment and passengers. This wheel measuring equipment is automated and will eliminate routine inspections and time required to complete and with greater accuracy thereby enhancing Metro's wheel maintenance program.

ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed

PROJECT OWNER: Logistics – OAI – Sys – Technology

LOP: \$7,496,000 Budget Request: \$1,227,134

SCOPE: Part 1 of the project includes the AGV system which consists of 11 AGVs, including charging stations, and associated software necessary to operate system. The Contractor shall design, furnish and install a complete AGV wireless system that operates under the supervision of a central controller. The complete system shall consist of the following: a number of Automated Guided Vehicles recommended by the contractor that keeps the efficiency equal or better than current, including batteries, AGV Battery Charging Stations and a portable charging station; wireless devices necessary to interface with AGV units; and programable Logic Controller and operating software that will control the new AGV's and the existing stackers and conveyors. The contractor is responsible to provide and install all necessary cabling, mounting hardware and wireless equipment to interface with new AGV necessary to install the system at Location 30/CMF. The AGV's have been successfully maintained and serviced by Metro over their lifetime in order to keep them in good operating order but have reached their mechanical useful life. Routine maintenance is no longer an adequate measure to ensure the uptime of the AGV's. The Contractor shall also supply a spare parts/accessories analysis to maintain the upkeep of the system. The vendor will develop a recommended Spare Parts List for the specific scope, which will be provided to Metro during the project for future parts consideration.

Part 2 of the project will replace the 2-decade old White System Vertical Carousel at A07 Bus Storeroom with a new High Density Storage Machine (HDSM).

JUSTIFICATION: Replacing the 18-year-old Automated Guided Vehicles (AGV) Communications; replacement of the AGV's obsolete and unsupported software/equipment are required to continue the uninterrupted flow of material and supplies from the Central Warehouse and distribution center to Bus and Rail storerooms. Unless these AGV's are replaced, the Central Warehouse and Distribution Center will experience long periods of downtime (stoppage of deliveries within the central warehouse and movements of supportive cranes that retrieve inventory), delays of inventory disbursements to clients thus impacting Metro's ability to put buses and trains into service. These parts have exceeded the manufacturer's rated life cycle and are showing performance degradation.

The A07 Storeroom already operates at 100% capacity. The breakdown the White VC at the Storeroom would severely cripple Metro's ability to safely protect and store large quantities of high-dollar Bus assets. The loss of the 1 White VC would not only impact that Storeroom but also ripple throughout the entire Metro Bus Fleet. Given the experience already encountered at A22, a recurrence with the White VC is inevitable in the near future, as Metro has used these machines years beyond their intended lifecycle. This Capital Project will both resolve Metro's current vulnerable situation at A07 and ensure reliable warehousing of Metro assets for the next 20 years.

ELIGIBLE FUNDING SOURCE: TDA Art 4

13 PROJECT: USG Plaza and East Portal Floor

PROJECT OWNER: Operations – OAI – Sys – Systemwide & Hubs

LOP: \$6,350,000 Budget Request: \$75,000

SCOPE: This project will include the replacement of Patsaouras Bus Plaza flooring and drainage gutters, as well as replacement of flooring in the East Portal entrance and main station.

JUSTIFICATION: Due to poor tile and surface quality, there are various tripping hazards at the Patsaouras Bus Plaza and East Portal floor. Furthermore, the stormwater drain system requires replacement, as the current configuration tends to fall off-track, creating additional trip hazards. All tiles will be replaced with a type that is more durable and less prone to breakage.

ELIGIBLE FUNDING SOURCE: PC 40%

14 PROJECT: Metro Operations Downtown Hub

PROJECT OWNER: Operations - Rail Facilities Improvements

LOP: \$102,000,000 Budget Request: \$16,236,828

SCOPE: Acquisition of office space in the Downtown LA area, plus associated construction and moving costs. The \$102M total is based on the latest funding plan provided by OMB. This needs to be updated by revenue/funding staff based on our last meeting on February 27th.

JUSTIFICATION: Division 10 has been selected as the site for construction of a new ROC/BOC facility that will serve the operational needs of Metro's expanding system through 2070. Currently, Operations Central Instruction, Non-Revenue Vehicles, and MOW/Rail Comm are housed at the D10 site. To make room for the new ROC/BOC facility, and to account for the proportionally expanding needs of the MOW/Rail Comm group, the current MOW/Rail Comm facility must be expanded. These staff will be colocated with additional staff being displaced or added due to leases expiring at One Santa Fe and the PLE 1 IPMO office, Division 20 expansion, and the opening of TID projects for revenue service.

ELIGIBLE FUNDING SOURCE: PA 35% Cash or Bond proceed

15 PROJECT: Tap Plus (Capital)

PROJECT OWNER: Strategic Financial Management - OAI - Sys - Systemwide & Hubs

LOP: \$66,423,946 Budget Request: \$10,750,000

SCOPE: Improvements include the ability to pay fares with credit and debit cards on buses and at rail stations, new account-based features that simplifies sign-ups and TAP use for both new and existing customers – with easier access to reduced and free fares programs such as GoPass and LIFE, and an upgraded back office system and fare collection equipment for Metro and the 27 TAP Partner transit agencies.

JUSTIFICATION: The current TAP fare payment system requires an upgrade to expand its capabilities to meet the features available at transit systems around the world and to improve accessibility to fare payment plans, so customer expectations are satisfied and ensure broad access to free and reduced fares.

ELIGIBLE FUNDING SOURCE: PC 40%

16 PROJECT: Non-Revenue Fleet EV Charging

PROJECT OWNER: Project Management - OAI - Sys - Non-Revenue Vehicles

LOP: \$14,772,000 Budget Request: \$400,000

SCOPE: This LOP budget will cover the cost of design/engineering, construction, charger purchase, installation, and commissioning of approximately 400 charging ports at Metro divisions through 2030. Each year, based on the existing prioritized plan of facilities and any identified emerging needs among the Non-Revenue fleet, Metro will select facilities to begin detailed planning, design, and utility coordination, eventually moving these projects through construction and charger installation.

JUSTIFICATION: This capital project funding request is a direct response to Metro's MBS Energy Resource Management Goal to optimize and manage Metro's use of energy from the 2030 Business As Usual Scenario and the Emissions & Pollution Control Goal to reduce regional GHG emissions, including Energy Action 5.3: Partner with regional utilities to implement EV charging infrastructure and Emissions. Action 1.2: Develop, adopt and implement an EV Strategic Plan to expand use of EVs and access to EV charging infrastructure.

Beyond energy savings and emissions displacement, this project will also bolster cross-departmental collaboration and an agency-wide culture of sustainability. The project will be a collaborative effort between the Office of Sustainability, Non-Revenue Fleet, and Operations.

ELIGIBLE FUNDING SOURCE: TDA 4

1 PROJECT: LA Union Station ADA West

PROJECT OWNER: Countywide Planning & Development

LOP: \$10,500,000 Budget Request: \$3,500,000

SCOPE: This comprehensive, multi-phased project is designed to address and remediate non-compliant conditions throughout the LA Union Station West Campus, ensuring full adherence to Americans with Disabilities Act (ADA) code requirements. The project encompasses a wide range of improvements, including but not limited to enhancements to paths of travel such as walkways, elevators, and stairwells. It also includes corrections to sloping issues, restroom upgrades, modifications to historic doors, and updates to patio bench configurations. Furthermore, the project will address non-compliant tenant spaces, as well as necessary improvements to parking lots and passenger drop-off areas.

JUSTIFICATION: This project addresses Americans with Disabilities Act (ADA) violations. In response to the April 21, 2023, settlement agreement with the Department of Justice (DOJ), Metro's Union Station Management, Civil Rights and County Counsel has engaged an Independent Licensed Architect (ILA) and Certified Access Specialist (CASp) team to oversee compliance efforts. This team has developed a comprehensive Transition Plan to guide implementation efficiently and ensure adherence to ADA requirements.

ELIGIBLE FUNDING SOURCE: PC 40%

2 PROJECT: LA Union Station Plumbing Infrastructure Phase 3

PROJECT OWNER: Countywide Planning & Development

LOP: \$7,750,000 Budget Request: \$4,800,000

SCOPE: Phase 3 of the Plumbing Infrastructure project aims to comprehensively design and repair the plumbing and drainage systems across the entire frontage area of LA Union Station, as well as the exterior of the Northwest (NW) Office Building. This phase includes upsizing storm drains to accommodate a 10-year storm event and replacing deteriorated plumbing lines. Additional drainage systems will be installed where necessary, and grading will be corrected to ensure proper water runoff and prevent pooling.

JUSTIFICATION: LA Union Station Plumbing Infrastructure Phase 3 phase addresses the most critical areas in need of repair or replacement, ensuring the station's long-term structural integrity and operational efficiency. LA Union Station, a historic landmark built in 1939, still relies on much of its original plumbing infrastructure. Decades of deferred maintenance under prior ownership have resulted in significant deterioration and system failures. Water intrusion is widespread in public areas and retail spaces, while flooding is common in the basement, utility chases, and subgrade levels leading to ongoing damage to the building's foundation, flooring, and electrical infrastructure. This project is essential to enhancing public safety by improving drainage and eliminating water infiltration, thereby reducing the risk of slip-and-fall incidents. Following a thorough evaluation, Union Station Management has identified multiple sections of the existing plumbing system that have either failed or become ineffective.

ELIGIBLE FUNDING SOURCE: PC 40%

3 PROJECT: LA Union Station Parking Equipment

PROJECT OWNER: Countywide Planning & Development

LOP: \$6,600,000 Budget Request: \$500,000

SCOPE: Parking technology and equipment purchase and replacement of revenue equipment in the Union Station parking facilities.

JUSTIFICATION: The current revenue equipment is becoming obsolete and is no longer supported by the manufacturer. Equipment and technology need to be upgraded for continuation of daily operations and in preparation for the LA28 games.

ELIGIBLE FUNDING SOURCE: PC 40%

4 PROJECT: LA Union Station Stationwide HVAC Upgrades

PROJECT OWNER: Countywide Planning & Development

LOP: \$6,550,000 Budget Request: \$1,750,000

SCOPE: The Stationwide HVAC Upgrades project aims to design and replace the outdated heating, ventilation, and air conditioning (HVAC) systems within the historic Los Angeles Union Station transportation facility. The new systems will be carefully integrated with the station's existing architectural design, avoiding visible ductwork or equipment that could disrupt its historic appearance. Considering the station's aged infrastructure, reinforcement may be necessary to support modern HVAC systems, with a strong emphasis on minimizing disruptions to the building's daily operations.

JUSTIFICATION: The Stationwide HVAC system has reached its end of life and is inefficient, leading to inconsistent temperature control and increased energy consumption. Upgrading the HVAC system is crucial to meeting contemporary standards for energy efficiency, indoor air quality, and climate control. This not only impacts passenger experience/comfort but also threatens the preservation of the building's historic elements. Los Angeles Union Station is listed on the National Register of Historic Places and features infrastructure that has aged beyond its useful life over its 85-year history. Implementing energy-efficient systems will reduce operating costs and environmental impact, aligning with Metro's sustainability goals while ensuring compliance with regulations governing historic buildings.

ELIGIBLE FUNDING SOURCE: PC 40%

REIMBURSEMENT RESOLUTION

OF THE

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR FISCAL YEAR 2026

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (the "Metro") desires and intends to finance certain costs relating to (i) the design, engineering, construction, equipage and acquisition of light rail lines; (ii) the design, engineering, construction, equipage and acquisitions for the Rail and Bus State of Good Repair Program including station improvements and rail gating installations; (iii) the design, engineering, construction, equipage of heavy rail lines; (iv) the engineering, construction, renovation, maintenance, and/or acquisition of various capital facilities and equipment, including buses and rail cars, related to service operation; (v) the engineering, construction, renovation, maintenance, and/or acquisition of various highway/surface transportation assets; and (vi) other transit related projects (each a "Project" and collectively, the "Projects");

WHEREAS, to the extent that federal and/or state grant funding budgeted to be received during FY26 is delayed or reduced, the Los Angeles County Metropolitan Transportation Authority desires and intends to finance certain costs relating to the Projects.

WHEREAS Metro expects to issue debt through the issuance of tax-exempt bonds to pay for these expenditures, each bond issue will have its own separate security source, Proposition A, Proposition C, Measure R and Measure M sales tax revenues, respectively, grant revenues, or toll revenues to finance the costs of the Projects on a permanent basis (the "Debt");

WHEREAS Metro expects to expend money of the Enterprise Fund (other than money derived from the issuance of bonds) on expenditures relating to the costs of the Projects prior to the issuance of the Debt, which expenditures will be properly chargeable to a capital account under general federal income tax principles.

Whereas Metro reasonably expects to reimburse certain of such capital expenditures with the proceeds of the Debt.

WHEREAS Metro expects that the amount of Debt that will be issued to pay for the costs of the Projects will not exceed \$150.0 million for Proposition A, \$150.0 million for Proposition C, \$150.0 million for Measure R, \$650.0 million for Measure M and \$300.0 million for toll revenues.

WHEREAS, at the time of each reimbursement, Metro will evidence the reimbursement in writing, which identifies the allocation of the proceeds of the Debt to Metro, for the purpose of reimbursing Metro for the capital expenditures made prior to the issuance of the Debt;

WHEREAS, Metro expects to make reimbursement allocations no later than eighteen (18) months after the later of (i) the date on which the earliest original expenditure for the Project is paid or (ii) the date on which the Project is placed in service (or abandoned), but in no event later than three (3) years after the date on which the earliest original expenditure for the Project is paid;

ATTACHMENT C

WHEREAS, Metro will not, within one (1) year of the reimbursement allocation, use the proceeds of the Debt received by way of a reimbursement allocation in a manner that will result in the creation of replacement proceeds of the Debt or another issue (e.g., Metro will not pledge or use the proceeds received as reimbursement for the payment of debt service on the Debt or another issue, except that the proceeds of the Debt can be deposited in a bona fide debt service fund); and

WHEREAS this Resolution is intended to be a "declaration of official intent" in accordance with Section 1.150-2 of the Treasury Regulations.

NOW THEREFORE, BE IT RESOLVED, that (i) all of the foregoing recitals are true and correct and (ii) in accordance with Section 1.150-2 of the Treasury Regulations, Metro declares its intention to issue Debt in an amount not to exceed \$150.0 million for Proposition A, \$150.0 million for Proposition C, \$150.0 million for Measure R, \$650.0 million for Measure M and \$300.0 million for toll revenues; the proceeds of which will be used to pay for the costs of the Projects, including the reimbursement to Metro for certain capital expenditures relating to the Projects made prior to the issuance of the Debt.

FY26 Public Outreach (Public Comments)

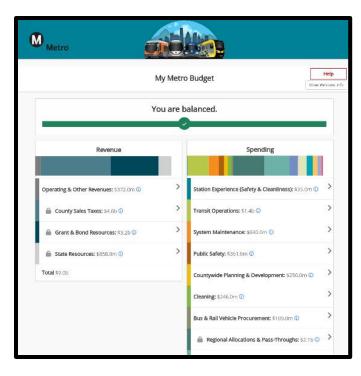
Public Comments Overview

Public engagement is a vital component of the FY26 budget development process, yielding significant feedback and valuable insights into public priorities for Metro. The numerous comments and questions received have been carefully considered in developing the proposed budget.

Key themes emerging from public outreach closely mirrored those of the previous year, underscoring their continued importance to Metro riders:

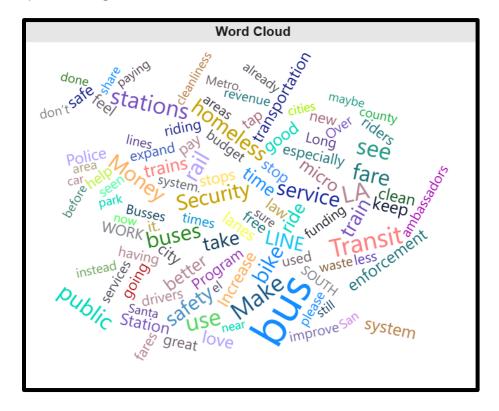
- Safety and Security: Including dedicated efforts for homeless outreach
- Service: Emphasizing efficient, frequent, and reliable transit
- Cleanliness: Focusing on the condition of vehicles and stations

My Metro Budget Activity



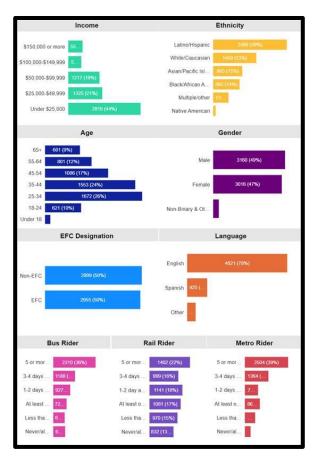
The "My Metro Budget Activity" demonstrated a substantial increase in public participation, garnering over **6,400** responses and 4,300 written comments, surpassing last year's figures of 4,200 responses and 3,200 written comments. This enhanced engagement was facilitated by strong collaborative partnerships across various Metro groups and departments, including TAP, GoPass, Community Relations, LIFE, the Women and Girls Governing Council, Station Staff, Metro Micro, Metro Youth Council, Transit Ambassadors, SEED School, and numerous Community-Based Organizations (CBOs). My Metro Budget activity results, and other budgetary information are available on the Metro Budget Portal at budget.metro.net.

Summarized below in the word cloud are the most frequent words used in the comments. The FY26 Proposed Budget addresses the comments and concerns raised.



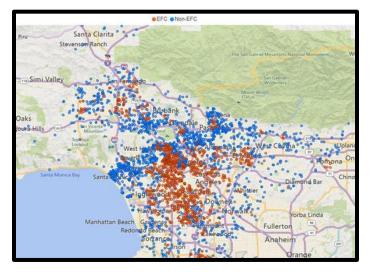
The word cloud presented above visually highlights key themes that echo the sentiments expressed during FY26 budget outreach. The written comments received through this process are just one method Metro considers in budget development. The prominence of words like "bus," "security," and "transit" aligns directly with the qualitative and quantitative feedback received, consistently indicating that safety, service frequency and reliability, and cleanliness remain top priorities for the community.

Below are My Metro Budget activity demographic results and a map to show participant locations.



As illustrated in the figure on the left, the respondent demographics closely align with those of LA County and Metro's ridership. This year's survey indicates that 50% of respondents reside in an Equity Focus Community (EFC), 44% have an income below \$25,000, 39% identify as Hispanic, and 72% ride Metro one or more days per week. The statistically valid sample ensures the overall results are representative and would not significantly change with further participation.

The map displays the geographic distribution of participants, with orange points specifically indicating residents within EFCs. Metro remains dedicated to robust engagement and outreach within these communities.



Metro's Response to Comments & Community Priorities

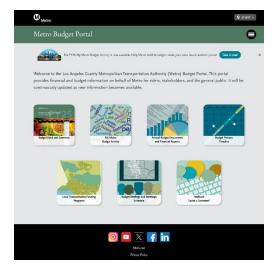
In direct response to public comments, the FY26 Proposed Budget allocates significant resources to the identified priorities. To increase safety and security, a \$392.5 million investment (a 1.9% increase) will support Ambassadors, Community Intervention Specialists, Homeless Outreach, Crisis Intervention Teams, Metro Transit Security, Private Security, Law Enforcement, and the establishment of the Transit Community Public Safety Department (TCPSD). Recognizing the importance of cleanliness, the cleaning budget is increasing by 13.1% (\$36.6 million) and includes \$9.9 million for the Station Experience Program. Furthermore, a \$157.6 million (5.8%) increase in the Operations & Maintenance budget directly addresses concerns about service by improving speed, frequency, and reliability. Other Investments include:

- Lighting Retrofit
- Elevator/Escalator Modernization
- Mobile ADA Accessible Restrooms
- Tap-To-Exit/Taller Faregates Pilot
- Weapons Detection Phase 2 Pilot
- Mid-line cleaning pilot

Public Engagement Strategy

Public Engagement	Participation
Telephone Town Hall – February 4, 2025	>2,100 listeners including 121 Spanish listeners
My Metro Budget Activity Responses	>6,400
My Metro Budget Activity Comments	>4,300
My Metro Budget QR Info Cards	>30,000
Budget Portal Views (https://budget.metro.net)	>2,100 views
Community Based Organizations	392
Email Blasts/Community Newsletters	>15
The Source/El Pasajero Posts	1
Social Media Platforms	5 – Facebook, Instagram, X, LinkedIn, NextDoor
Newsprint Publications – Public Hearing Announcement	20 newsprint agencies
Stakeholder & Public Engagement Meetings	21

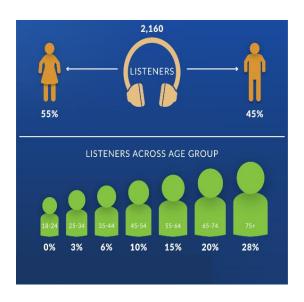
Metro Budget Portal



Metro's budget portal (https://budget.metro.net) remains the central hub for all budget-related information, including documents, timelines, and notifications. The Office of Management and Budget (OMB) continues to enhance the portal's accessibility, with the notable addition of language translation this year. The portal also provides avenues for public feedback and allows users to subscribe for budget updates.

February 4, 2025, Telephone Town Hall

A Telephone Town Hall (TTH) was held for the FY26 Budget Development Cycle, engaging over 2,100 English and Spanish callers. This unique virtual forum provided a platform for the public to listen to and pose questions directly to Metro senior leadership. Following the Board's request via Motion 25 on February 20, 2025, a report addressing the topics raised during the TTH is provided in Attachment E, within the 90-day timeframe requested by the Board. These TTH events have proven to be an invaluable outreach tool, effectively reaching the EFCs and residents who may face barriers to attending traditional public meetings or participating online. The recording for the February 4, 2025, TTH is accessible on the budget portal.



Stakeholder and Public Meetings

The legally mandated budget public hearing, as required by California PUC code 130106 ("Notice of time and place of the public hearing for the adoption of the annual budget shall be published pursuant to Section 6061 of the Government Code and shall be published not later than the 15th day prior to the date of the hearing."), was conducted this year. The notice of the public hearing was published in 20 newspapers, in multiple languages, 15 and 30 days prior to the event.

Metro continued to hold stakeholder meetings throughout the budget development, concluding with the legally required budget public hearing and possible board adoption of

the FY26 Budget. These meetings were guided by a commitment to Putting People First, ensuring that Metro listened and learned from stakeholder input. Detailed schedules, meeting information, and up-to-date budget data were posted on the Finance and Budget portal (https://budget.metro.net) in advance of each event.

FY26 Budget – Outreach Meeting Schedule				
Meeting	Date	Time	Completed	
Regional Service Councils Meet & Confer	Nov 24, 2024	6-7pm	X	
Telephone Town Hall	Feb 4	6-7pm	Х	
Community Advisory Council – General Assembly	Feb 26	6-8pm	Х	
Measure R Independent Taxpayers Oversight Committee	Mar 5	1-2pm	Х	
Independent Citizens Advisory Committee	Mar 5	2-3pm	Х	
Community Advisory Council – General Assembly	Mar 20	6-8pm	Х	
San Gabriel Valley Council of Governments	Apr 2	4pm	х	
Regional Service Council – San Fernando Valley	Apr 2	6:30-8:30pm	х	
Regional Service Council – Westside Cities	Apr 9	6-8pm	х	
Regional Service Council – Gateway Cities	Apr 10	5-7pm	Х	
Regional Service Council – South Bay Cities	Apr 11	9:30-11:30am	x	
Regional Service Council – San Gabriel Valley	Apr 14	5-6pm	х	
Community Advisory Council	Apr 23	6pm	Х	
San Gabriel Valley Council of Governments	May 7	4pm	Х	
Gateway Cities Council of Governments	May 7	4pm	X	
Technical Advisory Committee	May 7	9:30-11am	Х	
Accessibility Advisory Committee	May 8	1-3pm	Х	
South Bay COG	May 12	10:30am	Х	
Valley Industry Commerce Association	May 13	8:30-10:30am	Х	
Streets & Freeways Committee	May 15	9:30am		
Public Hearing	May 15	10am		

Response to Motion 25: Addressing Rider Feedback from Telephone Town Hall

Below is the report back for Motion 25 on how Metro is addressing, promoting and/or improving the initiatives which were received as community feedback at the telephone town hall.

See Motion 25 included in this document on page 10 of this statement.

A. Increased lighting throughout the system

Response: Metro is upgrading lighting systems with more reliable and energy-efficient LED fixtures to enhance visibility and deter issues like encampments and vandalism at rail and bus stations (G Line and J Line). Lights at G Line Roscoe Station walkway were replaced with solar lights as a pilot for other installations being planned, such as throughout all G Line Stations. Preventive maintenance on lighting is conducted quarterly to ensure functionality. To ensure consistent lighting levels across the system, a Standard Operating Procedure for measuring illumination will be integrated into preventive maintenance inspections.

B. Cleanliness on buses and trains

Response: Dedicated Bus and Rail Quality Assurance teams conduct monthly inspections to uphold these standards. To enhance our efforts, we will integrate customer feedback and operator reports to proactively address problem areas and schedule additional deep cleans as needed. We are actively hiring and providing specialized training for supervisors and maintenance teams. The FY26 Cleaning budget totals \$316.2 million, a 13.1% increase over last year and includes 24 new custodial staff and 84 new service attendants to ensure a clean transit system.

On a scale of 1 -10 with 10 being the best, bus and rail cleanliness efforts over the past three years have resulted in the below averages:

- Bus Overall rating increasing from 8.43 in 2022 to 8.70 in 2024
- Rail Overall rating increasing from 8.58 in 2022 to 8.96 in 2024

Cleaning protocols and frequencies for buses and trains (Current & Planned)

Metro prioritizes a clean and pleasant experience on both buses and trains through regular daily and nightly cleaning, including thorough interior and exterior detailing, with deep cleans every 6,000 miles.

Bus	Rail	
Buses are cleaned at several of	Rail cars are cleaned at several end of	
the terminals during layover stops	line locations.	
throughout the day.		
Nightly cleaning - wipe downs of op	perator's area and touch points throughout	
the bus/car, mopping the floors, rem	noving all graffiti, and cleaning the exterior	
of the cars utilizing the bus/train car	wash.	
Deep cleans - performed at least or	nce every 6,000 miles (interior and exterior)	
Quality Assurance - monthly inspec	ctions to ensure cleanliness standards are	
met.		
ENHANCEMENTS		
Talent Acquisition is currently filling	open positions for all bus/rail divisions to	
be fully staffed as soon as possible.		
Upcoming Supervisor Training classes on how to improve and maintain		
improvements in fleet cleanliness.		
Provide feedback to employees who	cleaned buses to encourage and thank	
employees for meeting higher performance standards and conduct		
management audits.		
In service mid-line cleaning at key lo	ocations throughout the rail system. Mid-	
line cleaning will have staff riding the trains between major connection hubs		
and cleaning up waste while trains are in service.		

C. Timely elevator maintenance

Response: Below is a summary of information on elevator maintenance and repairs.

Current process for elevator maintenance and repairs

All elevators are inspected and have preventative maintenance performed on a monthly basis. Any deficiencies found are corrected immediately. Any items showing wear or limited life expectancy are scheduled for replacement as soon as the replacement material is acquired. As-needed repairs for calls received are performed immediately or as soon as material is available if not currently on hand.

Average response times for elevator maintenance requests

Response times for units reported out of service are:

- Seven (7) days a week, including holidays
- 30 minutes between the hours of 6:00 am to 9:00 pm
- One (1) hour for emergencies between 9:01 pm and 5:59 am

Other Initiatives

Elevator/Escalator upgrades

Metro has ongoing capital projects including comprehensive upgrades to over 100 elevators and 80 escalators across the system.

Elevator Attendant Pilot with Return-to-Work Employees Launches
In March 2025, the Return-To-Work unit began assigning Metro employees to the B/D
Line at Pershing Square Station. These Transitional Duty Elevator Attendants help
provide additional eyes and ears to monitor elevators and deter inappropriate
activity, as well as assist riders with wayfinding and documenting safety,
cleanliness, and issues with disruptive passengers to the Transit Watch App and Rail
Operations Control Center. This program, which is already underway to monitor
traditional bathrooms at El Monte Bus Station and Harbor Gateway Transit Center,
will also expand to other B/D Line station elevators.

Polycarbonate protective shields

Metro is actively working to enhance the safety and reliability of its elevators, particularly addressing the issue of broken glass vandalism that can disrupt service. In February 2022, a proactive initiative was launched to install polycarbonate protective shields on the elevator glass. This measure aims to prevent vandalism and minimize out-of-service time. Significant progress has been made, with 111 of the 166 elevators identified now equipped with polycarbonate protective shields. The installation process for the remaining 55 elevators is currently underway and is strategically planned to extend over the next 24 months.

Heavy-duty vinyl flooring

In 2017, an assessment identified 117 elevators with flooring prone to fluid seepage into the elevator shaft, leading to odors and equipment corrosion. These floors were subsequently replaced with heavy-duty vinyl. An assessment in July 2024 identified 53 additional transit elevators requiring floor replacement due to cuts, holes, or

tripping hazards. To date, 19 of these floors have been replaced with full project completion anticipated by October 2025.

D. Expansion of and interaction with small businesses and disadvantaged enterprises, including outreach to small businesses and disadvantaged businesses enterprises

Response: The Diversity and Economic Opportunity Department (DEOD) is committed to supporting the small and disadvantaged business community by hosting and participating in various outreach and engagement initiatives. Through workshops, industry forums, and a number of other networking events, DEOD provides resources, guidance, and opportunities to help small businesses grow and succeed. Through outreach and engagement events, which are made available to the public on Metro's Vendor Portal at business.metro.net, DEOD aims to continue maximizing small business participation on Metro projects.

Key Outreach and Engagement

Annually, Metro host and/or support on average 70 small business-related outreach events.

- 32 MetroConnect Events/Workshops
- 7 Metro Targeted Outreach (for specific projects such as FMS, Link US, etc.)
- 25 Metro Technical Workshops (Certification, CUF, Audit, etc.)
- 30 External Outreach Events (City & County of LA, Regional Chambers of Commerce, Professional Associations, etc.)

Access to contracting opportunities

Metro's main resource in facilitating access to contracting opportunities for these businesses is by utilizing Metro's Online Vendor Portal. The vendor portal provides small businesses with the most up to date information regarding contracting opportunities with Metro. The vendor portal also allows firms to view upcoming news and events, the 12-month look-ahead, awarded contracts, open solicitations, small business set-aside solicitations, and offers other helpful and informative resources to the small business community. Additionally, when a business registers as a vendor with Metro, the Vendor/Contract Management (V/CM) team notifies firms via email about relevant contracting opportunities. Metro also ensures the latest and upcoming contracting opportunities are shared during Transportation Business Advisory Council (TBAC), Industry Forums, and project specific targeted outreach events.

Plans to increase interactions and outreach

Metro plans to increase interactions with and outreach by enhancing its engagements and outreach to small businesses in the following ways:

- Utilize social media: Leverage social media platforms to promote events, resources, and success stories.
- Offer One-on-One Consulting: Provide personalized guidance and support to help businesses develop with one-on-one focused technical assistance with professional business mentoring provided by industry professionals in the areas of professional services, architectural and engineering (A&E), construction and project management services, alternative project delivery methods and construction.
- Expand Training Programs: Guided access to business resources, mentoring in the areas of estimating, scheduling, forms preparation, Change Order and/or the Modification approval process, proposal submission and claim filing, training, workshops and referrals to other industry professionals and/or service providers to further support and develop small business needs.

E. Metro's Bike Share (MBS) program

Response: The FY26 Budget includes \$7.7M for Bikeshare Expansion. The current Metro Bike Share (MBS) program consists of 225 stations and up to 1,800 bikes. Of these bikes, 10% - 15% are pedal assisted Electric Bikes (e-bikes). E-bikes continue to generate the highest utilization at 4.1 trips/bike/day compared to the classic "human-powered" pedal bikes at 0.49 trips/bike/day.

MBS ridership grew 18% year over year, generating 519,392 trips during calendar 2024 which represents the highest ever annual ridership. Reduced fare usage (passholders and ridership) also grew year over year with reduced fare trips totaling 162,702 or 31% of total rides in 2024. Currently 47% of MBS stations are in EFCs and generate 40% of overall ridership.

Expansion, improvements, and maintenance

Metro has secured two grants, REAP (State) and RCN (Federal), to support the expansion of MBS. Metro is currently coordinating with LADOT to ensure a

commitment to implement the expansion. When authorized, this expansion will add approximately 100 stations and 1,000 bikes. The expansion will be within the City of Los Angeles and connect the Central/Downtown and Westside service areas (from Vermont Ave to Westwood Bl and Exposition Bl to Wilshire Bl).

Metro is also working with other interested jurisdictions to explore the ability to expand MBS – County of Los Angeles, Culver City, Glendale, etc.

Metro is currently working on other improvements to MBS including upgrading all MBS equipment (stations, docks and bikes), increasing the number of available pedal assisted e-bikes, and enhancing and updating the website and mobile app to streamline the bike check-out process.

Other Initiatives

Metro is working to move MBS stations onto Metro rail and bus stations and other Metro project areas, where appropriate to improve connectivity to Metro's bus and rail services. As such, five (5) MBS stations will be installed along the Rail to Rail Active Transportation Corridor Project – Segment A, along Slauson. Metro is also working to incorporate charging stations to ensure e-bikes are charged in the most efficient manner to meet customer needs.

F. Metro's Free and Reduced Programs

Response: Below is a list of the free and reduced fare programs, and relevant information and initiatives.

GoPass

Since its launch in 2021, the GoPass program has recorded over 51 million boardings—including 6.9 million in the first half of FY25 alone, a 14% year-over-year increase—demonstrating its continued success in promoting public transit usage for K-14 students throughout LA County. The program, now a permanent initiative entering its fifth year, has served 481,845 unique participants through the first half of FY25 (40% of the 1.2 million eligible students in participating districts).

Outreach

Metro continues to expand outreach through back-to-school and on-campus registration events to boost enrollment. Currently, 130 districts—spanning public, charter, private, adult/vocational, and community colleges—representing over 1,600 schools participate in the program. Metro staff are actively working to onboard

additional schools and districts, increase student registrations, and encourage ongoing transit use for school commutes across LA County.

The GoPass team conducts outreach on an average of 5-7 community and school events per month, sharing information about the program and details on how to obtain a GoPass card. Work is being done year-round with program administrators to ensure that students at their schools receive information needed to obtain and register their GoPass cards. This includes emails directly to GoPass students who have opted to receive communication from Metro.

Next school year, there will be a county-wide paid marketing campaign launching during the back-to-school season and continuing throughout the school year. This will be a mix of social media, targeted digital ads, and paid search.

U-Pass, E-Pass, SEP, and ATAP - Commute Services:

Metro has launched an agency-wide initiative to boost awareness of its Commute Services programs. As part of this effort, the goals for FY25 include increasing employer pass revenue by 18%, adding 54 new employer accounts, and growing lead generation by 667% through targeted marketing campaigns.

In FY24, the Employer Pass Program generated \$4.99 million in revenue with 10,991 participants. The U-Pass Program brought in \$2.54 million in revenue, serving 43,585 student participants.

Outreach

Metro is primarily targeting businesses in LA County with 50 employees or more that are located within one mile of a Metro transit option, employee transportation coordinators, and LA County business organizations including Chambers of Commerce, rotary clubs, SBE groups, and others. Secondarily, Metro is working to engage businesses who meet the California AQMD standards and current bus and rail riders that work at potential business partners.

The outreach is being conducted through the following methods:

- Metro.net branded landing page
- Engaging current Commute Services customers
- Market commute services opportunities through the Vendor Portal
- Customer Care Center Holders
- Bus Car Cards
- Rail Posters
- Video walls
- Internal departmental collaboration

• Social Media (Paid and Organic)

LIFE Program

The program now has over 415,594 total LIFE participants. LIFE boardings continue to grow as customers participate in the program and utilize LIFE subsidies. During the first half of FY25, LIFE free boardings totaled 10.6 million and has reached well over 48 million boardings since 2021.

Outreach & Initiatives

In November 2024, Metro marketing launched a 7-month campaign to raise awareness of the LIFE program and drive sign-ups and renewals. The campaign primarily targeted Spanish-speaking communities, with also awareness to English-speaking African American communities. Staff utilized trusted media channels, including newspapers, radio, billboards, digital, social media, and search, concentrating on areas with high public transit use but low program adoption.

Other outreach initiatives are underway, including LIFE Bus Car Cards, which have seen new LIFE advertisements added to buses by six Transit Agencies:

- Antelope Valley Transit (AVTA)
- Baldwin Park Transit
- Foothill Transit
- Gtrans (Gardena)
- Santa Clarita Transit
- Torrance Transit.

The LIFE Program is partnering with the South LA Eco Lab project to provide 6-month transit passes to LIFE riders within a specific area of South Los Angeles.

Metro continues to collaborate with community-based organizations and local government agencies, including the County and City of Los Angeles, to assist with extensive program promotion, outreach, and referral. One of such promotions is the Uber Pilot, which was launched in October of 2024 and resulted in 533 rides booked (Oct. – Dec. 2024). This program allows agencies and riders to book rides directly on the UBER landing page and/or the UBER app and pay for the service with UBER coupons provided by the LIFE Limited Program. The UBER coupon is a great alternative to the current taxi vouchers which have a 100% utilization rate.

Response to wildfires

Additionally, Metro was quick to respond to the devastating wildfires that broke out in LA County on January 7, 2025 by offering free transit to all Angelenos during the crisis. In order to assist the wildfire survivors, Metro expanded the criteria to include

Attachment E

individuals and families displaced by the wildfires. This effort proved to be beneficial with over 4,493 Wildfire Relief participants enrolled in the program, providing almost 60 thousand free boardings.

Metro



Board Report

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

File #: 2025-0132, File Type: Motion / Motion Response Agenda Number: 25.

EXECUTIVE MANAGEMENT COMMITTEE FEBRUARY 20, 2025

Motion by:

DIRECTORS HAHN SANDOVAL AND DUPONT-WALKER

ADDRESSING RIDER FEEDBACK FROM TELEPHONE TOWN HALL

On February 4th 2025, the Los Angeles County Metropolitan Authority (Metro) invited LA County residents to provide input on the agency's annual budget through a live and interactive Telephone Town Hall.

As part of Metro's ongoing "Putting People First" engagement efforts, these annual telephone town halls' serve as a tool for Metro to gather input from riders, encouraging discussion around cleanliness, bus and rail service, and riders' overall transit experience.

In addition to this annual telephone town hall meeting, LA Metro also released their Metro Budget Portal in October 2024, a valuable tool that aims to increase education and transparency about Metro's revenue and spending while also collecting riders' feedback. While a report back is expected on Metro's budget tool this spring, input collected from the telephone town halls is also important in understanding how the agency could improve the experience for both existing and future riders.

At this year's annual telephone town hall, riders expressed interest in a wide array of topics. Suggestions included adding lighting throughout the system to enhance safety, increasing the frequency of bus and train cleaning, and improving the promotion of SBE/DBE opportunities.

While it is important to acknowledge that Metro is already making strides in these areas, riders and stakeholders should know that their voices are being heard, and that this agency's goals and budget reflects the communities it serves.

SUBJECT: ADDRESSING RIDER FEEDBACK FROM TELEPHONE TOWN HALL MOTION

RECOMMENDATION

APPROVE Motion by Hahn, Sandoval and <u>Dupont-Walker</u> that the Board direct the Chief Executive Officer to report back in 90 days on how Metro is addressing, promoting and/or improving the following initiatives which were received as community feedback at the telephone town hall:

File #: 2025-0132, File Type: Motion / Motion Response Agenda Number: 25.

- A. Increased lighting throughout the system;
- B. Cleanliness on buses and trains;
- C. Timely elevator maintenance;
- D. Promotion of DBE/SBE workshops Expansion of and interaction with small businesses and disadvantaged enterprises, including outreach to small businesses and disadvantaged businesses enterprises;
- E. Metro's Bike Share program; and
- F. Metro's Free and Reduced programs.

Metro EFC Budget Assessment Results Over Time

The EFC Budget Assessment responds to the Board's direction to utilize Metro's EFC Map to prioritize budget expenditures. To develop the EFC Budget Assessment Baseline, staff assigned an EFC Impact Category to every cost center and project of the FY23 Adopted Budget. Table 1 includes the categories and examples of their use.

Table 1. EFC Budget Assessment Categories, Definitions, and Examples

	EFC Impact					
Ca	ategory	Definition	Example			
1.	Targeted Benefits to EFCs	Demonstrate positive impacts from Metro's projects, programs, policies, and services that are intentionally focused on EFCs	 New or updated station improvements located in or adjacent to EFCs Services or programs that demonstrate prioritization for EFCs 			
2.	Indirect Benefits to EFCs	Projects, programs, or services that disproportionately serve but are not targeted to groups comprising the EFC criteria: lowincome, people of color, no car.	Expenses that fund service to the general public or ridership without intentional inclusion for people living and working in EFCs			
3.	No EFC Benefits or Service	No demonstrated benefit or service to EFCs	 Projects not located within EFCs or within a service area of EFCs General/countywide services (not qualified as Indirect Benefits) 			
4.	Formula- Based	Allocations based on formulas and laws	Local Return programsPass-through funds			
5.	Admin. or Technical	Strictly administrative or technical support	Treasury activity costsCopy machine repair, payroll systems			

In May 2023, during the adoption of the FY24 Proposed Budget, the Board directed staff to compare the EFC Budget Assessment Baseline with actuals for that fiscal year. Table 2 demonstrates that Metro has maintained or increased Total Benefits to EFCs (Targeted and Indirect categories). The actuals for FY24 were almost two percentage points lower than the proposed budget for that fiscal year. Minor differences between actual and proposed results for every fiscal year are expected, as Metro does not spend its entire budget and the total dollar amount (denominator) may differ when calculating percentages.

Table 2. EFC Budget Assessment Results FY23-FY25

	FY23 Adopted (Baseline)	FY23 Actuals	FY24 Actuals	FY25 Actuals
Targeted Benefits	26.10%	29.49%	29.73%	
Indirect Benefits	41.20%	42.21%	43.29%	Coming Fall
Total Benefits	67.30%	71.70%	73.03%	2025



Metro Fiscal Year 2026 Proposed Budget

Public Hearing May 15, 2025





investments in Putting People First

One Metro

For generations of Angelenos and visitors as we welcome the world



The FY26 Budget demonstrates our commitment and continued

Customer Experience

- · Listen & Learn: Extensive Outreach
- Safe Metro for riders & employees
- · New mid-line cleaning
- Station Experience

Multi-layered Care-based Approach to **Public Safety**

- **Transit Ambassadors**
- Crisis intervention
- Community intervention specialists
- Contract law enforcement
- Homeless Outreach
- TAP-to-Exit/Taller Faregates Pilot
- Weapons Detection Phase 2 Pilot

Ready to Welcome the World

- FIFA World Cup 2026
- First choice in transportation
- Legacy infrastructure projects
- Lasting impacts for residents & visitors



Risks and Uncertainties

National Economy

- Tariff increases
- Market volatility
- Period of instability
- Federal Reserve to pause interest rate reductions
- Concerns of both recession & inflation
- Federal grant uncertainties impact transportation funding

Local Economy

- Recent wildfires
- Rising housing & insurance costs
- Reduced consumer spending due to lower consumer confidence
- Increased costs in non-taxable items reduces disposable income, impacting sales tax revenues

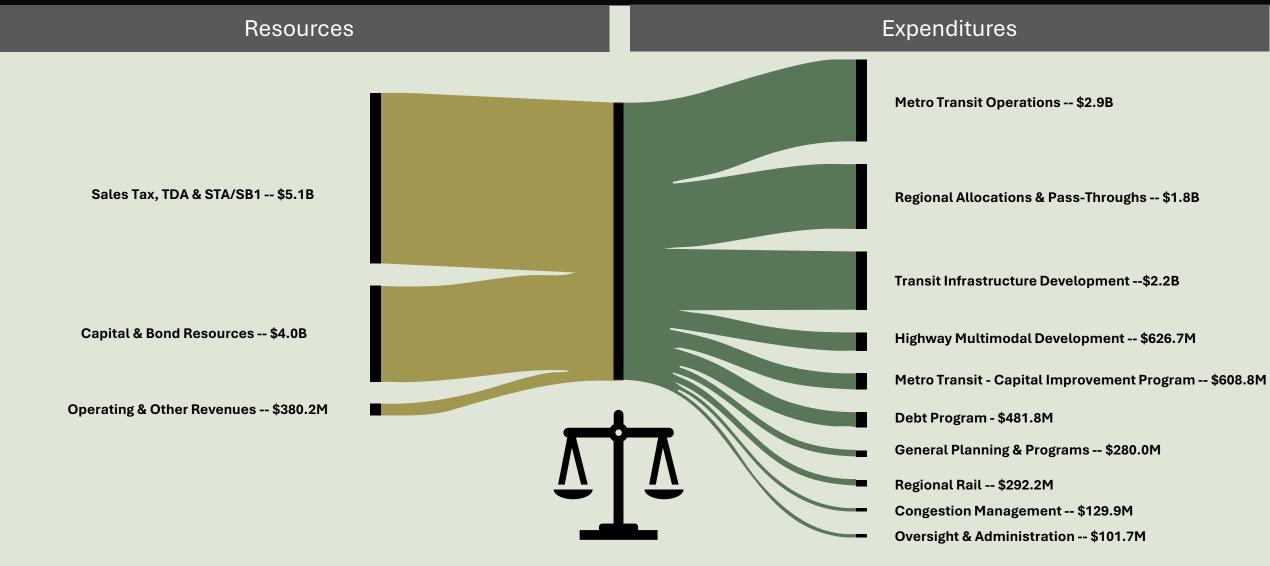
Cost Increases

- Expanding rail system
- Rising capital costs
- Labor expense
- Persistent inflationary pressures
- Preparing for mega sporting events



FY26 Proposed Budget - \$9.4B

Balanced Budget that demonstrates our commitment and continued investments in Putting People First



FY26 Proposed Budget reflects a \$181.0M or 2.0% increase from FY25

- Balanced Budget
- 3 Fund source categories
- 10 Program expenditure items



Transit Infrastructure Development (TID) - \$2.2B

Legacy projects to serve our communities

PLANNING

\$280.7M

Countywide BRT Planning	\$3.5M
C/K Line Ext. to Torrance	\$61.0M
E Line Eastside LRT Phase 2	\$87.7M
Eastside Access	\$0.2M
ESFV LRT (Shared Corridor)	\$0.7M
K Line Northern	\$9.4M
North San Fernando Valley BRT	\$0.4M
Rail & Bus Ops Control Center	\$17.3M
Sepulveda Corridor	\$76.6M
SGV Transit Feasibility Study	\$1.4M
Vermont Transit Corridor	\$22.4M

CONSTRUCTION

\$1,810.8M

A Line Foothill Ext. 2A & 2B	\$148.0M
D Line Westside Ext.	\$778.9M
East San Fernando Valley LRT	\$267.7M
G Line BRT Improvements	\$215.0M
NoHo to Pasadena BRT Connector	\$84.5M
Southeast Gateway Line	\$316.0M



TRANSITIONAL COSTS & REVENUE READINESS

\$45.8M

A Line Foothill Ext. 2B \$7.2M

D Line Westside Ext. Section 1 \$15.6M



LAX/Metro Transit Center*

\$22.9M

* Contract closeout activities post opening

Reflects a \$249.4M or 12.7% increase from FY25

- Planning & Studies increases by \$65.3M (30.3%)
- Transit Construction grows by \$184.1M (10.5%)
- Support project closeout & systemwide projects: \$81.0M

Metro Transit Operations - \$2.9B

Service plans and initiatives to improve customer experience

Bus Service

\$1.9B (+\$114.2M, +6.4%)

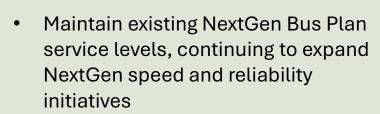
Rail Service

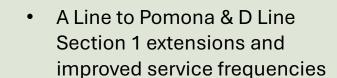
\$968.1M (+\$68.9M, +7.7%)

Metro Micro

\$23.1M (-\$19.2M, -45.5%)









micro

New Business Model:
 New operations and software contracts, same geographical coverage

Reflects a \$163.8M or 6% increase from FY25

- Bus system labor largest component in bus operating (62.1% of total cost)
- Rail budget supports 1.53M rail RSH

Metro Micro - implementing new delivery model, reducing costs by \$19.0M, while maintaining service levels



Focus on Safety – Station Experience

Putting People first with increased safety and cleanliness

Restrooms	Elevators/Escalators	Taller Faregates Pilot	Weapons Detection Phase 2 Pilot	Lighting Retrofit
Throne Restrooms • ADA Expansion • 50 by Summer 2026	 Modernization & Replacement Open Door Cleanliness Attendants to monitor/assist 	 LAX/Metro Transit Center Expanded to 21 stations 	• Al powered concealed weapons detection pilot extended - 12 months	Improved visibility & safety

- Continue to expand investments in faregates pilot
- Enhance CCTV system

- Implement various lighting retrofits
- Improvements to signage and wayside features throughout system



Enhancing Customer Experience

People first ... A Safe, Clean and Affordable Metro

Multi-layered Carebased Public Safety

- Safety presence by continuing Transit
 Ambassadors
- Adding 46 Transit Security
 Officers
- Homeless Outreach budget: \$19.1M, a 4.4% increase
- Crisis Intervention program startup as part of the TCPSD implementation



Free & Reduced Fare Programs

- GoPass K-14 students
- LIFE 20-trips/month
- U-Pass college students
- Employer pass employee passes
- Mobility Wallet subsidies of \$150 per month
- South LA Eco Lab Project –
 6-month passes to LIFE riders in South LA



Cleaning

- Bus: Daily cleaning 4 terminals 7-days/week
- Rail: Daily Division cleaning, 3 End-of-line (EOL) cleaning shifts, 7-days/week
- New mid-line cleaning: trains cleaned while in service
- Stations: Rail custodial staff@ 17 Hot Spots
- Facilities: Graffiti control, power sweeping, trash removal



- 13% increase to continue to make improvements on cleaning efforts
- Expanding outreach on GoPass and LIFE programs

Capital Improvement Program (CIP) - \$608.8M

Serving riders with transit options that are sustainable, reliable, and innovative

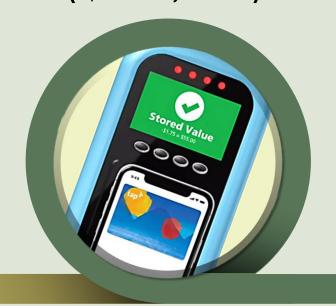
Bus \$176.4M (+31.0M, +21.3%)



Rail \$253.4M (+\$17.7M, +7.5%)



Other Asset Improvements \$179.0M (-\$17.2M, -8.8%)



Bus Zero Emissions Buses (ZEB): continue procurement of buses (\$35.0M) & infrastructure (\$57.2M) Rail Cars: \$181.2M in new vehicles & existing vehicle refurbishment

Customer Experience: \$19.2M customer experience tech enhancements

Reflects a \$30.4M or 5.3% increase from FY25

- CIP focuses on maintaining, upgrading, & modernizing assets to ensure equipment & peripheral systems to provide reliable & high-quality service
- \$608.8M allocated for maintaining system in a state of good repair, for improvements, & modernization



Regional Allocations & Pass-Throughs - \$1.8B

Transit investments in communities across LA County

Local Return, TDA 3 & 8: \$844.8M (-\$76.6M, -8.3%)

Other Local Programs: \$76.3M (-\$5.4M, -6.6%)



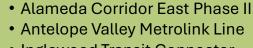
- Allocations to 88 cities & LA County for transit & mobility improvements
- Local Return Prop A & C Measure R & M
- TDA Articles 3 & 8

Regional Transit: \$761.8 (-\$44.0M, -5.5%)



- Municipal & Local Operator's funds
- Access Services (+7.5%)

Major Projects: \$72.4M (-\$138.6M, -65.7%)



- Inglewood Transit Connector
- Sankofa Park



- Call for Projects
- Active Transportation & Transit
- Congestion Reduction Toll Revenue Grants
- Federal Pass-Throughs
- Transit Oriented Development Grants

Fare Assistance (LIFE): \$36.4M (+\$2.1M, +6.1%)



 Low Incomes Fares is Easy (LIFE) Program Regional Fed. Grants: \$21.8M (-\$2.0M, -8.4%)



- Job Access Reverse Commute (JARC)
- New Freedom Program
- Section 5310
- Surface Transportation
 Program Local Exchange

Reflects a \$264.4M or 12.7% reduction from FY25

- Sales Taxes: FY26 projected lower than FY25
- Major Projects: Allocations decreased due to completion of projects



Other Programs - \$1.9B

Serving transit needs of communities across LA County

Highway Multimodal Development	Regional Rail	General Planning & Programming	Oversight & Admin	Debt Program	Congestion Management
\$626.7M	\$119.0M*	\$280.0M	\$101.7M	\$481.8M	\$129.9M
 Reflects a \$55.1M or 8.1% reduction from FY25 Decreasing due to project schedules and project phasing Bus investments up 200% from FY24 New Bus Priority Lanes & Transit Signal Priority Expand NextGen speed & reliability initiatives 	 Reflects a \$61.9M or 108.4% increase from FY25 Double Tracking & Grade Separation transitioning to construction phase FY26 Metrolink budget * (PENDING APPROVAL) 	 Reflects a \$20.5M or 7.9% increase from FY25 Mobility initiatives and other programs reported in four major categories: \$99.1M - Active Transportation, Bike & Other \$87.6M - Property Management \$51.5M - Financial, Grants Mgmt & Admin \$41.8M - Unsolicited Proposals, P3 & Other 	 Reflects a \$11.6M or 12.8% increase from FY25 \$65.2M - Recurring Activities \$25.3M - Valuing Workforce \$11.3M - Customer Experience 	 Reflects a \$16.5M or 3.3% reduction from FY25 Debt Service Costs for bonds are issued to advance major capital investment projects 	 Reflects a \$5.3M or 4.3% increase from FY25 Express Lanes: Procuring a new Back Office System (BOS) Freeway Service Patrol: Service reductions on select routes Motorist Services: Increased costs for RIITS and LA SAFE Rideshare Services: Minor decrease due to savings in services, outreach, and program support

^{*} Metrolink's FY26 Proposed Budget is preliminary, pending the transmittal of Metrolink's official budget request.



Public Outreach and Engagement

Putting People first by Listening and Learning

My Metro Budget Activity



- •50% EFC
- •44% Income <\$25,000
- •39% Hispanic
- •72% Ride 1+ day/week



6,400+ Respondents & 4,300+ Written Comments Collection Period: October 2024 – May 2025

Summary

Telephone Town Hall – February 4, 2025	>2,100 listeners including	
	121 Spanish listeners	
My Metro Budget Activity	>6,400 responses	
(https://mybudget.metro.net)	>4,300 comments	
	>30,000 QR Info cards	
Community Based Organizations	392 reached	
Email Blasts/Community Newsletters	>15	
	5 – Facebook, Instagram, X,	
Social Media Platforms	LinkedIn, NextDoor, The	
	Source/El Pasajero	
Newsprint Publications – Public Hearing	20 naviantint aganaias	
Announcement	20 newsprint agencies	
Stakeholder & Public Engagement	05	
Meetings	25	

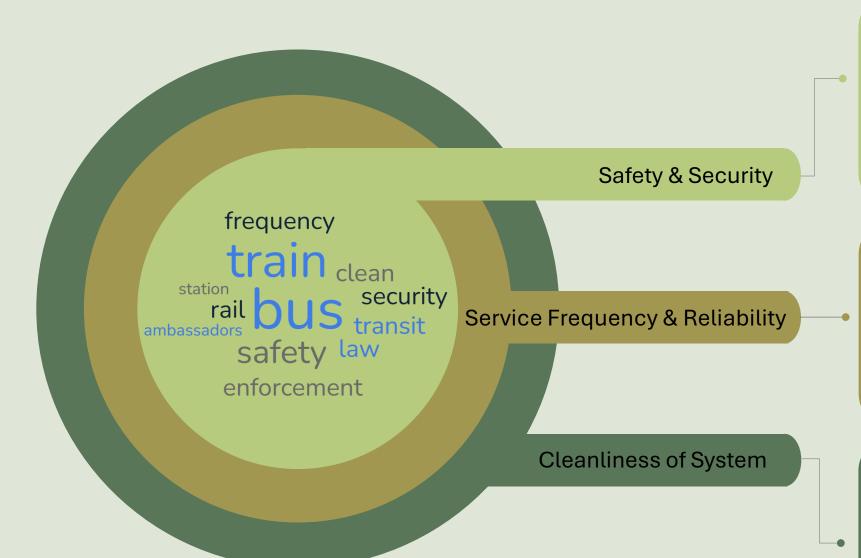
- Base participation of My Metro Budget Activity increased from FY25 (+2,200 responses)
- ICMA Voice of the People Award Recipient
- Utilized a variety of marketing methods

- Introduced language translation feature (9 languages)
- First year utilizing CBO database



What We Heard/What Metro is Doing in FY26

Improving the Customers' Experience



- \$392.5M budget for public safety resource deployment
- Reflects \$13.3M or 1.9% increase from FY25
- Includes multi-layered approach:
 - Transit Ambassadors
 - Community Intervention Specialists
 - Transit Community Public Safety
 Department transition
- \$2.8B budget for Operations & Maintenance.
- Reflects \$157.6M or 5.8% increase from FY25
- Maintain existing NextGen service levels
- Expand NextGen speed & reliability initiatives
- · Improved rail service frequencies

- \$316.2M budget for cleaning initiatives
- Reflects \$36.6M or 13.1% increase from FY25
- Includes \$10.0M for Station Experience Program
- 34 new custodial staff & 86 new service attendants
- New mid-line cleaning: trains cleaned while in service

Board Report on FY26 Budget Adoption

- A. ADOPTING the proposed FY26 Budget as presented in the budget document (provided in a separate transmittal and posted on metro.net);
 - AUTHORIZING \$9.4 billion annual consolidated expenditures to achieve goals and objectives set forth by the Board adopted mission and goals;
 and
 - 2. AUTHORIZING a total of 11,821 FTEs, of which 9,616 are Represented FTEs and 2,205 are Non-Represented FTEs; and
 - 3. AUTHORIZING an average 4% performance-based merit increase for Non-Represented employees. The wage increases for Represented employees, in accordance with the pre-negotiated Collective Bargaining Agreements, is an average 4.0%; and
 - 4. AUTHORIZING a 5% adjustment to current Non-Represented job pay grade levels to reflect best practice (see Attachment A); and
 - 5. APPROVING the Life of Project (LOP) budgets for new capital projects; new capital projects with LOP exceeding \$5.0 million are presented in Attachment B; and
 - 6. AMENDING the proposed budget to include any Board approved actions currently under consideration from now to the end of the fiscal year (June 30, 2025); and
- B. APPROVING the Reimbursement Resolution declaring Metro's intention to issue debt in FY26 for capital projects, as shown in Attachment C, with the provision that actual debt issuance will require separate Board approval.
- C. RECEIVE AND FILE response to Board Motion 25 Addressing Rider Feedback from Telephone Hall



Board Report

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

File #: 2024-1133, File Type: Contract

Agenda Number: 32.

REVISED

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 15. 2025

SUBJECT: METRO BIKE SHARE PROGRAM

ACTION: AWARD CONTRACT

RECOMMENDATION

WITHDRAWN: AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. PS124715000 to Lyft Bikes and Scooters, LLC to provide the Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of \$86,845,569 for the five-year and six month base term, \$42,119,497 for the first three-year option term, \$46,403,975 for the second three-year option term, and \$22,879,834 for optional expansions to other jurisdictions for a total NTE contract amount of \$198,248,875, subject to the resolution of properly submitted protest(s), if any; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.

MITCHELL AMENDMENT:

- C. Report back in November 2025 and annually thereafter on:
 - 1. <u>Development and implementation of the Good Neighbor Policy, non-smartphone and non-credit card payment options, and options for unbanked individuals;</u>
 - 2. <u>Performance of the Metro Bike Share program, including performance requirements tied to liquidated damages, and development and implementation of the public facing dashboard on performance metrics;</u>
 - 3. Lyft's utilization of BikeHub's union members of Transport Workers' Union;
 - 4. Plan for sustainably recycling and disposing end-of-life bikes and e-bikes;
 - 5. Plan and implementation of grant and non-grant related service expansion, including outreach to local jurisdictions for participation in the Metro Bike Share program; and

File #: 2024-1133, File Type: Contract

Agenda Number: 32.

6. Funding plan to expand the Metro Bike Share program.

ISSUE

The current MBS contract, inclusive of three one-month options, will expire on November 30, 2025. To provide continued and seamless service to the public, a new contract incorporating the Board-approved model in response to the December 2021 Board Motion No. 41, authored by Directors Krekorian, Garcetti, Kuehl, and Sandoval (Attachment A), is needed.

BACKGROUND

MBS was launched in July 2016 and is Metro's first deployment of a regional Los Angeles County Bike Share program. While the program grew to include the City of Los Angeles, the City of Pasadena, and the Port of Los Angeles as partners, both the City of Pasadena and the Port of Los Angeles elected to leave the program, citing cost considerations. Since its inception, the City of Los Angeles has been and remains a steadfast partner.

MBS currently consists of 225 stations and up to 1,800 bikes. Ridership has fully recovered from COVID impacts and surpassed pre-COVID levels with 519,392 rides recorded for 2024, highest annual ridership to date. The 2024 ridership is 66% higher than the pre-COVID highest annual ridership registered in 2018. MBS passholder membership also continues to grow year-over-year, with regular passholders growing by 10% and reduced passholders increasing by 39% in 2024. The growth in reduced fare passholders also resulted in a 77% increase in reduced fare trips. For 2024, reduced fare passholders registered 162,702 trips, equating to 31% of the total rides.

Pursuant to the October 2022 Board approved MBS model, staff, in collaboration with the City of Los Angeles, engaged in the development of a Scope of Services (SOS) with the goal of improving the program. The SOS was structured to align with the Board's direction and the approved model. Key model goals include:

- 1) Program Cost Lower cost to Metro and Partner Agencies;
- 2) Equity Streamlined expansion controlled by Metro and Partner Agencies, ensuring equitable access to MBS (payment methods, fares) and expanding mobility options to better serve economically impacted communities;
- 3) Program Management Performance based fixed unit rate services contract;
- 4) Agency Control Metro retains control over key MBS components expansion, station placement, fares, etc.;
- 5) Flexibility and scalability to support temporary needs/special events;
- 6) Equipment Ownership Contractor to provide and own the equipment;

The new model provides and will result in several improvements to the MBS system, with the upgrade of the current equipment being the most visible. The current equipment is approaching the 10-year expected life span and poses a variety of limitations including the use of obsolete stations (current MBS stations are no longer manufactured or available) and the limited availability of e-bikes (less than 15% of the current fleet).

File #: 2024-1133, File Type: Contract

Agenda Number: 32.

DISCUSSION

This contract award aligns with and advances the improved MBS model approved by the Board by enhancing the program performance and cost efficiency. The contract will result in the following improvements:

- Providing and owning all MBS equipment, including replacement of lost/stolen equipment to ensure on-street bike availability and fleet stability;
- Ensuring a transition with minimal impact to MBS customers;
- Ensuring MBS operates as a "Good Neighbor/Community" member with a focus on close collaboration with the community;
- Operating and maintaining the entire MBS system (equipment, hardware, software and systems) in accordance with performance requirements and standards;
- Ensuring improved equitable access to MBS;
- Increasing ridership, rider diversity, and use cases for MBS;
- Supporting special events;
- Expanding MBS to other jurisdictions as authorized by Metro;
- Lowering program cost

Metro will continue to retain full authority over station placement, fare structure, expansion, sponsorship/advertising, and the overall MBS brand. Additionally, Metro, in collaboration with partners, will continue to actively monitor and manage the program to ensure the Contractor's adherence to the performance requirements and the SOS.

Under the new contract, MBS equipment will be replaced with all new equipment, which includes increasing the number of e-bikes to 80% of the on-street fleet (1,440) and the installation of 50 stations with in-dock e-bike charging ability. MBS e-bikes have consistently, demonstrated their appeal by being used over 7 times more than the classic "human-powered" pedal bikes.

Attachment B outlines additional improvements anticipated with the new contract.

Cost Reduction

One of the goals of the Board approved MBS model is to ensure the financial sustainability of the operation and expansion of MBS. Table 1 outlines the estimated cost savings achieved with the new model to operate the current MBS system. The savings are based on the current model, which include costs Metro must bear to support the replenishment of lost equipment, escalating at an annual rate of 1% to 3.5%. On a strictly "apples to apples" comparison, the cost to operate the current MBS system under the new contract will be reduced by 36% to 39% over the base 5-year operating period. Over the 11-year contract period this contract is estimated to save \$55 to \$77 million (32% to 40%). Note these figures do not include any fare or advertising revenue impacts/offsets.

In addition to the O&M savings, there are equipment cost savings, primarily due to the new model's

requirement for the Contractor to own and provide the equipment. While Metro will no longer be purchasing the equipment, there will still be some upfront costs to secure and install the equipment (akin to a lease structure). These costs are one-time, and any equipment replacement costs are borne by the Contractor rather than by Metro.

Table 1 Curi	rent MBS System (225	5 Stations - 1,800	Bikes)			
	Estimated Current Model Cost	New Model Contract Cost	Estimated Savings \$	Estimated Savings %		
Yr 1 O&M	\$15M	\$9	(\$6M)	-39%		
5Yr O&M						
Current MBS 5Yr O&M	\$76M - \$80M	\$49M	(\$28M - \$32M)	(36% - 39%)		
Average Annual O&M Cost	\$15M - \$16M	\$10M	(\$5M - \$6M)	(36% - 39%)		
	Equipment Transition	on & Mobilization				
One-Time Equipment Transition	\$21M	\$18M	(\$3M)	(14%)		
Total - Current MBS System	\$97M - \$101M	\$67M	(\$31M - \$34M)	(32% - 34%		

Table 2 provides a summary of the cost and savings associated with the grant funded expansion. The grant funded expansion provides the opportunity to fill-in service gaps between the Downtown and the Westside service areas, with approximately 100 stations and 1,000 bikes (this area is estimated to be 48% EFC), as well as filling the gap between the Downtown service area and MBS stations located along the Rail-to Rail active transportation corridor on Slauson Avenue in South LA, with an additional 20 stations and 200 bikes.

With the new model, the expansion O&M costs primarily consist of the incremental fixed unit rate cost to operate and maintain the deployed units and is not burdened with full administrative or other costs, resulting in an overall larger per unit savings. With the reduced cost from the new model and the use of the grant funds, the expected overall cost for this expansion is less than \$8 million for the 5-year base contract period, without fare or advertising revenue offsets.

Of note the total 5-year O&M cost for the current MBS System and Expansion, including grant offsets but no fare or advertising revenue offsets, is approximately \$56M, which is \$20M to \$24M (26% - 30%) less than the estimated current model without expansion related costs included.

	Estimated Current Model Cost	New Model Contract Cost	Estimated Savings \$	Estimated Savings %
Grant Expansion Equipment	\$10M	\$8M	(\$2M)	(24%
Grant Expansion O&M	\$24M - \$25M	\$12M	(\$11M - \$12M)	(47% - 50%
Subtotal - Grant Expansion	\$34M - \$35M	\$20M	(\$14M - \$15M)	(40% - 42%
Less Grant Funds	6)	(\$12M)	. No	3
Total Grant Expansion		\$8M		

Total O&M Current MBS System + Grant Expansion (345 Stations - 3,000 Bikes)

	Estimated Current Model Cost w/o Expansion	New Model Contract Cost w/Expansion	Estimated Savings \$	Estimated Savings %
Total 5Yr O&M	\$76M - \$80M	\$56M	(\$20M - \$24M)	(26% - 30%)

These cost reductions represent one part of the efforts to improve program efficiency. With new equipment and the pending REAP and RCN funded expansion, ridership is expected to grow; thereby generating increased fare revenues. Additional advertising revenues may also become available as ridership increases and the program expands. With this Contract and due to the equipment exchange, all stations will now have the capability to display static ads and the electrified stations will have the opportunity to generate additional revenue by deploying digital ads advertising. Further discussions with and support from city partners will be needed to enable increased advertising revenues from either static or digital advertising.

Transition/Mobilization

MBS will work closely with the Contractor to minimize any impact to users and the community due to the transition to the new system. The transition to the new equipment is scheduled to be completed within 6 months from the Notice to Proceed. This includes all equipment exchange, deployment of the new website and mobile app, transfer and/or set-up of existing MBS members on the new system, outreach, education and safety classes, permits and other associated actions. The existing equipment will be stored by the Contractor and MBS staff will coordinate the appropriate transfer, sale, donation or other disposal of the equipment.

With respect to existing contractor staff impacts, the new contract requires both living wage and worker retention. The Contractor has met both requirements and will utilize Transport Workers' Union (TWU) members as well as continue to recognize their collective bargaining agreement.

Additional information regarding the Transition/Mobilization can be found in Attachment B.

Future Expansion

A key element to the future success of MBS and in alignment with prior Board direction is the sustainable and equitable expansion of the system. Expansion consists of gap/in-fill, new service

area and new partner/jurisdiction expansion. There are a number of jurisdictions, such as Culver City, Pasadena, Santa Monica, Glendale, County of Los Angeles and others, who have, in the past, expressed interest in becoming MBS partners. The ability to expand MBS not only requires internal contractual authority but also an agreement with the partner agency, which shall address cost sharing requirements. As stated, this new contract represents a reduction in both the initial capital/equipment and on-going operational costs. This cost reduction coupled with improved services is anticipated to result in the ability to pursue a more sustainable expansion of MBS. Additionally, due to the e-bike transition, ridership is projected to grow, resulting in increased fare revenue and the possibility of increased advertising/sponsorship opportunities, which will provide additional offsets to operating costs.

The contract contains an option to support future new partner/jurisdiction expansions and on-going operation. Any expansion associated with this option will require Board approval prior to implementation.

Strengths of Recommended Contractor

The recommended Contractor's proposal stood out due to the following areas of strength, which are anticipated to enhance the performance and operation of the MBS program. This includes a strong track record in managing large scale bike share programs within and outside of the U.S.

- Their operational footprint covering 60 cities and 16 countries including operating the 6
 largest docked bike share programs in the US (New York, New Jersey, Washington D.C., Boston,
 Chicago, and the San Francisco Bay Area).
- Experience having handled numerous special events from weather, protests, parades, sporting events, concerts/festivals, Presidential Inaugurations, UN General Assembly meetings, etc., which can help MBS as it prepares to support the World Cup and Olympics/Paralympics.
- Experience with the deployment and operation of in-dock charging stations having installed stations in over 20 cities amounting to more than 2,100 stations and 43,000 docks globally. As MBS transitions to an 80% e-bike fleet with 50 in-dock charging stations, the Contractor's experience and capabilities to support MBS is critical to successfully implement the new service.
- Ability to leverage existing operations and services to:
 - Obtain temporary support and equipment for Los Angeles major events World Cup, Olympics/Paralympics, etc.
 - Use existing venue partnerships (Live Nation, SoFi, Intuit Dome) to better support events
 - Learn, coordinate and possibly integrate with their other operations to provide a more seamless system for travelers and improve services for MBS customers
- Extensive experience with sponsorship in support of bike share (Citi, Nike, Blue Cross/Blue Shield). While Metro retains the rights to advertising and sponsorships, the experience of having

secured large value sponsorships for other systems can be beneficial to MBS in the future.

- Experience with integration of bike share applications and services with the Bay Area Clipper Card and Madrid Mobility 360 App. This experience is beneficial to improving MBS integration with TAP (Clipper Card uses Cubic as its provider) and Metro single app project (Madrid Mobility 360 is a Mobility as a Service solution that integrates train, bus, bike share and other transportation services into a single app).
- Finally, the recommended contractor has committed to surpassing the 15% DBE goal through their commitment to meeting more than double the DBE goal at 31.46%.

DETERMINATION OF SAFETY IMPACT

Approval of this item will ensure the continued safe and reliable operation of the Metro Bike Share program and is not anticipated to have any negative safety impacts. Additionally, this Contract will provide monthly bicycle education, safety and riding classes to improve the awareness and capability of future bike riders.

FINANCIAL IMPACT

Funding in the amount of \$26,071,011 is included in FY25 and funding is allocated in the FY26 Proposed Budget to enable the transition, operation, maintenance, and expansion of the MBS program under cost center 4540 - TDM Policy & Regional Shared Mobility, account 50316, Professional Services, under Project #308010 "Bikeshare Program Operating & Maintenance and Project #210186 "MBS Bikeshare Equipment & Expansion". Under the existing cost sharing partnership with the City of Los Angeles, any capital costs are shared equally between Metro and the City (50/50), while operating costs are allocated on a 35% Metro - 65% City partner split. The City is aware of the cost, provisions and requirements of this contract and has provided their concurrence to proceed with the transition of the current MBS services. REAP and RCN related expansion actions, while part of the contract, are pending final concurrence from the City of Los Angeles prior to authorization.

Since this is a multi-year contract, the cost center manager and Deputy Chief Operations Officer, Shared Mobility will be accountable for budgeting the costs for future years. Impact to Budget

There is no impact to the current FY25 budget. Funding for MBS is included in the FY25 budget and consists of City of Los Angeles subsidy, fares, DoorDash advertising revenue, and other bus and rail operating-eligible funds.

Metro received \$7.55M in REAP funding from the State to specifically support the expansion of MBS. Additionally, as part of Metro's larger \$139M Federal RCN grant, Metro received \$5M to further support MBS expansion. Together these grant funds will offset 62% of the total cost to expand MBS. The remaining cost of \$7,742,813 over the 5-year period, less any fare and advertising revenues, will be borne by Metro and the City of Los Angeles. Since the award of the grants coincided with this

procurement action, both the REAP and RCN grants were incorporated into the base contract to enable a more streamlined and timelier implementation.

Additionally, in support of the installation of in-dock charging stations, a proposal was submitted to the Joint Office of Energy and Transportation and an initial notice of award in the amount of \$2 million was received. This award is still pending final authorization/certification. In the interim, staff will continue to investigate and pursue grant or alternative funding opportunities to help offset these and other MBS costs.

EQUITY PLATFORM

The approval of this new contract will ensure Metro's ability to continue to operate and maintain and work towards a regional bike share program that is accessible to Los Angeles County residents. Metro is committed to expanding the program beyond the City of Los Angeles to include other jurisdictions. Currently, 47% of stations are in EFCs and 40% of all trips are initiated at EFC stations. Under the new contract, the Contractor will implement strategies to build community partnerships through local engagement opportunities with stakeholders and residents at events, both in-person and virtual, and by ensuring information is provided in multiple languages and formats. The Contractor will also develop a "Good Neighbor" plan, subject to approval by Metro, with adherence to this plan being a performance metric subject to potential liquidated damages. The "Good Neighbor" plan is tied to the goal of MBS providing exemplary customer service and being a valued addition to the community/neighborhood within which MBS operates. The purpose of this plan is to better understand how MBS can serve the community and all customers - this includes passholders, singletrip riders, potential riders, partners, businesses and any others that may be impacted by MBS throughout construction/relocation, as well as during general operations, with the goal of enabling MBS to better implement and operate its service to meet community and customers' needs. The plan will outline how MBS will engage, listen, adapt and serve the neighborhoods, businesses and communities within which it operates. Key to this strategy will be to maintain ongoing communication with residents of these communities and to provide a process so that station planning is transparent and allows community members to provide their input.

Metro will collaborate with the Contractor and MBS partner(s) to establish a national model for bike share equity, focusing on communities with "High Need" and "Very High Need" based on the Equity Need Index (MENI) tool which is used to identify areas with the greatest need for transportation equity. The Contractor will propose service metrics, non-smartphone and non-credit card payment options, outreach strategies for disadvantaged populations and a plan for engaging with residents in EFCs. Metro will also collaborate with our MBS partner(s), the Contractor and other stakeholders to consider and identify options that will support expansion of MBS into EFCs through potential grants, such as Better Bike Share Partnership grants, cost-sharing, and other solutions.

In addition, offering an option for individuals who are unbanked or may not have access to a digital device, will be advanced with the new contract as part of the Mobility Wallet solution. Working closely with TAP and the Office of Strategic Innovation will allow Metro to identify an implementation plan for MBS users beyond the current pilot phase. The contract will also allow Metro to work toward an improved and integrated payment solution that provides a more streamlined process. Integration will allow payments within TAP and outside of the TAP environment leading to improved user experience

File #: 2024-1133, File Type: Contract

Agenda Number: 32.

and allowing for greater access overall for LA County residents as well as for visitors anticipated to attend the upcoming major events hosted in the region.

This contract includes a 15% DBE goal established by DEOD. In response, the Contractor is committed to meeting a 31.46% DBE goal, allocated to 4 subcontractors.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT.

Metro conducted a preliminary analysis which showed that the net effect of this multi-modal item is to decrease VMT. To date, more than 9.1 million miles have been traveled by MBS users, which represents a minimum reduction of approximately 1.9 million VMTs since the 2024 MBS survey results show 22% of users would have driven their personal vehicles or used a taxi or equivalent vehicle to complete their travel if not for MBS.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS program supports the following Vision 2028 Strategic Plan Goals. MBS ensures users have access to a system that consistently meets high quality standards and that is readily available 24/7 so that there is no wait time. Stations are located near transportation and bicycle infrastructure projects that connect users to the larger transportation system as well as employment centers, colleges/universities, and other destinations. MBS is committed to regional growth and expansion and to being a model for other cities and communities that incorporates best practices in delivering a financially sustainable program,

- 1. Provide a high-quality mobility option that enables people to spend less time traveling.
- 2. Deliver an outstanding trip experience for all users of the transportation system.
- 3. Enhance communities and lives through mobility and access to opportunity.
- 4. Transform LA County through regional collaboration and national leadership.
- 5. Provide responsive, accountable, and trustworthy governance within the organization.

ALTERNATIVES CONSIDERED

The Board may reject the approval of the recommendations. This alternative is not recommended as it could negatively impact the public as the current contract for MBS services will expire on November

File #: 2024-1133, File Type: Contract

Agenda Number: 32.

30, 2025, inclusive of three one-month options.

The Board may also decide to cease all MBS operations. This alternative is not recommended as MBS is a key component in providing a comprehensive transportation solution to meet the varied needs of Los Angeles County residents and visitors. MBS provides an effective zero-emissions VMT alternative to using a vehicle for short trips.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS124715000 with Lyft for the MBS program and initiate the transition from the current to new contract in as seamless a manner as possible. Staff will initiate outreach efforts to identify and introduce any changes/improvements to the public and existing MBS members and work with the Contractor to secure authorization to enable installation of the in-dock e-bike charging stations. Staff will continue outreach efforts to interested jurisdictions and initiate discussions regarding the possible expansion of MBS. Finally, staff will collaborate with the City of Los Angeles to obtain concurrence and initiate the workplan to implement the REAP and RCN grant funded expansions and ensure adherence to grant requirements.

ATTACHMENTS

Attachment A - Motion #41

Attachment B - Improvements & Transition/Mobilization

Attachment C - Procurement Summary

Attachment D - DEOD Summary

Prepared by: Paula Carvajal-Paez, Deputy Executive Officer, Congestion Reduction, (213)

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

Chief Executive Officer



Board Report

File #: 2021-0743, File Type: Motion / Motion Response Agenda Number: 41.

EXECUTIVE MANAGEMENT COMMITTEE NOVEMBER 18, 2021

Motion by:

DIRECTORS KREKORIAN, GARCETTI, KUEHL, AND SANDOVAL

Improving the Effectiveness and Sustainability of Metro Bike Share

Metro Bike Share, a county-wide bike share program, launched in 2016. Since then, Metro has had over 3,300 bicycles in the system, consisting of a mix of Classic, Smart, and E-bikes.

Currently, Metro only has 38% of the total original fleet remaining in operation. Metro Bikes have been targets of theft, and rates of fleet loss ebb and flow as new methods of theft are discovered and addressed. The Metro Bike Share team has increased efforts to recover lost and stolen bicycles but this is not sustaining the fleet and the program does not have an established fleet replenishment strategy. As a result, fewer Metro Bikes are available for use, which degrades the quality of service available to the public.

Affordable, accessible public transportation and active transportation options such as Metro Bike Share are a cornerstone of meeting our region's climate goals. As local jurisdictions in the County continue expanding bicycle infrastructure and mobility options to meet climate goals and improve the quality of life for residents, a successful and sustainable Metro Bike Share program is more important than ever.

SUBJECT: IMPROVING THE EFFECTIVENESS AND SUSTAINABILITY OF METRO BIKE SHARE

RECOMMENDATION

APPROVE Motion by Directors Krekorian, Garcetti, Kuehl, and Sandoval that the Board direct the Chief Executive Officer to report back in 90 days on:

- A. An action plan to stabilize the current fleet size including actions for how to identify, prioritize, and address new mechanisms of theft as they arise.
- B. An action plan to address equitable access in the current program and in any future form of the program. This plan shall include recommendations on issues such as serving people who may be unbanked, addressing the digital divide, and keeping fare cost low.

- C. A plan to provide uninterrupted service as the next iteration of the program is determined and executed.
- D. A plan to convene an industry forum (as was performed for Metro Micro) to bring together academics, cities with existing bike share programs, community stakeholders, and industry experts to provide recommendations on advancing Metro Bike Share beyond the current contract in one of several forms including but not limited to:
 - 1. Continuing Metro Bike Share as a contracted service,
 - 2. Operating the program In-house with Metro employees,
 - 3. A private-sector model with financial subsidy provided by Metro.
- E. Performing a market survey to identify best practices and business models among existing bike-share systems in the US, and comparable global systems (e.g., Paris, London, Barcelona, Madrid, and Mexico City), and to develop comparative data on subsidy cost per ride, total ridership, size of fleet, vehicle technology, theft and damage loss and prevention, and alternative financing sources like sponsorship and advertising.
- F. Recommendations for continuing and evolving the Metro Bike Share program to meet the goals of the agency, with countywide stakeholder engagement and consideration of cost-sharing, with the goal of expanding service area and local participation to all subregions in the County. These recommendations should include eligible local, state, and federal funding sources for capital and operations budgets, as well as legislative opportunities to expand such funding eligibility.

Improvements & Transition/Mobilization

Improvements

The information below is a summary of some but not all of the improvements to MBS as a result of the new contract.

Equipment Based:

- More secure and integrated battery placement on e-bikes batteries secured within the frame of the bicycle;
- New, improved, safety-certified and longer life e-bike batteries increases e-bike range from 30+ miles to 60+ miles;
- E-bikes equipped with on-bike displays to provide information and messages;
- Improved theft/loss management including wheel immobilization;
- Improved remote bike monitoring management and data;
- Installation of in-dock charging stations to safely support e-bike charging 50 stations and 1,200 docks;

<u>User/Community Based:</u>

- Improved station/dock designs to better integrated MBS stations into the community – stations can now consist of a single dock versus the current 10-20 docks/station;
- A new MBS specific website and mobile application will be designed and deployed with a focus on streamlining the user experience;
- Development and deployment of the new "Good Neighbor/Community" policy and practices to ensure that MBS is focused on being a valued member and resource in each community within which it operates;
- Station kiosks will have new displays, support multiple methods of checking out a bicycle, enable integration of third-party payment solutions, support Pay Near Me, Metro Mobility Wallet, and other non-credit card payment services;

Systems/Operational:

- Contractor required to ensure on-street fleet size and availability;
- Station relocation to improve MBS to transit connection:
- Support and improved integration with TAP and coordination with Metro's single mobile app efforts;
- Improved use of data, analytics and systems to better monitor and track system performance, optimize maintenance activity, and actively track battery performance;
- 24-hour operations management and support will be standard, compared to the current 6:00 am to 8:00 pm hours of operation, to ensure the ability to respond to customer needs or service requirements at all times

E-Bikes and Station Electrification:

As MBS moves to a predominately pedal-assisted e-bike fleet, the monitoring and management of available battery charge will be critical. The new contract requires the installation of in-dock charging stations to enable the charging of batteries, thereby improving the number of e-bikes with sufficient battery power while lowering on-going maintenance costs associated with battery swaps and related actions.

Safety is of primary importance and in recognition of the e-bike incidents in New York City where batteries from privately owned bikes caused home fires while being charged, the contract requires MBS equipment to meet the following safety certifications:

- Underwriter Laboratories (UL) 2271 Standard for Batteries
- UL 2849 Standard for E-Bike Electrical Systems
- International Organization for Standardization (ISO) 4210 Safety and Performance requirements for the design, assembly and testing of bicycles

The UL certifications have been updated to ensure battery and e-bike safety. Safety to both MBS users and the public at large will continue to be of paramount importance. MBS and the Contractor shall monitor and address any safety concerns.

Implementation of electrified/in-dock charging stations requires the Contractor to obtain approval from both Metro and the local jurisdiction (includes securing permits and identifying the source and provisioning of required power). Should the Contractor be unable to connect the stations to enable in-dock charging, the stations will still be functional as a standard non-powered station. In order to mitigate potential vandalism of the power sources, the connections are designed to be hidden from public view. Alternative solar powered stations are also available, however additional discussions with the Contractor will be needed.

Initial discussion has begun between Metro and the City of Los Angeles (LADOT, Bureau of Engineering, LADWP) and all parties are in general agreement to support this effort. There are also ancillary benefits to having electrified stations, which includes the opportunity to collaborate and support additional uses within the footprint or adjacent to the stations, such as charging stations for privately owned equipment or possible EV charging capabilities – such as the possible coordination with the City of Los Angeles BlueLA electric carsharing program when the opportunity arises.

Transition/Mobilization

During the first four months of the transition, the current/existing contractor will continue to operate MBS. During this time the new contractor will be completing its mobilization efforts and begin staging and exchanging up to 50% of the on-street equipment. It is anticipated that the new contractor will begin service operations at the end of the fourth month at which point the current service will no longer be operational. This will ensure that there is limited to no service interruptions during the transition, albeit there will be service limitation due to the equipment exchange.

Customer-focused improvements will also be implemented during the transition, including a new website, mobile application and streamlined methods to check out a bike. With respect to the mobile application, the Contractor and Metro staff will investigate and develop the mobile application in coordination with Metro's concurrent work towards the development of a single Metro app. The transfer of existing MBS membership may require some member interaction to set up the application (password, payment, etc.). Upon successful completion of the transfer of member information, Metro will take steps to ensure the proper closure of the prior mobile application and the removal of all data.

During the transition, stations may be relocated to improve connectivity to transit or meet other needs. This includes the relocation of MBS stations onto Metro Rail station plazas to improve the first-last mile connectivity between MBS and Metro Rail. Additionally, new station designs allow for improved neighborhood integration with the capability to install single or a smaller number of docks compared to the current practice of 10 to 15 docks per station. This flexibility allows MBS to be more efficient in the placement of docks and better integrate MBS equipment into a neighborhood/community.

PROCUREMENT SUMMARY

METRO BIKE SHARE PROGRAM/PS124715000

1.	Contract Number: PS124715000					
2.	Recommended Vendor: Lyft Bikes and Scooters, LLC					
3.	Type of Procurement (check one): IF					
	☐ Non-Competitive ☐ Modification [Task Order				
4.	Procurement Dates:					
	A. Issued : 7/23/2024					
	B. Advertised/Publicized: 7/23/2024					
	C. Pre-Proposal Conference: 8/6/2024					
	D. Proposals Due : 9/19/2024					
	E. Pre-Qualification Completed: 4/4/2025					
	F. Ethics Declaration Forms submitted to	o Ethics: 9/19/2024				
	G. Protest Period End Date: 5/20/2025					
5.	Solicitations Picked up/Downloaded:	Bids/Proposals Received:				
	56	3				
6.	Contract Administrator:	Telephone Number:				
	Ana Rodriguez	(213) 922-1076				
7.	Project Manager:	Telephone Number:				
	Kenneth Coleman	(213) 922-2951				

A. Procurement Background

This Board Action is to approve the award of Contract No. PS124715000 to Lyft Bikes and Scooters, LLC to operate Metro's Bike Share (MBS) program, which is countywide. Board approval of contract awards are subject to the resolution of properly submitted protest(s), if any.

On July 23, 2024, Request for Proposals (RFP) No. PS124715 was issued as a competitive procurement in accordance with Metro's Acquisition Policy. The proposed contract type is firm fixed unit rate.

The RFP was issued with a Disadvantaged Business Enterprise (DBE) goal of 15% and required a DBE Contracting Outreach and Mentoring Plan (COMP), which requires the selected Contractor(s) to mentor a total of three (3) DBE firms for protégé development.

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

- Amendment No. 1, issued on July 26, 2024, extended the proposal due date;
- Amendment No. 2, issued on August 8, 2024, extended the date for providing answers to questions submitted by proposers;
- Amendment No. 3, issued on August 28, 2024, updated DBE GFE Commitment Forms;
- Amendment No. 4, issued on September 5, 2024 extended the proposal due date, and updated the evaluation criteria and pricing forms; and
- Amendment No. 5, issued on September 13, 2024, updated DBE GFE commitment forms, and made a minor clarification to the submittal requirements and evaluation criteria.

A virtual Pre-Proposal Conference was held on August 6, 2024. There were 18 participants representing a total of 10 firms. There were 26 questions received, and responses were provided prior to the proposal due date.

A total of 56 firms downloaded the RFP and were included on the planholders list.

A total of three proposals were received on the proposal due date of September 19, 2024, and are listed below in alphabetical order.

- 1. Bicycle Transit Systems, Inc.
- 2. Drop Mobility California LLC
- 3. Lyft Bikes and Scooters LLC

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Metro's Operations and Countywide Planning Departments, as well as representatives from the County of Los Angeles' Internal Services Department, the Los Angeles Department of Transportation (LADOT), and the Mobility Planning Division from the City of Culver City, was convened and conducted a comprehensive technical evaluation of the proposals received.

On September 24, 2024, the PET met to discuss the evaluation process, confidentiality requirements, review information regarding conflicts of interest and receive the evaluation documents.

The proposals were evaluated based on the following evaluation criteria and weights:

•	Experience and Qualifications of Proposed Team and Key Personnel	20 percent
•	Understanding of Requirements and Work and Overall Approach	50 percent
•	Contracting Outreach and Mentoring Plan	5 percent
•	Price Proposal	25 percent

The evaluation criteria are appropriate and consistent with criteria developed for past similar operations procurements. Several factors were considered when developing these weights, giving the greatest importance to the understanding of the requirements and the overall approach.

The evaluation committee conducted virtual interviews with the firms between October 17, 2024, and October 31, 2024. The firms' key personnel had an opportunity to present their qualifications and respond to the evaluation team's questions. In general, each firm's presentation addressed their technical proposal with a focus on the overall approach to the work being requested including equipment transition, charging stations, schedule, flexibility, customer management, partner engagement, and community engagement. Each team was asked questions regarding handling integration between multiple jurisdictions, their ability to show agility through expansion when transitioning to e-bikes, and lessons learned from challenges in previous implementations with other agencies.

On November 13, 2024, Metro's Diversity & Economic Opportunity Department (DEOD) notified Drop Mobility California LLC (Drop Mobility) that they were determined to be non-responsive for failure to meet the 15% DBE goal, and failure to demonstrate adequate Good Faith Efforts (GFE). Under Metro's Administrative Code, proposers that fail GFE evaluations

are afforded the opportunity of an administrative reconsideration conducted by Metro's Ethics Department. Drop Mobility requested a Reconsideration Hearing and the hearing was held on December 12, 2024.

During their hearing, Drop Mobility presented evidence to support their position that adequate GFE had been made. Metro's Reconsideration Officer (RO) reviewed the requirements of each category, DEOD's initial evaluation, and all forms and evidence submitted by the Proposer.

Metro's RO issued the Reconsideration Hearing Opinion for Drop Mobility and determined that Drop Mobility did not demonstrate sufficient GFE. As such, Drop Mobility was notified that they were determined to be non-responsive for failing to meet the DBE goal and not demonstrating that they made sufficient GFE. Drop Mobility was therefore eliminated from further consideration.

The PET Team was notified of the determination that Drop Mobility had been determined to be non-responsive and the evaluations continued for the remaining proposals, which were determined to be within the competitive range, and are listed below in alphabetical order:

- 1. Bicycle Transit Systems, Inc.
- 2. Lyft Bikes and Scooters LLC

Qualifications Summary of Firms within the Competitive Range:

Bicycle Transit Systems, Inc. (BTS)

BTS is the current operator of Metro's Bike Share program and has been since the program's inception over 8 years ago. The company specializes in bike share and has recently expanded its capabilities through the acquisition of BCycle, making them a fully integrated docked bike share provider offering bikes, docks, stations, and related software along with operations and customer service. As the current provider, BTS' proposal includes a plan for a transition with no interruption in service, while introducing new program elements such as e-bikes and system enhancements. The proposal highlights the company's experience managing Metro's system over the years, along with a commitment to the community. According to their proposal, BTS employs a unionized workforce and is a diverse, privately owned company with a team committed to equity, sustainability, and community engagement.

Lyft Bikes and Scooters LLC (Lyft)

Lyft's proposal includes references to their experience in operating bike share systems worldwide. As one of the largest bike share operators with systems in over 16 countries, Lyft explains that they understand system transitions, technology integration, and scalable operations. The company's expertise in system expansions and electrification directly aligns with some of Los Angeles County's priorities for the future of the Bike Share program. Lyft's proposal provides detailed plans for integrating hardware, software, and implementing new equipment, such as e-bike solutions, to enhance system efficiency and user experience. Lyft also partnered with local subcontractors to assist in efforts for a seamless transition and maintain continuity for Metro's Bike Share staff. The proposal detailed Lyft's understanding of the program's technical, operational, and logistical requirements which, according to their

proposal, offers to deliver a successful, sustainable, scalable bike share program for Los Angeles County.

Metro's PET requested all firms in the competitive range to conduct equipment demonstrations to provide the Metro team with an overall understanding of the bicycle models (inclusive of classic and e-bike models), the user interface, system management, charging stations and docks, non-charging stations and docks, kiosks, mobile apps, notifications, check-out and return processes, loss/theft management, and maintenance practices.

Metro conducted discussions with all firms in the competitive range to discuss firms' technical proposals, clarifications, contract exceptions, and to clarify price assumptions. These discussions were held to give all proposers within the competitive range an opportunity to fully address and meet Metro's requirements.

Upon conclusion of the discussions, Metro issued a request for Best and Final Offers (BAFO) on February 27, 2025. BAFO proposals were due on March 13, 2025, and were distributed to the PET for technical scoring on the same day. The BAFO proposals were reviewed by the PET in accordance with the evaluation criteria established in the solicitation.

At the conclusion of the evaluation process, which was comprised of technical evaluations of submitted proposals, oral presentations, equipment demonstrations, comprehensive discussions with both firms in the competitive range, and review of BAFO, Lyft's proposal was determined to be the highest-ranked proposal.

The following is a summary of the evaluation scores.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Lyft Bikes and Scooters LLC				
3	Experience and Qualifications of Proposed Team and Key Personnel	84.50	20.00%	16.90	
4	Understanding of Requirements and Work and Overall Approach	87.50	50.00%	43.75	
5	Contracting Outreach and Mentoring Plan	80.00	5.00%	4.00	
6	Price	100.00	25.00%	25.00	
7	Total		100.00%	89.65	1
8	Bicycle Transit Systems, Inc.				
9	Experience and Qualifications of Proposed Team and Key Personnel	85.00	20.00%	17.00	
10	Understanding of Requirements and Work and Overall Approach	81.00	50.00%	40.50	
11	Contracting Outreach and Mentoring Plan	100.00	5.00%	5.00	
12	Price	98.16	25.00%	24.54	
13	Total		100.00%	87.04	2

C. Price Analysis

The recommended Not-to-Exceed (NTE) amount of \$198,248,875 proposed by Lyft Bikes and Scooters LLC is comprised of a six-month transition and a five-year base period in the NTE amount of \$86,845,569, two, three-year options for operations and maintenance in the amount of \$42,119,497 for the first three-year option, and \$46,403,975 for the second, three-year option. Additionally, Metro included optional system expansions in the base and option periods, to be exercised at Metro's discretion. The base expansions are in an amount NTE \$11,165,699, and the option period expansions are in the NTE amounts of \$5,587,042 for the first three-year option and \$6,127,093 for the second three-year option.

The recommended amount for the contract has been determined to be fair and reasonable based upon adequate price competition, clarifications, discussions, BAFOs, and Metro's Independent Cost Estimate (ICE). The BAFO amounts for both proposers increased from the original proposal amounts primarily due to a revision of the scope issued with the Request for BAFOs that incorporated two grant-funded expansions consisting of an additional 120 stations, 2,400 docks and 1,200 bikes to the base.

The recommended NTE amount is 24% lower than the ICE. The ICE overestimated the operations and maintenance costs for the base, options, and optional expansions due to having used the existing contract costs, which were at a higher rate, plus an escalation factor. The price proposals were reviewed and have been determined to be complete and account for all requested items in the Scope of Service. The difference between the ICE and the proposal amounts is due to the competitive nature of the procurement and Metro's emphasis on ensuring that the project is cost-effective and sustainable.

	Proposer Name	Proposal Amounts	Metro ICE	Best and Final Offer
1.	Lyft Bikes and Scooters LLC	\$171,046,252	\$263,476,187	\$198,248,875
2.	Bicycle Transit Systems	\$159,981,578	\$263,476,187	\$201,949,762

D. <u>Background on Recommended Contractor</u>

The recommended firm, Lyft Bikes and Scooters, LLC is based in San Francisco, CA and is a subsidiary of Lyft, Inc. focused on operating rental bikes and scooters. Lyft is a global leader in operating large-scale bike share systems, managing more than 60 systems across 16 countries, including major cities such as San Francisco, CA, Boston, MA, Chicago, IL, New York, NY, and Madrid, Spain.

DEOD SUMMARY

METRO BIKE SHARE PROGRAM/ PS124715000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 15% Disadvantaged Business Enterprise (DBE) goal for this solicitation. Lyft Bikes and Scooters, LLC exceeded the goal by making a 31.46% DBE commitment.

Small Business	15% DBE	Small Business	31.46% DBE
Goal		Commitment	

	DBE Subcontractor	Ethnicity	% Committed
1.	Tranzito DBA BikeHub	Asian Pacific American	28.14%
2.	Craft Construction Inc.	Hispanic American	1.37%
3.	ICI Engineers	Asian Pacific American	0.20%
4.	Sequoia Consultants	Subcontinent Asian American	0.07%
5.	Arellano Associates	Hispanic American	1.35%
6.	2meart.com	African American	0.33%
		Total Commitment	31.46%

B. Local Small Business Enterprise (LSBE) Preference

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

C. <u>Living Wage and Service Contract Worker Retention Policy Applicability</u>

The Living Wage and Service Contract Worker Retention Policy (LW/SCWRP) is applicable on this Contract. Metro staff will monitor and enforce the policy guidelines to ensure that workers are paid at minimum the current Living Wage rate of \$25.23 per hour (\$19.28 base + \$5.95 health benefits), including yearly increases. In addition, Contractors will be responsible for submitting the required reports for the LW/SCWRP and other related documentation to staff to determine overall compliance with the policy.

D. Prevailing Wage Applicability

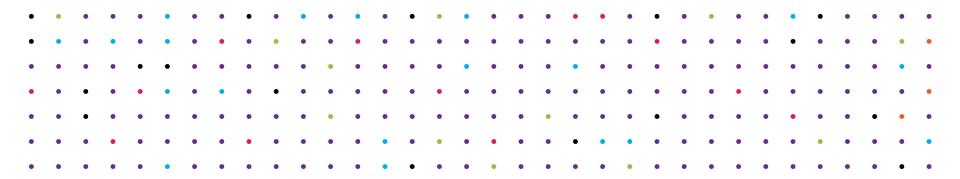
Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the US Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

E. <u>Project Labor Agreement/Construction Careers Policy</u>

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

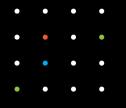
SHARED MOBILITY

METRO BIKE SHARE





RECOMMENDATION

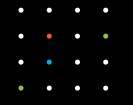


AUTHORIZE the Chief Executive Officer to:

- A. AWARD a firm fixed unit rate Contract No. PS124715000 to Lyft Bikes and Scooters, LLC to provide the Metro Bike Share (MBS) program services in the Not-To-Exceed (NTE) amount of \$86,845,569 for the five-year and six month base term, \$42,119,497 for the first three-year option term, \$46,403,975 for the second three-year option term, and \$22,879,834 for optional expansions to other jurisdictions for a total NTE contract amount of \$198,248,875, subject to the resolution of properly submitted protest(s), if any; and
- B. EXECUTE individual contract modifications within the Board approved contract modification authority.



NEW MODEL & CONTRACT



Contract Award follows the new Board approved model:

- Lower Cost Decrease in O&M compared to current model
- Improve Equity Grant based expansion, Mobility Wallet, focused outreach, etc.
- Improve Management Performance based fixed unit rate service contract
- Provide a more sustainable path for other jurisdictions to join MBS
- Other
 - Requires living and prevailing wage
 - Includes Grant funded expansion (State REAP and Federal RCN grants amounting to \$12.55M)



NEW MODEL & RESPONSIBILITIES

- Metro retains control over:
 - > Expansion;
 - Station locations;
 - > Fare;
 - Advertising/sponsorship;
 - MBS Data;
 - MBS brand and overall operations
- Equipment Ownership Contractor provides, owns and replaces damaged/lost equipment at their cost
- Union Workforce and Continuity Recommended Contractor's team includes a unionized subcontractor to support MBS using existing Transport Workers Union (TWU) bike share employees

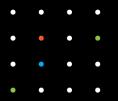


OPERATIONAL IMPROVEMENTS

- All new equipment
 - ➤ 80% e-bike fleet versus current 10% 15% (1,440 e-bikes v. 150 200 e-bikes);
 - ➤ New E-bikes have a 60+ mile range versus current 30+ miles; remote programming capability geofencing, wheel immobilization, etc.; on-bike display
 - Electric charging stations (50 for base; 5 each for Grant expansions);
 - ➤ New equipment can support smaller dock deployments (1+ dock(s) versus current 10 20 docks/station);
- Improved transit connections relocation of stations onto Metro property;
- Contractor responsible for ensuring a stable 1,800 on-street bike fleet (current contract requires Metro to purchase inventory to ensure fleet size);
- 24x7 operations versus current 7am to 8pm hours of operation;
- Transition to new system over 5 6 months
 - Phase 1 (approximately 4 months to complete)
 - ✓ Replace of 50% of the current stations with new stations
 - Phase 2 (approximately 2 months to complete)
 - ✓ Replace remaining 50% of system



BASE CONTRACT COST SUMMARY – CURRENT v NEW MODEL



	Estimated Current Model Cost	New Model Savings \$	New Model Savings %
Current System O&M (5Yrs)	\$76M - \$80M	(\$24M - \$32M)	(31% - 39%)
Equipment Replacement	\$21M	(\$3M)	(14%)
Subtotal Current System*	\$97M - \$101M	(\$27M - \$34M)	(27% - 34%)
Grant Expansion Equipment/One-Time	\$10M	(\$2M)	(24%)
Grant Expansion O&M	\$24M - \$25M	(\$11M - \$14M)	(47% - 56%)
Subtotal Grant Expansion*	\$34M - \$35M	(\$12M - \$15M)	(36% - 42%)
Base Award*	\$131M - \$136M	(\$38M - \$49M)	(30% - 36%)
Subtotal Options	\$165M - \$193M	(\$53M - \$84M)	(32% - 43%)
Total All O&M*	\$259M - \$292M	(\$91M - \$125M)	(35% - 43%)
Total All*	\$296M - \$330M	(\$93M - \$131M)	(32% - 40%)



GRANT FUNDED EXPANSION

- Included in the Base Contract Award and consists of:
 - > Two Grants State REAP (\$7.55M) and Federal RCN (\$5M)
 - Grants support the following system gap in-fill expansion:
 - ✓ Downtown service area (Vermont Ave) to Westside service area (Westwood Blvd) – 100 stations and 1,000 bikes;
 - ✓ Downtown service area (Exposition Blvd) to MBS stations on Rail-to-Rail Active Transportation Corridor (Slauson Ave) in South LA − 20 stations and 200 bikes
- With Grant offset cost of expansion will reduce to approximately \$8M over the five-year period (without additional revenue offsets)



PROCUREMENT SUMMARY



AWARDEE

Lyft Bikes and Scooters, LLC

NUMBER OF PROPOSERS

Three (3) proposals were received - one (1) was deemed non-responsive to DBE requirements

Proposers include: Bicycle Transit Systems, Inc.

Drop Mobility California, LLC (non-responsive due to DBE commitment)

Lyft Bikes and Scooters, LLC

DEOD COMMITMENT

DBE goal – 15% DBE commitment – 31.46%

ISSUE

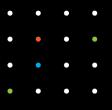
The current contract, inclusive of 3 one-month options, expires November 30, 2025. A new contract is needed to continue operating the MBS program.

DISCUSSION

The award of this contract will ensure continued operation of MBS pursuant to prior Board directive and actions. The new contract will decrease costs and improve the ability to expand MBS.



PROPOSAL EVALUATION



Evaluation Criteria	Maximum Points	Lyft	BTS
Experience and Qualifications of Proposed Team and Key Personnel	20.00	16.90	17.00
Understanding of Requirements and Work and Overall Approach	50.00	43.75	40.50
Contract Outreach and Mentoring Plan	5.00	4.00	5.00
Price	25.00	25.00	24.54
Total Score	100.00	89.65	87.04
Best and Final Offers		\$ 198.25M	\$ 201.95M
DBE Commitment	Goal 15%	31.46%	17.21%



STRENGTHS OF RECOMMENDED CONTRACTOR

- • •
- Greater understanding of operations in major metropolitan areas with oversight and management of the 6 largest bike share programs in US
- Understanding of the requirements and practices of large-scale special events/incidents – Presidential Inaugurations, UN General Assembly meetings, major sporting events, etc.
- Improved theft deterrence (reported 3% loss versus 7% -8%)
- Significant deployment of in-dock charging stations over 20 cities, 2,100 stations,
 43,000 docks including solar powered charging stations
- Ability to leverage existing operations to support MBS needs
 - Temporary resources obtain resources from other large systems to support MBS
 - Existing venue partnerships (SoFi Stadium and Intuit Dome)
 - Coordinate and possibly integrate with other bike share programs operated by Lyft
- Successfully securing large scale sponsorships
- Exceeds DBE Goal (15%) with a 31.46% commitment





Board Report

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

File #: 2025-0113, File Type: Policy Agenda Number: 34.

REGULAR BOARD MEETING MAY 22, 2025

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN

FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire the Fee Simple Interest and/or the Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as follows:

- 1. 14523-14533 Keswick Street, Van Nuys, CA, APN: 2210-030-007, 2210-030-008, 2210-030-030, and 2210-030-031; (E-001)
- 2. 14603-14605 Keswick Street, Van Nuys, CA, APN: 2210-030-009, 2210-030-010, 2210-030-014, and 2210-030-016; (E-003)
- 14660 Raymer Street and 14663 Keswick Street, Van Nuys, CA, APN: 2210-025-008, -009, & -034; (E-013)
- 4. 14742 Raymer Street, Van Nuys, CA, APN: 2210-025-045; (E-016)
- 5. 14746 Raymer Street, Van Nuys, CA, APN: 2210-025-048; (E-019)

The interests being acquired in the above-listed properties are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the East San Fernando Valley Light Rail Transit Project ("Project") Maintenance and Storage Facility ("MSF"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of

File #: 2025-0113, File Type: Policy Agenda Number: 34.

Necessity (Attachments B-1 through B-5) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions and which sets forth the required findings (Attachment A).

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit ("LRT") system with 14 at-grade stations. The LACMTA Board certified the Project's Final Environmental Impact Report on December 3, 2020 and the Federal Transit Administration signed a Record of Decision on January 29, 2021. Included in the Final Environmental Impact Statement/ Environmental Impact Report was the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a Maintenance and Storage Facility (MSF) for the LRT vehicles.

The Project will improve mobility in the area by:

- introducing an improved north-south transit connection between key transit hubs/routes;
- enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers;
- increasing transit service efficiency; and
- encouraging a modal shift from driving in order to achieve reductions in greenhouse gas emissions.

The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. The MSF will house the fleet of 33 light rail vehicles that will be procured to initiate service on the line. The MSF will also accommodate rail car washing, a paint shop, wheel truing, material storage, cleaning platform, and main shop.

Acquisition of the Property Interests is required for the MSF.

DISCUSSION

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to each of the Owners of Record for each parcel (collectively, "Owners") on: February 10, 2025 for Parcel E-001; March 7, 2024 for Parcel E-003; February 6, 2025 for Parcel E-013; January 8, 2025 for Parcel E-016 and October 24, 2024 for Parcel E-019. Similarly, written offers of Just Compensation to purchase the IPR on each parcel were presented to the respective Owners and, where applicable, tenants. The Owners and tenants for these parcels have not accepted the offers of Just Compensation made by the LACMTA, and the parties have not at this time reached negotiated settlements for the acquisition of the Property Interests.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorizes the public acquisition of private property by eminent domain/n), LACMTA has prepared and mailed notice of this hearing to the owners and, where applicable, tenants, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain. In order to adopt the Resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Acquisition of these parcels will require relocation of some business tenants, including:

- ESFV-E-001-1 marble and granite; automotive
- ESFV-E-003-1 marble and granite; storage
- ESFV-E-013-1 manufacturer of household cabinets, shuttle service
- ESFV-E-016-1 heating and cooling supply business
- ESFV-E-019-1 fence company, warehouse business (already relocated)

A dedicated relocation agent is working with the tenants to explain their benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs. Prior to being required to relocate, the businesses will be provided 90-day and 30-day notices.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A). Staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project's schedule and to construct and operate the MSF.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funds required to support the acquisitions, relocation activities, and the recommended right of way action for the properties referenced in this report are included in the adopted Project's Preconstruction budget under Cost Center 8510 Project number 865521, East San Fernando Valley Light Rail Transit Corridor.

Impact to Budget

File #: 2025-0113, File Type: Policy Agenda Number: 34.

The sources of funds for the recommended actions include Measure R, Measure M, State Grants, and Federal Grants. These funds are not eligible for bus and rail operations.

EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Boulevard and will improve connections and access to key destinations to Metro's customer base and several Equity Focus Communities (EFCs) in the East San Fernando Valley.

Offers of Just Compensation were made to the Owners for the Property Interest based on appraisals of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owners, but agreements have not yet been reached. Approving this action will allow staff to continue negotiations while maintaining the project schedule.

Businesses displaced by the Project may receive relocation benefits in accordance with the Uniform Relocation Act (URA). These benefits include both monetary funding and advisory services to mitigate any potential hardships. Agents are assigned to displacees from the beginning of the relocation cycle to guide displaced businesses through their moving and reestablishment processes. Metro will also assist the businesses in finding replacement sites within the community. These relocation services demonstrate Metro's commitment to minimizing business disruption and facilitating business continuity.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor DEIS/DEIR. VMT summary can be found in Appendix G of the Transportation Impacts Report published in 2020. VMT was forecasted with Metro's Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for the definition of future baseline conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 was calculated for the project.

^{*}Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring

File #: 2025-0113, File Type: Policy Agenda Number: 34.

System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Goal 3: Enhance communities and lives through mobility and access to opportunity. Goal 4: Transform LA County through regional collaboration and national leadership.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have detrimental effects on the available Federal and State Grant funding dollars.

NEXT STEPS

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule. LACMTA will continue to work with tenants to find suitable replacement locations.

ATTACHMENTS

Attachment A - Staff Report

Attachment B-1 - Resolution of Necessity - Parcel E-001

Attachment B-2 - Resolution of Necessity - Parcel E-003

Attachment B-3 - Resolution of Necessity - Parcel E-013

Attachment B-4 - Resolution of Necessity - Parcel E-016

Attachment B-5 - Resolution of Necessity - Parcel E-019

Prepared by: Darryl Root, Senior Director, Real Estate, (213) 922-5281

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547-4325

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 922-2920

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTIES REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT") PROJECT PARCELS ESFV-E-001, ESFV-E-003-1, ESFV-E-013-1, ESFV-E-016-1 and ESFV-E-019-1

BACKGROUND

The property interests sought to be acquired are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The project parcel number, assessor parcel number, address, record property owner and tenant, and nature of the property interests sought to be acquired for the Project ("Property Interests") are summarized in the table below. The Property Interests are comprised of Fee Simple ("Fee") and Improvements Pertaining to Realty ("IPR").

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-E-001-1		14523-14533 Keswick St, Van Nuys, CA	Ilan Bldg. Comp., a general partnership (Owner)	Fee; IPR
(E-001)	2210-030-030 2210-030-031		Global Stone Trading, Inc (Tenant)	IPR
			Stone Shoppe (Tenant)	IPR
			Velagui Stone, Inc. (Tenant)	IPR
			Bella Stone Fabricant & Installation (Tenant)	IPR
			AVM Auto Body (Tenant)	IPR
			OMG Stone Works Inc. dba Olympia Marble & Granite (Tenant)	IPR
			Universal 1 Auto Body (Tenant)	IPR
			Pyramid Tile & Marble and Mia Marble (Tenant)	IPR
			George Spordous - The Quarry (Tenant)	IPR
			Valentine Machine Shop (Tenant)	IPR
			Legacy Stone & Marble, Inc (Tenant)	IPR
ESFV-E-003-1 (E-003)		14603-14605 Keswick St., Van Nuys, CA	Lieser Holdings, L.P., a California Limited Partnership (Former Property Owner)	IPR
	2210-030-016		Boulevard Tile and Stone Inc. (Tenant)	IPR

ESFV-E-013-1		14660 Raymer St. & 14663 Keswick St.	Dennis L Newman and Shaaron L. Newman,	Fee, IPR
(E-013)	2210-025-034	,	Trustees of the Dennis & Shaaron Newman Trust dated October 16, 1997, as to an undivided 1/2 interest and Roger L. Newman, Trustee of the Roger L. Newman Revocable Trust dated July 19, 2002 as to an undivided 1/2 interests and Newman and Sons Inc. (Owner)	
			I & E Cabinets, Inc. (Tenant)	IPR
			Keolis Transit America, Inc. (Tenant)	IPR
ESFV-E- 016-1 (E-016)	2210-025-045	14742 Raymer St., Van Nuys, CA	Wilshire D.S.2, LP, a California Limited Partnership (Owner)	Fee; IPR
ESFV-E- 019-1 (E-019)	2210-025-048	14746 Raymer St, Van Nuys, CA	14746 Raymer St, LLC, a California limited liability company (Owner)	Fee; IPR

Property Requirements:

Purpose of Acquisitions: construction and operation of the East San Fernando Valley Light Rail Transit Project.

Property Interests Sought:

With regard to Project parcels E-001, E-013, E-016 and E-019 LACMTA seeks to acquire a Fee interest in the real property, as well as the Improvements Pertaining to Realty (IPR); with regard to Project parcel E-003, LACMTA seeks to acquire IPR only because Metro already purchased the Fee interest. These interests are required to construct the Maintenance and Storage Facility (MSF) for the Project. The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, the guideway will curve west off of Van Nuys Boulevard along Keswick Street. These acquisitions of a fee interest and of IPR are collectively referred to herein as the Property Interests.

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to each of the Owners of Record for each parcel (collectively, "Owners") on: February 10, 2025 for Parcel E-001; March 7, 2024 for Parcel E-003; February 6, 2025 for Parcel E-013; January 8, 2025 for Parcel E-016 and October 24, 2024 for Parcel E-019. Similarly, and in compliance with California Government Code Section 7267.2, written offers of Just Compensation to purchase the IPR on the parcels were presented to the Owners and, where applicable, Tenants¹.

¹ As between Owner and Tenant, LACMTA does not know who claims ownership of the IPR, and

for that reason, the offer to purchase the IPR was made to both the Owner and the Tenant.

A. The public interest and necessity require the Project.

The Project is a vital public transit infrastructure investment that will provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The Project will ultimately provide a 9.2-mile light rail transit system to connect from the Van Nuys LACMTA G Line (Orange Line) Station in the community of Van Nuys to the Sylmar/San Fernando Metrolink Station in the City of San Fernando, providing commuters with significantly more options when navigating Los Angeles County.

The Project will improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes including direct Metrolink/Amtrak and G-line enhancing access to stations, transit accessibility/connectivity for residents to local and regional destinations and activity centers, increasing transit service efficiency, and encouraging a modal shift from driving to achieve reductions in greenhouse gas emissions. It is projected that by the year 2035, there will be 37,759 daily transit trips on the completed Project. The Project will provide new transit service and improved transit connectivity in future years. The Project is consistent with one of LACMTA's overall goals of providing high quality mobility options that enable people to spend less time traveling.

Based on an evaluation of socioeconomic, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor limit mobility will increase the demand for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the eastern San Fernando Valley to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population and high number of transit riders; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

In September and October of 2017, the Draft Environmental Impact Study/Draft Environmental Impact Report (DEIS/DEIR) was circulated for public review and comment for 60 days. The following six alternatives were evaluated in the DEIS/DEIR:

- No-Build Alternative;
- TSM Alternative;

BRT Alternatives:

- Alternative 1 Curb-Running BRT Alternative;
- Alternative 2 Median-Running BRT Alternative;

Rail Alternatives:

- Alternative 3 Low-Floor Light Rail Transit (LRT)/Tram Alternative;
- Alternative 4 LRT Alternative.

All build alternatives considered within the DEIS/DEIR (Alternatives 1 through 4) would operate at grade over 9.2 miles, either in a dedicated busway or dedicated guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which included a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

Metro applied the objectives below in evaluating potential alternatives for the Project:

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto-centric travel modes and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study area.

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system. Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At-Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment would be

constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment.

In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

- Improve north–south mobility;
- Provide more reliable operations and connections between key transit hubs/routes;
- Enhance transit accessibility/connectivity to local and regional destinations;
- Provide additional transit options in a largely transit-dependent area, and
- Encourage mode shift to transit.

Additional factors that were considered by Metro in identifying Alternative 4 Modified as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative.

While the Project will cause private injury, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property Interests are necessary for the Project.

The Property Interests are specifically needed for the southern segment of the Project ("Southern Segment"). The Southern Segment of the Project consists of a 6.7-mile atgrade alignment light rail transit system, which will include 11 new transit stations, 10 Traction Power Substations, and a new Maintenance and Storage Facility ("MSF"). The purpose of the Project is to improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley.

The Southern Segment of the Project will operate in the center of Van Nuys Boulevard from the LACMTA G Line (Orange) Van Nuys Station to Van Nuys Boulevard and San Fernando Road. Once constructed, the Project's light rail system will travel in a semi-exclusive right-of-way in the median of Van Nuys Boulevard, separated by a barrier except at signalized intersections. There will be 33 light rail vehicles. The light rail system will be powered by an electrified overhead contact system, a network of overhead wires that distributes electricity to the light rail vehicles.

The MSF will house general administration, operation, and support services. The facility

will be used to store the light rail transit vehicles when they are not in operation and to perform inspections, body and heavy repairs, and cleaning and washing of LACMTA's growing light rail vehicle fleet. Meanwhile, the TPSS sites will provide the electricity to power the light rail vehicles.

The Property Interests are required for construction and operation of the Project. Specifically, Parcels E-001, E-003, E-013, E-016 and E-019 are five of the several parcels required to construct the MSF.

The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, spur tracks will extend from the guideway and will curve west off of Van Nuys Boulevard north of Keswick Street and continue in a westward direction crossing Raymer Street and into the MSF site.

A portion of the MSF will be located on Parcels E-001, E-003, E-013, E-016 and E-019. Therefore, the Property Interests are necessary for the construction and operation of the Project.

Staff recommends that the Board find that the acquisition of the Property Interests are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the owner of the interest being acquired, or the offer has not been made because the owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer to purchase be made to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the Owner with a written description of and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

- Obtained independent appraisals for real property and for IPR to determine the fair market value of the Property Interests, including consideration of the existing use of the parcel, the highest and best use of the parcel, and, if applicable, impact to the remainder properties;
- 2. Reviewed and approved the appraisals, and established the amount it believes

to be just compensation for the acquisition of the Property Interests;

- Determined the owner of the Property Interests by examining the County Assessor's record and preliminary title reports, and determined the tenants of the parcels;
- 4. Made written offers to the Owners and Tenants, as applicable, for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests (offers for fee acquisition were made to Owner; offers for IPR were made jointly to Owner and Tenant);
- 5. Provided the Owners and Tenants, as applicable, with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and
- 6. Provided an informational pamphlet concerning eminent domain in California to the Owner as required by the Eminent Domain Law.

It is recommended that based on the above Evidence, the Board find and determine that the offers required by Section 7267.2 of the California Government Code has been made to each of the Owners and tenants.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by Page 8 of 36 the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

CONCLUSION

Staff recommends that the Board approve the Resolution of Necessity.

ATTACHMENTS

Exhibit A-1 - Legal Description (E-001)

Exhibit B-1 - Plat Map (E-001)

Exhibit C-1 - IPR (E-001)

Exhibit A-2 - Legal Description (E-003)

Exhibit B-2 - Plat Map (E-003)

Exhibit C-2 - IPR (E-003)

Exhibit A-3 - Legal Description (E-013)

Exhibit B-3 - Plat Map (E-013)

Exhibit C-3 - IPR (E-013)

Exhibit A-4 - Legal Description (E-016)

Exhibit B-4 - Plat Map (E-016)

Exhibit C-4 - IPR (E-016)

Exhibit A-5 - Legal Description (E-019)

Exhibit B-5 - Plat Map (E-019)

Exhibit C-5 - IPR (E-019)

Exhibit A-1

Legal Description

Project Parcel E-001

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Parcel 1:

Lots 19 and 20, of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded February 29, 1924, in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

Except from said Lot 20, all minerals, coal, oils, petroleum and kindred substance and natural gas under and in said land.

Parcel 2:

Lots 31 and 32, of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded February 29, 1924, in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

APN: 2210-030-007, 2210-030-008, 2210-030-030, 2210-030-031

Exhibit B-1

Plat Map



Exhibit C-1 (sheet 1 of 2)

Improvements Pertaining to Realty

Item		
No.	Qty.	Description
1	1	Sign "Stone Shoppe" 30 Letters
2	6	Light Florescent 6 Tubes
3	1	Tile Flooring
4	1	Display Rack Wall Mounted 10'x4 Linear Feet
Item		
No.	Qty.	Description
1	1	Tile Flooring, Marble, 2,400 Sq. Ft.
2	1	Wall Mounted Wood with Hanging Slots 2800 Sq. Ft.
3	2	Sample Wood Rack 120 Ft.
4	1	Global Stone exterior sign, 11 letters
Item		
No.	Qty.	Description
1	1	Flooring, 200 Sq. Ft.
2	1	Sign: Velagui Stone Inc. 2'X11'
3	1	Samsung Security System 6C AMIRA
Item		
No.	Qty.	Description
1	1	Sign "Bella Stone" 10 Letters
2	1	Flooring 1280 Sq. Ft.
3	1	Water Reclaiming System 24'

Exhibit C-1 (sheet 2 of 2)

Improvements Pertaining to Realty

Item		
No.	Qty.	Description
1	1	Sign "AVM Auto Body" 19 Letters amd Mi,bers
2	1	Flooring 200 Sq. Ft.
3	1	Paint Booth 20' x 15'

Item		
No.	Qty.	Description
1	1	Sign "Olympia Marble & Granite" 21 4' Letters
2	1	Flooring 850 Sq. Ft.
3	1	Office Built out 600 Sq. Ft.
4	1	In-Ground Drain Pit 50LF 20 M 4'x4' Pit
5	1	Electric c/o Substation Control Panel, consisting of Trans Wiring in FlexRidge
6	1	Air Line Throughout Walls Approximately 1100 feet

Item		
No.	Qty.	Description
1	1	Sign "Marble Place Inc." 3'
2	1	Tile Flooring 250 Sq. Ft.
3	1	Trench, Water Reclaimer 60 Cubic Ft.
T /		

Item		
No.	Qty.	Description
1	1	Tile Flooring

Item		
No.	Qty.	Description
1	1	Pacific Hoist Inward Hoist 5 Horsepower
2	1	Dwyer Spray Booth with 5 Horsepower Compressor 20'x11.5'
3	1	Brinks Alarm System
4	1	Sign, Universal 1 Auto Body
5	1	Tile Flooring

Exhibit A-2

Legal Description

Project Parcel E-003

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

APN: 2210-030-009, 2210-030-010, and 2210-030-014

Parcel 1:

The Northerly 25 feet of Lot 21, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 88, Pages 94 and 95 of Maps, in the Office of the County Recorder of said County.

Parcel 2:

The Southerly 80 feet of the Northerly 105 feet of Lot 21, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 88, Pages 94 and 95 of Maps, in the Office of the County Recorder of said County.

Parcel 3:

The Easterly 12.50 feet of the Westerly 22 50 feet of Lot 21, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County, except therefrom the Northerly 105 feet of said Lot 21

Parcel 4:

Lot 22, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

Except therefrom the Easterly 65 feet thereof.

Parcel 5:

The Northerly 55 feet of the Easterly 65 feet of Lot 22, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

APN: 2210-030-009, 2210-030-010, and 2210-030-014

AND

Lot 23, and the Easterly 32.5 feet of Lot 24, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

APN: 2210-030-016

Exhibit B-2

Project Parcel

Project Parcel E-003



APN's: 2210-030-009, 2210-030-010, 2210-030-014, 2210-030-016

Exhibit C-2

Improvements Pertaining to Realty

Item		
No.	Qty.	Description
1	1	Power wiring to machines, consisting of wiring in box, cable & switch
		boxes, etc.
2	1	Group of flooring tile in showroom +/-4,000 square feet
3	4	Kitchen display showroom Demo
4	4	Office display showroom Demo
5	1	Sump System, consisting of 2 ton HP pumps; 4 deep concrete pits 6x6x6 and 120 linear feet in floor trench drain
6	1	Exterior sign, 3' x 18"
7	1	Exterior sign, painted on wall, approximately 4' x 4' BTS logo

Item		
No.	Qty.	Description
1	1	Painted exterior sign on wall, 4' x 4'

Exhibit A-3

Legal Description

Project Parcel E-013

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 22, Pages 130 and 131</u> of Maps, in the Office of the County Recorder of said County.

Except the Easterly 215 feet thereof, measured at right angles from the East line of said lot.

Also except the Southerly 340 feet of said lot.

APN: 2210-025-008

AND

The land referred to herein is situated in the State of California, County of Los Angeles and described as follows:

Parcel 1:

The Southerly 340 feet of Lot 6 of Tract No. 1532, as per Map recorded in <u>Book 32, Pages 130 and 131</u> of Maps, in the Office of the County Recorder of said County.

Except the East 215 feet thereof.

Parcel 2:

That portion of Lot 22 of Tract No. 16545, as per Map recorded in <u>Book 398, Pages 18 and 19</u> of Maps, in the Office of the County Recorder of said County, bounded on the West by the Southerly prolongation of the West line of Lot 6 of Tract No. 1532, as per Map recorded in <u>Book 22, Pages 130 and 131</u> of Maps, records of said County and bounded on the East by the Southerly prolongation of the West line of the East 215 feet of said Lot 6.

APN: 2210-025-009

AND

The land referred to herein is situated in the State of California, County of Los Angeles, City of Van Nuys and described as follows:

The West 70.00 feet of the East 215.00 feet of the South 501.00 feet of Lot 6 of Tract No. 1532 as per map recorded in <u>Book 22, Pages 130 and 131</u> of Maps in the office of the County Recorder of Los Angeles County.

APN: 2210-025-034

APN: 2210-025-034 (End of Legal Description)

Exhibit B-3

Plat Map

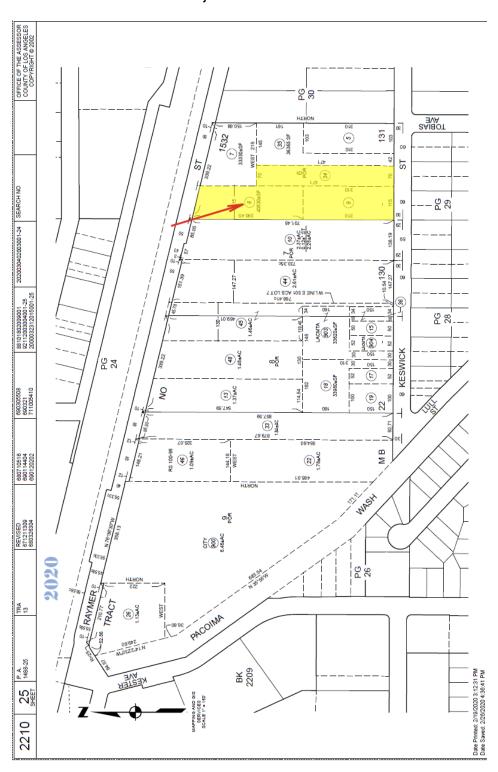


Exhibit C-3

Improvements Pertaining to Realty

Item		
No.	Qty.	Description
1	1	Jensen, above ground gasoline storage tank, concrete, 10,000 gallons, with
		UST 2 pumps, 32' x 13' x 16" concrete dyke, 26 security stations, 3 feet
		high with metal awning 6' x 36 linear feet
2	1	Concrete dyke, 26' x 9.5' x 7" high
3	6	Ceiling suspended oil grease dispensers
4		Group of power wiring, consisting of transformer, step down, control panels wiring, AV flex cable

Item		
No.	Qty.	Description
1	1	Sign "I & E CABINETS" painted on building
2	1	Sign, 2 sided mounted on pole, 4' x 3'
3	1	Dust collector system, consisting of dust work throughout bag type collector, motor wiring control with air compressor and holding tank
4	1	Group of electric power to machinery with control panel, 600 amps wiring in flexible and rigid
5	1	Office build-out consisting of flooring, ceiling, etc. approximately 2,000 sf.
6	1	Group of built-in showroom cabinets and counters with sink and marble tops, machinery cabinets approximately 160 linear feet

Exhibit A-4

Legal Description

Project Parcel E-016

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

APN: 2210-025-045

PARCEL 1:

THOSE PORTIONS OF LOTS 7 AND 8 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN <u>BOOK 22</u>, <u>PAGES 130 AND 131</u> OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED ON THE EAST BY THE WESTERLY LINE OF THE EASTERLY 5.01 ACRES OF SAID LOT 7, SAID AREA BEING COMPUTED TO THE SOUTHERLY LINE OF RAYMER STREET, FORMERLY DATE STREET, AS SHOWN ON SAID MAP; BOUNDED ON THE SOUTH BY THE NORTHERLY LINE OF THE SOUTHERLY 340 FEET OF SAID LOTS 7 AND 8; AND BOUNDED ON THE WEST BY A LINE THAT IS PARALLEL WITH AND DISTANT WESTERLY 130 FEET, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID EASTERLY 5.01 ACRES OF LOT 7.

PARCEL 2:

THAT PORTION OF LOT 7 OF TRACT NO. 1532 AS PER MAP RECORDED IN <u>BOOK 22, PAGES 130</u> AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER AND THAT PORTION OF LOT 22 OF TRACT NO. 16545 AS PER MAP RECORDED IN <u>BOOK 398, PAGE 18 AND 19</u> OF MAPS, IN SAID OFFICE|OF THE COUNTY RECORDER, DESCRIBED AS A WHOLE AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT 22, WITH THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 34 FEET OF SAID LOT 7; THENCE NORTHERLY ALONG SAID PROLONGATION AND SAID EASTERLY LINE, A DISTANCE OF 341 FEET TO THE NORTHERLY LINE OF THE SOUTH 340 FEET OF SAID LOT 7; THENCE EASTERLY ALONG SAID NORTHERLY LINE, A DISTANCE OF 10.54 FEET, MORE OR LESS TO THE WESTERLY LINE OF THE EASTERLY 5.01 ACRES OF SAID LOT 7, SAID AREA BEING COMPUTED TO THE SOUTHERLY LINE OF RAYMER STREET (FORMERLY DATE STREET) AS SHOWN ON SAID MAP OF TRACT NO. 1532; THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ITS SOUTHERLY PROLONGATION, A DISTANCE OF 341 FEET TO SAID SOUTHERLY LINE OF SAID LOT 22; THENCE WESTERLY ALONG SAID SOUTHERLY LINE, A DISTANCE OF 10.54 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION OF SAID LOT 22 LYING EASTERLY OF THE SOUTHERLY PROLONGATION OF THE EAST LINE OF THE WEST 44.54 FEET OF SAID LOT 7 OF TRACT NO. 1532.

ALSO EXCEPT ALL MINERALS, COAL, OILS, PETROLEUM AND KINDRED SUBSTANCES, AND NATURAL GAS UNDER AND IN SAID PORTION OF SAID LOT 7 OF TRACT NO. 1332, RESERVING THEREFROM A RIGHT OF WAY FOR STORM DRAIN, SEWER AND DRIVEWAY PURPOSES OVER HEREIN DESCRIBED PROPERTY.

APN: 2210-025-045

Exhibit B-4

Plat Map

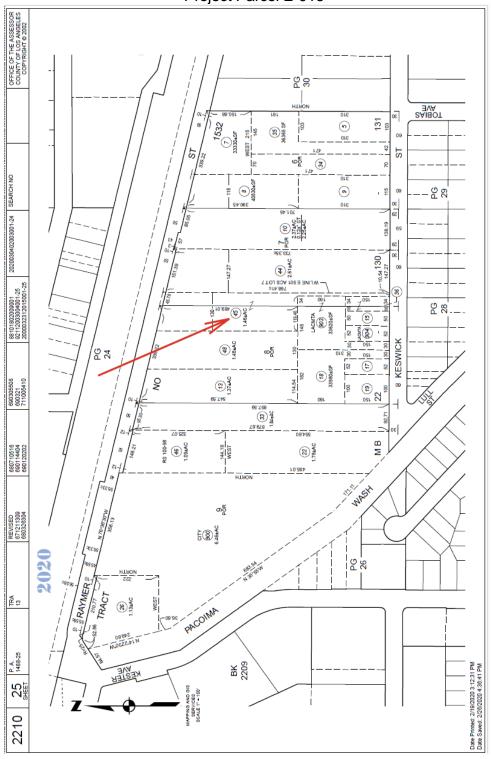


Exhibit C-4

Improvements Pertaining to Realty

Item		
No.	Qty.	Description
1	1	Exterior sign, 8' x 3', illuminated
2	1	Exterior sign, 8' x 3', on 2 20 feet poles
3	1	Metal gate, 6' x 8'

Exhibit A-5

Legal Description

Project Parcel E-019

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 8, TRACT 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF SAID LOT, WITH A LINE THAT IS PARALLEL WITH AND DISTANT WESTERLY 130.00 FEET, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF THE EASTERLY 5.01 ACRES OF LOT 7, OF SAID TRACT 1532 (SAID EASTERLY 5.01 ACRES BEING COMPUTED TO THE SOUTHERLY LINE OF RAYMER STREET, FORMERLY DATE STREET, AS SHOWN ON SAID MAP); THENCE SOUTHERLY ALONG SAID PARALLEL LINE TO THE NORTHERLY LINE OF THE SOUTH 340.00 FEET OF SAID LOT 8; THENCE WESTERLY ALONG THE LAST MENTIONED NORTHERLY LINE 130.00 FEET; THENCE NORTHERLY PARALLEL WITH THE ABOVE MENTIONED WESTERLY LINE TO THE NORTHERLY LINE OF SAID LOT 8; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

APN: 2210-025-048

Exhibit B-5

Plat Map

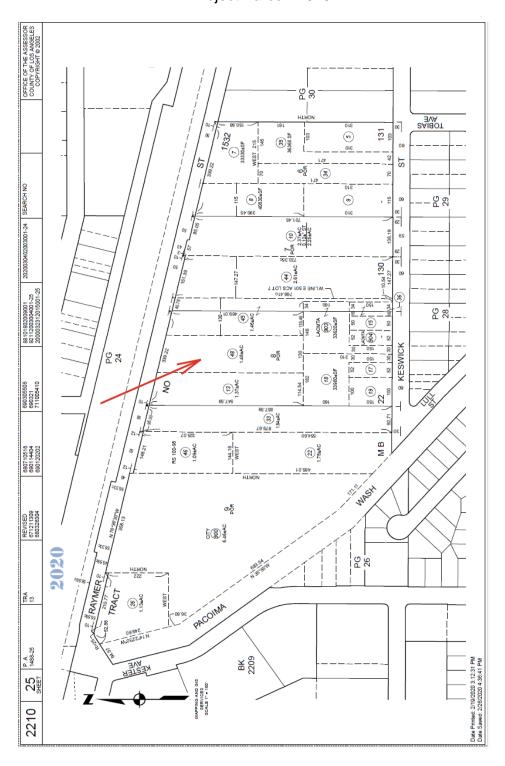


Exhibit C-5

Improvements Pertaining to Realty

Item No.	Qty.	Description
1	1	200' of rigid conduit

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY
INTERESTS AND IMPROVEMENTS PERTAINING TO THE REALTY
NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE
ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
APN: 2210-030-007, -008, -030, -031; ESFV-E-001-1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A" and depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); and (ii) the improvements pertaining to realty that are more particularly described in Exhibit "C" attached hereto, and located on the real property identified in Exhibits "A" and "B" ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development,

construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.
- (c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the Project;
- (b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interests sought tobe acquired, which have been described herein, are necessary for the Project;
- (d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los

Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of May, 2025.

Date:	
-------	--

COLLETTE LANGSTON LACMTA Board Clerk

ATTACHMENTS

Exhibit - A – Fee Interest Legal Description

Exhibit - B - Fee Interest Plat Map

Exhibit - C - Improvements Pertaining to Realty

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Parcel 1:

Lots 19 and 20, of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded February 29, 1924, in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

Except from said Lot 20, all minerals, coal, oils, petroleum and kindred substance and natural gas under and in said land.

Parcel 2:

Lots 31 and 32, of Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded February 29, 1924, in Book 88, Page(s) 94 and 95 of Maps, in the office of the County Recorder of said County.

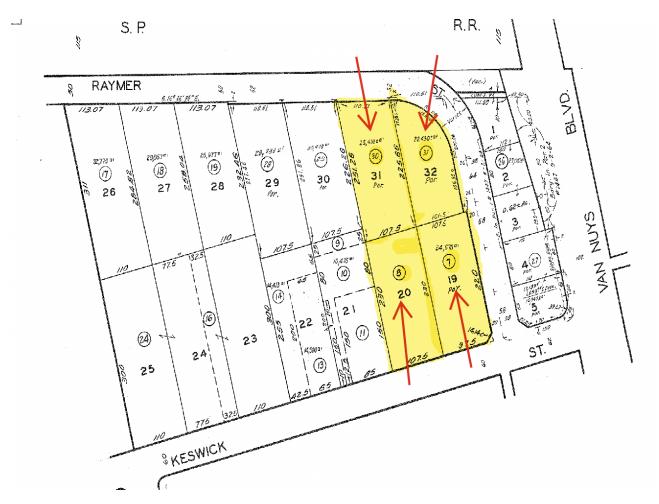
APN: 2210-030-007, 2210-030-008, 2210-030-030, 2210-030-031

APN: 2210-030-007, 2210-030-008, 2210-030-030, and 2210-030-031

(End of Legal Description)

EXHIBIT "B" PARCEL ESFV-E-001-1

PLAT MAP



(page 1 of 2)

IMPROVEMENTS PERTAINING REALTY

Item No.	Qty.	Description
1	1	Sign "Stone Shoppe" 30 Letters
2	6	Light Florescent 6 Tubes
3	1	Tile Flooring
4	1	Display Rack Wall Mounted 10'x4 Linear Feet
Item No.	Qty.	Description
1	1	Tile Flooring, Marble, 2,400 Sq. Ft.
2	1	Wall Mounted Wood with Hanging Slots 2800 Sq. Ft.
3	2	Sample Wood Rack 120 Ft.
4	1	Global Stone exterior sign, 11 letters
Item No.	Qty.	Description
1	1	Flooring, 200 Sq. Ft.
2	1	Sign: Velagui Stone Inc. 2'X11'
3	1	Samsung Security System 6C AMIRA
Item No.	Qty.	Description
1	1	Sign "Bella Stone" 10 Letters
2	1	Flooring 1280 Sq. Ft.
3	1	Water Reclaiming System 24'

(page 2 of 2)

IMPROVEMENTS PERTAINING REALTY

Item No.	Qty.	Description
1	1	Sign "AVM Auto Body" 19 Letters amd Mi,bers
2	1	Flooring 200 Sq. Ft.
3	1	Paint Booth 20' x 15'

Item		
No.	Qty.	Description
1	1	Sign "Olympia Marble & Granite" 21 4' Letters
2	1	Flooring 850 Sq. Ft.
3	1	Office Built out 600 Sq. Ft.
4	1	In-Ground Drain Pit 50LF 20 M 4'x4' Pit
5	1	Electric c/o Substation Control Panel, consisting of Trans Wiring in FlexRidge
6	1	Air Line Throughout Walls Approximately 1100 feet

Item	l	
No.	Qty.	Description
1	1	Pacific Hoist Inward Hoist 5 Horsepower
2	1	Dwyer Spray Booth with 5 Horsepower Compressor 20'x11.5'
3	1	Brinks Alarm System
4	1	Sign, Universal 1 Auto Body
5	1	Tile Flooring

Item No.	Qty.	Description
1	1	Sign "Marble Place Inc." 3'
2	1	Tile Flooring 250 Sq. Ft.
3	1	Trench, Water Reclaimer 60 Cubic Ft.

Item	1	
No.	Qty.	Description
1	1	Tile Flooring

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY
INTERESTS AND IMPROVEMENTS PERTAINING TO THE REALTY
NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE
ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
APN: 2210-030-009, -010, -014, -016; ESFV-E-003-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of the improvements pertaining to realty that are more particularly described in Exhibit "C" attached hereto, and located on the real property identified in Exhibits "A" and "B" ("Improvements") ("Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development,

construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.
- (c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the Project;
- (b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;
- (d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los

Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of May, 2025.

COLLETTE LANGSTON LACMTA Board Clerk

<u>ATTACHMENTS</u>

Exhibit - A – Fee Interest Legal Description

Exhibit - B - Fee Interest Plat Map

Exhibit - C – Improvements Pertaining to Realty

EXHIBIT "A" PARCEL ESFV-E-003-1

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Lot 23, and the Easterly 32.5 feet of Lot 24, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

APN: <u>2210-030-016</u>

APN: 2210-030-016 (End of Legal Description)

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

APN: 2210-030-009, 2210-030-010, and 2210-030-014

Parcel 1:

The Northerly 25 feet of Lot 21, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

Parcel 2:

The Southerly 80 feet of the Northerly 105 feet of Lot 21, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

Parcel 3:

The Easterly 12.50 feet of the Westerly 22 50 feet of Lot 21, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County, except therefrom the Northerly 105 feet of said Lot 21

Parcel 4:

Lot 22, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

Except therefrom the Easterly 65 feet thereof.

Parcel 5:

The Northerly 55 feet of the Easterly 65 feet of Lot 22, Tract No. 7090, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in <u>Book 88, Pages 94 and 95</u> of Maps, in the Office of the County Recorder of said County.

APN: 2210-030-009, 2210-030-010, and 2210-030-014 (End of Legal Description)

EXHIBIT "B" PARCEL ESFV-E-003-1

PLAT MAP

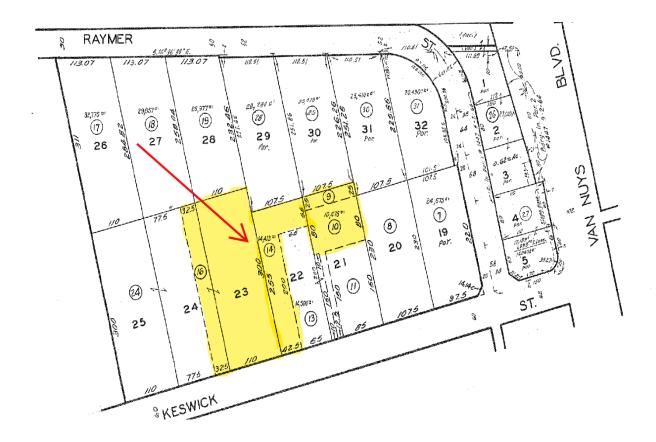


EXHIBIT "C" PARCEL ESFV-E-003-1

Item				
No.	Qty.	Description		
1	1	Power wiring to machines, consisting of wiring in box, cable & switch boxes, etc.		
2	1	Group of flooring tile in showroom +/-4,000 square feet		
3	4	Kitchen display showroom Demo		
4	4	Office display showroom Demo		
5	1	Sump System, consisting of 2 ton HP pumps; 4 deep concrete pits 6x6x6 and 120 linear feet in floor trench drain		
6	1	Exterior sign, 3' x 18"		
7	1	Exterior sign, painted on wall, approximately 4' x 4' BTS logo		
Item				
No.	Qty.	Description		
1	1	Painted exterior sign on wall, 4' x 4'		

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY
INTERESTSAND IMPROVEMENTS PERTAINING TO THE REALTY
NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE
ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
APN:2210-025-008, 2210-025-009, 2210-025-034; ESFV-E-013-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A" and depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); and (ii) the improvements pertaining to realty that are more particularly described in Exhibit "C" attached hereto, and located on the real property identified in Exhibits "A" and "B" ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development,

construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.
- (c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the Project;
- (b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;
- (d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los

Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of May, 2025.

COLLETTE LANGSTON LACMTA Board Clerk

<u>ATTACHMENTS</u>

Exhibit - A – Fee Interest Legal Description

Exhibit - B - Fee Interest Plat Map

Exhibit - C – Improvements Pertaining to Realty

EXHIBIT "A" PARCEL ESFV-E-013-1

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Parcel 1: APN: 2210-025-008

Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except the Easterly 215 feet thereof, measured at right angles from the East line of said lot.

Also except the Southerly 340 feet of said lot.

Parcel 2: APN: 2210-025-009

Parcel 2A:

The Southerly 340 feet of Lot 6 of Tract No. 1532, as per Map recorded in <u>Book 22, Pages 130 and 131</u> of Maps, in the Office of the County Recorder of said County.

Except the East 215 feet thereof.

Parcel 2B:

That portion of Lot 22 of Tract No. 16545, as per Map recorded in <u>Book 398, Pages 18 and 19</u> of Maps, in the Office of the County Recorder of said County, bounded on the West by the Southerly prolongation of the West line of Lot 6 of Tract No. 1532, as per Map recorded in <u>Book 22, Pages 130 and 131</u> of Maps, records of said County and bounded on the East by the Southerly prolongation of the West line of the East 215 feet of said Lot 6.

Parcel 3: APN: 2210-025-034

The West 70.00 feet of the East 215.00 feet of the South 501.00 feet of Lot 6 of Tract No. 1532 as per map recorded in Book 22, Pages 130 and 131 of Maps in the office of the County Recorder of Los Angeles County.

APN: 2210-025-034, 2210-025-009, 2210-025-008

EXHIBIT "B" PARCEL ESFV-E-013-1

PLAT MAP

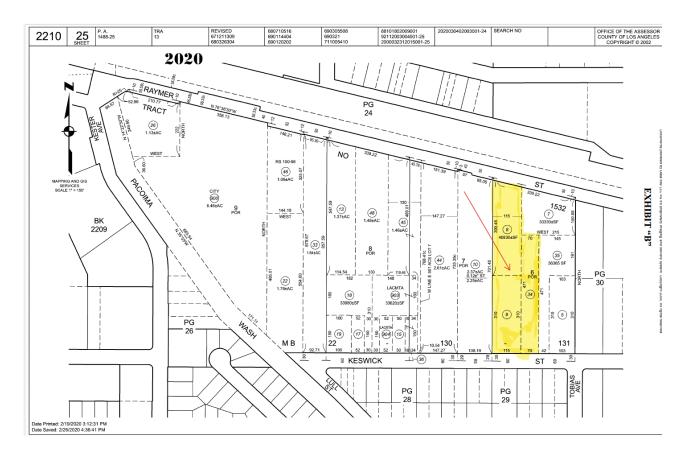


EXHIBIT "C" PARCEL ESFV-E-013-1

Item No.	Qty.	Description			
1	1 Jensen, above ground gasoline storage tank, concrete, 10,000 gallons, with				
	UST 2 pumps, 32' x 13' x 16" concrete dyke, 26 security stations, 3 feet				
	high with metal awning 6' x 36 linear feet				
2	1	Concrete dyke, 26' x 9.5' x 7" high			
3	100000	Ceiling suspended oil grease dispensers			
4	1	Group of power wiring, consisting of transformer, step down, control			
		panels wiring, AV flex cable			
-	NON-MOVABLE ASSETS				

Item No.	Qty.		
[1]	1	Sign "I & E CABINETS" painted on building	
2	1	Sign, 2 sided mounted on pole, 4' x 3'	
[3]		Dust collector system, consisting of dust work throughout bag type collector, motor wiring control with air compressor and holding tank	
4	1000	Group of electric power to machinery with control panel, 600 amps wiring in flexible and rigid	
5	12	Office build-out consisting of flooring, ceiling, etc. approximately 2,000 sf.	
6		Group of built-in showroom cabinets and counters with sink and marble tops, machinery cabinets approximately 160 linear feet	

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL
PROPERTY INTERESTS AND IMPROVEMENTS PERTAINING TO THE
REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE
ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN
EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT
APN: 2210-025-045; ESFV-E-016-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the fee interest in the real property described in the legal description attached hereto as Exhibit "A" and depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); and (ii) the improvements pertaining to realty that are more particularly described in Exhibit "C" attached hereto, and located on the real property identified in Exhibits "A" and "B" ("Improvements") (hereinafter the Fee Interest and Improvements are collectively referred to as the "Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development,

construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.
- (c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the Project;
- (b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;
- (d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of May, 2025.

COLLETTE LANGSTON LACMTA Board Clerk

ATTACHMENTS

Exhibit - A – Fee Interest Legal Description

Exhibit - B – Fee Interest Plat Map

Exhibit - C – Improvements Pertaining to Realty

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

APN: 2210-025-045

PARCEL 1:

THOSE PORTIONS OF LOTS 7 AND 8 OF TRACT NO. 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, BOUNDED ON THE EAST BY THE WESTERLY LINE OF THE EASTERLY 5.01 ACRES OF SAID LOT 7, SAID AREA BEING COMPUTED TO THE SOUTHERLY LINE OF RAYMER STREET, FORMERLY DATE STREET, AS SHOWN ON SAID MAP; BOUNDED ON THE SOUTH BY THE NORTHERLY LINE OF THE SOUTHERLY 340 FEET OF SAID LOTS 7 AND 8; AND BOUNDED ON THE WEST BY A LINE THAT IS PARALLEL WITH AND DISTANT WESTERLY 130 FEET, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF SAID EASTERLY 5.01 ACRES OF LOT 7.

PARCEL 2:

THAT PORTION OF LOT 7 OF TRACT NO. 1532 AS PER MAP RECORDED IN <u>BOOK 22</u> <u>PAGES 130</u> AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER AND THAT PORTION OF LOT 22 OF TRACT NO. 16545 AS PER MAP RECORDED IN <u>BOOK 398</u>, <u>PAGE 18 AND 19</u> OF MAPS, IN SAID OFFICE OF THE COUNTY RECORDER, DESCRIBED AS A WHOLE AS FOLLOWS:

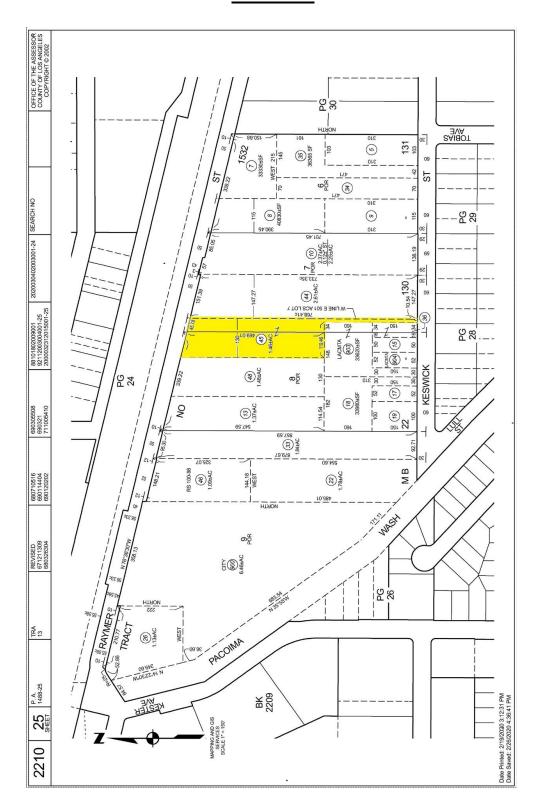
BEGINNING AT THE INTERSECTION OF THE SOUTHERLY LINE OF SAID LOT 22, WITH THE SOUTHERLY PROLONGATION OF THE EASTERLY LINE OF THE WEST 34 FEET OF SAID LOT 7; THENCE NORTHERLY ALONG SAID PROLONGATION AND SAID EASTERLY LINE, A DISTANCE OF 341 FEET TO THE NORTHERLY LINE OF THE SOUTH 340 FEET OF SAID LOT 7; THENCE EASTERLY ALONG SAID NORTHERLY LINE, A DISTANCE OF 10.54 FEET, MORE OR LESS TO THE WESTERLY LINE OF THE EASTERLY 5.01 ACRES OF SAID LOT 7, SAID AREA BEING COMPUTED TO THE SOUTHERLY LINE OF RAYMER STREET (FORMERLY DATE STREET) AS SHOWN ON SAID MAP OF TRACT NO. 1532; THENCE SOUTHERLY ALONG SAID WESTERLY LINE AND ITS SOUTHERLY PROLONGATION, A DISTANCE OF 341 FEET TO SAID SOUTHERLY LINE OF SAID LOT 22; THENCE WESTERLY ALONG SAID SOUTHERLY LINE, A DISTANCE OF 10.54 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPT ANY PORTION OF SAID LOT 22 LYING EASTERLY OF THE SOUTHERLY PROLONGATION OF THE EAST LINE OF THE WEST 44.54 FEET OF SAID LOT 7 OF TRACT NO. 1532.

ALSO EXCEPT ALL MINERALS, COAL, OILS, PETROLEUM AND KINDRED SUBSTANCES, AND NATURAL GAS UNDER AND IN SAID PORTION OF SAID LOT 7 OF TRACT NO. 1332, RESERVING THEREFROM A RIGHT OF WAY FOR STORM DRAIN, SEWER AND DRIVEWAY PURPOSES OVER HEREIN DESCRIBED PROPERTY.

APN: 2210-025-045 (End of Legal Description)

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY

14742 RAYMER STREET - HEAT AND COOLING SUPPLY NON-MOVABLE ASSETS

Item				
No.	Qty.	y. Description		
1	1	Exterior sign, 8' x 3', illuminated		
2	1	Exterior sign, 8' x 3', on 2 20 feet poles		
3	1	Metal gate, 6' x 8'		

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTERESTS AND IMPROVEMENTS PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT APN: 2210-025-048; ESFV-E-019-1

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

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(a.) The acquisition of the Property Interests is necessary for the development,

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- (b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.
- (c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

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- (a.) The public interest and necessity require the Project;
- (b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;
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I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 22nd day of May, 2025.

COLLETTE LANGSTON LACMTA Board Clerk

ATTACHMENTS

Exhibit - A – Fee Interest Legal Description

Exhibit - B - Fee Interest Plat Map

Exhibit - C – Improvements Pertaining to Realty

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

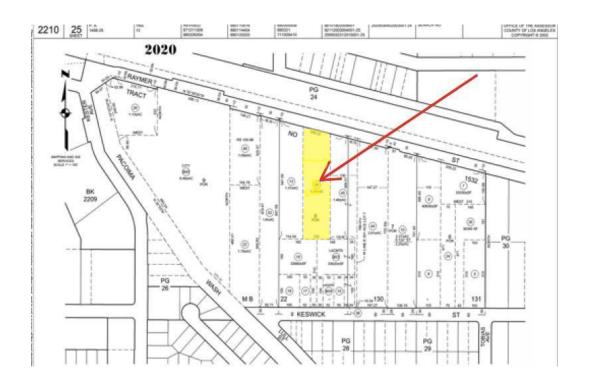
THAT PORTION OF LOT 8, TRACT 1532, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 22, PAGES 130 AND 131 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF SAID LOT, WITH A LINE THAT IS PARALLEL WITH AND DISTANT WESTERLY 130.00 FEET, MEASURED AT RIGHT ANGLES, FROM THE WESTERLY LINE OF THE EASTERLY 5.01 ACRES OF LOT 7, OF SAID TRACT 1532 (SAID EASTERLY 5.01 ACRES BEING COMPUTED TO THE SOUTHERLY LINE OF RAYMER STREET, FORMERLY DATE STREET, AS SHOWN ON SAID MAP); THENCE SOUTHERLY ALONG SAID PARALLEL LINE TO THE NORTHERLY LINE OF THE SOUTH 340.00 FEET OF SAID LOT 8; THENCE WESTERLY ALONG THE LAST MENTIONED NORTHERLY LINE 130.00 FEET; THENCE NORTHERLY PARALLEL WITH THE ABOVE MENTIONED WESTERLY LINE TO THE NORTHERLY LINE OF SAID LOT 8; THENCE EASTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

APN: **2210-025-048**

EXHIBIT "B" PARCEL ESFV-E-019-1

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY

SUPERIOR FENCE & RAIL OF WEST LOS ANGELES, INC. 14746 RAYMER STREET, VAN NUYS, CA 91405 NON-MOVABLE ASSETS IPR'S

Item No.	Qty.	Description
1	1	200' of rigid conduit

Hearing to Adopt Resolutions of Necessity

East San Fernando Valley Light Rail Transit Project

Agenda Item # 2025-0113



Regular Board Meeting May 22, 2025

Project: The East San Fernando Valley Light Rail Transit Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations..

The initial operating segment (IOS) is defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

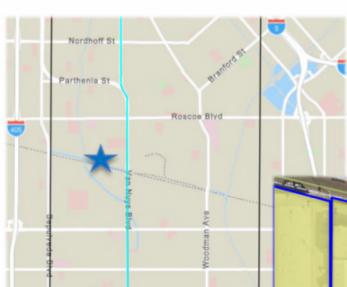
Property Locations: Van Nuys

<u>Property Impacts</u>: Five Parcels with four Fee Simple Interests and 19 Improvements Pertaining to Realty (14 tenants and 5 property owners)

Relocation Impacts: Acquisitions require the relocation of approximately 21 businesses.



PARCELS OVERVIEW



Parcel E-001

14523-14533 Keswick St., Van Nuys, CA

Parcel E-003

14603-14605 Keswick St., Van Nuys, CA

Parcel E-013

14660 Raymer St. and 14663 Keswick St, Van Nuys, CA

Parcel E-016

14742 Raymer St., Van Nuys, CA

Parcel E-019

14746 Raymer St., Van Nuys, CA



PARCELS OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Purpose of Acquisition	Property Interest(s) Sought
E-001	2210-030-007 2210-030-008 2210-030-030 2210-030-031	14523-14533 Keswick St., Van Nuys, CA	Construction and operation of the Maintenance and Service Facility	Owner's Interests: Fee, IPR Tenants' Interests: IPR
E-003	2210-030-009 2210-030-010 2210-030-014 2210-030-016	14603-14605 Keswick St., Van Nuys, CA	Construction and operation of the Maintenance and Service Facility	Owner's Interest: IPR Tenant's Interest: IPR
E-013	2210-025-008 2210-025-009 2210-025-034	14660 Raymer St. & 14663 Keswick St, Van Nuys, CA	Construction and operation of the Maintenance and Service Facility	Owner's Interest: Fee, IPR Tenants' Interests: IPR
E- 016	2210-025-045	14742 Raymer Street, Van Nuys, CA	Construction and operation of the Maintenance and Service Facility	Owner's Interest: Fee, IPR
E- 019	2210-025-048	14746 Raymer Street, Van Nuys, CA	Construction and operation of the Maintenance and Service Facility	Owner's Interest: Fee, IPR

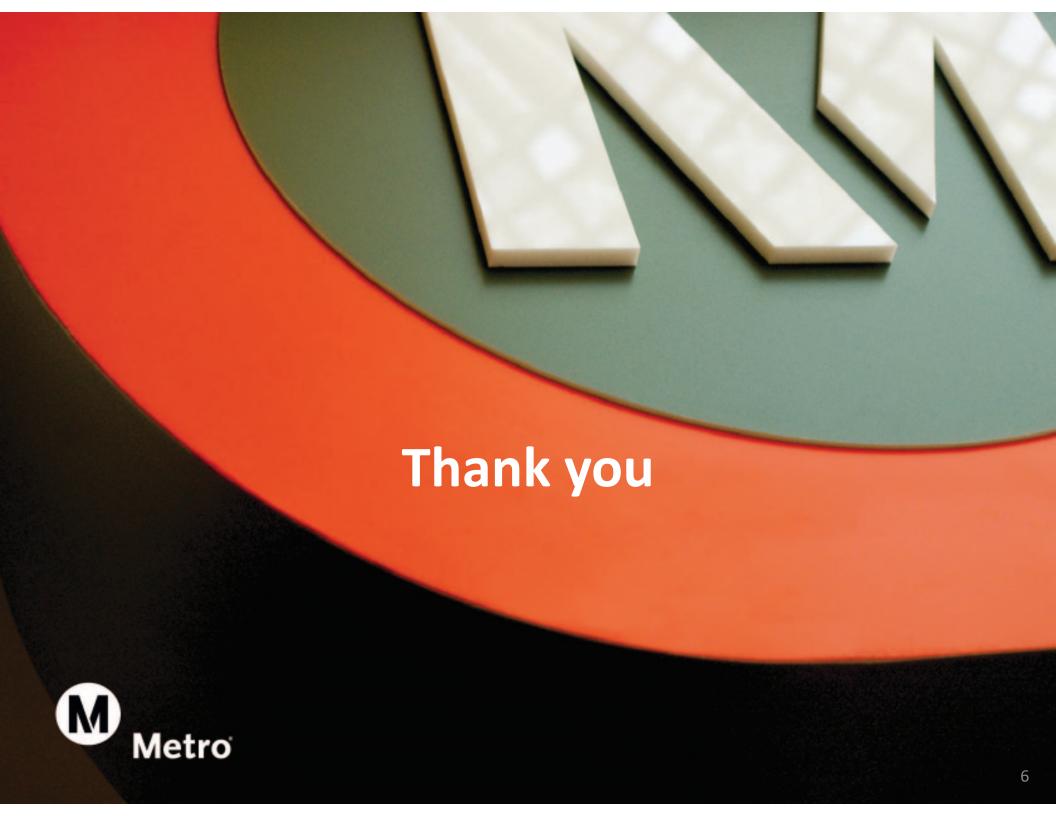
Relocation Benefits Provided to Displaced Businesses:

- Movement of Personal Property and Disconnect and Reconnect Costs
- Re-Establishment Benefits
- Payment for Searching and Related Expenses for a Replacement Site
- Professional services performed before purchase or lease of a replacement site; (feasibility reports, soil testing, etc.)
- ➤ Loss of Tangible Personal Property and Substitute Personal Property
- Advisory services
- Move Planning Services

Staff recommends the Board make the below findings and adopt the Resolutions of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.







Board Report

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

Agenda Number: 35.

REGULAR BOARD MEETING MAY 22, 2025

SUBJECT: RATIFICATION OF HR5000 HEAVY RAIL VEHICLE (HRV) CONTRACT AND THE

A650 HRV REFURBISHMENT CONTRACT

ACTION: RATIFICATION OF CONTRACTS

File #: 2025-0455, File Type: Contract

RECOMMENDATION

CONSIDER:

- A. RATIFYING the procurement and award of Contract No. OP239906000HR5000 (HR5000 Contract) to the Hyundai Rotem USA Corporation (Hyundai Rotem), and the HR5000 Contract as amended by Modifications 1-3 for the manufacturing and delivery of 182 new heavy rail vehicles (HRVs), in the amount of \$663,688,303 for the base contract buy, exclusive of one contract option for an additional 50 HRVs, totaling 232 HRVs for a total of \$730,057,133;
- B. RATIFYING the procurement and award of Contract No. OP245126000A650HRV (A650 Contract) to Woojin IS America (Woojin), and the A650 Contract as amended by Modifications 1-3 for the refurbishment of 74 A650 HRVs, in the amount of \$213,587,542.63 for 70 base HRVs, and one contract option for an additional 4 HRVs, totaling 74 HRVs; and
- C. ADOPTING the resolutions attached as Attachment A and Attachment B, affirming that modifications made to the HR5000 and A650 Contracts to bring the Contracts into compliance with the Manufacturing Careers Policy (MCP) are consistent with Metro's goals to implement the MCP into the HR5000 and A650 Contracts, and do not fundamentally alter the HR5000 and A650 Contracts so as to warrant rebidding the contracts.

ISSUE

On December 1, 2022, the same date that the HR5000 Contract solicitation was authorized, the Board adopted the MCP as a new policy. The MCP modified Metro's prior U.S. Employment Program (USEP) and Local Employment Program (LEP) guidelines and combined them into a single policy. The HR5000 RFP, which had been drafted prior to the adoption of the MCP, as well as the initially executed HR5000 Contract, did not mirror certain elements of the MCP. The procurement did, however, require proposers to include USEP plans in their proposals that met the spirit of the MCP. The USEP portions of the proposals were scored in conformance with scoring criteria set forth in the RFP, and the procurements were conducted and scored in a fair, transparent, and consistent manner

without favoritism. The winning proposer, Hyundai Rotem, committed to provide more than \$121 Million in U.S. jobs and facility investments. The HR5000 Contract has been modified to reflect the contractual provisions required by the MCP and the contract now complies with the MCP.

The HR5000 Contract is time-sensitive and critical to securing new HRVs so Metro can achieve required service levels and provide transportation for, among other things, the 2028 Olympic and Paralympic Games. The Contract has since been modified to comply in all material respects with the MCP. For these reasons, staff is requesting that the Board ratify the amended HR5000 Contract notwithstanding any deviations from the MCP that appeared in the earlier RFP, the proposals, and initial contract language. Ratification by the Board confirms that the Board wants to proceed with the Contract as procured, executed and modified.

A similar situation arose on the A650 Contract, another time sensitive contract providing for the refurbishment of 70-74 heavy rail cars, where the RFP was authorized at the same Board meeting (December 1, 2022) where the adoption of the MCP and HR5000 RFP were approved. Only one contractor, Woojin IS America (Woojin), responded to the A650 RFP. Woojin has committed to provide more than \$23 million in U.S. jobs, training and facility investments. Like the HR5000 Contract, the A650 Contract has been modified to incorporate all material contractual terms required by the MCP, and Metro staff recommends ratification of this contract as well.

Metro's Vendor/Contract Management (VCM) and Diversity and Economic Opportunity Department (DEOD) have taken and will continue to take steps to ensure that the HR5000 and A650 contractors comply with the MCP. Additionally, VCM and DEOD have taken steps to ensure future procurements and applicable contracts contain language consistent with the MCP.

BACKGROUND

Manufacturing Careers Policy

On December 1, 2022, the Metro Board adopted the MCP to administer the United States Employment Program (USEP) for federally funded rolling stock (rail and bus) contracts and the Local Employment Program (LEP) for locally funded rolling stock contracts. The MCP generally applies to rolling stock procurements with an independent cost estimate of at least \$50 million. Objectives of the MCP are to maximize: (1) quality job creation and career development for low-income residents and those facing barriers to employment; (2) equity outcomes and economic resiliency in disadvantaged communities; and (3) investments in new or existing manufacturing/assembly facilities in the United States and Los Angeles County.

Under the MCP, proposers for applicable federally funded contracts are asked to propose a USEP program. The USEP requirements under the new MCP differed from prior USEP guidelines in certain ways. For example, the MCP states that USEP portions of proposals for applicable contracts be worth 5% of the overall proposal scores and calls for consideration of "the *quality* of the USEP . . . commitments (including but not limited to the total number of FTEs [Full Time Equivalents], the Fringe Benefit Amounts for each classification, the Minimum Hourly Wage Rate for each classification, the commitment to hire Disadvantaged Workers, and the Workforce Training commitment), and responsiveness to the USEP or LEP requirement."

Other MCP changes included that proposers commit to hiring a minimum of 10% disadvantaged workers based on the number of new and retained workers (rather than on total wages and benefits), describe commitments to workforce training, and indicate minimum hourly wages and fringe benefit commitments. The MCP further permits proposers' USEP total dollar commitments to include the value of new and retained workers and provides that "investment in design, manufacturing, commissioning and maintenance facilities in the U.S. and Los Angeles County . . . will be factored into [RFP] scoring" The MCP also added provisions to enhance monitoring and enforcement of the contractors' USEP commitments, such as submission of certified payrolls, site inspections, enhanced audit provisions and remedies for non-compliance, and training sessions by DEOD. The MCP also contemplates the use of standardized Labor Value Forms to be created by Metro for the inclusion of greater detail concerning the contractors' USEP information. A copy of the MCP is provided at Attachment C.

The HR5000 Contract

On December 1, 2022, during the same Board Meeting in which the MCP was adopted, the Board authorized the solicitation of proposals for the HR5000 HRV procurement. Two business days later, on December 5, 2022, Metro issued the RFP for HR5000 HRV procurement, which had been drafted prior to the Board's adoption of the MCP.

The HR5000 RFP and its subsequent amendments included language that reflected certain USEP requirements, but inadvertently left out a number of elements included in the MCP. The RFP did provide that 5% of the score, as required by the MCP, be allocated to the USEP. Although the RFP omitted certain USEP requirements identified in the MCP, all of the contractual requirements identified in the MCP have now been added into the HR5000 Contract by modification.

The following are examples of aspects of the MCP that were omitted from the RFP or the originally executed contract but are now reflected in the modified HR5000 Contract:

- The RFP stated that proposers' USEP commitments were to account for new U.S. workers as
 opposed to "new and retained" workers as provided in the MCP. The modified HR5000 Contract
 now accounts for this
- While the RFP required proposers to indicate the number of FTE's, type and duration of jobs, total value of wages and benefits, and facility and training investments, it did not require the proposers to identify minimum wage rate and minimum benefit rate for specific jobs as called for by the MCP. This information is now included in the modified HR5000 Contract.
- The RFP instructions provided that proposers should submit Labor Value Forms (LVFs) (a standardized form the MCP contemplated Metro would create in order for proposers to present USEP information contemplated by the MCP). However, the RFP did not attach such a form of LVF for the proposers to fill out, though LVFs have now been provided for and completed by Hyundai Rotem in the modified Contract.
- Amendment 10 to the RFP required a 10% commitment of new wages and benefits to

disadvantaged workers, to which Hyundai Rotem, the winning proposer, took no deviations and re-confirmed its commitment to Metro. Although Amendment 10 provided for a 10% commitment to disadvantaged workers, it was based on wages and benefits rather than the number of new and retained workers as required by the MCP. The HR5000 Contract, however, is now consistent with the MCP on this point.

 The RFP and originally executed contract did not require submission of certified payrolls, hiring a jobs coordinator, or include various definitions required by the MCP, all of which are now in the HR5000 Contract as modified.

Three companies submitted proposals in response to the HR5000 RFP: Hyundai Rotem, Stadler Rail U.S. (Stadler), and Hitachi Rail Los Angeles LLC (Hitachi). Although LVFs were not provided by Metro as part of the RFP, each of the proposers provided a narrative description of their USEP plan and set forth their USEP commitments. Regardless of the format, all proposer's proposals were reviewed and evaluated fairly and uniformly without preference or favoritism and were scored using the formula that had been communicated to the proposers in the RFP.

In January, 2024, after resolving an unsuccessful bid protest by Stadler (unrelated to the USEP/MCP), Metro staff recommended award of the HR5000 Contract to Hyundai Rotem. Based on staff's erroneous but good faith belief, the Board was informed that the "procurement complies with . . . Metro's Manufacturing Careers Policy." Similar statements concerning compliance with the MCP were repeated to the Executive Management Committee of the Board during a follow-up presentation by staff on February 15, 2024.

On January 25, 2024, the Board awarded the HR5000 Contract to Hyundai Rotem. The initial HR5000 Contract was finalized on February 16, 2024, but did not contain all requirements contemplated by the MCP.

The A650 Contract

On December 1, 2022, at the same board meeting that the Board adopted the MCP, and approved the solicitation for the HR5000 Contract, the Board also authorized the solicitation for the A650 Contract. On December 9, 2022, Metro issued the A650 RFP. As with the HR5000 RFP, the A650 RFP inadvertently left out a number of elements included in the MCP, similar to those omitted in the HR5000 RFP.

Only one bidder, Woojin, responded to Metro's A650 RFP, submitting its final proposal on November 21, 2023. Woojin's USEP proposal was reviewed and evaluated fairly and scored using the formula that had been communicated to prospective proposers in the RFP. Metro staff recommended to award the A650 Contract to Woojin, mistakenly advising the Board that "the Procurement complies with . . . Metro's Manufacturing Careers Policy." On February 22, 2024, the Board voted to award the A650 Contract to Woojin. The initial A650 Contract was executed on May 27, 2024, but did not contain all requirements contemplated by the MCP.

DISCUSSION

Metro has modified the HR5000 and A650 Contracts to comply with the MCP and has taken steps to ensure that future procurements comply with the MCP.

After Metro staff realized the HR5000 Contract did not reflect all of the requirements of the MCP, Metro staff prepared modifications to the contract. Contract Modification 1, executed on June 27, 2024, modified the USEP sections of the HR5000 Contract to better align with the USEP provisions in the MCP and attached Metro's newly-developed MCP LVFs for the contractor to fill out.

Metro also provided several sessions of MCP compliance training to Hyundai Rotem and its subcontractors, which sessions addressed, among other things, responsibilities under the MCP and instructions for completing the LVFs. The completed LVFs and a more detailed USEP Narrative description were then incorporated into the HR5000 Contract through Modification 3, executed on November 20, 2024, which also attached a complete copy of the MCP. Note: Recently, Hyundai Rotem informed Metro that it planned to increase its own USEP commitments to make up for two of its subcontractors that will be withdrawing from participation and has submitted a new draft LVF for Metro's review. While staff is still reviewing the requested changes, it is not uncommon for contractors to have changes to subcontractor participation during the course of a long engagement. Any such changes must be approved by Metro, and Metro is holding Hyundai Rotem to its total MCP commitments.

The modifications to the HR5000 Contract to align it with the MCP do not constitute a change to a proposal or a fundamental change that requires that the contract be re-bid. Metro has contractual rights to make changes and modifications to its contracts. The RFP required a USEP and this was reflected in the initially executed HR5000 Contract. Modifying the HR5000 Contract to add additional details related to the USEP is not a "cardinal" change but a modification to elements within the original scope of the Contract.

The modified HR5000 Contract is now in compliance with all material aspects of the MCP and is critical to Metro's ability to address several important and time-sensitive goals, objectives, and public interests. Under the HR5000 Contract, Hyundai Rotem is obligated to deliver 42 new HRVs by April 2028. The HR5000 Contract HRVs and delivery schedule are critical to serve Los Angeles' service needs for the rapidly approaching 2028 Olympic games and will help Metro achieve its committed level of expanded service under its federal grant agreements. Based upon input from industry consultants, a re-bid of the Contract would jeopardize timely delivery of the rail cars, as there is likely no other proposer who could deliver the HRV's before the Olympics.

With respect to the A650 Contract, similar considerations warrant ratification.

Considerations

Metro staff believes it is appropriate for the Board to ratify the procurement and award of the HR5000 Contract and A650 Contract, as well as each of the contracts as modified. Such action is within the discretion of the Metro Board. The MCP is a policy of the Metro Board; it is not required by statute, charter, or ordinance. Metro's Board has discretion to adopt, amend, or allow deviations from the policy.

File #: 2025-0455, File Type: Contract

Agenda Number: 35.

Ratification of the contract by the Metro Board with respect to any departures from the MCP in the procurement would confirm that Metro's Board wants to proceed with the HR5000 Contract and the A650 Contract as procured and as executed and modified. This helps ensure against the need to rebid and reinforces the Board's right to administer its policy consistent with its determination of what is in the best interest of Metro and the transportation needs of the public.

Staff requests that the Board ratify the acceptance of the proposals and HR5000 Contract as modified, notwithstanding any deviations from the MCP in the RFP and initial contract language, based on the foregoing discussion and the facts that: (1) the HR5000 Contract was procured and scored consistent with the terms of the RFP and the absence of any favoritism or unfair advantage for a particular proposer; (2) the HR5000 Contract has been brought into compliance with the MCP; (3) the HR5000 Contract is crucial to Metro's ability to satisfy service level commitments under various federal grant agreements and meet transportation needs for, among other things, the 2028 Olympics; and (4) re-bidding the HR5000 Contract at this point would be counterproductive to Metro and the goals of the MCP.

For similar reasons, staff requests that the Board take the same action with respect to the procurement of the A650 Contract and ratify the A650 Contract as modified.

DETERMINATION OF SAFETY IMPACT

The ratification of the procurement and award of the HR5000 Contract and the A650 Contract, and the modified contracts themselves will have a direct and positive impact on system safety, service quality, system reliability and overall customer satisfaction. The procurement of 182 new HR5000 HRVs will feature the most current safety systems and augment service levels, and the A650 HRV refurbishment will permit Metro to maintain the A650 fleet in a state of good repair.

FINANCIAL IMPACT

Based upon the Board's prior approvals of the budgets for the HR5000 Contract at time of award, the total approved Life of Project (LOP) budget has been established for the HR5000 new HRV project 206047 at \$777,588,003 and includes the Hyundai Rotem contract value. Based upon the Board's prior approvals of the budget for the A650 Contract at time of award, the total approved Life of Project (LOP) budget has been established for the A650 refurbishment project at \$264,662,611 and includes the Woojin contract value.

EQUITY PLATFORM

The HR5000 HRV and A650 fleets will be used on the B Line, D Line, and upcoming D (Purple) Line Extension. Ratifying as requested herein will improve the service reliability and ride comfort on these lines that serve a majority of Equity Focus Communities who rely on public transportation for their daily trips. Based on the 2019 Customer Survey, the B and D heavy rail lines serve the following ridership:

- 27.7% below the poverty line
- 56.4% had no car available

File #: 2025-0455, File Type: Contract Agenda Number: 35.

Rider Ethnicity:

- Latino 38.9%:
- Black 13.1%;
- White 25.8%:
- Asian/Pacific Islander 15.2%;
- Other 6.5%

In addition, these areas include Union Station to Downtown LA, Koreatown (Wilshire/Western), Hollywood, Universal City, and North Hollywood.

VEHICLE MILES TRAVELED OUTCOME

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

The HR5000 and A650 Contracts awarded to Hyundai Rotem and Woojin, respectively, support Metro's systemwide strategy to reduce VMT through rail vehicle acquisition and refurbishment activities that will expand, improve, and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and the HR5000 and A650 Contracts align with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Metro Strategic Plan Goal No. 5 to "provide responsive, accountable, and trustworthy governance within the Metro organization." This goal strives to position Metro to deliver the best possible mobility outcomes and improve business practices so that Metro can perform more effectively and adapt more nimbly to the changing needs of our customers.

ALTERNATIVES CONSIDERED

The Board can choose not to ratify the procurement and award of the HR5000 and A650 Contracts as modified and not to adopt the attached resolutions. This alternative is not recommended because these contracts are time sensitive and are crucial to Metro's ability to satisfy service level commitments under various federal grant agreements and meet transportation needs for, among other things, the 2028 Games. Re-bidding these contracts at this point would be counterproductive to Metro and the goals of the MCP, and both contracts have been brought into compliance with the MCP.

File #: 2025-0455, File Type: Contract Agenda Number: 35.

Moreover, re-bidding the HR5000 Contract would be unlikely to result in increased competition or better benefits because other proposers are unlikely to participate because of the short time for delivery, an unwillingness to expose themselves to liquidated damages for a schedule they could not meet, and the view that Hyundai Rotem would have the inside track to secure the contract given its substantial work to date. Additionally, re-bidding could result in an increased contract price compared to what Metro has locked in with Hyundai Rotem and is not guaranteed to result in higher wages or better employee benefits.

Other considerations support ratifying the modified HR5000 Contract. Metro has paid Hyundai Rotem over \$85 million and is presently evaluating the next payment request, which will bring total payments to over \$100 million. If the Contract were rebid, employees of Hyundai Rotem and its subcontractors could lose their jobs, which would frustrate the goals of the MCP. Further, re-bidding of the contract could create issues with federal grants supporting the HR5000 Contract. As with HR5000, Metro has already made significant payments to Woojin, totaling over \$31.5 million.

NEXT STEPS

Upon Board approval of the requested recommendation, staff will continue to monitor the contracted services and enforce each contractor's compliance with the MCP. For example, Metro has undertaken numerous steps to ensure Hyundai Rotem's compliance with its USEP commitments under the MCP, including processing 25 certified payroll reports, processing two quarterly reports, and completing two desk audits. These and similar efforts will continue over the course of the HR5000 Contract and the A650 Contract.

For future procurements, VCM will provide notice to DEOD of all procurements of Rail Cars over \$50 million so advance planning can be done. VCM and DEOD plan to use contract language that parallels the modified HR5000 Contract so contract provisions in applicable RFP's correspond to MCP requirements. Labor Value Forms developed for the HR5000 Contract will be used as a model for the future and with forms included with covered procurement documents.

ATTACHMENTS

Attachment A - Ratification Resolution for HR5000 Contract Attachment B - Ratification Resolution for A650 Contract

Attachment C - Manufacturing Careers Policy

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

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3018

Stephanie N. Wiggins Chief Executive Officer

HR5000 CONTRACT RESOLUTION

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RATIFYING THE HR5000 CONTRACT, CONTRACT MODIFICATIONS, AND THE PROCUREMENT AND AWARD OF THE HR5000 CONTRACT

WHEREAS, Contract No. OP239906000HR5000 (HR5000 Contract) is a time-sensitive contract entered by Los Angeles County Metropolitan Transportation Authority (Metro) to procure new Heavy Rail Vehicles (HRVs) critical to Metro's ability to, among other things, accommodate transportation needs for the 2028 Olympics and satisfy the service level requirements of federal funding grant agreements;

WHEREAS, on December 1, 2022, the Board approved a new policy titled and referred to as the Manufacturing Careers Policy (MCP) and also approved a solicitation for the HR5000 Contract Request for Proposals (RFP) to secure at least 182 new HRVs;

WHEREAS, Metro staff issued the RFP for the HR5000 on December 5, 2022 and it was subsequently amended;

WHEREAS, on January 25, 2024, the Board approved an award of the HR5000 Contract to Hyundai Rotem USA Corporation (Hyundai Rotem) understanding that the procurement complied with the MCP;

WHEREAS, although proposals in response to the HR5000 RFP were scored uniformly, fairly and without favoritism and in accordance with the criteria specified in the RFP, it was later determined that the HR5000 RFP, including amendments thereto, did not fully incorporate all requirements of the MCP;

WHEREAS, it was also determined that the HR5000 Contract, as initially executed, did not fully incorporate all requirements of the MCP;

WHEREAS, to implement and incorporate all requirements of the MCP into the HR5000 Contract, Metro and Hyundai Rotem modified the HR5000 Contract on June 27, 2024 (Modification 1) and November 20, 2024 (Modification 3);

WHEREAS, the modified HR5000 Contract is now in compliance with all material aspects of the MCP and Metro staff is monitoring compliance with the MCP;

WHEREAS, for the reasons set forth in the "Ratification of the HR5000 Heavy Rail Vehicle (HRV) Contract and the A650 HRV Refurbishment Contract" dated May 22, 2025 (Board Report), Metro acknowledges that a re-bid of the HR5000 Contract is contrary to Metro's interests and mission and would, in fact, substantially prejudice Metro by jeopardizing Metro's ability to, among other things, meet transportation needs for the Summer Olympics to be held in Los Angeles in 2028;

WHEREAS, for the reasons set forth herein and in the Board Report and in light of the fact that the HR5000 Contract now complies with the MCP, the Board believes that ratification of the HR5000 Contract, Modification 1 and Modification 3, and the procurement of the contract is in Metro's best interest and advances the goals of the MCP;

WHEREAS, the failure of the RFP to mirror the requirements of the MCP did not provide a competitive advantage to any bidder;

WHEREAS, for the reasons set forth in the Board Report, the Board confirms and satisfies itself that modifications to the HR5000 Contract to bring that contract into compliance with the MCP are not a fundamental change to the HR5000 Contract and do not result in any unfairness in the contract procurement, award, or otherwise;

WHEREAS, it would be unlikely that a re-bid of the HR5000 Contract would allow for HRVs to be delivered within the time frame required by Metro, no bidders other than the current contractor would likely respond to a re-bid, there is no assurance that the MCP commitments would be increased (and might actually be reduced) in the event of a re-bid, and the more than \$85 million already paid to the contractor by Metro might be squandered for no obvious benefit;

WHEREAS, for the reasons set forth in the Board Report, the Board exercises its authority to ratify in the HR5000 Contract procurement, award, the executed contract and modifications to the contract.

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

Section 1. Ratification. The HR5000 Contract procurement, award, the executed contract and Modification 1 and Modification 3 are ratified by the Board.

Section 2. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 3. Effective Date. This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on May 22, 2025.

COLLETTE LANGSTON
Board Clerk, Los Angeles County Metropolitan
Transportation Authority

A650 CONTRACT RESOLUTION

RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY RATIFYING THE A650 CONTRACT, CONTRACT MODIFICATIONS, AND THE PROCUREMENT AND AWARD OF THE A650 CONTRACT

WHEREAS, Contract No. OP245126000A650HRV (A650 Contract) is a time-sensitive contract entered by Los Angeles County Metropolitan Transportation Authority (Metro) to refurbish Metro's aging A650 Heavy Rail Vehicles (HRVs) critical to Metro's ability to, among other things, accommodate transportation needs for the 2028 Olympics and satisfy the service level requirements;

WHEREAS, on December 1, 2022, the Board approved a new policy titled and referred to as the Manufacturing Careers Policy (MCP) and also approved a solicitation for the A650 Contract Request for Proposals (RFP) to refurbish existing A650 HRVs;

WHEREAS, Metro staff issued the RFP for the A650 procurement on December 9, 2022 and it was subsequently amended;

WHEREAS, on February 22, 2024, the Board approved an award of the A650 Contract to Woojin IS America (Woojin), the sole proposer, understanding that the procurement complied with the MCP;

WHEREAS, although the sole proposal submitted in response to the A650 RFP was reviewed and scored fairly and without favoritism and in accordance with the criteria specified in the RFP, it was later determined that the A650 RFP, including amendments thereto, did not fully incorporate all requirements of the MCP;

WHEREAS, it was also determined that the A650 Contract, as initially executed, did not fully incorporate all requirements of the MCP;

WHEREAS, to implement and incorporate all requirements of the MCP into the A650 Contract, Metro and Woojin modified the A650 Contract on January 16, 2025 (Modification 3);

WHEREAS, the modified A650 Contract is now in compliance with all material aspects of the MCP and Metro staff is monitoring compliance with the MCP;

WHEREAS, for the reasons set forth in the Board Report titled "Ratification of the HR5000 Heavy Rail Vehicle (HRV) Contract and the A650 HRV Refurbishment Contract" dated May 22, 2025 (Board Report), Metro acknowledges that a re-bid of the A650 Contract is contrary to Metro's interests and mission and would, in fact, substantially prejudice Metro by jeopardizing Metro's ability to, among other things, meet transportation needs for the Summer Olympics to be held in Los Angeles in 2028;

WHEREAS, for the reasons set forth herein and in the Board Report and in light of the fact that the A650 Contract now complies with the MCP, the Board believes that ratification of the A650 Contract, and Modification 3, and the procurement of the contract is in Metro's best interest and advances the goals of the MCP;

WHEREAS, the failure of the RFP to mirror the requirements of the MCP did not provide a competitive advantage to any proposer;

WHEREAS, for the reasons set forth in the Board Report, the Board confirms and satisfies itself that modifications to the A650 Contract to bring that contract into compliance with the MCP are not a fundamental change to the A650 Contract and do not result in any unfairness in the contract procurement, award, or otherwise;

WHEREAS, it would be unlikely that a re-bid of the A650 Contract would allow for refurbished HRVs to be delivered within the time frame required by Metro, no bidders other than the current contractor would likely respond to a re-bid, there is no assurance that the MCP commitments would be increased (and might actually be reduced) in the event of a re-bid, and the more than \$31.5 million already paid to the contractor by Metro might be squandered for no obvious benefit;

WHEREAS, for the reasons set forth in the Board Report, the Board exercises its authority to ratify in the A650 Contract procurement, award, the executed contract and modifications to the contract.

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

Section 1. Ratification. The A650 Contract procurement, award, the executed contract and Modification 3 are ratified by the Board.

Section 2. Severability. The provisions of this Resolution are hereby declared to be severable, and, if any section, phrase or provision shall for any reason be declared to be invalid, such declaration shall not affect the validity of the remainder of the sections, phrases and provisions hereof.

Section 3. Effective Date. This Resolution shall be effective upon adoption by the Board.

CERTIFICATION

The undersigned, duly qualified and acting as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on May 22, 2025.

COLLETTE LANGSTON
Board Clerk, Los Angeles County Metropolitan
Transportation Authority

MANUFACTURING CAREERS POLICY

(Combining Policy for US Employment Program and Local Employment Program)

POLICY STATEMENT

This Manufacturing Careers Policy (MCP) describes the Los Angeles County Metropolitan Transportation Authority's jobs, equity, and training programs in its procurements for Rolling Stock.

The Los Angeles County Metropolitan Transportation Authority ("Metro") Board of Directors' policy objective is to maximize the economic co-benefits from investments in transit equipment, infrastructure, and related services. Metro can leverage its investments in transit projects to support the creation of new, high-quality jobs. Recognizing the growth in Metro's transit operations, capital infrastructure program, and associated procurement for manufactured transit equipment, Metro's objectives are to maximize:

- Quality job creation and career development for low-income residents and those facing barriers to employment.
- Equity outcomes and economic resiliency in disadvantaged communities; and
- Investments in new or existing manufacturing/assembly facilities in the United States and Los Angeles County.

Metro can achieve these critical objectives by incorporating a US Employment Plan (USEP) (for projects using federal funds) or Local Employment Plan (LEP) (for projects using local funds) into Metro's source selection process for awarding new contracts for Rolling Stock.

Under Metro's MCP, proposers' commitments to create and retain quality jobs, to invest in design, manufacturing, commissioning and maintenance facilities in the U.S. and Los Angeles County, to implement robust workforce training programs, and to promote career development for low-income residents and those facing barriers to employment will be factored into Request for Proposal ("RFP") scoring, including on Best Value RFPs, and will become contractual requirements for the selected vendor.

Metro will apply the USEP or LEP (depending on the funding source) to all Metro Rolling Stock Requests for Proposals ("RFPs") and contracts with an Independent Cost Estimate of at least \$50 million and above with the potential of an MCP waiver for pilot technology procurements to be approved at Metro's discretion by Metro's Chief of Strategic Financial Management.

PURPOSE

To combine the USEP and LEP under the MCP, under which prospective Contractors propose minimum commitments on job quality, training, and employment opportunities on covered Metro Rolling Stock procurements.

APPLICATION

This Policy applies to Metro Rolling Stock RFPs and Contracts with an Independent Cost Estimate of at least \$50 million and above with the potential of an MCP waiver for Pilot Technology Procurements to be approved at Metro's discretion by Metro's Chief of Strategic Financial Management.

1.0 GENERAL

- 1.1 The Diversity and Economic Opportunity (DEOD) and Rolling Stock Units of the Vendor Contract Management ("VCM") Department shall jointly administer this Policy, in coordination with all relevant and responsible departments as assigned under the MCP.
- 1.2 The following sections describe Metro's procedures for application of the USEP or LEP Policy to competitively negotiated Rolling Stock procurements subject to the MCP. These procedures shall be interpreted and implemented in a manner that is consistent with Metro's Acquisition Procedures for Competitively Negotiated Contracts.

2.0 COVERAGE OF PROJECTS

- 2.1 Except as provided otherwise herein, this Policy applies to all Rolling Stock RFPs and Contracts with an Independent Cost Estimate of at least \$50 million and above with the potential of an MCP waiver for Pilot Technology Procurements to be approved at Metro's discretion by Metro's Chief of Strategic Financial Management. Such RFPs and Contracts are described in this Policy as "Covered Contracts." Any Rolling Stock RFP containing an MCP waiver for Pilot Technology Procurement shall state prominently that the RFP is exempt from the MCP pursuant to such waiver.
- 2.2 This Policy's USEP requirements shall apply when a Covered Contract is funded in whole or in part from federal sources. The USEP may not include evaluation criteria that establish geographical preferences in the location of a contract awardee's operations or in the location of the jobs created, absent any new guidance from federal agencies permitting such geographical preferences.
- 2.3 This Policy's LEP requirements shall apply when a Covered Contract is funded solely from non-federal sources. The RFP and source selection process for a Covered Contract subject to an LEP shall include geographical preferences for New Hires and Retained Workers.

2.4 RFP Development

2.4.1 The Contracting Officer shall apply either the USEP or LEP on each Covered Contract, depending on funding source. Covered Contract

procurements shall be performed in accordance with Metro's Acquisition Procedures for Best Value Selection Process. The Contracting Officer shall develop evaluation factors and sub-factors that identify and promote Metro's Rolling Stock product preferences and the goals of this Policy by establishing the relative weight of evaluation factors, including the weight of the evaluation factors for USEP or LEP commitments. The relative evaluation factor weighting for USEP or LEP commitments shall be set in proportion to other technical and price factors, in coordination with the Project Manager, and as described in Section 2.4.2.

- 2.4.2 The relative weighting of all RFP factors, including the USEP and LEP commitments shall be documented in the source selection plan created by the Contracting Officer. The weight of the USEP or LEP evaluation factor shall represent 5% of the overall possible points in a Best Value RFP.
 - 2.4.2.1 The USEP or LEP evaluation factor shall be among the totality of factors that equal 100% of the available scoring on the RFP and shall not be applied as voluntary bonus points.
 - 2.4.2.2 The Contracting Officer will score the Proposer's USEP or LEP, and assign points based on the USEP or LEP evaluation factor weighting, based on the Total Dollar Commitment in the USEP or LEP, the quality of the USEP or LEP commitments (including but not limited to the total number of FTEs, the Fringe Benefit Amounts for each classification, the Minimum Hourly Wage Rate for each classification, the commitment to hire Disadvantaged Workers, and the Workforce Training commitment), and responsiveness to the USEP or LEP requirement.
- **2.4.3** Covered Contract RFP specifications will include the requirement of a USEP or LEP. Covered Contract RFPs shall require, in addition to other applicable RFP requirements, that Proposers include each of the following in a responsive Proposal (the "RFP Proposer Submittal Requirements"):
 - 2.4.3.1 For Covered Contracts requiring a USEP, the Proposer shall include, for itself and for any Subcontractor participating in the USEP: (1) the Total Dollar Commitment, (2) number of projected Full Time Equivalent ("FTE") New Hires and number of projected FTE Retained Workers in the United States claimed for purposes of the USEP, including the location and classifications of the New Hires and Retained Workers; (3) the number of Direct Hours proposed for each job classification that will be filled by New Hires and Retained Workers under the Covered Contract; (3) the job classifications to be utilized for USEP commitments under the Covered Contract; (4) the job location of each New Hire and Retained Worker to be utilized for USEP commitments; (5) the proposed Minimum Hourly Wage Rate to be paid for each job classification utilized for USEP commitments; (6) the proposed minimum Fringe Benefits Amount, if any, for each job classification utilized for USEP

commitments, including a description of each type or category of Benefit to be provided, a description of the methodology used to calculate the minimum Fringe Benefits Amount for each category of Benefits, eligibility criteria for each category of Benefit, any projected co-premium or other employee-paid cost for each category of Benefit, and projected utilization rates by New Hires and Retained Workers; (7) the minimum hourly Overtime Pay Rate to be paid for each job classification utilized for USEP commitments.

- 2.4.3.2 For Covered Contracts requiring an LEP, in addition to the categories of information required under Section 2.4.3.1, the Proposer shall include, for itself and for any Subcontractor participating in the LEP, the location in Los Angeles County of each proposed FTE New Hire and Retained Worker.
- 2.4.3.3 For all Covered Contracts, the Proposer shall provide the race and gender of Proposer's existing employees (if any exist) as self-identified by the employees in job classifications that will be utilized under the Covered Contract for meeting USEP or LEP commitments. Such information shall not include the names or identifying information of individual employees.
- 2.4.3.4 For all Covered Contracts, the Proposer and each Subcontractor participating in the USEP or LEP will commit to hire Disadvantaged Workers for a minimum of 10% of the total FTE New Hires and Retained Workers to which the Proposer commits under the USEP or LEP.
- 2.4.3.5 For all Covered Contracts, the Proposer and each Subcontractor participating in the USEP or LEP shall provide a certification, executed by a corporate officer of the Proposer or Subcontractor under penalty of perjury, affirming that the Proposer or Subcontractor has a Cost Accounting System capable of segregating Direct Hours performed on the Covered Contract from non-Covered Contract hours.
- 2.4.3.6 For all Covered Contracts, the Proposer shall identify each Subcontractor participating in the USEP or LEP and describe any plan to encourage additional Subcontractors to participate in the USEP or LEP. The RFP shall make clear that Proposers may receive credit toward an USEP or LEP commitment for Subcontractor New Hires and Retained Workers located in the United States (for purposes of a USEP) or Los Angeles County (for purposes of an LEP).
- 2.4.3.7 For all Covered Contracts, Proposers shall provide a narrative description of the opportunities in skilled and unskilled positions for New Hires and Retained Workers under the Covered Contract, the minimum qualifications necessary for each classification of New Hire and Retained 4

Worker under the Covered Contract, and a description of whether the USEP or LEP is likely to produce long-term employment in skilled or trade labor for Disadvantaged Workers. Proposers shall include a description of promotion opportunities for New Hires and Retained Workers in entry level and/or semiskilled positions and a description of expected or proposed career ladders for New Hires and Retained Workers.

2.4.3.8 For all Covered Contracts, Proposers shall provide the Total

Dollar Commitment for the Covered Contract, the minimum Hourly Wage Rate for each classification, and the minimum Fringe Benefit Amounts for each classification. The RFP shall make clear that payment of at least the minimum Hourly Wage Rate and the minimum Fringe Benefit Amount shall be independent obligations of the Proposer under the Covered Contract.

- 2.4.3.9 For all Covered Contracts, Proposers and participating Subcontractors shall provide a description of the Workforce Training that will take place under the Covered Contract, including the minimum dollar commitment to be made for Workforce Training in the United States (in the case of a USEP) and in Los Angeles County (in the case of an LEP), including the ways in which Workforce Training provided under the Covered Contract will create transferable, industry-recognized credentials and skills and any proposal to take advantage of publicly or privately funded workforce development programs or registered apprenticeship programs
- 2.4.3.10 For all Covered Contracts, Proposers and participating Subcontractors shall describe with specificity their proposed outreach, recruitment and retention plan for New Hires and Retained Workers, including proposed strategies for recruiting, training, hiring, and retention of Disadvantaged Workers, any proposed coordination or partnerships with workforce development organizations, community-based organizations, labor organizations, worker centers, faith-based organizations, or other service providers, and any proposed support to ensure the retention of Disadvantaged Workers such as case management services, childcare support, transportation assistance, food insecurity support, access to dental or medical care, or access to mental health resources.
- 2.4.3.11 For all Covered Contracts, Proposers will provide a USEP (or LEP) project schedule that describes the phasing of Direct Hours by New Hires and Retained Workers. This phasing schedule must coincide with the overall project schedule.
- 2.4.3.12 For all Covered Contracts, Proposers and participating Subcontractors shall acknowledge that they will be required to submit to Metro and maintain Certified Payroll Records, in a manner requested by Metro, certifying under penalty of perjury the Direct Hours, Wages, and

Benefits paid to New Hires and Retained Workers under the Covered Contract.

- **2.4.3.13** For all Covered Contracts, Proposers and participating Subcontractors shall describe their proposed means of documenting compliance with the USEP or LEP, including the name, contact information, and credentials of the designated official responsible for overall compliance with the USEP or LEP (the "Plan Administrator"), the name, contact information, and credentials of each participating Subcontractor's primary official responsible for compliance with the USEP or LEP, and a description of the proposed mechanisms for maintaining and submitting accurate information to Metro and for documenting timely compliance with USEP or LEP commitments.
- **2.4.4** The RFP shall make clear that only Direct Hours of New Hires and Retained Workers, segregated under a Cost Accounting System, may be counted toward USEP or LEP commitments.
- **2.4.5** Proposers shall provide responses to each of the RFP requirements set forth in Section 2.4.3 using common forms designated by the Contracting Officer, which shall include a Labor Value Form containing the proposals required in Sections 2.4.3.1 or 2.4.3.2, 2.4.3.8, and 2.4.3.11, and a Narrative Form describing USEP or LEP commitments for the other requirements.
- **2.4.6** The Contracting Officer shall perform a Proposer Responsiveness and Responsibility determination of all Proposers in accordance with Metro's Acquisition Procedures for a Best Value Selection Process. The Contracting Officer will use the RFP Proposer Submittal Requirements contained in subsections 2.4.3.1 to 2.4.3.13 to establish a checklist of proposal elements that will aid in determining a Proposer's Responsiveness to the USEP or LEP requirements.
- **2.4.7** The Contracting Officer's Responsiveness determination will ensure that the Proposer has fully responded to each of the RFP Proposal Submittal Requirements.

2.5 Contract Provisions

- 2.5.1 The Contracting Officer shall develop all terms and conditions for Covered Contracts in accordance with Acquisition Procedures for Negotiated Procurements. In addition to General and Special Conditions developed specifically for Rolling Stock projects, the Contracting Officer shall develop and include Special Conditions in the final executed Covered Contract reflecting the Contractor's and any Subcontractors' USEP or LEP commitments, including each of the Special Conditions set forth in this Section 2.5:
- 2.5.2 A contractual provision requiring achievement of each commitment set forth

in the USEP or LEP, including but not limited to the Total Dollar Commitment, the payment of minimum Hourly Wage Rates and Fringe Benefit Amounts, the commitment on Workforce Training, and the commitment on hiring Disadvantaged Workers.

- **2.5.3** A contractual provision defining Direct Hours, New Hires, Retained Workers, Hourly Wage Rate, Fringe Benefit Rate, Benefits, Total Dollar Commitment, Workforce Training, Disadvantaged Workers, and all other relevant terms in a manner consistent with this Policy.
- **2.5.4** A contractual provision committing the Contractor and each Subcontractor to maintain a Cost Accounting System capable of segregating Direct Hours on an individual basis for each New Hire and Retained Worker.
- **2.5.5** A contractual provision requiring the Contractor and each participating Subcontractor to maintain and submit Certified Payroll Records in a manner consistent with Section 2.6 of this Policy.
- **2.5.6** A contractual provision requiring the Contractor and each participating Subcontractor to submit compliance reports (the "Quarterly Reports") on a quarterly basis containing the total Direct Hours, the actual hourly wage rate, the Fringe Benefit Amounts, and the total wages (including overtime wages) for each New Hire and Retained Worker during the reporting period, and describing expenditures on Workforce Training and hiring of Disadvantaged Workers during the reporting period.
- **2.5.7** A contractual provision prohibiting a Contractor or participating Subcontractor from retaliating against an employee who uses the complaint procedure established under Section 2.6.2.
- 2.5.8 A contractual provision permitting Metro to exercise all of the rights and remedies under Contract for USEP/LEP non-compliance, including but not limited to the withholding of Milestone Payments and other periodic payments in the event of a Material Violation of the USEP or LEP and the retention of such withheld Milestone Payments or other periodic payments unless and until the Material Violation is corrected, as described in Section 2.6.

2.6 Compliance, Reporting, and Enforcement

2.6.1 Prior to start of work on the Covered Contract, the Contractor shall provide to the responsible person at DEOD the name, contact information, and credentials of a Jobs Coordinator responsible for coordinating compliance with Disadvantaged Worker outreach, recruitment, and retention. The Jobs Coordinator may be the same person as the Plan Administrator. The Jobs Coordinator shall be responsible for the following: (1) developing and marketing specific programs to attract Disadvantaged Workers for Final Assembly and Manufacturing opportunities on the Project; (2) coordinating services for the Contractor and participating Subcontractors to use in the recruitment of Disadvantaged Workers; (3) conducting

orientations, job fairs and community outreach meetings in the local community; (4) screening and certifying the status of individuals as Disadvantaged Workers, while protecting such individuals' privacy; (5) establishing a referral and retention tracking mechanism for placed Disadvantaged Workers; (6) networking with the various workforce development organizations, community-based organizations, labor organizations, worker centers, faith-based organizations, and/or other service providers that provide qualified Disadvantaged Workers; (7) serving as the point of contact to provide information to Disadvantaged Workers about available job opportunities under the Covered Contract; and (8) assisting the Contractor and participating Subcontractors in documenting attainment of Disadvantaged Worker hiring commitments.

- **2.6.2** DEOD will create and implement an employee complaint program, allowing Contractor and Subcontractor employees to file confidential complaints with DEOD about alleged non-compliance with the MCP, or with a commitment under a USEP or LEP. DEOD shall investigate each such complaint. Such employee complaint program shall include a telephone and e-hotline that employees may utilize.
- **2.6.3** DEOD shall create and implement an education program designed to inform Contractor and Subcontractor employees about the MCP and the USEP or LEP provisions of the Covered Contract, as well as the complaint procedures implemented under Section 2.6.2, as described in full in the MCP Procedures document.
- **2.6.4** DEOD shall conduct periodic random inspections of Contractor and participating Subcontractor facilities to assess compliance with USEP and LEP commitments.
- **2.6.5** If requested by DEOD or the Contract Administrator, Metro's Management Audit Services Department ("MASD") shall perform an Agreed Upon Procedures ("AUP") review of Contractor and participating Subcontractor USEP or LEP compliance. Such AUPs shall occur: (a) on a regular basis, including upon the Contractor reporting the achievement of 50% of the Total Dollar Commitment and upon the Contractor reporting the achievement of the Total Dollar Commitment; and (b) as needed to assess compliance with USEP or LEP commitments including, but not limited to, payment of minimum Hourly Wage Rates and minimum Fringe Benefit Amounts, progress toward the Total Dollar Commitment, and attainment of Disadvantaged Worker hiring commitments. Such MASD AUPs shall not substitute for the other compliance procedures described in this Policy.
- **2.6.6** In the event that DEOD or the Contracting Officer determines that a Contractor or participating Subcontractor has not complied with a USEP or LEP commitment, Metro will notify the Contractor in writing and provide the Contractor with 30 days to provide evidence that it or the participating Subcontractor has corrected such non-compliance. If such non-compliance constitutes a Material Violation and is not corrected to Metro's satisfaction within such a 30-day period (or longer as Metro may in its discretion allow), Metro may

exercise all remedies available under the Covered Contract, including withholding of Milestone Payments or other progress payments, as set forth in Section 2.6.7.

- 2.6.7 Metro shall have the contractual right to retain Milestone Payments or other regular payments if it determines a Contractor or participating Subcontractor has committed a Material Violation of the USEP or LEP. In event that a Material Violation is not corrected within the 30-day period described Section 2.6.6 is not corrected, Metro shall withhold an amount from the next Milestone Payment or other regular payment in an amount commensurate with the Material Violation. If the Contractor or participating Subcontractor fails to provide evidence to Metro's satisfaction that it has cured the Material Violation within 60 days following the Contractor's or participating Subcontractor's notification of the Material Violation, Metro may elect to permanently retain the withheld funds. All permanently retained monies representing underpayment of minimum Hourly Wage Rates or minimum Fringe Benefits Amounts shall be remitted to the employees so underpaid.
- **2.6.8** Metro shall include a contractual provision in each Covered Contract giving it the right to exercise all of its rights and remedies under the Contract in the event of a Material Violation. Metro's rights and remedies shall include, but not be limited to the following:
 - **2.6.8.1** In the event of a Material Violation involving the failure to meet the Total Dollar Commitment in the USEP or LEP, Metro shall withhold an amount equal to the difference between the Total Dollar Commitment and the documented total wages and benefits for Direct Hours multiplied by the documented number of Direct Hours.
 - **2.6.8.2** In the event of a Material Violation involving the failure to pay minimum Hourly Wage Rates or minimum Fringe Benefit Amounts, wage restitution shall be in the amount of such underpayments and shall be remitted to the Contractor's or participating Subcontractor's employees so underpaid.
 - **2.6.8.3** Metro reserves the right, subject to further direction by the Department of Transportation, to assess liquidated damages due to a Material Violation of the Contract.

2.7 Certified Payroll Reports

- **2.7.1** Each Contractor and each participating Subcontractor shall submit to DEOD, and maintain for the duration of the Covered Contract and for a period of three years following the conclusion of the Covered Contract, Certified Payroll Reports for each bi-weekly pay period. Such Certified Payroll Reports shall comply with the following requirements, and such other requirements as Metro may include in the Covered Contract.
- **2.7.2** Each Certified Payroll Report shall list the name, address, and social security

number of each New Hire and each Retained Worker who performed Direct Hours on the Covered Contract during the bi-weekly pay period.

- 2.7.3 Each Certified Payroll Report shall list the Direct Hours, actual wage rate, total Fringe Benefit Amounts paid by type of Benefit, and total wages for the pay period for each New Hire and each Retained Worker who performed Direct Hours on the Covered Contract during the bi-weekly pay period. In the event that the New Hire or Retained Worker performed both Direct Hours and non-Covered-Contract work during the pay period, the Certified Payroll Report shall list both the Direct Hours and the non-Covered-Contract hours, as well as the total wages attributable to Direct Hours and the total wages for all hours.
- **2.7.4.** Certified Payroll Records shall be in a form, and subject to submission procedures, required by Metro.

3.0 **DEFINITION OF TERMS**

- **3.1** BENEFITS means health insurance or care, dental insurance or care, additional employee insurance such as disability or life insurance, pension and retirement contributions, and supplemental pay such as vacation and sick leave for employees performing work on the Covered Contract. Government required payments such as workers compensation, unemployment insurance, FICA, Medicare taxes and Social Security may not be counted as Benefits for purposes of the USEP or LEP.
- **3.2** CHRONICALLY UNEMPLOYED INDIVIDUAL means a person suffering from chronic unemployment who has not had a job for at least 27 consecutive weeks and is currently available for work.
- **3.3** CONTRACTOR means a party to an executed Covered Contract with Metro.
- **3.4** COST ACCOUNTING SYSTEM means an internal accounting system that allows Proposers and Contractors to segregate and account for Direct Hours on an individual-worker basis for each.
 - **3.5** DIRECT HOURS means hours of work performed by a New Hire or Retained Worker on a Covered Contract that are segregable under a Cost Accounting System.
- **3.6** DISADVANTAGED WORKER means an individual who, at the time of hiring, satisfies at least one of the following eight categories: 1) homeless; 2) single custodial parent; 3) receiving public assistance; 4) lacking a GED or high school diploma; 5) criminal record or history with the criminal justice system; 6) chronically unemployed; 7) emancipated from foster care; or 8) veteran.
- **3.7** FRINGE BENEFITS AMOUNTS means the amounts paid by a Contractor or

participating Subcontractor for Benefits on the Covered Contract for a defined period of time (for example, an hourly rate, a monthly rate, or an annual rate). Contractors or participating Subcontractors that provide self-insured medical or dental benefits shall use the annual amounts calculated by the health care plan broker (or any derivative company) for different benefit levels ('Representative Premiums') for purposes of calculating employee copremiums. The Contractor or participating Subcontractor should then determine the plan type and level selected by each employee subject to the USEP/LEP. Each employee's Representative Premium should deduct any copremiums actually paid by the employee from that amount ('Adjusted Representative Premium'). If the employee declined medical or dental benefits, the Contractor shall only count the amount it paid in the form of a declination payment. The resulting Adjusted Representative Premium amounts for employees shall be included in any compliance report to LA Metro. In estimating Fringe Benefit Amounts for a USEP/LEP labor value form and in reporting on Fringe Benefit Amounts paid by a Contractor in a Ouarterly Report, a Contractor must deduct any amounts paid in co-premiums by employees from the amounts included. The Fringe Benefit Amounts shall be capable of being represented as an hourly rate using a methodology agreed upon by the Contractor and Metro.

- **3.8** FTE means full-time equivalent employee, which is the mathematical equivalent of one full-time employee based on 2080 hours worked per year. Two part time employees with a minimum of 20 hours per week may be recognized as one FTE.
- 3.9 HIRE means a natural person employed by a Contractor or participating Subcontractor to perform work on a Covered Contract who resides in the United States. The term "Hire" does not include: (a) a current employee who does not work on the Covered Contract; (b) a former, furloughed, and/or laid off employees who is separated from employment with a Contractor or Subcontractor on or after the date of Metro's Notice of Intent to Award unless they are rehired to work on the Covered Contract; (c) employees hired by a Contractor or Subcontractor to work on other projects to fill in or replace current employees reassigned to the Covered Contract; (d) an individual whose hours and costs cannot be segregated and audited pursuant to internal Cost Accounting Systems of the Contractor or Subcontractor; (e) work conducted outside of the United States. A Hire must: (i) be a direct, permanent employee; (ii) be paid directly by the Contractor or Subcontractor; (iii) have activities, schedule, and manner of work controlled by the Contractor or Subcontractor; (iv) receive pay and Benefits in the same manner as permanent employees; and (v) be supervised by a manager directly employed by the Contractor or Subcontractor.
- **3.10** HISTORY WITH THE CRIMINAL JUSTICE SYSTEM means direct involvement through having an arrest record, convictions, sentences, dismissals, or not guilty verdicts.

3.11 HOMELESS INDIVIDUAL

(A) means an individual who lacks a fixed, regular, and adequate

nighttime residence; and

- (B) includes—
 - (i) an individual who—(I) is sharing the housing of other persons due to loss of housing, economic hardship, or a similar reason; (II) is living in a motel, hotel, temporary RV or trailer park, or campground due to the lack of alternative adequate accommodations; (III) is living in an emergency or transitional shelter; or (IV) is abandoned in a hospital.
 - (ii) an individual who has a primary nighttime residence that is a public or private place not designed for or ordinarily used as a regular sleeping accommodation for human beings.
- **3.12** HOURLY WAGE RATE means the minimum Hourly Wage Rate to each New Hire and/or Retained Worker for the relevant job classification.
- **3.13** INDEPENDENT COST ESTIMATE is a tool to assist in determining the reasonableness or unreasonableness of a Proposal being evaluated and is required for all procurements receiving federal funding regardless of dollar amount. FTA Circular 4220.1F, Ch. VI, Para. 6, advises grantees to "perform a cost or price analysis in connection with every procurement action, including contract modifications... The starting point for these cost/price analyses is an independent cost estimate which is made before receiving bids or proposals." The Best Practices Procurement Manual (BPPM), Section 5.2 Cost and Price Analysis, suggests that the independent estimate can range from a simple budgetary estimate to a complex estimate based on inspection of the product itself and review of items like drawings, specifications and prior procurement data.
- **3.14** LOCAL EMPLOYMENT PLAN (LEP) means the program to include local/geographic based labor hiring preferences and economic-based labor hiring preferences on locally funded Rolling Stock procurements. The LEP must also contain the information and supporting documentation requested in the RFP.
- **3.15** MANUFACTURING OR MANUFACTURE means all activities relating to the engineering, design, and production of the component parts of the vehicles produced under the Covered Contract in the United States except for the Final Assembly of such vehicles.
- **3.16** MATERIAL VIOLATION means a material failure to comply with or satisfy a USEP or LEP commitment, including but not limited to the failure to submit any required report or requested documentation related to USEP or LEP compliance within 30 days after the due date specified in the Contract or as requested in writing by Metro; the underpayment of the minimum Hourly Wage Rate or minimum Fringe Benefit Amount; and the submission of substantially false or misleading information in required reports or requested documentation related to USEP or LEP compliance.

Minor irregularities, informalities or apparent clerical mistakes in any report or minor deficiencies in the compliance with USEP or LEP commitments shall not be considered a Material Violation.

- 3.17 MILESTONE PAYMENT means a mandated payment by Metro to the Contractor at a certain stage of performance of the Contract.
- 3.18 NEW HIRE means a Hire whose first day of employment will be on or after the date the Covered Contract begins.
- 3.19 NEW DISADVANTAGED WORKER means a New Hires who qualifies as a Disadvantaged Worker.
- 3.20 PILOT TECHNOLOGY PROCUREMENT means a small-scale preliminary procurement, with an Independent Cost Estimate of not more than \$60 million, conducted to evaluate new technology, feasibility, duration, cost, adverse events, and to improve upon vehicle or equipment design prior to performance of full-scale implementation.
- 3.21 PROJECT means performance of the Contract, including the engineering, design, production, delivery, assembly, acceptance, testing, maintenance, and warranty coverage requirements for the Contract Base Order and Option quantities.
- 3.22 PROPOSAL means a submission to Metro in response to an RFP, required in order to be eligible for award of a Contract. A Proposal includes a price Proposal, a Technical Proposal, and other elements.
- 3.23 PROPOSER means an entity that submits a Proposal and that would serve as the Contractor if awarded the Contract.
- 3.24 RETAINED WORKER means a natural person who was an employee of the Contractor or Subcontractor prior to the commencement of work on the Covered Contractor and whom the Contractor or Subcontractor retains to perform work on the Covered Contract. A Retained Worker must: (a) be a direct, permanent hire; (b) be paid directly by the Contractor or Subcontractor; (c) have activities, schedule, and manner of work controlled by the Contractor or Subcontractor; (d) receive pay and Benefits in the same manner as other permanent employees; and (e) be supervised by a manager directly employed by the Contractor or Subcontractor (f) be on active payroll for 60 of the previous 100 days.
- 3.25 ROLLING STOCK means transportation equipment utilizing railways or paved roads, including automotive vehicles, buses, vans, cars, railcars, railroad cars, locomotives, trolley cars and buses, and ferry boats, as well as vehicles used for support services.

- **3.26** SINGLE CUSTODIAL PARENT means an individual who: (a) is unmarried, widowed, legally separated from a spouse and not remarried or married, spouse absent; and (b)(i) has a minor child or children under age 18 for which the parent has either custody or joint custody; or (ii) is pregnant.
- **3.27** SUBCONTRACTOR means any entity entering into a contract with the Contractor for the performance of work under the Covered Contract from a facility located in the United States, including suppliers producing or supplying vehicle component parts.
- **3.28** TOTAL DOLLAR COMMITMENT means the total dollar value of the sum of the minimum Hourly Wage Rate and minimum Fringe Benefit Amounts multiplied by the total Direct Hours for all New Hires and Retained Workers committed to by the Contractor and all participating Subcontractors in the USEP or LEP proposal.
- **3.29** TOTAL HOURLY WAGE means the minimum Hourly Wage Rate and minimum Fringe Benefit Amount, if any, to each New Hire and Retained Worker for the relevant job classification.
- **3.30** U.S. EMPLOYMENT PLAN (USEP) means a written description of the number and quality of U.S. jobs to be created and/or retained under a Proposal pursuant to a prospective Contract award. A U.S. Employment Plan will contain the elements and forms set forth herein as requested in the U.S. Employment Plan Forms. The U.S. Employment Plan must also contain the information and supporting documentation requested in the RFP.
- **3.31** U.S. FACILITY means a physical plant, factory or office located within the 50 states, District of Columbia, or territories of the United States.
- **3.32** VETERAN means a person who served in the active military, naval, or air service and who was discharged or released under conditions other than dishonorable.
- 3.33 WORKFORCE TRAINING means a program that will create permanent, industry recognized credentials and/or skills that are stackable, transportable, and/or transferable for New Hires and/or Retained Workers under a Covered Contract, including all activities related to the provision of skills, knowledge and capacity to New Hires and/or Retained Workers working on the Covered Contract. Allowable expenditures for Workforce Training under a USEP or LEP may include: (a) funds spent on teachers, trainers or special equipment to help New Hires and/or Retained Workers build the skills necessary to successfully work on the Covered Contract; (b) wages and Fringe Benefit Amounts spent on experienced Contract for work time during which those experienced employees provide documented on-the-job training to New Hires and/or Retained Workers; (c) sums paid by a Contractor or Subcontractor to an outside workforce development program, so long as the skills acquired in such program is related to

the Manufacture and/or Final Assembly of vehicles under the Covered Contract. Workforce Training may include publicly or privately funded workforce development programs, registered apprenticeship programs, an apprenticeship program registered with the Department of Labor, and/or a federally-recognized State Apprenticeship Agency that complies with the requirements under parts 29 and 30 of title 29, Code of Federal Regulations; and may include preapprenticeship commitments to provide training that helps participants in apprenticeship programs prepare for and successfully complete their training.



Recommendation

CONSIDER:

- A. RATIFYING the procurement and award of Contract No. OP239906000HR5000 (HR5000 Contract) to the Hyundai Rotem USA Corporation (Hyundai Rotem), and the HR5000 Contract as amended by Modifications 1-3 for the manufacturing and delivery of 182 new heavy rail vehicles (HRVs), in the amount of \$663,688,303 for the base contract buy, exclusive of one contract option for an additional 50 HRVs, totaling 232 HRVs for a total of \$730,057,133;
- B. RATIFYING the procurement and award of Contract No. OP245126000A650HRV (A650 Contract) to Woojin IS America (Woojin), and the A650 Contract as amended by Modifications 1-3 for the refurbishment of 74 A650 HRVs, in the amount of \$213,587,542.63 for 70 base HRVs, and one contract option for an additional 4 HRVs, totaling 74 HRVs; and
- C. ADOPTING the resolutions attached as Attachment A and Attachment B, affirming that modifications made to the HR5000 and A650 Contracts to bring the Contracts into compliance with the Manufacturing Careers Policy (MCP) are consistent with Metro's goals to implement the MCP into the HR5000 and A650 Contracts, and do not fundamentally alter the HR5000 and A650 Contracts so as to warrant rebidding the contracts.



Background

- Dec. 1, 2022: Board approves (1) Manufacturing Careers Policy (MCP), (2) HR5000 HRV Procurement Solicitation, and (3) A650 HRV refurbishment solicitation
 - The adoption of the MCP modified Metro's prior U.S. Employment Program (USEP) and Local Employment Program (LEP) guidelines and combined them in a single policy, which applies to rolling stock contracts over \$50M.
- Due to overlap of timing of actions, when the RFPs were issued, although they included requirements for proposers to include USEP plans in their proposal that met the spirit of the MCP, the requirements did not fully mirror all MCP requirements
 - Dec. 5, 2022: HR5000 RFP issued
 - Dec. 9, 2022: A650 RFP issued
- Proposals were evaluated in conformance with RFP scoring criteria, including scoring of the USEP plans which accounted for 5% of the overall score, leading to awards for each contract
 - Jan. 25, 2024: HR5000 Contract awarded to Hyundai Rotem USA Corp. (Hyundai Rotem)
 - Feb. 22, 2024: A650 Contract awarded to Woojin (sole bidder)



Current Contract Status

- Although the HR5000 and A650 RFPs and initial Contract did not all incorporate MCP requirements, the Contracts have been modified to incorporate all material MCP requirements
- Examples of aspects of the MCP that are now included via executed modifications are the following:
 - Commitment for "new and retained" U.S. workers as opposed to "new" workers
 - Provision of Labor Value Forms with breakdown of minimum wages and benefits for each job class
 - Calculation of the 10% disadvantaged worker requirement based upon number of workers, rather than total wages and benefits
 - Requirement of submission of certified payrolls and other enhanced compliance and enforcement mechanisms
 - Hiring a jobs coordinator, as well as updates to definitions that align with the MCP
- Heavy rail vehicles (HRV) being procured and refurbished through the HR5000 and A650 Contracts are necessary to support the 2028 Games, including operations of the Purple Line Extension projects

Metro

Labor Commitments and Contract Monitoring

Both the HR5000 and A650 Contractors, Hyundai Rotem and Woojin, have made substantial and contractually enforceable USEP commitments:

- Hyundai Rotem USEP Commitment \$121,927,687
 - \$96,647,515 U.S. wages & benefits
 - \$26,994,012 U.S. facility investments
 - \$286,160 U.S. workforce training
- Woojin USEP Commitment \$23,954,088
 - \$21,263,639 U.S. wages & benefits
 - \$2,625,449 U.S. facility investments
 - \$65,000 U.S. workforce training

DEOD Compliance Reviews:

 DEOD has successfully completed detailed desk audits for the active MCP-applicable projects (HR5000 & A650). These desk audits involve reviewing labor value forms and USEP narratives, followed by a comparison with information from certified payroll reports and quarterly reports. To date, both projects are complying with MCP requirements.



Rationale for Ratification

- Although HR5000 and A650 RFPs did not mirror MCP, proposers submitted USEPs scored in compliance with RFP criteria, fairly, and without favoritism
- Modified HR5000 and A650 contracts now comply with the MCP
- Labor monitoring is already underway by DEOD for both the HR5000 and A650 vendors' compliance with USEP commitments and the MCP
- VCM and DEOD have taken steps to ensure future procurements reflect MCP requirements
- The Contracts are critical and time sensitive to meet commitments for 2028 Games and to meet commitments in Metro's federal grants
- Metro has already spent > \$85M on HR5000 Contract and > \$31.5M on Woojin Contract
- Re-procurement would significantly increase costs to the public, delay delivery of HRVs, and may not result in increased USEP commitments





Board Report

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

File #: 2025-0440, File Type: Minutes Agenda Number: 2.

REGULAR BOARD MEETING MAY 22, 2025

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held April 24, 2025.



April 15, 2025

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

Re: Support for Arts District EIFD to Fund the Southeast Gateway Line Phase 2 Underground

Dear Metro Board of Directors,

I write to you today as the Executive Director of FASTLinkDTLA and the former Chairwoman and member of the California Transportation Commission. One of FASTLinkDTLA's important projects is DTLA Mobility for All — a coalition of organizations advocating for infrastructure investments that improve mobility for everyone by ensuring that our sidewalks, transit stations and curbs are universally accessible. FASTLinkDTLA is also a Transportation Management Organization (TMO) dedicated to enhancing DTLA's mobility, universal accessibility, livability, and economic prosperity.

Metro's large-scale infrastructure projects, and the methodology it uses to determine the manner of infrastructure it will deliver, greatly impacts Downtown's transit ridership and the community's willingness to reduce its use of personal vehicles in favor of transit use and active transportation.

Phase 2 of the Southeast Gateway Line is a prime example of methodology making a big impact. Since the line's inception, it was always planned to be built underground through Downtown Los Angeles. Going underground makes sense because of the current and future densities in Downtown, especially along the Alameda Corridor and the Arts District and Little Tokyo.

The newly approved DTLA 2040 Community Plan codifies the goal of increasing transit use by outlining Downtown's transit, housing, and economic development goals. Specific transportation goals include:

- Eliminating parking minimums to encourage more transit ridership
- Promoting transit, bicycle, and pedestrian-friendly environments
- Creating linkages between districts
- Fostering a world-class street and sidewalk network and public realm

Undergrounding Phase 2 of the Southeast Gateway Line will give Metro and Downtown Los Angeles communities the best opportunity to meet not only these transportation objectives, but our greater housing, economic development, and environmental objectives as well. It will foster interconnected systems of transit while creating space for economic development and multi-modal transit opportunities such as streetcars, buses, biking, and walking. Connectivity increases access to mobility, and mobility spurs economic growth. All of this will facilitate less reliance on cars, decreasing our city's greenhouse gas emissions, and deliver new transit stations that are universally accessible.

With the immense opportunity to simultaneously address multiple DTLA-wide and regional public policy goals, finding pathways to fund Phase 2 should be prioritized. I support Metro's consideration of a value capture tool to ensure the line is built underground, and help connect mobility projects that the communities Downtown and along the LA River such as the Arts District. Supporting projects include the Sixth Street Station envisioned next to the Sixth Street Viaduct, the Los Angeles River Bikeway, and the LA Streetcar. The Alameda Corridor and Arts District's large, underutilized parcels that have been rezoned through the DTLA 2040 Community Plan are prime fiscal, legislative, and community conditions for a transformative Enhanced Infrastructure Finance District (EIFD) to fund undergrounding and supporting projects.

Undergrounding Phase 2 is the ideal path for DTLA's current and future universal mobility needs, and creating an EIFD to support the budget needed is timely. Please join FASTLinkDTLA in supporting this important opportunity to increase transit ridership regionally and enhance the community, transit accessibility and economy locally in Downtown Los Angeles.



CC: The Honorable Hilda Solis, LA County Supervisor and Metro Board Member
The Honorable Karen Bass, Mayor of Los Angeles and Metro Board Member
The Honorable Councilwoman Ysabel Jurado, Council District 14
Metro Board members



MICHAEL L. ANTWINE II CITY MANAGER

6330 Pine Ave Bell, CA 90201 (323) 588-6211 matwine@cityofbell.org

March 27, 2025

The Honorable Chair Janice Hahn
Metro Board of Directors
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza, Mailstop # 99-13-1
Los Angeles, CA 90012

RE: Letter of Support for Rail to River Active Transportation Corridor Project - Segment B

Dear Chair Hahn,

We appreciate the efforts that Metro, in coordination with the various cities and the County, are making to inform the community about the Rail to River Active Transportation Corridor Segment B Project to provide a safe pathway for cyclists, pedestrians, and motorists via Randolph Street. The City of Bell has been involved in this important project for 2 years. It understands the important connections it will provide to the residents of Bell, Commerce, Huntington Park, and the Florence-Firestone community. Once fully built, the project will create a safe and continuous corridor for biking and walking, extending approximately 4 miles east along Randolph Street from the A Line Slauson Station to the Los Angeles River.

Please accept this letter of support for the Project. As you continue working with the various cities and making progress, please consider the opportunities and challenges related to design, safety, economic development, and employment in this region as it grows.

Thank you for your efforts and leadership on this important project.

Please contact Interim Public Works Director John Oskoui at joskoui@cityofbell.org with any questions.



cc: Metro Board of Directors



CITY OF COMMERCE

April 3, 2025

The Honorable Chair Janice Hahn Metro Board of Directors Los Angeles Metropolitan Transportation Authority One Gateway Plaza, Mailstop # 99-13-1 Los Angeles, CA 90012

RE: Letter of Support for Rail to River Active Transportation Corridor Project - Segment B

Dear Chair Hahn,

We appreciate the efforts that Metro, in coordination with the various cities and County, are doing to inform the community about the Rail to River Active Transportation Corridor Segment B Project to provide a safe pathway for cyclists, pedestrians and motorists via Randoph Street. The City of Commerce has been involved in this important project for some time and understands the important connections it will provide to the residents of Bell, Commerce, Huntington Park and the Florence-Firestone community. Once fully built, the project will create a safe and continuous corridor for biking and walking, extending approximately 4 miles east along Randolph St from the A Line Slauson Station to the Los Angeles River. Please accept this letter of support for the Project. As you continue working with the various cities, and continue making progress, please consider the opportunities and challenges related to design, safety, economic development and employment in this region as it continues to grow.

Thank you for your efforts and leadership on this important project.

Please contact Mohammad Mostahkami at <u>mohammad.mostahkami@transtech.org</u>, or at 949-402-5903 with any questions.



cc: Metro Board of Directors



MINUTES

Thursday, April 24, 2025 10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Janice Hahn, Chair
Fernando Dutra, 1st Vice Chair
Jacquelyn Dupont-Walker, 2nd Vice Chair
Kathryn Barger
Karen Bass
James Butts
Ara J. Najarian
Imelda Padilla
Tim Sandoval
Hilda Solis
Katy Yaroslavsky
Gloria Roberts, non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:08 A.M.

ROLL CALL

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

Consent Calendar items were approved by one motion; no items were held by a Director for discussion and/or separate action.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Y	Υ	Α	Υ	Υ	Υ	Υ	Α	Υ	Α	Υ	Υ	Y

*Voting Deviations:

Item 11 – the following Director was conflicted: KRB Item 27 – the following Director was conflicted: KRB

2. SUBJECT: MINUTES

2025-0319

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held March 27, 2025.

3. SUBJECT: REMARKS BY THE CHAIR

2025-0316

RECEIVED remarks by the Chair.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Р	Р	Α	Р	Р	Р	Р	Р	Р	Α	Р	Р	Р

4. SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER

2025-0317

RECEIVED report by the Chief Executive Officer.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Р	Р	Α	Р	Р	Р	Р	Р	Р	Α	Р	Р	Р

KB = K. Barger	FD = F. Dutra	IP = I. Padilla	KY = K. Yaroslavsky
KRB = K.R. Bass	JH = J. Hahn	AJN = A.J. Najarian	
JB = J. Butts	LH = L. Horvath	TS = T. Sandoval	
JDW = J. Dupont Walker	HJM = H.J. Mitchell	HS = H. Solis	

LEGEND: Y = YES, N = NO, A = ABSENT, C = CONFLICT, ABS = ABSTAIN, A/C = ABSENT/CONFLICT, P = PRESENT

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

APPROVED ON CONSENT CALENDAR:

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

7. SUBJECT: LONG BEACH-EAST LOS ANGELES CORRIDOR MOBILITY INVESTMENT PLAN UPDATE

2024-1108

AUTHORIZED ON CONSENT CALENDAR:

A. APPROVING:

- AMENDING the 2020 Long Range Transportation Plan (LRTP) to reflect the Board selection of "No Build" for the I-710 South Environmental Impact Statement/Environmental Impact Report (EIS/EIR), the project's new name of the Long Beach-East Los Angeles Corridor Mobility Investment Plan (LB-ELA CMIP), and its transition to a comprehensive multimodal program of infrastructure projects and services;
- PROGRAMMING up to \$3,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP to replace \$3,000,000 originally identified through the Congestion Mitigation and Air Quality (CMAQ) program for the Port of Los Angeles (POLA) Drayage Truck Charging Depot Project; and
- 3. PROGRAMMING \$9,000,000 in Measure R Highway Capital Funds through the LB-ELA CMIP for the Shoemaker Bridge/Shoreline Drive Project;
- B. the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreement(s) with the local jurisdictions; and
- C. RECEIVING AND FILING the status report on the LB-ELA CMIP.

8. SUBJECT: CAP-AND-TRADE LOW CARBON TRANSIT OPERATIONS 2025-0028 PROGRAM (LCTOP)

APPROVED ON CONSENT CALENDAR the Resolution that:

- A. AUTHORIZES the Chief Executive Officer (CEO) or their designee to claim a total of \$53,221,812 in California Cap-and-Trade proceeds accumulated in State Fiscal Year (FY) 2024-25 disbursed through LCTOP, and to use \$48,761,092 for A Line operations, as enhanced by the opening of the Regional Connector, and \$4,460,720 for Special Event Supplementary Bus Service;
- B. CERTIFIES that Metro will comply with LCTOP certification, assurances, and the authorized agent requirements; and
- C. AUTHORIZES the CEO or their designee to execute all required documents and any amendments with the California Department of Transportation (Caltrans).

9. SUBJECT: COMPLETION OF SURFACE TRANSPORTATION 20 PROGRAM-LOCAL (STP-L) ANNUAL APPORTIONMENTS TO LOCAL AGENCIES

2025-0235

AUTHORIZED ON CONSENT CALENDAR:

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

11. SUBJECT: LINK UNION STATION PROJECT

2025-0094

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

16. SUBJECT: PROPOSITION A AND PROPOSITION C SHORT-TERM 2025-0109 BORROWING PROGRAMS

ADOPTED:

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

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Υ	Υ	Α	Υ	Υ	Υ	Υ	A/C	Υ	Α	Υ	Y	Υ

17. SUBJECT: LICENSE AGREEMENT WITH THE CITY OF SANTA CLARITA FOR VIA PRINCESSA PARK PEDESTRIAN AND VEHICLE UNDERCROSSING

2025-0112

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

18. SUBJECT: PROPERTY INSURANCE PROGRAM

2025-0190

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

21. SUBJECT: FY2026 COMMITTEE AND BOARD MEETING CALENDAR 2025-0063

RECEIVED AND FILED the FY2026 Committee and Board Meeting Calendar.

24. SUBJECT: METRO TRANSIT OPERATIONS DOWNTOWN HUB 2025-0131

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

25. SUBJECT: VANPOOL VEHICLE SUPPLIER BENCH CONTRACT 2025-0142

APPROVED ON CONSENT CALENDAR:

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

26. SUBJECT: RESPONSE TO MOTION 49: EXPANDING THE LIFE PROGRAM THROUGH TECHNOLOGY

2024-1120

APPROVED ON CONSENT CALENDAR:

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

27. SUBJECT: BUS ENGINEERING/ACQUISITION, PROGRAM MANAGEMENT, AND TECHNICAL SUPPORT SERVICES CONTRACT

2025-0033

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

28. SUBJECT: APPOINTMENT TO METRO SAN GABRIEL VALLEY SERVICE COUNCIL

2025-0204

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's San Gabriel Valley Service Council.

32.1.SUBJECT: EMBRACING AUTISM AND NEURODIVERSITY IN TRANSPORTATION MOTION

2025-0328

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

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

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Υ	Α	Υ	Υ	Y	Y	Υ	Υ	Α	Y	Y	Υ

33. SUBJECT: EXTEND THE CHIEF EXECUTIVE OFFICER APPOINTMENT

2025-0329

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

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Υ	Υ	Α	Υ	Υ	Υ	Υ	Y	Υ	Α	Υ	Υ	Υ

34. SUBJECT: CLOSED SESSION

2025-0330

A. Conference with Legal Counsel - Existing Litigation Government Code 54956.9(d)(1)

1. Shoghig Zaven Bardekjian, et al. v. LACMTA, Case No. 22STCV26174

APPROVED settlement in the amount of \$300,000.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Υ	Υ	Α	Υ	Υ	Υ	Υ	Y	ABS	Α	Υ	Y	Υ

2. Jose Mejia-Morales v. LACMTA, Case No. 23STCV00350

APPROVED settlement in the amount of \$500,000.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	HJM	KY	TS	JH
Y	Υ	Α	Υ	Υ	Υ	Υ	Α	Υ	Α	Υ	Υ	Υ

3. Richard Rayner, et al. v. LACMTA, Case No. 19STCV11651

APPROVED settlement in the amount of \$1,750,000.

FD	JDW	LH	IP	HS	JB	KB	KRB	AJN	НЈМ	KY	TS	JH
Υ	Υ	Α	Υ	Υ	Υ	Υ	Α	Y	Α	Υ	Υ	Υ

4. Jobs To Move America v. LACMTA, Case No. 24STCP02977

No report.

B. Conference with Legal Counsel - Anticipated Litigation Government Code 54956.9(d)(4)

Initiation of Litigation (Two cases)

No report.

C. Conference with Labor Negotiator - Government Code 54957.6

Agency Designated Representatives: Cristian Leiva, Dawn

Jackson-Perkins

Employee Organizations: AFSCME, SMART, Teamsters

No report.

(continued on next page)

(Item 34 – continued from previous page)

D. Conference with Real Estate Negotiator - Government Code 54956.8

Property: 500 S. Santa Fe Avenue, Los Angeles, CA 90036 Agency Negotiator: Holly Rockwell, SEO; and John Beck, Manager

Negotiating Party: Gregg Hall, Managing Director Steelwave

Under Negotiations: Price and Terms

No report.

ADJOURNED AT 1:37 P.M.

Prepared by: Mandy Cheung

Administrative Analyst, Board Administration

Collette Langston, Board Clerk



Board Report

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

File #: 2025-0265, File Type: Plan

Agenda Number: 6.

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MAY 14, 2025

SUBJECT: 2028 OLYMPIC AND PARALYMPIC PROGRESS REPORT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the 2028 Mobility Concept Plan (MCP) Progress Report; and
- B. AMENDING the 2022 Prioritized Mobility Concept Plan (MCP) project list to include the Pomona Fairplex Metrolink Station Improvements Project as part of the Rail project mode/type.

ISSUE

This is a progress report regarding planning efforts in anticipation of the 2028 Olympic and Paralympic Games ("the Games"), and the pursuit of state and federal funds to support the transportation infrastructure and operations needed for the region to support mobility during the Games.

BACKGROUND

Metro has worked with LA28, Caltrans, Metrolink, the Los Angeles Department of Transportation (LADOT), the City of Los Angeles Mayor's Office, and the Southern California Association of Governments (SCAG), a group collectively known as the Games Mobility Executives (GME), as well as venue cities and Councils of Governments, to develop the 2028 Mobility Concept Plan approved by the Metro Board in December 2022. Following an extensive agency stakeholder outreach process, Metro and the GME identified a list of 15 priority 2028 Games MCP project categories. Metro and the Games Mobility Executives have been actively pursuing funding and advancing the project development for each set of projects.

In March 2024, the U.S. Department of Transportation awarded Metro a \$139 million grant from the Reconnecting Communities and Neighborhoods program for the Removing Barriers and Creating Legacy - A Multimodal Approach for Los Angeles County (the Program). The Program's projects will enhance and expand affordable, equitable, and safe multimodal connections through investment in 35 miles of bus priority enhancements, 60 Metro Bike Share stations, five first/last mile corridors that fill gaps in the active transportation network, five mobility hubs, and various supportive initiatives and operational strategies.

In October 2024, the Board authorized a \$9.67 million FY25 budget amendment, enabling the CEO to advance unfunded Metro-led GME projects. This funding is crucial for staff to progress key project development phases for timely completion before the 2028 Games. Metro has commenced conceptual design and environmental clearance for several essential MCP projects. The environmental clearance strategy will prioritize California Environmental Quality Act (CEQA) approval, with National Environmental Policy Act (NEPA) clearance contingent upon federal funding.

DISCUSSION

GME Subcommittee and Workstream Update

In order to implement the MCP, the GME reviewed the projects and created subcommittees comprised of implementing agencies in order to establish implementation plans for the projects in the MCP. The GME initiated two new subcommittees focused on Heat and Wayfinding, with Metro as the lead agency for both. These subcommittees are currently developing workplans that will include scope, additional members, timeline, roles and responsibilities, coordination needs with other subcommittees, governance structure, communications plans, and 2025 goals. Metro will regularly report to the Board regarding key milestones, accomplishments, risks, issues, and progress related to the Heat and Wayfinding subcommittees.

At past Ad-Hoc Committee meetings, Metro staff have provided in-depth updates on specific Games subcommittees. For this month's Ad-Hoc Committee, staff will provide an oral presentation on the Countywide Bus-Only Lanes and Games Route Network (presented by Caltrans). The following provides a summary update on these two subcommittees.

Updates on other subcommittees are summarized in Attachment A.

Countywide Bus-Only Lanes

Using the 2028 Games as an impetus, this initiative accelerates Metro's strategic goal of implementing bus-only lanes throughout Los Angeles County.

Metro staff and the Bus Speed and Reliability Working Group identified an initial pool of 26 potential corridors for detailed assessment and prioritization. The evaluation process included gathering data on existing conditions and reviewing relevant planning documents, such as Metro's BRT Vision and Principles Study, Metro's NextGen Plan, and the City of Los Angeles Mobility 2035 Plan. Subsequently, Metro formulated a prioritization framework incorporating 18 distinct factors related to speed and reliability, implementation, equity, connectivity, access, environmental, and safety. Through this structured evaluation, six corridors were selected as priorities. Attachment B summarizes the prioritization process. Additionally, the Vermont Ave and the Florence Ave/Studebaker corridors were added as they are existing and funded priorities. The complete list of eight priority corridors is detailed in Table 1: 2028 Games Mobility Concept Plan Unfunded Countywide Bus-Only Lane Corridors

Corridors	Limits	Benefits and Comments
Vermont Ave	Hollywood Blvd to 120 th St	Supports Measure M expenditure plan, Metro's NextGen Plan, and venue access (USC/Expo Park)
Broadway	1 st St to Imperial Hwy	Supports Metro's NextGen Plan, BRT Vision and Principles Study, Games Route Network alternate route, and venue access (DTLA)
Venice Blvd	Figueroa St to Pacific Ave	Supports Metro's NextGen Plan, Metro's BRT Vision and Principles Study, Games Route Network alternate route, and venue access (DTLA)
Olympic Blvd	Figueroa St to Lincoln Blvd	Supports Metro's NextGen Plan, Metro's BRT Vision and Principles Study, Games Route Network alternate route, and venue access (DTLA)
Florence Ave/ Studebaker	Long Beach Blvd to Imperial Hwy	Extends the planning NextGen Tier 1 Corridor bus- only lanes along Florence Avenue to connect the Metro A Line to the Metro C Line
Imperial Hwy	Hoxie Ave to Bloomfield Ave	Address system connectivity gap and improve transfer experience between Metro Norwalk Station and Metrolink Norwalk/Santa Fe Springs Station for access to support venue access (Inglewood, Carson, and Long Beach)
Hawthorne/La Brea	Imperial Hwy to Florence Ave	Address system connectivity gap and improve transfer experience between Metro Downtown Inglewood Station and Metro Hawthorne/Lennox Station for access to support venue access (Inglewood)
Downtown Extensions	Sunset/Cesar Chavez, Figueroa, Alvarado	Extend existing bus-only lane corridors to help support the Games Route Network

Metro has successfully secured funding for several bus-only lanes and bus improvement projects, totaling \$90 million. A \$25 million state grant will advance implementation on NextGen Tier 1 corridors within the City of Los Angeles, such as Vermont Avenue and Venice Boulevard. Additionally, a \$65 million Reconnecting Communities Grant from the U.S. Department of Transportation will fund bus improvements along Broadway, Olympic Boulevard, and the Florence/Studebaker/Imperial corridor.

Additionally, Metro leads the Countywide Bus-Only Lane Subcommittee in partnership with the GME. This effort is supported by two dedicated working groups-one focused on the City of Los Angeles and the other on Los Angeles County (non-City of LA cities and unincorporated areas). Together, these groups will drive the development of bus-only lanes outlined in the MCP and manage crucial coordination for venue access and potential legacy conversion of the Games Route Network.

Lastly, as part of Twenty-eight by '28, Metro is also committed to delivering the North Hollywood to Pasadena and the Vermont Ave Bus Rapid Transit Corridors in time for the 2028 Games. Attachment C demonstrates a full picture of the Bus Corridor work the agency has prioritized and/or will complete

in time for the 2028 Games.

Games Route Network

The Games Route Network (GRN) is the heart of the host City and Organizing Committee's transportation commitment for the 2028 Olympic and Paralympic Games. As part of the MCP, Caltrans has taken on the responsibility of delivery of the GRN on its right-of-way and is leading local agency coordination of the improvements to local arterials. The GRN project is a substantial coordination effort and requires multiple layers of collaboration. It covers approximately 360 centerline miles (80% located on the state highway). The GRN is in four counties, spans across thirteen cities, and arterials located within unincorporated counties.

The commitment between LS28, the host city and the International Olympic Committee is to provide consistent and reliable travel time for the Games athletes, media, and key Games stakeholders. For the past year and a half, Caltrans has convened multiple team meetings to develop planning documents and to collaborate with venue cities to facilitate the required improvements. Caltrans has engaged state and federal partners to initiate the legislative and regulatory requirements.

LA28 Olympic Venue Update

The Olympic Venue Plan updates announced by LA28 on April 15, 2025, include the addition of the Pomona Fairplex as the venue for Cricket, and the Santa Anita Racetrack for Equestrian, as well as a few other venue deletions, additions, and event location changes. Thus far, staff have determined that the existing temporary Metrolink station platform at the Pomona Fairplex will be critical for providing service at that venue. The station requires improvements to handle additional passenger flows, including providing safe accommodations for passengers with disabilities. Therefore, it is recommended that the Pomona Fairplex Station Improvements Project be added to the 2022 Prioritized MCP project list. The cost for the station accessibility improvements is estimated between \$400K-\$1.7M.

Staff is working with LA28 to obtain additional information on the schedules and spectator demand profiles for the new and revised events/venues to determine if any additional permanent infrastructure projects may be needed. Given the timeline for capital projects and the projects underway, there is a limited opportunity to add new projects. In order to add projects to the MCP, the project must be essential to Games delivery and feasible to be completed by 2028. The Pomona Fairplex Station meets these criteria.

Twenty-eight by '28 Update

Progress continues to be made on twenty-eight by '28, which is incorporated into the MCP. Currently, six or 21.4% of the projects on the list are complete, with the remaining projects continuing to advance. Of note, significant milestones have been met on four projects since the beginning of this calendar year:

- Substantial completion of the A Line Extension from Azusa to Pomona
- Substantial completion of the Rail to Rail active transportation corridor

- Groundbreaking for the G Line Improvements Project
- Groundbreaking for the 105 ExpressLanes Project (Phase 1)

Over the next quarter, two projects are anticipated to be open: Rail to Rail and the Airport Metro Connector Station. Upon opening, this would bring the total number of projects completed to eight or 28.6%.

Reconnecting Communities and Neighborhoods (RCN) Program Update

Following the environmental determinations and signed Federal Transit Administration (FTA) grant agreement in December 2024, Metro has continued to advance design and community engagement for the RCN program. Staff are working to secure agreements with local jurisdictions and project sponsors. San Gabriel Valley Council of Governments (SGVCOG) will deliver design through construction for the Valley Blvd/Santa Anita Bus Priority Enhancement project. The RCN funding supports SGVCOG's existing work for the San Gabriel Valley Bus Corridor Transit Improvements Project. Metro will be advancing the preliminary engineering and community outreach for the remaining RCN projects including three bus priority enhancement corridors, five first/last mile projects, and five mobility hubs. Metro is supporting local jurisdictions through preliminary engineering to keep the RCN program on schedule while local jurisdictions assess internal staff capacity and procurement vehicles to take over final design and construction of projects not under Metro's responsibility. Preliminary engineering and associated community outreach will be completed in 2025.

Funding Update

In January 2025, Metro applied for the U.S. Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant funding program for two key 2028 Games Mobility Concept Plan projects - 1) 2028 Games Washington/Flower Multimodal Mobility Improvements Project and 2) Norwalk Station Mobility Hub and Multimodal Access Improvements Project. BUILD is a discretionary grant program designed to fund significant infrastructure projects with local or regional impact. Specifically, it focuses on surface transportation infrastructure, encompassing roads, rail, transit, and ports. The program aims to support projects that enhance safety, sustainability, quality of life, mobility, economic competitiveness, and state of good repair.

Simultaneously, Metro is exploring grant opportunities for various MCP projects under the Surface Transportation Block Grant, Congestion Management and Air Quality, and Low Carbon Transit Operations Program.

Legislative Update

Federal Discretionary Opportunities

Metro is evaluating which MCP projects may be successfully selected to receive federal funds made available through the Surface Transportation Block Grant & Congestion Mitigation and Air Quality Improvement Program (STBG/CMAQ) which is administered by SCAG. The Metro Board approved a prioritization framework in March, which provides evaluation criteria and guidance for agencies that

wish to apply for the funds.

Specific project categories that qualify for funding and align with Metro-led GME priority workstreams include mobility hubs, dedicated bus lanes, bicycle and pedestrian infrastructure, rail and bus station improvements, and transit facility improvements.

Federal Budget Request Update

Consistent with the 2025 Board-approved Federal Legislative Program, Metro has and will continue to work with the federal government to include funding for the GME priority workstreams in the President's Fiscal Year 2026 Budget. On November 21, 2024, Metro conveyed a letter unanimously signed by Metro Board members, urging then President-elect Donald Trump to include \$3.2 billion for GME priority workstreams in his Fiscal Year 2026 Budget. The requests outlined in this correspondence and in accompanying fact sheets include funding for essential Games-specific projects, such as the Games Enhanced Transit Service (GETS), Mobility Hubs, and GRN. Funding for the essential Games-specific projects is currently the most significant challenge facing Metro and the GME partners. This is analogous to the challenges faced by the 2002 Winter Olympic Games. This was resolved, in part, by Congress appropriating funding identified in the FY2002 Budget released by then-President George W. Bush. Staff will continue to work with the Metro Board, the Los Angeles County Congressional Delegation, the U.S. Department of Transportation, and key stakeholders to support the FY2026 Budget funding request.

Joint Advocacy Efforts/Strategy

Metro is working in good faith with a broad and diverse array of federal, regional, and local stakeholders to ensure that the State and Federal Governments provide support for surface transportation projects and initiatives related to the 2028 Games.

At the Federal level, Metro is working with a number of partners to secure financial support from the Federal government for our agency's efforts related to the 2028 Games. This effort is guided and informed by the Board-approved 2025 Federal Legislative Program and the Board-approved MCP, which set forth the projects deemed necessary and how Metro will work with the White House, the U.S. Department of Transportation, and Congress to successfully coordinate the 2028 Games being held in Los Angeles County. In 2025, staff have been working with the Los Angeles County Congressional Delegation as to how the FY2026 Transportation, Housing, and Urban Development bill might include funding for mobility-related projects and initiatives tied to the upcoming 2028 Olympic and Paralympic Games. Staff will continue to advocate for the White House to include funding in the President's Fiscal Year 2026 Budget for the Games. As of the writing of this Board Report, it appears that Congress is in the beginning stages of crafting their spending bills for Fiscal Year 2026 - including the House and Senate's Fiscal Year 2026 Transportation, Housing, and Urban Development spending bills. Staff will continue to work with LA28 and a large number of stakeholders, including but not limited to Los Angeles County and the LA Area Chamber of Commerce, among others, to advance our goal to secure robust federal support for our mobility plans related to the Games.

Metro continues to work with state and local level partners to advocate for funding and advance policies that will help Metro deliver projects more efficiently, while also working in partnership with LA28.

DETERMINATION OF SAFETY IMPACT

Several projects in the 2028 Games MCP and the RCN program will positively impact safety. For example, bus-only lane projects will allow buses to reduce weaving out from and into traffic as they approach and leave the bus stop. First/Last Mile projects directly improve safety for people biking and walking to and from Metro's transit stops.

FINANCIAL IMPACT

There is no financial impact from these actions, pending receipt of grant funding.

Impact to Budget

There is no impact to the budget, pending receipt of grant funding.

EQUITY PLATFORM

Since the last report, Metro has established two new Games Mobility Executives (GME) subcommittees, Heat and Wayfinding, both led by Metro and currently developing work plans to address environmental justice concerns (such as heat vulnerability) and accessibility improvements for multi-lingual and disabled riders. Looking ahead, these investments not only aim to support Games-time mobility but will leave a lasting legacy of improved transit access, reduced travel times, and safer streets in communities that have historically been under-resourced. These projects directly align with Metro's broader equity goals of improving mobility, access to economic opportunity, and transportation justice across Los Angeles County.

Most notably, the \$139 million Reconnecting Communities and Neighborhoods (RCN) grant awarded in March 2024 is advancing to 30% design and community engagement across multiple projects located in Equity Focus Communities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment, planning and operational activities that will improve and further encourage transit ridership, ridesharing, and active transportation including first/last mile improvements, bus priority corridors, mobility hubs, and mobility wallet support. Metro's Board-adopted VMT reduction targets were designed to build on the success

File #: 2025-0265, File Type: Plan

Agenda Number: 6.

of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The development of the MCP supports:

Strategic goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Strategic Goal 4: Transform LA County through regional collaboration and national leadership" by providing a roadmap and strategy to deliver permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

NEXT STEPS

Staff will continue the scoping work necessary to advance the 2028 Games Mobility Concept Plan that Metro is currently leading, including the initiation of the Environmental phase for the remaining Metro-led projects in the 2028 Games Mobility Concept Plan. This effort will be critical to ensure these projects can continue to compete for additional state and federal funding opportunities and be delivered in time for the Games. Staff will continue to seek potential local, state, and federal funding opportunities and work with the Board to advocate for funding for both legacy projects and essential Games-specific projects, such as the Games Enhanced Transit Services and Games Route Network.

ATTACHMENTS

Attachment A - Workstreams Progress Update

Attachment B - Countywide Bus Only Lanes Prioritization

Attachment C - Bus Corridors Map

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Chief Executive Officer

ATTACHMENT A - WORKSTREAMS PROGRESS UPDATE

The following describes progress on key Metro-led workstreams, the funding efforts to date, and the next steps needed to deliver Metro's priority 2028 Games MCP workstreams.

KEY STATION IMPROVEMENTS

The Key Station Improvements workstream is advancing efforts around needed maintenance, accessibility, and customer experience improvements at the 7th/Metro Center, Union Station, and Pico stations.

Project Development

Metro developed draft implementation plans for Pico Station and Los Angeles Union Station (LAUS) that define scope, schedule, and budget. Improvements at Pico Station include station platform space optimization, wayfinding, and pedestrian improvements. Union Station improvements include accessibility enhancements and state-of-good-repair, such as the public address system and lighting upgrades. The LAUS project has been coordinated with Systemwide Design, Joint Development, Arts, and Real Estate. Metro's Countywide Planning and Development team is leading the 7th/Metro Center Station Improvements project and completing 30% design this summer.

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of these station improvement projects by 2028. Considering the funding and schedule constraints, Metro is exploring the potential for a phased implementation of improvements for each station.

Metro's Station Experience team is also planning for various low-cost customer experience improvements at older B/D Line Stations. These improvements could include the following: lighting, digital media panels, wayfinding, safety/security, and overall customer experience.

Funding

- Metro will apply for the Surface Transportation Block Grant for up to \$100 million for the Key Stations workstream.
- As mentioned in the Board Report, Metro was planning to submit a PROTECT application until the new federal administration paused the grant.

Next Steps

- Complete environmental clearance and conceptual engineering by the end of the year.
- Seek funding to continue progress and deliver the Key Station Improvements before the 2028 Games
- Continue to coordinate with multiple Metro departments (Systemwide Design, Planning, Real Estate, Operations, Wayfinding, Accessibility, Safety and Security, and Customer Experience) on planning and design efforts.

LIGHT RAIL TRANSIT IMPROVEMENTS

The Metro A and E Lines will be critical to moving spectators and the workforce during the 2028 Games because they connect to multiple venues in Los Angeles County. Improving the capacity, reliability, speed, and safety of the A and E Lines will support the 2028 Games demand, reduce the need for temporary infrastructure, and provide legacy benefits.

Project Development

The improvements for this workstream include a new siding and intersection modification along the E Line, three new crossovers along the A Line, and traffic and pedestrian improvements along the Washington Blvd and Flower St corridors. Metro has made significant progress in advancing these projects to compete for upcoming funding opportunities. Metro prepared draft implementation plans for these projects to define their scope, schedule, and budget.

Metro Operations engaged the SECOTrans team to conduct a full network analysis to assess the improvements, which validated the operational need for the Washington/Flower improvements, A Line Anaheim Street Interlock, A Line Avenue 34 Interlock, and E Line Degnan Interlock/Siding. The results also suggested a new interlock near the E Line Expo/Bundy Station.

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of the various A and E Line improvements by 2028. These projects have the potential to be completed by 2028, but will need considerable operational planning to accommodate construction activities. Metro staff are assessing the potential temporary effects on operations.

Metro Operations Engineering has identified two low-cost state-of-good-repair projects, such as cable protection and trackway intrusion detection system, for the 2028 Games. The cable protection solution will improve the system's reliability by installing copper cables inside PVC conduits and filling the conduits with concrete on A and E Line interlockings and other selected locations along the trackway. Installing the trackway intrusion detection system on the A and E Lines interlockings will monitor and provide alarms of unauthorized personnel or activities along the trackway to make the system safer.

Funding

- Metro will apply for the Surface Transportation Block Grant for up to \$130 million for the Washington/Flower Corridor Improvements and various A and E Line Improvements (e.g., interlocking, siding, cable protection, trackway intrusion detection system).
- In January 2025, Metro submitted a \$15 million USDOT BUILD application for the Washington/Flower Corridor Improvements. USDOT anticipates announcing the awards in June 2025.

Next Steps

- Complete environmental clearance and conceptual engineering by the end of the year.
- Seek funding to continue progress and deliver the LRT Improvements before the 2028
 Games

MOBILITY HUBS

The Mobility Hub workstream seeks to enhance multimodal connectivity by connecting people to the public transportation network, park-and-ride facilities, the supplemental bus system, and the 2028 Games venues.

Project Development

OSI and Planning staff identified the potential types (legacy versus temporary) and locations of mobility hubs. The five priority mobility hubs (Chatsworth Station, El Monte Station, Expo/Crenshaw Station, North Hollywood Station, and Willow Station) have completed implementation plans and were included in the Reconnecting Communities and Neighborhoods (RCN) grant.

Per the October 2024 Board approval of advancing project development for key Mobility Concept Plan projects, staff are embarking on the CEQA approval and conceptual engineering to enable the potential completion of the Norwalk and Harbor Gateway Mobility Hub projects.

Furthermore, the 2028 Games Mobility Concept Plan designated 23 potential mobility hub locations, comprised of venue hubs at or near Games venues and transit hubs concentrated at or near the end of Metro Rail and Bus Rapid Transit lines and throughout the region. Lastly, the 2028 Games Mobility Concept Plan proposed an additional 27 neighborhood and equity-focused hub opportunity zones to be implemented by local jurisdictions. As a result, Metro is now developing a regional "kit of parts" for local cities to implement temporary mobility hubs to better support access to the 2028 Games venues.

Funding

- Metro will apply for the Surface Transportation Block Grant for up to \$52 million for Harbor Gateway Mobility Hub, Norwalk Mobility Hub and Multimodal Access Improvements, and Memorial Park Mobility Hub.
- In January 2025, Metro submitted a \$25 million USDOT BUILD application for the Norwalk Mobility Hub and Multimodal Access Improvements. USDOT anticipates announcing the awards in June 2025.

Next Steps

- Complete environmental clearance and conceptual engineering by the end of the year.
- Seek funding to continue progress and deliver key mobility hubs before the 2028 Games.
- Collaborate with the GME to determine priority additional locations for mobility hubs based on the new 2028 Games venues.

FIRST/LAST MILE

The First/Last Mile workstream advances walking, rolling, and active transportation street improvements on critical-access streets at up to ten venue clusters across Los Angeles County. These improvements will be critical to supporting a multimodal 2028 Games for spectators and the workforce while encouraging long-term behavioral change.

Project Development

OSI and Planning staff continue to work with local jurisdictions to package improvements to help users walk, bike, and roll between the key transit stations and venues. Examples of such enhancements include replacing or adding new bus stops, improving crosswalks, adding street trees/landscaping, adding pedestrian lighting, traffic calming measures, wayfinding, adding street furniture, adding bike lanes (where space is available), and opportunities to pedestrianize streets. First/last mile projects in Downtown Los Angeles, Norwalk, and Carson were included in the Reconnecting Communities and Neighborhoods (RCN) grant.

To support a "transit-first" Games experience for spectators, Metro collaborated with 2028 Games venue cities across Los Angeles County to develop a global list of high-value corridors. This list aimed to identify and prioritize legacy transit-to-venue improvements ahead of the 2028 Games. Subsequently, Metro developed conceptual design packages tailored for each venue city, focusing on priority corridors for enhancements to improve safety, comfort, and accessibility for people walking, biking, and rolling from transit to venues. These conceptual design packages are intended to support cities in implementing these identified projects and improvements ahead of the Games.

LADOT is now taking the lead in advancing several high-value corridors within the City of Los Angeles. In parallel, Metro is developing a regional "kit of parts" to assist local cities in designating, activating, and enhancing pedestrian and cyclist pathways to better support access to the 2028 Games venues.

Funding

- Encouraged local cities to apply for STBG/CMAQ funding
- Encouraged local cities to apply for Mobility Concept Plan-aligned projects for MAT Grant Cycle 2

Next Steps

- Advance the regional Kit of Parts and provide technical assistance to cities.
- Continue to advance First/Last Mile projects in Reconnecting Communities and Neighborhoods

COUNTYWIDE BUS-ONLY LANES

Metro is working to advance bus-only lane projects that will serve as a legacy of the 2028 Games. Metro has selected eight priority bus-only lane corridors. These projects will support the Mobility Concept Plan, as well as the Games Route Network and NextGen Plan. A total of \$90 million in funding for bus-only lanes and bus improvement projects has been secured to date.

GAMES ENHANCED TRANSIT SERVICE

In response to unprecedented demand during the 2028 Games, the GETS will provide additional transit capacity to augment Metro's existing bus and rail network. GETS routes will provide connectivity to venues and park and ride locations. Metro has developed preliminary staffing and cost estimates for the GETS. Work continues to identify roles and responsibilities and funding sources as well as agreements with other agencies to provide real estate, buses, and personnel.

GAMES ROUTE NETWORK

The Games Route network is a network of dedicated lanes that enables consistent travel times between key locations for Games athletes, officials, media, and stakeholders, as required by LA28 and the International Olympic Committee. Caltrans is leading the development of the GRN, which includes both Caltrans-managed highways and local arterials across a four-county area. Caltrans is advancing the GRN through the required regulatory steps, such as approval of special signage. Metro is working with Caltrans and LA28 to facilitate access to the GRN for transit buses while it is in operation.

Metro 2028 Games Mobility Concept Plan Bus-Only Lane Evaluation and Phasing



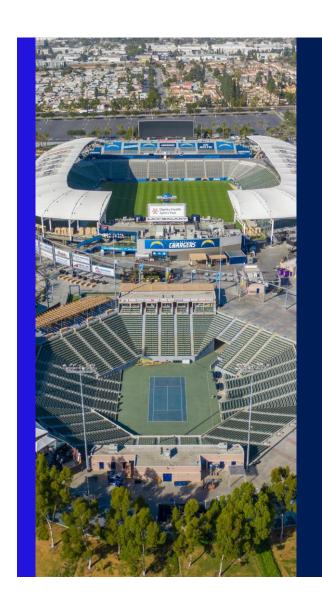
April 2025





Agenda

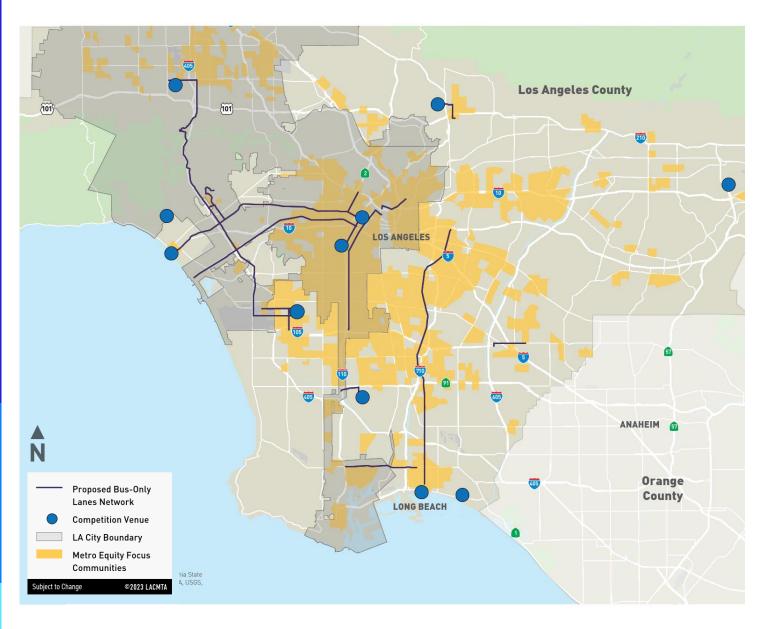
- How we arrived here
- Corridors evaluated
- Evaluation results
- Proposed phasing



How we arrived here

- Collaborated with the Bus Speed and Reliability Working Group
- Reviewed previous plans and studies
 - Metro BRT Vision and Principles Study
 - Metro NextGen Plan
 - San Gabriel Valley Council of Governments Transit Study
 - City of LA Mobility Plan 2035
- Collected data about existing conditions (desktop and in person)
- Developed an evaluation framework in collaboration with Metro Countywide Planning & Development and Metro Operations
- Designed typical proposed cross sections based on past Metro's experience implementing the City of LA Tier 1 NextGen bus-only lane corridors
- Evaluated corridors based on 7 themes, 18 measures, and varying scenarios with different weights

Corridors Evaluated



Jurisdiction	Corridor
Carson	Avalon
Carson	182nd/Albertoni
City of LA	Alvarado
City of LA	Cesar Chavez
City of LA	Broadway
City of LA	1st
City of LA	Figueroa
City of LA	Venice
City of LA	Victory
City of LA	Gayley
City of LA	Westwood
City of LA	Sepulveda
City of LA	Veteran
City of LA	Sunset
City of LA, Beverly Hills,	Wilshire
Santa Monica	WIGHTE
City of LA, Beverly Hills,	Olympic
Santa Monica	Otympic
City of LA, Inglewood	Century
Gateway Cities	Atlantic
Inglewood	La Brea/ Hawthorne
Inglewood	Arbor Vitae
Long Beach	Pacific Coast
Norwalk	Studebaker
Norwalk	Imperial
Pasadena	Holly
Pasadena	Fair Oaks
Pasadena	Seco/Mountain

Scenario 1: Weighting from Initial Evaluation Results

ID	Theme	Evaluation Question	Scenario 1
1	Speed & Reliability	How much delay is there in the corridor?	
2	Implementation	How much of the corridor can physically accommodate bus only lanes?	
3	Implementation	How compatible would bus only lanes be with vehicular traffic demand in the corridor?	
4	Implementation	How much of the corridor is within the Metro NextGen Tier 1 bus network?	5.00%
5	Implementation	How much of the corridor is within the Los Angeles Mobility Plan 2035's Transit Enhanced Network (TEN)?	
6	Implementation	How politically viable are bus only lanes in the corridor?	5.00%
7	Equity	Does the corridor contain LA Metro Equity Focused Communities?	8.33%
8	Equity	Does the corridor contain US DOT Disadvantage Census Tracts?	
9	Equity	Is the corridor within an area of environmental justice?	
10	Connectivity	Does the corridor serve Games venues?	
11	Connectivity	Could the corridor serve as a contingency route for freeway Games Route Network travel?	
12	Connectivity	How connected is the corridor to other bus routes?	
13	Connectivity	How connected is the corridor to rail stations in 2026?	
14	Access	Access Does the corridor improve access to community assets?	
15	Access	Access How many people live in the corridor?	
16	Access	Access How many jobs are within the corridor?	
17	Environment	How is the air quality in the corridor?	
18	Safety	Does the corridor have a high concentration of traffic injuries?	3.00%
		TOTAL =	100.00%

Scenario	Scenario 1	
Rank	Corridor Name	
1	Alvarado	
2	Cesar Chavez	
3	Broadway	
4	1st	
5	Figueroa	
6	Venice	
7	Victory	
8	Wilshire	
9	La Brea/Hawthorne	
10	Olympic	
11	Studebaker	
12	Century	
13	Atlantic	
14	Westwood	
15	Sepulveda	
16	Holly	
17	Fair Oaks	
18	Gayley	
19	Veteran	
20	Avalon	
21	Imperial	
22	Pacific Coast	
23	Seco/Mountain	
24	Arbor Vitae	
25	Sunset	
26	182nd/Albertoni	

Scenario 2: Weighting Focused on Federal Funding Priorities

ID	Theme	Evaluation Question	Scenario 2
1	Speed & Reliability	How much delay is there in the corridor?	0.00%
2	Implementation	How much of the corridor can physically accommodate bus only lanes?	0.00%
3	Implementation	How compatible would bus only lanes be with vehicular traffic demand in the corridor?	0.00%
4	Implementation	How much of the corridor is within the Metro NextGen Tier 1 bus network?	5.00%
5	Implementation	How much of the corridor is within the Los Angeles Mobility Plan 2035's Transit Enhanced Network (TEN)?	
6	Implementation	on How politically viable are bus only lanes in the corridor?	
7	Equity	Does the corridor contain LA Metro Equity Focused Communities?	
8	Equity	Does the corridor contain US DOT Disadvantage Census Tracts?	
9	Equity	Is the corridor within an area of environmental justice?	
10	Connectivity	Does the corridor serve Games venues?	
11	Connectivity	Connectivity Could the corridor serve as a contingency route for freeway Games Route Network travel?	
12	Connectivity	Connectivity How connected is the corridor to other bus routes?	
13	Connectivity	How connected is the corridor to rail stations in 2026?	0.00%
14	Access	Does the corridor improve access to community assets?	0.00%
15	Access	How many people live in the corridor?	15.00%
16	Access	Access How many jobs are within the corridor?	
17	Environment	rironment How is the air quality in the corridor?	
18	Safety	Does the corridor have a high concentration of traffic injuries?	15.00%
		TOTAL =	100.00%

Scenario	Scenario 2	
Rank	Corridor Name	
1	Alvarado	
2	Broadway	
3	Cesar Chavez	
4	1st	
5	Figueroa	
6	Venice	
7	La Brea/Hawthorne	
8 Wilshire		
9	Olympic	
10	Westwood	
11	11 Atlantic	
12	Pacific Coast	
13	Victory	
14	Holly	
15	Gayley	
16	Fair Oaks	
17	Sunset	
18	Veteran	
19	Arbor Vitae	
20	Sepulveda	
21	Studebaker	
22	Century	
23	Imperial	
24	Seco/Mountain	
25	182nd/Albertoni	

Avalon

	1-
Scenario	Scenario 1
Rank	Corridor Name
1	Alvarado
2	Cesar Chavez
3	Broadway
4	1st
5	Figueroa
6	Venice
7	Victory
8	Wilshire
9	La Brea/Hawthorne
10	Olympic
11	Studebaker
12	Century
13	Atlantic
14	Westwood
15	Sepulveda
16	Holly
17	Fair Oaks
18	Gayley
19	Veteran
20	Avalon
21	Imperial
22	Pacific Coast
23	Seco/Mountain
24	Arbor Vitae
25	Sunset
26	182nd/Albertoni

Scenario 3: Weighting Focused on Implementation

ID	Theme Evaluation Question		Scenario 3
1	Speed & Reliability	How much delay is there in the corridor?	0.00%
2	Implementation	How much of the corridor can physically accommodate bus only lanes?	20.00%
3	Implementation	How compatible would bus only lanes be with vehicular traffic demand in the corridor?	20.00%
4	Implementation	How much of the corridor is within the Metro NextGen Tier 1 bus network?	20.00%
5	Implementation	How much of the corridor is within the Los Angeles Mobility Plan 2035's Transit Enhanced Network (TEN)?	
6	Implementation	How politically viable are bus only lanes in the corridor?	20.00%
7	Equity	Does the corridor contain LA Metro Equity Focused Communities?	
8	Equity	Does the corridor contain US DOT Disadvantage Census Tracts?	0.00%
9	Equity	Is the corridor within an area of environmental justice?	0.00%
10	Connectivity	Does the corridor serve Games venues?	0.00%
11	Connectivity	Could the corridor serve as a contingency route for freeway Games Route Network travel?	0.00%
12	Connectivity	How connected is the corridor to other bus routes?	
13	Connectivity	How connected is the corridor to rail stations in 2026?	
14	Access	Access Does the corridor improve access to community assets?	
15	Access	Access How many people live in the corridor?	
16	Access	How many jobs are within the corridor?	
17	Environment	How is the air quality in the corridor?	
18	Safety Does the corridor have a high concentration of traffic injuries?		0.00%
			100.00%

Scenari	Scenario 3		
o Rank	Corridor Name		
1	Cesar Chavez		
2	Venice		
3	Broadway		
4	Alvarado		
5	Wilshire		
6	Figueroa		
7	Olympic		
8	Victory		
9	Sepulveda		
10	La Brea/Hawthorne		
11	Westwood		
12 Century 13 1st 14 Atlantic			
		15	Studebaker
		16	Gayley
17	Imperial		
	Fair Oaks		
40	Pacific Coast		
18	Seco/Mountain		
	Sunset		
	Veteran		
23	182nd/Albertoni		
24	Avalon		
25	Arbor Vitae		

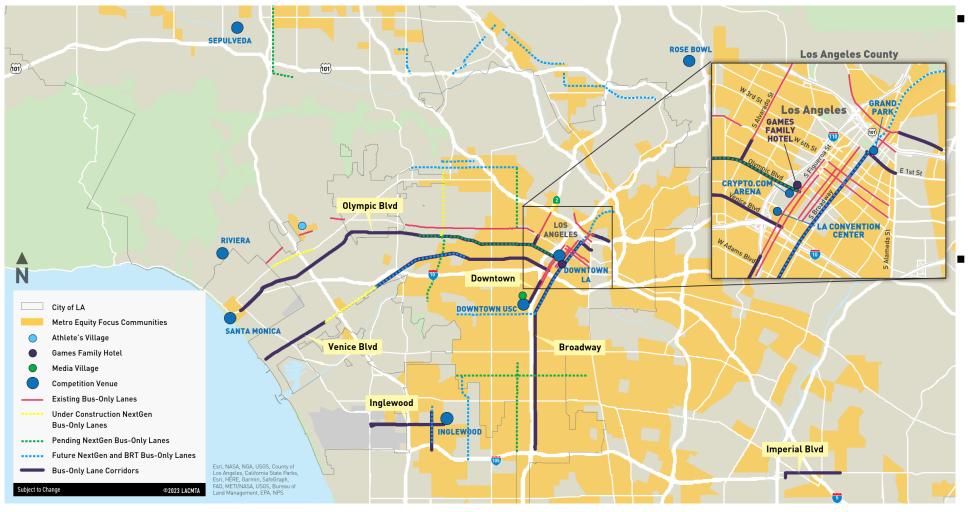
Scenario	Scenario 1
Rank	Corridor Name
1	Alvarado
2	Cesar Chavez
3	Broadway
4	1st
5	Figueroa
6	Venice
7	Victory
8	Wilshire
9	La Brea/Hawthorne
10	Olympic
11	Studebaker
12	Century
13	Atlantic
14	Westwood
15	Sepulveda
16	Holly
17	Fair Oaks
18	Gayley
19	Veteran
20	Avalon
21	Imperial
22	Pacific Coast
23	Seco/Mountain
24	Arbor Vitae
25	Sunset
26	182nd/Albertoni

Top Performers

Scenario 1 Rank	Corridor Name	Primary Purpose	Package
1	Alvarado	Legacy	Downtown LA
2	Cesar Chavez	Legacy	Downtown LA
3	Broadway	Legacy	Broadway
4	1st	Legacy	Broadway
5	Figueroa	Legacy	Downtown LA
6	Venice	Legacy	Venice
7	Victory	Games	Sepulveda
8	Wilshire	Games	UCLA
9	La Brea/Hawthorne	Legacy	Inglewood
10	Olympic	Legacy	Olympic
11	Studebaker	Legacy	Norwalk
12	Century	Games	Inglewood
13	Atlantic	Legacy	n/a
14	Westwood	Games	UCLA
15	Sepulveda	Games	Sepulveda
16	Holly	Games	Pasadena
17	Fair Oaks	Games	Pasadena
18	Gayley	Games	UCLA
19	Veteran	Games	UCLA
20	Avalon	Games	Carson
21	Imperial	Legacy	Norwalk
22	Pacific Coast	Games	n/a
23	Seco/Mountain	Games	Pasadena
24	Arbor Vitae	Games	Inglewood
25	Sunset	Games	UCLA
26	182nd/Albertoni	Games	Carson

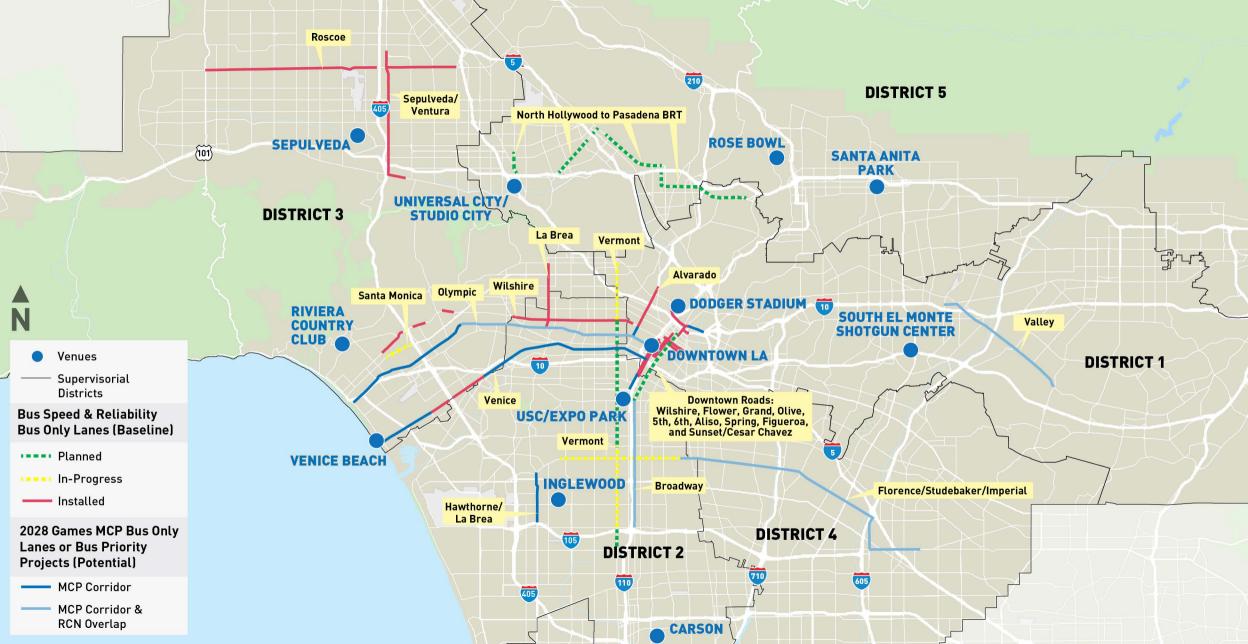
- Identified the primary purpose of each corridor to help prioritize legacy
- Three packages performed well
 - Broadway
 - Downtown LA
 - Inglewood (La Brea/Hawthorne and Century)
- Two standalone corridors ranked in the top 10
 - Venice (#6)
 - Olympic (#10)
- Additional package identified as a key link
 - Norwalk

Map of Proposed 2028 Games MCP Bus Only Lane Corridors



Six Proposed Corridors

- 1. Inglewood package
- 2. Broadway
- Downtown LA package
- 4. Venice
- 5. Olympic
- 6. Norwalk
- Alignment with pending and future NextGen and BRT bus-only lanes
 - Broadway (northern segment)
- Venice (central segment)
- Olympic (eastern segment)
- Hawthorne/La Brea

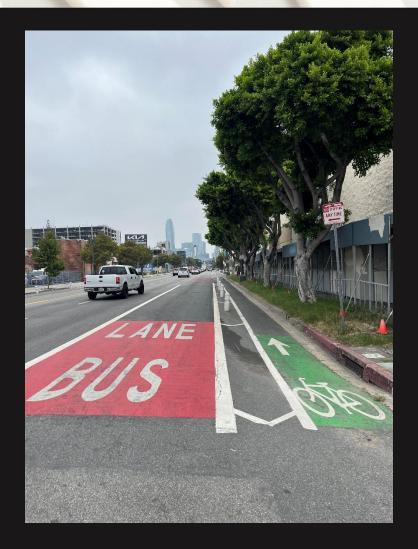






Purpose of Bus-Only Lanes

- Declining Metro bus speeds every year due to increasing traffic congestion
 - Average bus speed is under 12 MPH
 - 13% slower bus speeds in 2017 compared to 1994
- Metro must add \$10M annually to increase Revenue Service Hours to provide the same level of service as the previous year
- Slower service becomes less competitive relative to other mobility options, which lowers transit ridership
- Ridership will not increase if bus service is more than twice as slow as driving





Bus-Only Lane Evaluation Process

- Existing condition assessment and alignment with key plans
 - BRT Vision & Principles Study
 - NextGen
 - LA28 venues and Games Route Network
 - Mobility 2035 Plan
- Evaluation Criteria
 - Speed and Reliability
 - Implementation
 - Equity
 - Connectivity and Access
 - Environmental
 - Safety



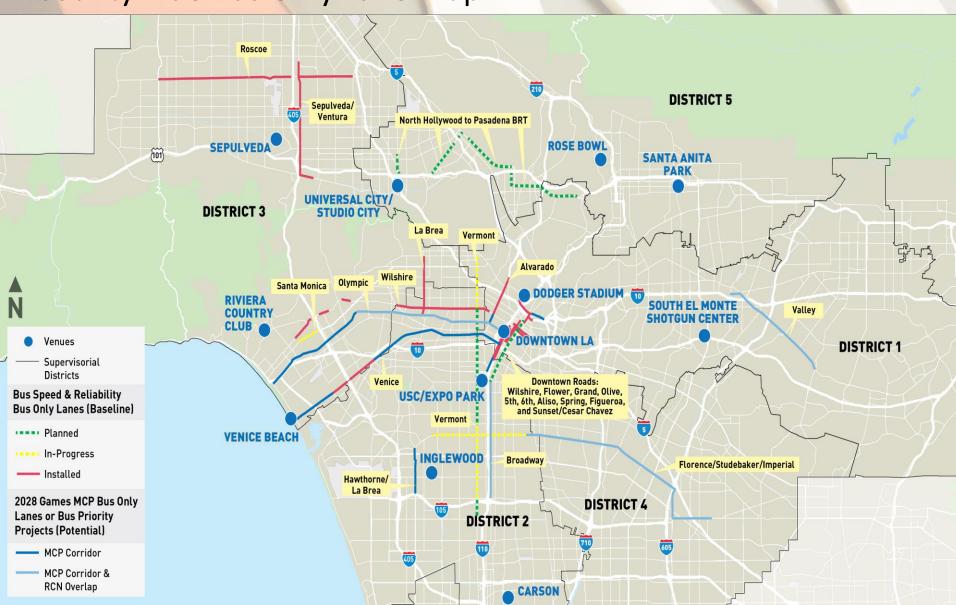


Mobility Concept Plan Priority Corridors

- Corridors aligning with the NextGen Tier 1 Network, BRT Vision + Principles Study, and 2028 Games Route Network
 - Vermont Ave
 - Broadway
 - Olympic Blvd
 - Venice Blvd
 - Florence Blvd/Studebaker Rd/ Imperial Hwy
 - DTLA Extensions (Figueroa, Alvarado, Cesar Chavez)
 - Inglewood (Hawthorne/La Brea)
- Funding
 - \$25 million for NextGen Tier 1 corridors in City of LA from a California Transportation Commission grant
 - \$65 million for Broadway, Olympic, Florence/Studebaker/Imperial from the Reconnecting Communities and Neighborhoods grant



Countywide Bus Only Lane Map



Games Mobility Executives Subcommittee

Lead	Metro	
GME Members	LADOT, LA Mayor's Office, Caltrans, LA28	
Purpose	Provide fast and reliable bus speeds that will help keep the region moving during the Games, support the Games Route Network, and create legacy benefits that address equity and disparities.	
Subcommittee Goals	 Confirm priority corridors Establish a new working group for non-City of LA jurisdiction Deliver planning and environmental clearance phases Seek and secure funding 	



Reconnecting Communities and Neighborhoods (RCN)

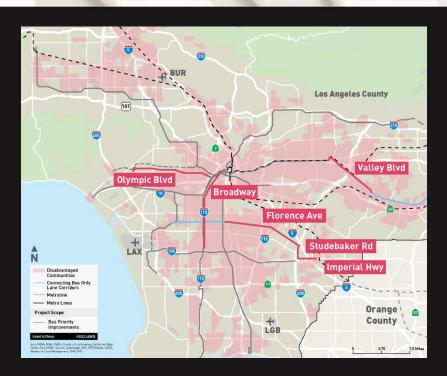
5 Bus Corridors Funded by RCN

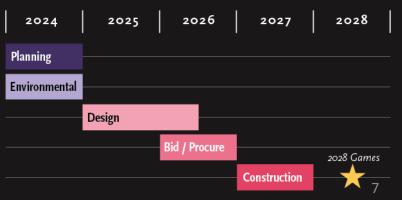
- Valley Blvd
- Olympic Blvd
- Broadway
- Florence/Studebaker
- Imperial (Metro C Line to Metrolink)

Status

- CEQA/NEPA completed December 2024
- Defined roles and responsibilities between Metro and local jurisdictions
- Preparing preliminary engineering, community engagement plan and initiating outreach





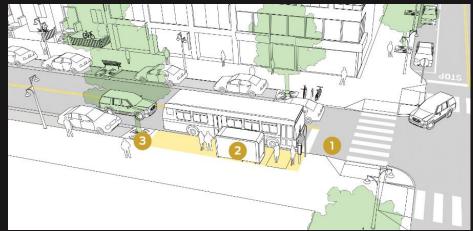


RCN Funded Bus Corridors - Improvements

- Transit signal priority at intersections
- Enhanced digital bus shelters and amenities
- Enhanced bus stops (e.g., lighting, sidewalk repair, curb ramp repair, bus pads, street trees, wayfinding)
- All-door boarding bus upgrades









Next Steps

- Advance project development for priority corridors
- Continue to leverage the success of the Bus Speed Reliability Working Group to implement City of LA NextGen Tier 1 corridors
- Collaborate with Inglewood, San Gabriel Valley COG, Westside Cities COG, and Gateway Cities COG on potential bus only lane projects
- Coordinate with the GME on the Games Route Network to assess the potential to convert additional corridors after the 2028 Games















GAMES ROUTE NETWORK

LA METRO – LA28 AD HOC **COMMITTEE MEETING CALTRANS PRESENTATION** MAY 14, 2025





GAMES ROUTE NETWORK DEFINED

- Dedicated travel; lanes for Games Family of vehicles
- Ensure a consistent and reliable travel time during the Games
- Restrict public use during Games
- Promote a "Transit First"
 Games





GAMES ROUTE MILEAGE

Caltrans Right-of-Way









Highway

Dedicated HOV/T Lanes

Restricted Construction

Enhanced Traffic Management

1 0 0 Local Arterials

Bus Only Lanes

Restricted Parking

Revised Traffic Flow





Estimates based on Games Venues Update in Apr 2025



GRN Lane Type

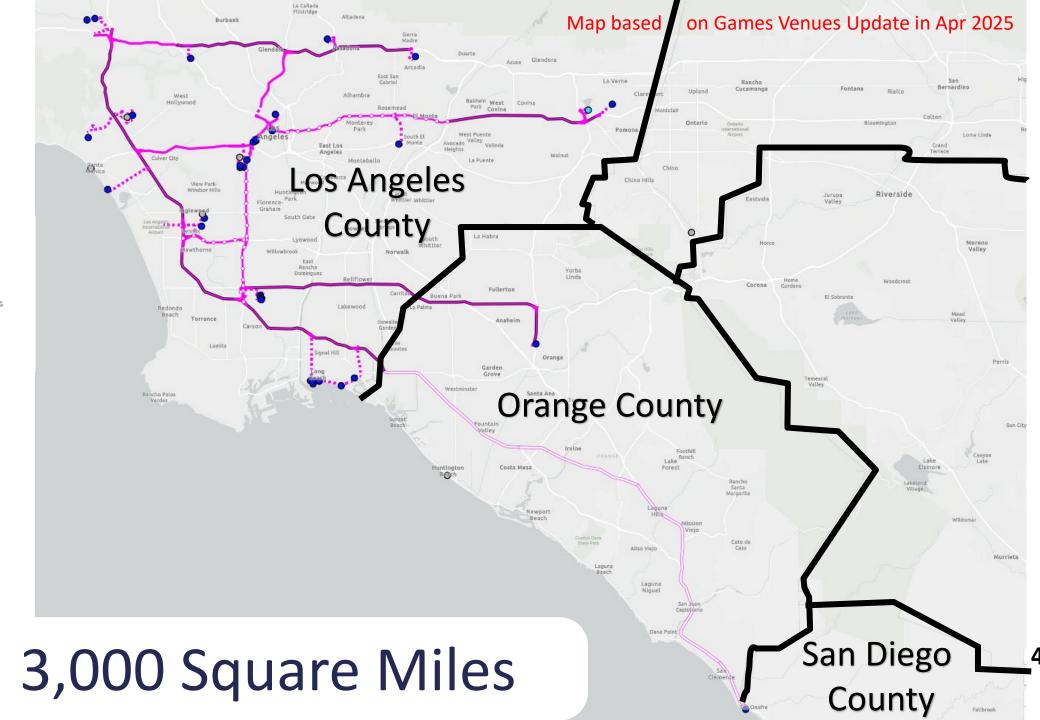
GRN Arterial

GRN Fwy_GP_Only

GRN Fwy_w_ExprLanes

GRN Fwy_w_HOV

Non-Dedicated GRN





GRN PROJECT OVERLAP

Traffic Integration

- First/Last Mile (Open Streets)
- Mobility Hubs
- Wayfinding Signs

Safety

Accessibility

Travel Demand

- Freight and
- Passenger Transportation
 Demand Management

Transport

 Games Enhanced Transit Buses

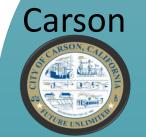




LOCAL AGENCY COORDINATION

Venue Cities

Los Angeles





















Counties

Los Angeles





STATE AND FEDERAL ENGAGEMENT

FREEWAY SIGNS

- ☐ Grant & Funding Requests (pending approval)
 - -GME Supportive partner on multiple grants
 - -Federal Budget Request FY25 (planning costs ~\$8.9M)
 - -State Funding Request 4-yr ~\$202M
- ☐ State Legislation
 - -Initiated trailer bill to AB971 "Transit Only Lanes" expansion for use during LA28
- ☐ Federal Legislation
 - -Request to Experiment for updates to Traffic Control Devices for both highway and local streets



ARTERIAL SIGNS





CONSTRUCTION MORATORIUM

Construction Contracts

Contract Specifications:

- Section 10 "Order of Work"
- Section 12-4.02C "Closure Restrictions for Special Events and Venues"





DELIVERY SCHEDULE

Activity (Caltrans)	Target Completion	Status
Conceptual Planning (LA Metro)	Fall 2023	
Planning	August 2025	On Schedule
Environmental	August 2025	On Schedule
Design	Fall 2025-Summer 2026	
Procurement/Bidding	Summer 2026	
Construction/Implementation*	Fall 2026-Winter 2027/8	
Operational Readiness	Spring 2028	
Construction Moratorium	Summer 2028	
GRN Activated/Maintenance	Summer 2028	
Removal and Reconstruction	Fall 2028	

^{*} Long lead construction required for sign fabrication and material purchases



NEXT STEPS

- ☐ Complete Planning and Environmental
- ☐ Secure Funding
- ☐ Program Project
- ☐ Engage New Venue Cities and other Stakeholders



THANKYOU!



Board Report

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

Agenda Number: 7.

AD HOC 2028 OLYMPIC & PARALYMPIC GAMES COMMITTEE MAY 14, 2025

SUBJECT: 2028 GAMES SUPPORT SERVICES

ACTION: APPROVE RECOMMENDATION

File #: 2025-0247, File Type: Contract

RECOMMENDATION

WITHDRAWN: AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate, task order based Contract No. PS127282000 with Mott MacDonald Group, Inc. to provide Games Support Services to support Metro's planning for the 2028 Games for a period of four years in an amount not to exceed (NTE) \$42,043,610, subject to resolution of any properly submitted protest(s), if any.

ISSUE

Staff require program management and a variety of other professional services on an as-needed basis to support the planning, coordination, and implementation of transportation efforts for the 2028 Olympic and Paralympic Games (2028 Games). The Games Support Services (GSS) contract will provide strategic and technical expertise across multiple priority workstreams outlined in Metro's 2028 Mobility Concept Plan (MCP). These workstreams are essential to delivering an integrated, efficient, and accessible transportation network for spectators, workers, and residents during the Games. The GSS contract allows Metro to shift from high-level planning to implementation and operational readiness-ensuring projects remain on schedule and responsive to evolving needs, fulfilling its role as the regional mobility lead, and creating a lasting legacy of improved transportation infrastructure and services well beyond the 2028 Games. Task orders will be issued as the need for support services arise and as funding is made available for this contract.

BACKGROUND

In December 2020, the Metro Board directed staff to develop a regional investment strategy-the Mobility Concept Plan-to deliver lasting transportation improvements with federal support. Since 2021, Metro has served as the mobility lead for the 2028 Games, collaborating with the LA28 Organizing Committee, Caltrans, Metrolink, Los Angeles Department of Transportation (LADOT), Southern California Association of Governments (SCAG), and the Mayor's Office-collectively known as the Games Mobility Executives (GME).

As the 2028 Games approach, Metro must now shift infrastructure projects from planning to implementation while continuing to advance planning for operational workstreams such as Transportation Demand Management (TDM). Metro is seeking a consultant to help advance and

support delivery of GME-priority projects, many of which align with existing and future initiatives across seven core workstreams. These projects may be issued as task orders and include both currently funded and future efforts necessary for Games readiness.

DISCUSSION

Approval of this contract award will support the 2028 MCP goals and demonstrate Metro's leadership as a GME partner and primary transit provider for the 2028 Games.

Priority Workstreams Include:

- **Games Enhanced Transit Service (GETS):** Expansion and optimization of transit services to meet increased demand during the Games.
- Games Route Network (GRN): Designation and management of a prioritized network of roadways for Games-time operations.
- **Countywide Mobility Hubs:** Development of multimodal hubs to enhance trip connections and traveler experience.
- Countywide Bus Only Lanes: Implementation of bus priority corridors to support highcapacity service.
- **First/Last Mile Improvements:** Infrastructure and accessibility enhancements that ensure seamless access to transit.
- Key Station Improvements: Upgrades to strategically located stations critical for Games operations.
- **Light Rail Speed & Operational Enhancements:** Operational strategies to increase efficiency, frequency, and reliability of service.

Additional Workstreams that may require GSS support include (but are not limited to):

- Travel & Freight Demand Management: Tools and strategies to optimize travel behavior and logistics during the Games.
- Open Streets and Cultural Programming: Community-centered initiatives that activate streets for people through arts, culture, and recreation.
- Universal Basic Mobility: Expanding flexible, accessible transportation options to underserved communities through an integrated and inclusive mobility ecosystem during and after the Games.
- Ticketing and Customer Experience (CX) Payments: Integration of fare systems with Games ticketing platforms for a streamlined experience.
- **Universal Inclusive Design:** Ensuring accessibility and inclusivity are embedded across all mobility solutions through people centered and targeted approach.
- **Integrated Transportation Management:** Coordinated monitoring and control of multiagency, multimodal systems during Games operations.
- **Zero-Emission Bus (ZEB) Program Phase 1:** Deployment of sustainable fleet solutions in alignment with Metro's climate goals.

DETERMINATION OF SAFETY IMPACT

Approving this item will not jeopardize the safety of Metro's customers or employees. On the contrary, granting this approval will enhance safety, as many of the projects and programs this contract will help Metro advance will enhance Metro bus and rail service and infrastructure. Examples of such projects that would contribute to safety include bus priority lanes/corridors and key station enhancements.

FINANCIAL IMPACT

A total of \$4.95M has been included in the FY26 Proposed Metro Budget for these services in Project#402028 "2028 Games Planning & Development". Of the \$4.95M total, \$2.95M will reside in Cost Center#2031, Project#402028, Task#01.01 and the remaining \$2M will reside in Cost Center#3151, Project#402028, Task#03.02. Since this is a multi-year contract, the Cost Center Managers and Chief Officers will be responsible for budgeting in future years for the balance of the remaining Contract budget.

Impact to Budget

The funding source for this action is Federal Reconnecting Communities Grant, Local Proposition A, C and State TDA Admin, which is not eligible for bus and rail operations and capital projects.

EQUITY PLATFORM

Equity is a foundational principle guiding Metro's planning and preparation for the 2028 Games.

The selected contractor brings proven expertise in advancing equity-centered outcomes, inclusive planning, and culturally responsive community engagement. The GSS contract is structured to allow phased implementation through task orders, offering flexibility to adapt to evolving Games-related priorities.

The solicitation included an overall thirty-one percent (31%) Disadvantaged Business Enterprise (DBE) goal for all task orders funded with federal dollars and a twenty-eight percent (28%) Small Business Enterprise (SBE) goal and a three percent (3%) Disabled Veteran Business Enterprise (DVBE) goal on all task orders funded with state and/or local, dollars. The selected contractor met the goals by making an overall 31% DBE, 28% SBE and 3% DVBE commitments.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning, operational, and

File #: 2025-0247, File Type: Contract

Agenda Number: 7.

investment activities that will improve and encourage taking transit, sharing a ride, or using active transportation, including first/last mile improvements, bus priority corridors, mobility hubs, and mobility wallet programs. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following Strategic Plan Goal: Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling. Strategic Goal 2: Deliver outstanding trip experiences for all users of the transportation system. Strategic Goal 4: Transform LA County through regional collaboration and national leadership" by helping Metro advance permanent transit and transit-supportive projects and programs that can help serve the 2028 Games.

<u>ALTERNATIVES CONSIDERED</u>

The Board has the option to forgo entering into a contract for program management services and rely solely on staff to advance all 2028 Games priority workstreams. However, the current staffing levels lack both the capacity and expertise needed to deliver the projects/programs and services required for the 2028 Games.

NEXT STEPS

Upon approval, staff will execute Contract No. PS127282000 with Mott MacDonald Group, Inc. for Games Support services.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Ernesto Chaves, Executive Officer, Office of Strategic Innovation, (213) 547-

4362

Marcel Porras, Deputy Chief, Office of Strategic Innovation, (213) 922-2606 Carolina Coppolo, Deputy Chief Vendor/Contract Management Officer, (213) 922

-4471

Reviewed by: Seleta Reynolds, Chief Innovation Officer, (213) 922-4656

Stephanie N. Wiggins (Chief Executive Officer

PROCUREMENT SUMMARY

2028 GAMES SUPPORT SERVICES / PS127282000

1.	Contract Number: PS127282000		
2.	Recommended Vendor: Mott MacDonald Group, Inc.		
3.	Type of Procurement (check one):		
	☐ Non-Competitive ☐ Modification	☐ Task Order	
4.	Procurement Dates:		
	A.Issued : 11/15/24		
	B.Advertised/Publicized: 11/15/24		
	C.Pre-Proposal Conference: 11/22/24		
	D.Proposals Due: 1/14/25		
	E. Pre-Qualification Completed: 4/22/25		
	F. Ethics Declaration Forms Submitted to Ethics: 1/14/25		
	G.Protest Period End Date: 5/19/25		
5.	Solicitations Downloaded:	Proposals Received:	
	321	3	
6.	Contract Administrator:	Telephone Number:	
	Manchi Yi	213-413-3332	
7.	Project Manager:	Telephone Number:	
	Ernesto Chaves	213-547-4362	

A. Procurement Background

This Board Action is to approve Contract No. PS127282000 to provide games support services on an as-needed basis to support Metro's planning for the 2028 Games, in alignment with the Mobility Concept Plan across Los Angeles. Board approval of contract awards is subject to resolution of any properly submitted protest(s), if any.

On November 15, 2024, Request for Proposals (RFP) No. PS127282 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed unit price. The Diversity and Economic Opportunity Department recommended a Disadvantaged Business Enterprise (DBE) goal of 31%, a Small Business Enterprise (SBE) goal of 28% and a Disabled Veteran Business Enterprise (DVBE) goal of 3%. Task orders will only be issued on an as-needed basis as the need for support services arises and as funding is made available for this contract.

Four amendments were issued during the RFP:

- Amendment No. 1, issued on December 6, 2024, extended the proposal due date from January 7, 2025 to January 14, 2025;
- Amendment No. 2, issued on December 13, 2024, provided revisions related to the Scope of Services, Evaluation Criteria, Submittal Requirements, Ethics Declaration, Schedule of Quantities and Prices, and Letter of Invitation;
- Amendment No. 3, issued on December 18, 2024, provided updated documents listed in the Non-Disclosure Agreement (NDA);
- Amendment No. 4, issued on January 31, 2025, provided updated documents listed in the NDA.

A total of 321 downloads of the RFP were included in the planholder's list. A virtual pre-proposal conference was held on November 22, 2024, and was attended by 159 participants representing 84 firms. There were 155 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on January 14, 2025, and are listed below in alphabetical order:

- 1. Jacobs Engineering Group Inc.
- 2. Legacy 2028 (A Joint Venture between STV Inc. and Eqis Rail Inc. USA)
- 3. Mott MacDonald Group, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Office of Strategic Innovation, Operations, Customer Experience, Office of Management and Budget, Countywide Planning and Development, Chief of Staff, and an external member from the City of Los Angeles Department of Transportation were convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

•	Experience and Capabilities of Firms on the Team	35%
•	Experience and Capabilities of the Key Personnel	30%
•	Project Understanding and Approach	35%

Several factors were considered when developing these weights, giving the greatest importance to the experience and capabilities of firms on the team and project understanding and approach.

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

From February 13, 2025, through March 8, 2025, the PET independently evaluated and scored the technical proposals. All three proposals were determined to be within the competitive range and were invited for an interview on March 12, 2025. Each firm had the opportunity to present each team's qualifications and respond to the PET's questions. The final scoring, after interviews, determined Mott MacDonald Group, Inc. to be the highest technically qualified firm.

Qualifications Summary of Recommended Firm:

The Mott MacDonald Group, Inc. (Mott) team demonstrated a wide range of relevant experience across all technical areas, including Games Operations, Games Governance, Program Delivery, Communications, and Project Delivery. The team includes more than two dozen qualified local firms with a depth of experience in delivering workstreams defined by Metro. The team also demonstrated superior experience with consensus-building and resolving issues to deliver large and time-sensitive projects, particularly for the City of Los Angeles and LA County, where most of the LA28 venues are located.

The proposed key personnel meet the required technical qualifications and training for each of the technical areas, including Games Operations, Games Governance, Program Delivery, Communications, and Project Delivery. The Games Director has vast local experience as well as deep knowledge of Metro, with leadership roles in the public and private sector and a demonstrated track record of building consensus across multiple stakeholders to advance transportation projects and initiatives. The Games Director is supported by a deputy with extensive World Games experience. The key personnel in the public relations/communications team have local and national experience as well with key expertise in strategic and crisis communications. The Games Operations team has a blend of local, national, and World Games experience with the Games Transport Operations Planning Manager bringing recent experience planning bus services in advance of the FIFA 2026 World Cup and 2028 Games. The team also benefits from key personnel and strategic advisors with expertise in humancentered design, equity and inclusion, universal access; one key personnel also served as the Head of Mobility for Paris 2024. The team comprises people who have worked together for many years, either in the City of LA or Metro, and globally at various world events like the London 2012 Olympic and Paralympic Games.

The team's proposed implementation roadmap is grounded in an understanding of Metro's policy and financial constraints for the Games, providing a focused review of tasks that could/need to be undertaken for each workstream to maximize the use of time and available funding. The team's proposal includes the use of management practices to help ensure delivery of the work and demonstrates a readiness to accelerate the work. Through the experience of local firms and the experience in World Games, the team demonstrated an understanding of how to work effectively with third-party agencies and how important that is to this project.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Mott MacDonald Group, Inc.				
3	Experience and Capabilities of Firms on the Team Experience and Capabilities of the	86.83	35.00%	30.40	
4	Key Personnel	84.87	30.00%	25.46	
5	Project Understanding and Approach	86.54	35.00%	30.29	
6	Total		100.00%	86.15	1
7	Jacobs Engineering Group, Inc.				
8	Experience and Capabilities of Firms on the Team	83.57	35.00%	29.25	
9	Experience and Capabilities of the Key Personnel	84.53	30.00%	25.36	
10	Project Understanding and Approach	84.08	35.00%	29.43	
11	Total		100.00%	84.04	2
12	Legacy 2028				
13	Experience and Capabilities of Firms on the Team	75.82	35.00%	26.54	
14	Experience and Capabilities of the Key Personnel	75.13	30.00%	22.54	
15	Project Understanding and Approach	79.60	35.00%	27.86	
16	Total		100.00%	76.94	3

C. Cost Analysis

The proposer submitted fully burdened hourly rates for positions necessary to perform the games support services. The key personnel rates have been determined to be fair and reasonable based on cost analysis, technical evaluation, and fact-finding. Staff successfully negotiated a reduction in profit and fee for the prime contractor and subcontractors.

Work will be authorized through the issuance of task orders, and each task order will contain a specific scope of services. A cost/price analysis will be performed, as appropriate, to determine price reasonableness.

D. <u>Background on Recommended Contractor</u>

Mott MacDonald Group, Inc. (Mott), founded in 1989, is a management, engineering, and development consultancy headquartered in the United Kingdom. It has a local office in Los Angeles, California. Mott's team includes a wide range of relevant experience across all technical areas, including Games Operations, Games Governance, Program Delivery, Communications, and Project Delivery. There are 27 subcontractors on the team, including 11 DBEs and SBEs, and 2 DVBEs. Mott has supported Metro delivery of key transit projects such as the Metro Red and Purple Line Feasibility Studies, the Hollywood to Universal Red Line Extension, Measure M projects such as Crenshaw/LAX People Mover, Regional Connector, and the G Line (Orange) Improvements. Their performance has been satisfactory.

DEOD SUMMARY

2028 GAMES SUPPORT SERVICES / PS127282000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established an overall thirty-one percent (31%) Disadvantaged Business Enterprise (DBE) goal for task orders funded with federal dollars and a twenty-eight percent (28%) Small Business Enterprise (SBE) goal and a three percent (3%) Disabled Veteran Business Enterprise (DVBE) goal on task orders funded with state, local, and or Measure M dollars. Proposers were encouraged to form teams that included DBE, SBE, and DVBE firms without schedules or specific dollar commitments to designated subcontractors. Mott MacDonald Group, Inc. met the goals by making an overall 31% DBE commitment, and an overall 28% SBE and 3% DVBE commitment.

In response to a specific Task Order request with a defined scope of work, Mott MacDonald Group, Inc. will be required to identify DBE, SBE and DVBE subcontractor activity and actual dollar value commitments for that Task Order. Overall DBE, SBE and DVBE achievement in meeting the commitments will be determined based on the cumulative DBE, SBE and DVBE participation of all Task Orders issued dependent upon funding source.

Small Business	31% DBE	Small Business	31% DBE
Goal	28% SBE	Commitment	28% SBE
	3% DVBE		3% DVBE

	DBE Subcontractor Ethn		% Committed
4	Ciala Otratagia Ogganizationa	Llianania Amaniana	TDD
1.	Cielo Strategic Communications	Hispanic American	TBD
2.	CR Associates	Asian-Pacific American	TBD
3.	Dakota Communications	African American	TBD
4.	D'Leon Consulting Engineers	Hispanic American	TBD
5.	FPL and Associates	Asian-Pacific American	TBD
6.	Lee Andrews Group, Inc.	Hispanic American	TBD
7.	Monument ROW	Non-Minority Female	TBD
8.	Soteria Company, LLC	Hispanic American	TBD
9.	Tk / Communications, LLC	Subcontinent Asian	TBD
		American	
10.	Transportation Management &	Non-Minority Female	TBD
	Design, Inc.		
		Total DBE Commitment	31%

	SBE Subcontractor	% Committed
1.	Cielo Strategic Communications	TBD
2.	Cityfi Advisors, LLC	TBD
3.	CR Associates	TBD
4.	Dakota Communications	TBD
5.	D'Leon Consulting Engineers	TBD
6.	FPL and Associates	TBD
7.	Lee Andrews Group, Inc.	TBD
8.	Monument ROW	TBD
9.	Soar Environmental Consulting, Inc.	TBD
10.	Soteria Company, LLC	TBD
11.	Tk / Communications, LLC	TBD
12.	Transportation Management & Design, Inc.	TBD
	Total SBE Commitment	28%

	DVBE Subcontractor	% Committed
1.	Post Media Works	TBD
2.	Soar Environmental Consulting, Inc.	TBD
	Total DVBE Commitment	3%

B. Local Small Business Preference Program (LSBE)

The LSBE preference was not applicable to this A&E procurement, as state and federal law requires A&E firms to be selected based on demonstrated competence and qualifications, and not solely on price.

C. <u>Living Wage and Service Contract Worker Retention Policy Applicability</u>

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

D. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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).

E. Project Labor Agreement/Construction Careers Policy

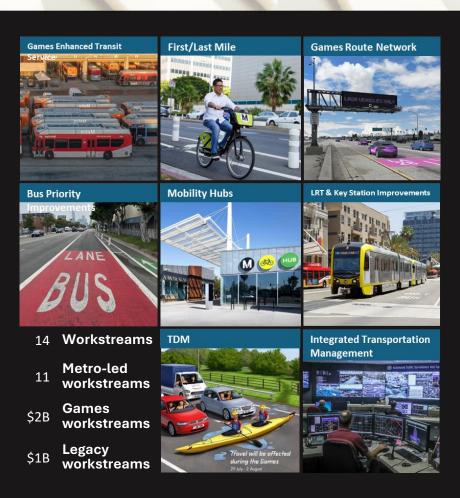
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

2028 Games Support Services (GSS) Award Recommendation



Discussion

 Metro is seeking a consultant to provide program management and specialized professional services to support the planning, coordination, and implementation of transportation initiatives for the 2028 Olympic and Paralympic Games (2028 Games). Services will be delivered through the Games Support Services (GSS) contract, which is structured to provide strategic and technical expertise across priority workstreams outlined in Metro's 2028 Mobility Concept Plan (MCP).





Procurement Evaluation

Evaluation Criteria	Maximum Points	Mott MacDonald Group, Inc.	Jacobs Engineering Group Inc.	Legacy 2028
Experience & Capabilities of	25	20.20	20.25	26.54
Firms on the Team	35	30.39	29.25	26.54
Experience & Capabilities of				
the Key Personnel	30	25.46	25.36	22.54
Project Understanding &				
Approach	35	30.29	29.43	27.86
Technical Score	100	86.14	84.04	76.94



Goals and Commitments: 31%DBE/28% SBE/3% DVBE

Recommendation

AUTHORIZE the Chief Executive Officer to award a firm fixed unit rate
Contract No. PS127282000 with Mott MacDonald Group, Inc. to provide
Games Support Services to support Metro's planning for the 2028 Games
for a period of four years in an amount not to exceed \$42,043,610, subject
to resolution of any properly submitted protest(s), if any.



Games Support Services Support (GSS) Structure

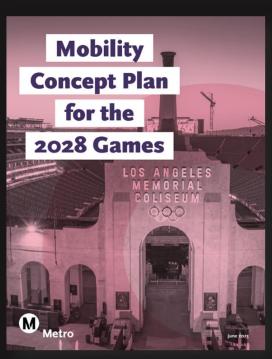
The contract is structured for flexible, phased delivery through task orders. These task orders may cover both:

- Currently funded projects already identified as critical for Games readiness
- Future initiatives that may emerge as planning continues and needs evolve
- This approach ensures Metro can remain responsive to shifting priorities while maintaining focus on delivering key transportation solutions in time for the Games.

Priority Workstreams GSS will support:

- Games Enhanced Transit Service (GETS)
- Games Route Network (GRN)
- Countywide Mobility Hubs:
- Countywide Bus Only Lanes
- First/Last Mile Improvements
- Key Station Improvements:
- Light Rail Speed & Operational Enhancements





Next Steps

Upon Board approval:

- Metro will execute the agreement with Mott MacDonald Group, Inc.
- Onboard contractor to enable Metro to advance from high-level planning to implementation and operational readiness—ensuring timely delivery of priority projects, supporting evolving Games-related needs, and contributing to a lasting transportation legacy beyond the 2028 Games.
- Contract will augment and support community relations efforts to elevate Games information/engagement.





Board Report

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

Agenda Number: 11.

PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

SUBJECT: HIGH DESERT CORRIDOR FY26 WORK PROGRAM

ACTION: APPROVE RECOMMENDATION

File #: 2025-0166, File Type: Budget

RECOMMENDATION

CONSIDER:

- A. APPROVING \$11,937,350 in Measure M High Desert Multipurpose Corridor (HDMC) funds identified in the Expenditure Plan for Right-Of-Way (ROW) acquisition to be repurposed to the High Desert Corridor (HDC) Joint Powers Agency (JPA) for the Fiscal Year 2026 (FY26) work program; and
- B. AUTHORIZING the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.

ISSUE

The Metro Board is a member agency of the HDC JPA and annually programs Measure M funds dedicated to the HDMC to support the HDC JPA's efforts to advance the HDMC High Speed Rail alignment through the FRA's Corridor Identification and Development Program. The HDC JPA has requested Metro program Measure M funding for the FY26 HDC JPA work program to advance the project's planning, environmental, and advanced conceptual services (Attachment A) to support the project's advancement through the FRA planning process.

BACKGROUND

The HDMC, features the implementation of a new 54-mile east-west High-Speed Rail (HSR alignment (the Project) between the future Palmdale Multimodal HSR Station in Los Angeles County and the Brightline West (BLW) Station in Victor Valley in San Bernardino County. The HDMC is funded through Measure R and Measure M with each listing the Project in their respective expenditure plans. Metro programs funds for the Project annually to advance its progress through a rigorous Federal Railroad Administration (FRA) grants process known as the Corridor Identification and Development Program (CIDP), which was created in the Infrastructure Investment and Jobs Act

(2021).

The Project will link the Metrolink Antelope Valley Line (AVL) with two future HSR lines - California High Speed Rail Authority (CAHSR) and BLW (Attachment B). CAHSR is a State initiated program that is mandated to deliver high-speed rail service between San Francisco and Los Angeles. BLW is a privately funded HSR service that will connect Las Vegas with Victor Valley and Rancho Cucamonga. Once completed, the Project will enable passengers to travel between Palmdale and Victor Valley in less than 30 minutes and provide a key rail link to encourage one-seat rides between Los Angeles County and Las Vegas and San Francisco.

The Project supports the State's ambitious greenhouse gas reduction efforts and provides economic development and mobility benefits for a region that includes many historically underserved, low-income, and disadvantaged communities. The Project is estimated to deliver 9 million boardings per year.

Environmental Review

Measure R provided \$33M for the environmental clearance of the HDMC, which at the time included a four-lane freeway/tollway and HSR service between Palmdale and Victorville. The \$33M in Measure R funds have been fully expended. In 2016, the California Department of Transportation (Caltrans) completed the California Environmental Quality Act (CEQA) review of the Project. In December 2020, Caltrans subsequently informed the Federal Highway Administration that the "no build" option was selected for the freeway/tollway element of the HDMC. The removal of the four-lane freeway/tollway would necessitate updates to the environmental document.

In April 2021, the HDC JPA requested that the Project move forward with the Federal Railroad Administration (FRA) as the lead agency for the National Environmental Policy Act (NEPA) review. To streamline the environmental review process, the HDC JPA opened dialogue in October 2024 with the CAHSR to utilize their NEPA delegation for the CAHSR to be the lead agency of environmental review of the Project.

Metro Support for Project Advancement through the FRA CIDP

The FRA prioritizes future passenger rail corridors for investment through its CIDP, which lays out a three-step process for potential corridors to undergo project planning and development to become ready for implementation. The Metro Board has consistently provided vital support for the Project over the past five years (Attachment C) to develop the project and secure FRA support to enter and advance through the CIDP's three steps:

Step 1: Scoping

Step 2: Preparation of the Service Development Plan (SDP)

Step 3: Preparation for implementation

At its January 2023 meeting, the Metro Board committed \$8.5 million in Measure M Project funds to serve as 50% local match for two grant applications that resulted in the following awards: \$8 million from the California State Transportation Agency (CalSTA) Transit and Intercity Rail Corridor Program (TIRCP) for advanced engineering (April 2023) and \$500K from the FRA for CIDP planning work (December 2023).

File #: 2025-0166, File Type: Budget Agenda Number: 11.

The \$1 million in combined funding from the Board and FRA for CIDP planning work allowed the HDC JPA to complete Step 1 of the CIDP and enter into Step 2 (Preparation of the SDP). The SDP is a planning-level document that provides FRA, Metro and project stakeholders with the information needed to assess the utility of establishing HSR service along the HDMC, the costs of implementation, and the next steps to advance the Project. Metro initiated the SDP for the HDMC on behalf of the HDC JPA in 2020 prior to the creation of the CIDP and submitted it to FRA in January 2023; following new guidance released by FRA for the CIDP process in 2024, the HDC JPA obligated \$100K of the FRA CIDP grant to align the draft SDP with new FRA requirements. Metro will continue to work with the HDC JPA to update and finalize the SDP to submit to FRA for final approval in 2026.

The \$8 million TIRCP award combined with Metro's \$8 million local match (\$16 million total) will support advanced conceptual design and other pre-implementation activities that are part of Step 3 of the FRA CIDP.

DISCUSSION

On April 17, 2025, the HDC JPA Board approved the proposed FY26 budget and work program for \$11,937,350, subject to Metro Board approval. Key activities for the FY26 work program include:

- Completing the NEPA process HDC JPA will work with the CAHSR, lead agency, to finalize
 and submit the environmental document to FRA. Once NEPA approval is received,
 anticipated to occur in early 2026, HDC will seek CEQA concurrence that finalizes the
 environmental approval process, to then achieve a Record Of Decision in late 2026.
- 2. Continued grant pursuits in December 2024, the HDC JPA submitted a \$42 million Federal-State Partnership (FSP) grant application for advanced conceptual design to integrate the Project with CAHSR and BLW. The HDC JPA will await the award of grants through the FSP and will continue to pursue grant opportunities, leveraging the \$17M in grant funding provided so far, as they become available.
- 3. Update the SDP HDC to provide technical analysis and support for Metro to submit the final SDP Gap Analysis to the FRA for final approval in 2026.
- 4. Consultant Services HDC to provide program management, engineering, and financial advisory services, as the HDC JPA mobilizes towards 30% design, plus management of the JPA. See Attachment D for the HDC JPA FY26 work program budget detail.

DETERMINATION OF SAFETY IMPACT

The Project's advancement will be done per all applicable FRA, California Public Utilities Commission, CAHSR, BLW, and Metrolink design and engineering standards, which will maximize Americans with Disabilities Act (ADA) and safety benefits to the public.

FINANCIAL IMPACT

The Measure M Expenditure Plan includes \$170 million for the Project for right-of-way (ROW) acquisition or other project uses, and can be repurposed for appropriate project uses, as approved by the Metro Board. \$23,758,000 million of this amount has already been repurposed and programmed

in various Metro Board actions to advance the SDP, fund HDC JPA administration, and serve as local match to successful grants. Currently, there is approximately \$146.2 million available, which is eligible to be used by the HDC JPA to fund the FY26 work program, complete the Final SDP, and mobilize towards 30% design.

Recommendation A will repurpose and program \$11,937,350 in funds from the ROW acquisition to implementation of the FY26 HDC JPA work program, leaving a balance of \$134.3 million in remaining Measure M funds for future HDC JPA ROW activities.

Measure M Funding Plan for HSR Project ROW Acquisition	\$ 170.0M
- Prior Metro Board Actions (See Attachment C)	(\$ 23.8M)
Subtotal:	\$ 146.2M
- FY26 Work Program/Recommendation A (Metro Board 5/25)	(\$ 11.9M)
Projected Measure M Balance for HDC	\$ 134.3M

Note - the table above does not include \$33M in Measure R funds spent previously for Caltrans to complete environmental clearance in 2016 for the HDMC, including the four-lane freeway/tollway, which was later removed from the Project by Caltrans.

Impact to Budget

\$11,937,350 has been included in the FY26 Proposed Metro Budget for the HDC JPA FY26 work program under project number 475499.

It will be the responsibility of the Chief Planning Officer to program funds for the HDC JPA for this multi-year program in the future. Annual funding agreements between Metro and the HDC JPA will be audited and reconciled each year, subject to Measure M requirements.

The funding source for this project is Measure M 17% Highway, which is not eligible for Metro bus & rail operations and capital projects.

EQUITY PLATFORM

The Project will improve mobility for residents in North Los Angeles County by providing a high quality, environmentally friendly, safe, and efficient transportation option to access jobs, healthcare, education, other services, and economic opportunities offered at major urban and employment centers in Los Angeles and Las Vegas. As part of the environmental review process, the HDC JPA has engaged in frequent dialogue with key governmental stakeholders, plus consultation with local native tribal governance councils. As the Project advances, there will be extensive outreach to the local communities.

The entire Project service area falls within the low-income communities and households as defined by AB 1550. A significant portion also falls within disadvantaged and low-income communities, as defined by SB 535. The Project also serves Metro-defined Equity Focus Communities (EFC) in the Antelope Valley, including the cities of Palmdale, Lancaster, and unincorporated Los Angeles County. In addition, between 61% and 77% of residents within the Project area are predominantly from Black,

Indigenous, and other People of Color (BIPOC) populations, with the highest percentage of BIPOC populations in the City of Palmdale. Many of the BIPOC populations include people with limited English proficiency.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, the Project is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT by shifting roadway users to the High Desert Corridor high-speed rail service and other regional rail corridors. The reduction in VMT will also improve transportation safety in the High Desert region by reducing travel on State Route 138, a two-lane, rural state highway which experiences higher-than-average traffic volumes/collision rates. Other benefits include reductions in traffic congestion, greenhouse gas emissions, and vehicle noise for those living near highways. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation A supports the Metro Vision 2028 Strategic Plan goals 1, 4, and 5 as follows:

- Goal 1.2: Invest in a world-class transit system that is reliable, convenient, and attractive to more users for more trips;
- Goal 4.1: Work with partners to build trust and make decisions that support the goals of the Vision 2028 Plan:
- Goal 5.2: Exercise good public policy judgment and sound fiscal stewardship.

ALTERNATIVES CONSIDERED

An alternative is that the Board does not approve the recommendations. This is not advised since completion of the Final SDP will enable the Project to participate in the Federal Corridor Identification Program. Additionally, the HDC JPA has received \$17 million in grants and Metro Board-approved funding to advance the Measure R and M Project, indicating strong support from State and Federal partners that the Project has merit and provides value to the Southern California rail network.

NEXT STEPS

Subject to the Board's approval of the recommendations, Metro will execute a funding agreement

File #: 2025-0166, File Type: Budget Agenda Number: 11.

with the HDC JPA to implement the FY26 work program. Metro will continue coordination meetings with the FRA and the HDC JPA to complete the Final SDP. Staff will return to the Board annually.

The HDC JPA will bring onboard an engineering design services firm in Summer 2025 to advance the Project design. The HDC JPA will continue efforts toward environmental clearance, with a Record of Decision expected in late 2026. Metro and HDC JPA are anticipated to submit the final SDP Gap Analysis to the FRA for final approval in 2026.

ATTACHMENTS

Attachment A - HDC JPA Funding Request

Attachment B - HDC Corridor Map

Attachment C - Metro Board Actions in Support of HDC

Attachment D - HDC JPA FY26 Work Program Budget Detail

Prepared by: Jay Fuhrman, Senior Manager, Multimodal Systems & Corridors Planning, (213) 547-

4381

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Chief Executive Officer

Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274

ATTACHMENT A



February 12, 2025

To: Ray Sosa, Metro Chief Planning Officer

From: Arthur Sohikian, HDC JPA Executive Director

RE: Consistent with the Measure M Expenditure Plan, HDC JPA requests the Metro Board consider approving the HDC JPA FY26 Work Program at Metro's May 2025 Board meeting.

2024 HDC JPA Highlights

- High Speed Rail Project National Environmental Policy Act continues with a goal to achieve a Record of Decision.
- April 2024, HDC JPA completes California TIRCP \$8M master agreement.
- April 2024, HDC JPA obligates \$100,000 FRA Corridor Identification Program Grant to complete the Service Development Plan with Metro as project lead.
- May 2024, Metro Board approves FY2024-2025 HDC JPA Budget Work Plan
- July 2024, HDC JPA Financial and Business Advisory Consultant Team contract begins.
- October 2024, HDC JPA releases Engineering and Design Services RFP
- December 2024, HDC JPA Financial Budget and Model draft is unveiled that assisted in FY26 Budget Work program development
- HDC JPA will consider adopting the Fiscal Year 2025-26 Budget at their upcoming Board of Directors meeting on April 17, 2025.

HDC JPA FY2025-2026 Work Program

The HDC JPA is pleased to report that the coming FY26 fiscal year continues the build out of the organizational structure of the agency by adding the Engineering and Design Support Services consulting team. HDC JPA staff submit a NEPA and Planning FY26 Work Program.

Consequently, as the High Speed Rail Project progresses beyond the environmental phase into preliminary engineering/design and right of way planning, the HDC JPA requires additional staffing and contractors to support the increasing complexity, expertise, and level of effort this project requires. To conduct this work effort, the HDC JPA FY26 Proposed Budget of \$11,937,350 (Attachment A) seeks to establish the organizational management structure for this purpose. As noted in Attachment A, the HDC JPA requests Measure M Funds of \$11,937,350. A summary of the activities that would be conducted with this funding is highlighted below.

Complete NEPA environmental clearance and Obtain Record of Decision

The HDC JPA continues working with the FRA and the California High Speed Rail Authority staff to continue the NEPA environmental clearance, Section 106 analysis as well as obtaining an FRA Record of Decision for the High Speed Rail Project in FY26. The funding in the FY26 Budget reflects the anticipated increased activity.



Metro Staff Assistance

The HDC JPA values its partnership with Metro. It is important to note Metro staff have been critical to the success of project development activities to date. As the project progresses, the HDC JPA will continue to rely on Metro's expertise.

HDC JPA Agency Management

To effectively set up the agency's organizational structure and manage the expanded work program for FY26, it is incumbent and justified to have the appropriate staffing to assist executive management with the additional responsibilities that will be required. Planning is at the forefront of the activities, including financial planning. The HDC JPA will be onboarding staff providing technical expertise to effectively carry out the expanded duties as it pertains to environmental approvals, engineering design, financial planning and right-of-way planning.

Update High Desert Corridor Service Development Plan (SDP)

Metro will continue as lead on the HDC Service Development Plan (SDP) to be submitted to FRA for final consideration in FY26. The current January 2023 SDP requires additional analysis and cost updates due to the alignment, structural, and operational changes made to the Project since January 2023. This budgeted amount will be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant funds.

Engineering and Design Support Services (EDS)

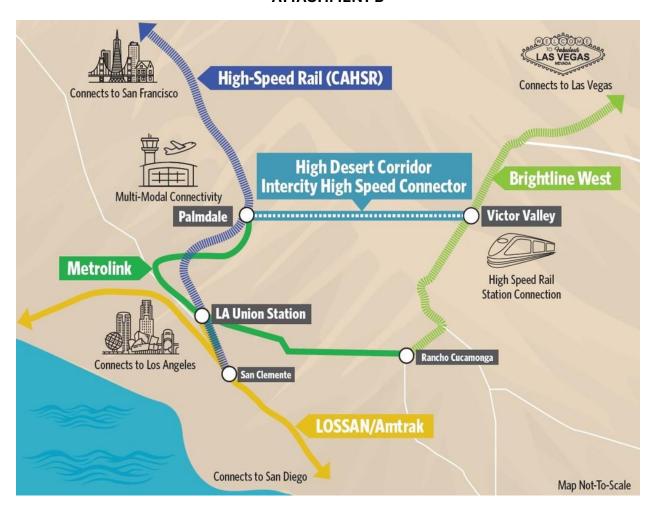
Engineering Design and Related Advisory Services (EDS) will begin in FY26. The EDS firm will support HDC JPA with overseeing the work related to the engineering and design services that will be necessary for FY26.

This work includes conducting advanced conceptual planning and engineering work that includes the following tasks: 1) engineering oversight of the work to be conducted to integrate the HDC JPA High Speed Rail Project into the Palmdale Station with California High Speed Rail Authority and the Victor Valley Station with the Brightline West organization; 2) oversight of the engineering work to be conducted for the Service Development Plan; 3) coordinate with the conceptual engineering work to be conducted by the Environmental Clearance Team; 4) coordinate with the Federal Railroad Administration and State Agencies; 5) coordinate with the Right of Way Project Team on ROW Acquisition Planning; 6) support grant applications and grant agreement compliance; and, 7) provide cost scheduling, control, and estimating functions, as well as other related support services.

The HDC JPA appreciates the continued partnership with Metro to advance the HDC JPA High Speed Rail Project with your guidance and requests the Metro Board consider approving the HDC JPA FY26 Work Program at Metro's May 2025 Board meeting. Sincerely,

Arthur V. Sohikian Executive Director

ATTACHMENT B



ATTACHMENT C

Metro Board Actions in Support of HDC

In August 2020, the Metro Board approved a Life-of-Project (LOP) budget of \$5 million to develop a SDP for the Project. Metro, in partnership with the California State Transportation Agency (CalSTA) and Brightline West, developed the SDP in coordination with the HDC JPA and other key stakeholders.

In April 2022, the Metro Board approved an increase of \$500,000 in the LOP budget to complete the HDC SDP to develop additional engineering analysis, rail operation analysis, operations and maintenance plans, and coordinate with stakeholders. In addition, the Metro Board approved \$1,236,500 for the FY23 HDC JPA work program. The Board action funding the FY23 work program can be found in file number #2022-0171.

In August 2022, the Metro Board approved Metro's participation in the new HDC JPA, replacing the previous HDC JPA after the decision from San Bernardino County to withdraw from the HDC JPA.

In January 2023, the Metro Board programmed \$8,500,000 to the HDC JPA as a local match for a State Transit and Intercity Rail Capital Program (TIRCP) grant and for the FRA Corridor Identification and Development (ID) Program for project development and to advance the Project towards 30% design. The Board action funding the Metro match for future grant pursuits can be found in file number #2022-0847.

In May 2023, the Metro Board authorized \$1,947,500 for the FY 24 work program, which included funding for the HDC JPA to work towards NEPA environmental clearance, and the ROD, HDC JPA management, the procurement process to onboard both a financial advisory firm and program management support services, technical planning and grant application support, and other administrative expenses. The Board action funding the FY24 work program can be found in file number #2023-0099.

In May 2024, the Metro Board authorized \$4,374,000 for the FY 25 work program, for the HDC JPA to complete the NEPA environmental clearance, achieve the ROD, HDC JPA management, the onboarding of an engineering firm for advanced conceptual design, technical planning and grant application support, and other administrative expenses, plus \$2,200,000 for Metro to complete the SDP. The Board action funding the FY25 work program can be found in file number #2024-0084.

NOTE – A Measure M compliance audit will be performed during FY 26 to reconcile and confirm Project expenditures to date.

				Programmed	Ba	alance of Measure M		
Metro Board Date	Amount		to Date			Funds Remaining	Comment	
	- 12				\$	170,000,000	Starting Measure M Balance of Funds Available for HDC	
August 2020	\$	5,000,000	\$	5,000,000	\$	165,000,000	Metro Develop a Service Development Plan (SDP) for the Project	
April 2022	\$	1,736,500	\$	6,736,500	\$	163,263,500	FY 23 HDC JPA Work Program and increase to SDP Budget	
January 2023	\$	8,500,000	\$	15,236,500	\$	154,763,500	Metro local match to future State and Federal grant applications	
May 2023	\$	1,947,500	\$	17,184,000	\$	152,816,000	FY 24 HDC JPA Work Program	
May 2024	\$	6,574,000	\$	23,758,000	\$	146,242,000	FY 25 HDC JPA Work Program and Metro to complete the SDP	
May 2025 **	\$	11,937,350	\$	35,695,350	\$	134,304,650	FY 26 HDC JPA Work Program	

 $^{^{\}star}\text{-does not include}\,\$33\,\text{M in Measure R funds previously programmed to environmentally clear the multi-purpose/highway corridor}$

^{** -} proposed

ATTACHMENT D

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2026

Item	HDC JPA Budget Description	Proposed FY26 Amount
1	California High Speed Rail Authority (CHSRA) staff support for NEPA Reevaluation Work: Provide funding for California High Speed Rail Authority (CHSRA) staff support to conduct the NEPA Reevaluation work that will be delegated by the Federal Railroad Administration (FRA) to the CHSRA to support HDC JPA's environmental clearance that is needed to obtain a Record of Decision. Budgeted amount for FY26 is based on workplan that California High Speed Rail Authroity (CHSRA) provided, which is budgeted for fiscal year 2026.	\$1,940,000
2	Re-evaluate National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) & Record of Decision (ROD): Complete the NEPA Re-evaluation/Re-validation and Record of Decision (ROD) with Final Review by the FRA NEPA designation entity California High Speed Rail Authority (CHSRA). Tasks for FY26 include: -Addressing comments, provide revised version for CHSR final review. Prepare final version for NEPA Re-evaluation and prepare a ROD for CHSRA final approvalDraft a Letter of Concurrence and re-initiate ROD Section 7 consult. Complete Section 106 process, Tribe Consultation. Prepare CEQA addendum for state funding. Conclude Surface Transportation Board (STB) Petition Approval process. 2. Conclude Surface Transportation Board (STB) Petition Approval process. Contractors: Transportation Solutions: \$248,000 Epic Land Solutions, Inc.: \$555,000 Circlepoint: \$1,368,000 Venable LLP: \$294,000 Arrellano Associates \$120,000. Other sub contacors as needed based on NEPA process.	\$2,585,000
3	Service Development Plan (SDP) Update: Metro will continue as lead on the HDC Service Development Plan (SDP) that will be submitted to FRA for their consideration in FY26. Based on FRA direction, the current January 2023 SDP requires additional analysis and cost updates due to the alignment, structural, and operational changes made to the Project since January 2023. This budgeted amount may be reimbursed to the HDC JPA through the Federal Railroad Administration Corridor Identification Grant Stage 2 at 90% federal, 10% Measure M.	\$2,310,000
4	HDC JPA Management: Oversee agency management including technical analysis, grant applications, budgetary activities, equity focused planning, administration, engineering, right-of-way planning, stakeholder engagement and communications. For FY26, HDC JPA management functions will be augmented to meet the increased project needs requiring the services of a senior level project management/planning, engineering and right-of-way (ROW) planning support, communications staff, and administrative support staff. As the project progresses beyond the environmental phase into preliminary engineering and final design, the HDC JPA requires additional staffing to support the increasing complexity, expertise, and level of effort. Contractors: AVS Consulting, Inc.: \$344,500 Cal Strategic Management: \$290,000 ERCL Consulting LLC: \$121,110 HDC As-Needed Staff Support: \$68,900	\$824,510
5	Financial Advisory Services: Conduct ongoing financial planning & analysis, modeling, and structural management analysis to support project development into the fiscal year 2026 that includes identifying, developing, and refining the project funding plan, analyze options for local, state, and federal funding contributions toward the project, prepare local, state, federal grant applications and provide grants management support, coordinate with station integration planning work, provide updated ridership forecasting as needed, identify credit enhancement strategies, Coordinate with the Engineering Design Services firm that will be onboarded. Maintain and update on an	\$1,165,000

ATTACHMENT D

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2026

		-
6	Program Management Support and Construction Management Support Services (PMC): Procure the professional services of a program management support and construction management support services (PMC) firm to support HDC JPA with overseeing the work related to the phases of Engineering and Design, Construction, Transition to Operational Control, and Closeout. This work includes development of statements of work, contract development, contract administration support, local, regional, state, federal, and interjurisdictional grant agreement compliance, procurement support services, set and monitor program controls, project management, third party management including utility relocation, right-of-way acquisition & relocation plans and implementation, cost scheduling & control functions, cost estimating, environmental compliance, configuration management, transition to operational management, and other related support services. For FY25, the PMC contractor will be performing work at a level of effort that will be commensurate with transitioning from the environmental phase into the Preliminary Engineering phase of the project consisting of developing the Preliminary Engineering and Design (PE) statement of work and contract development, and developing a right-of-way acquisition and relocation plan. This budgeted amount is estimated for a 6 month work period during FY 25. Estimate is based on a previous three-year look ahead that will be revised to reflect the updated Service Development Plan assumptions and costs.	\$0
7	Engineering Design and Related Advisory Services (EDS): The Engineering, Design, and related services (EDS) firm to support HDC JPA Executive Management with overseeing the work related to the engineering and design services that will be necessary for FY26. This work includes conducting advanced conceptual planning and engineering work that includes the following tasks: 1) oversight of the engineering work to be conducted for the Service Development Plan; 2) coordinate with the conceptual engineering work to be conducted by the Environmental Clearance Team; 3) engineering oversight of the work to be conducted to integrate the HDC JPA High Speed Rail Project into the Palmdale Station with California High Speed Rail Authority and the Victor Valley Station with the Brightline West organization; 4) coordinate with the California High Speed Rail Authority, Federal Railroad Administration and other State Agencies; 5) Coordinate with ROW Acquisition Planning work effort; 6) support grant applications and grant agreement compliance; 7) provide cost scheduling, control, and estimating functions, as well as other related support services. Funding for this task will be partially funded by the \$16.5 million TIRCP grant funding allocated to HDC JPA.	\$2,480,000
8	County of Los Angeles Treasury, Auditor-Controller, Legal Counsel, Public Works Staff Support: Monthly Support for Accounts Payable/Accounts Receivable functions, Legal Counsel Support, Budget Oversight, Board Meetings staffing, Agency Oversight & Compliance Items, Procurement /Contract Services plus Request for Proposals preparation and Oversight, and contract execution. Public Works Procurement/Vendor Services: \$120,000 Procurement support services to advise, monitor, and provide oversight for preparing request for proposals, contract development and execution, memoranda of understanding (MOU), state and federal procurement compliance processes. These support services will include procuring contracts in the areas of professional services contracts and architectural and engineering contracts. For FY26, the support includes supporting the procurement processes that may come up during the fiscal year. Controller: \$90,000 - Monthly Support for Controller related functions, budget oversight, grants reporting, invoice payments, financial reporting, interagency funds transfers, monthly reconciliation reports, and other related financial reports. Legal Counsel: \$60,000 - Monthly Support for legal counsel to review agency contracts, memorandum of understanding (MOU), funding agreements, Board of Director reports, Agency Regulatory Compliance, Grant Applications & Compliance, Procurement Documents: Request for Proposals process, contractual agreements, contract execution, and other related services.	\$270,000
9	LA Metro Staff Support: Provide Metro staff support from several departments including Regional Rail Program, Cost Estimating, Countywide Planning support and assistance on an as-needed basis to support HDC JPA.	\$150,000
10	Stakeholder and Public Engagement and Planning Assistance: Provide communications, community engagement, and other related planning assistance to support the Agency communications and planning functions.	\$90,000

ATTACHMENT D

High Desert Corridor Joint Powers Agency Proposed Budget for Fiscal Year 2026

11	Audit Services: County of Los Angeles Audit Services	\$30,000
12	LA Metro Funding Agreement Audit Services	\$25,340
13	Multi-Media Promotion, Materials & Advertising. US HSR Association yearly membership	\$45,000
14	IT Support, Software & Website Mgmt.	\$22,500
15	Total Adopted FY25 Budget & Proposed FY26 Budget	\$11,937,350
16	Less: Reserve Fund-Cash on Hand as of March 31, 2024	\$0
17	Measure M Funds Requested for FY26 Budget	\$11,937,350



High Desert Corridor Joint Powers Agency Fiscal Year 26 Work Program

Planning and Programming Committee

May 14, 2025 Legistar File 2025-0166



Recommendations

- ➤ APPROVE \$11,937,350 in Measure M High Desert Corridor (HDC) funds to the HDC Joint Powers Agency (JPA) for the Fiscal Year (FY) 26 work program; and,
- AUTHORIZE the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary funding agreements with the HDC JPA.



Project Background and Benefits

- The High Desert Corridor is a 54 mile east/west corridor which will create a major transit hub and high-speed rail connectivity from Palmdale to:
 - Future Brightline West high speed rail service to Las Vegas and Rancho Cucamonga
 - Future California High Speed Rail Authority (CAHSR) high speed rail service to Los Angeles and northern California
 - Current Metrolink commuter rail Antelope Valley Line
- Project benefits include:
 - Improved regional rail connectivity throughout southern California and to Las Vegas
 - Reduce Vehicles Miles Traveled and greenhouse gas emissions
 - Equity benefits to underserved, low-income and disadvantaged communities
- ➤ Metro is a member of the 6 member HDC JPA Board of Directors
- Measure R provided \$33M to conduct environmental clearance
- ➤ Measure M provides \$2.015B to further advance the High Desert Corridor
 - \$1.98B is for construction in 2063 2067



High Desert Corridor Key Activities for FY 26

- ➤ Complete the National Environmental Policy Act (NEPA) process HDC JPA will work with CAHSR, lead agency, to finalize and submit the environmental document to the Federal Railroad Administration (FRA). Record Of Decision expected 2026.
- Continued grants pursuits HDC JPA will await the award of grants through the Federal-State Partnership program and continue to pursue future grant opportunities.
- ➤ Update the Service Development Plan (SDP) HDC JPA will provide technical analysis and support for Metro to submit the final SDP Gap Analysis for the FRA for final approval in 2026.
- ➤ Consultant Services HDC JPA will provide program management, engineering, and financial advisory services, as the HDC JPA mobilizes towards 30% design, plus HDC JPA management.



Metro Service Development Plan

- Metro worked closely with key agency stakeholders to complete ridership and revenue forecasting, conduct operations modeling, Palmdale Transportation Center station planning, conceptual engineering and financial analysis for the High Desert Corridor.
- ➤ In January 2023, the draft SDP was submitted to the FRA for comment. FRA delayed full review as the HDC JPA entered the new Corridor Identification and Development Grant Program.
- ➤ The current SDP requires a Gap Analysis and cost updates, per FRA direction due to the alignment, structural, and operational changes made to the Project since January 2023.
- > FRA is reviewing the final Gap Analysis, with approval expected in 2026.



Next Steps

- Execute funding agreement between Metro and the HDC JPA for the FY 26 \$11.9M work program for
 - NEPA Reevaluation work and Record Of Decision (ROD)
 - Analysis to support the Metro Service Development Plan Update
 - Engineering Design and Financial Advisory Services
 - HDC JPA Management and Administration
- ➤ High Speed Rail Project environmental clearance/ROD is expected from the FRA Fall 2026
- > The HDC JPA will seek additional grant funding opportunities
- Staff will continue to brief the Board as the Project advances





Board Report

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

Agenda Number: 12.

PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

SUBJECT: FIRST/LAST MILE PLAN FOR THE NORTH HOLLYWOOD TO PASADENA BUS

RAPID TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

File #: 2025-0167, File Type: Plan

ADOPT the First/Last Mile Plan for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (Attachment A).

ISSUE

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project First/Last Mile (FLM) Plan (Plan) (Attachment A) was prepared by Metro in coordination with local jurisdictions and community members to propose safety and accessibility improvements to encourage more people to walk, bike, and roll to transit. The Plan includes a project list of FLM improvements for four BRT stations along a 19-mile route, including North Hollywood Station (City of Los Angeles), Olive/Riverside Station (City of Burbank), Central/Lexington Station (City of Glendale), and Colorado/Lake Station (City of Pasadena). Adoption of the Plan by the Metro Board better positions FLM improvements for funding and implementation and encourages local agencies to design and construct FLM projects to create safe, accessible BRT stations for all transit riders.

BACKGROUND

The North Hollywood to Pasadena BRT Corridor Project is a 19-mile BRT corridor with 22 stations. The BRT will serve as a key regional connection between the San Fernando and San Gabriel Valleys and traverse the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The project is currently in design with an anticipated opening date of early 2028. The project is anticipated to attract approximately 30,000 riders daily when it opens. It aims to meet the priorities set out in Metro's Vision 2028 strategic plan to offer high-quality mobility options and outstanding trip experiences while enhancing the quality of life of the communities it serves. To encourage more people to walk, bike, and roll to the future BRT stations and address safety issues, the FLM Plan presents a comprehensive project list to improve safety, comfort, and access for people walking, biking, and rolling to transit.

The Plan includes a list of pedestrian and wheel projects that improve safety, comfort, and access to

the four selected North Hollywood to Pasadena BRT Corridor Project stations. Pedestrian projects are identified within the half-mile radius around each station, and wheel projects (including bicycles, scooters, and other modes of non-motorized wheeled transportation) are identified within the 3-radius around each station.

The Metro FLM methodology, described in the 2021 First/Last Mile Guidelines, was used as the basis for Plan development. A summary of the planning steps are as follows:

- Existing Conditions Analysis
- Technical and Community Walk/Wheel Audits and Pathway Network Development
- Community Engagement
- Project Development
- Draft and Final FLM Plan

The Plan includes the following core products and supporting documents detailing the planning process in a series of appendices. The full Plan is available in Attachment A.

- Pathway Maps with FLM projects on Primary Pathways
- Project Lists
- Rough Order of Magnitude (ROM) Cost Estimates for FLM projects
- Conceptual Illustrations

DISCUSSION

This FLM Plan was developed in accordance with established Metro Board policies, including the FLM Guidelines and produces a FLM plan for four stations, one station in each jurisdiction: North Hollywood Station (City of Los Angeles), Olive/ Riverside Station (City of Burbank), Central/Lexington Station (City of Glendale), and Colorado/Lake Station (City of Pasadena).

Due to differences between BRT and rail transit projects, the FLM Guidelines' approach to FLM planning for BRT projects differs in some respects. Of note, BRT projects do not require a local 3% contribution, and as such lack the specific FLM implementation incentive allowing credit toward the 3% requirement. FLM planning for BRT is conducted as a planning service and as encouragement for local implementation. As called for in the FLM Guidelines, the Plan covers a subset of BRT stations, determined through a technical assessment and coordination with local jurisdictions to identify high priority stops, as described in the 2021 FLM Guidelines. As such, staff conducted a detailed technical analysis to select the four stations for FLM planning. Additional details are provided in the Station Selection Memo, available in Attachment B - FLM Plan Appendix (Appendix A, Station Selection Memo, p.1).

Plan Summary and Key Findings

Of the 22 BRT stations, four stations, one in each jurisdiction, were identified based on a technical analysis of key criteria and coordination with local jurisdictions, including population and job density, projected ridership, pedestrian and bicyclist collisions, Metro Equity Focus Community (EFC) classification, points of interests, existing and planned high-quality bike facilities, identified FLM challenges, and alignment with city plans. The BRT stations were ranked using data from each

category, and stations with the highest scores from each metric were selected for the FLM Plan. The selected stations were presented to each jurisdiction for feedback and concurrence. Each selected station represents the highest need for improved safety conditions for pedestrians and wheel users. The selected stations have a wide range of challenges, including poor sidewalk conditions, lack of shade, unsafe crossings along freeway overpasses, complex intersections, incomplete bike networks, unsafe vehicle speeds, and lack of adequate pedestrian lighting, and others.

In Los Angeles, the North Hollywood station received the highest score of 60, followed by the Vineland/Hesby station with a score of 56. The North Hollywood station scored well in the categories of ridership, safety, and planning context. In Burbank, the Olive/Riverside station also scored 60, followed by the Olive/San Fernando station with a score of 56. The Olive/Riverside station performed well in the activity and planning context categories. In Glendale, the Central/Lexington station scored 76, ahead of the Broadway/Glendale station, which scored 56. Central/Lexington station scored well in the activity and planning context categories. Colorado/Lake station in Pasadena scored 84, compared to Memorial Park's score of 76. Colorado/Lake scored well in the planning context category. Attachment B (Appendix A, Station Identification Analysis Memo, p. 1) contains additional details on the station identification scores. A summary of scores for each station is provided in Attachment C.

The Plan presents a comprehensive project list designed to improve safety conditions and accessibility, ultimately enhancing the overall experience for transit riders of all ages and abilities. Projects are identified along primary and secondary pathways connecting to each selected station. A primary pathway offers a direct route to a station, typically located on a major street with high foot traffic. A secondary pathway may intersect with a primary pathway, providing connections through smaller, local streets.

In total, 381 projects were identified, including 250 walk projects and 131 wheel projects. Each station's total number of projects varies by existing conditions, land uses, and input received by local agency staff and local stakeholders. The full list of projects for each station is included in the Plan, available in Attachment B (Appendix H, Project List and Cost Estimates, p. 253).

The Plan includes detailed findings for each of the four selected stations, available in Attachment B (Appendix B, Existing Conditions Analysis, p. 9).

Process

Following community engagement and coordination with city staff, the project team developed a list of FLM projects and conceptual illustrations on primary and secondary pathways for each station. The team identified projects based on community needs and city staff recommendations, resulting in a set of FLM projects on primary and secondary pathways.

The full Plan process documentation is available in Attachment A (About the Plan, p.10).

Coordination with Local Agencies

FLM projects require close coordination with the local agencies that control the rights-of-way around Metro stations. At the onset of the planning process, the project team met with city staff from the City

of Burbank, City of Los Angeles, City of Glendale, and City of Pasadena to reach concurrence on the station selection and invited staff to participate in technical and community walk audits to assess the station areas. In the later phases of the plan development, the project team held office hours with each local agency to review pathway networks and engagement outcomes. Metro also held working sessions with all cities to review the draft project lists and conceptual designs. Metro tracked all city comments and addressed them in the final FLM Plan.

Metro staff also met with Caltrans staff and provided a review period for input on the project lists and conceptual designs. Metro also provided updates at the Arroyo-Verdugo Joint Powers Authority (AVJPA) and a presentation to the Glendale City Council, upon staff request.

Following the adoption of the FLM Plan, Metro will continue to coordinate with cities as they choose to advance FLM projects. Staff anticipate commencing post-plan activities with cities to provide technical assistance, such as identifying funding sources and grant writing assistance, as described in the FLM Guidelines. Cities that choose to advance FLM projects are eligible for technical assistance upon request. Cities that implement FLM projects identified in the FLM Plan are responsible for the design, construction, operations, and maintenance of those projects.

The Plan includes a section that details public agency coordination, which can be found in Attachment A (Local Community Engagement and Agency Coordination, p. 28), as well as a section outlining available grant funding sources and technical assistance for implementing FLM projects, available in Attachment A, (Next Steps, p. 132).

Community Engagement

The project team included strategic partnerships with four community-based organizations (CBOs): Bike LA, Los Angeles Walks, Day One, and Walk Bike Glendale. The CBOs served as liaisons between the project team and community members in each jurisdiction. Their local knowledge of the community was invaluable in informing the project's engagement plan and identifying popular community events for engagement activities.

The outreach conducted was comprised of 12 key engagement activities, including four community walk audits, four pop-up events, and four presentations at standing community meetings. In addition to these engagement events, the project team conducted an online map-based survey to ensure broad and inclusive outreach efforts for those who could not attend in-person events that received 202 responses. Additionally, the project team also used a targeted outreach approach by attending community meetings in each jurisdiction of engaged residents ranging from transit to sustainability advocates. The community feedback resulted in diverse responses representing the key needs of transit riders at each station, translating to a robust project list that reflects community needs. Community participation was integral to the decision-making process and crafting a project list that truly reflects the needs and aspirations of each community. Following Board adoption of the FLM Plan, Metro will continue to coordinate with community members and CBO partners as cities choose to advance FLM projects.

The Plan includes a Community Engagement Summary Memo, available in Attachment B (Appendix E, Community Engagement Findings Summary, p.110).

File #: 2025-0167, File Type: Plan Agenda Number: 12.

Pedestrian and Bicyclist Safety

To analyze pedestrian and bicyclist safety in the project area, intersections and corridors were analyzed to identify collision data within each jurisdiction. Among the four jurisdictions, Glendale, Los Angeles, and Pasadena reported the highest number of pedestrian/motor vehicle and bicyclist/motor vehicle collisions, based on data from the Statewide Transportation Injury Mapping System (TIMS) between January 1, 2018, and December 31, 2023. The recommendations in the Plan aim to address safety equitably across all jurisdictions. High traffic speeds and volumes on major arterial streets contribute to unsafe streets along much of the transit corridor and specific pedestrian and bicyclist safety hotspots identified in the safety analysis Additional details are available in the Metro Safety Analysis Tool in Attachment B (Appendix C, Safety Analysis Tool, p. 60). The Plan proposes projects that would improve the safety on the streets where these collisions happen and include feedback from the community. This includes improvements such as traffic calming and high visibility crosswalks, which were a priority in community feedback. Additionally, lack of shade and need for increased tree canopy was consistent across all four stations. FLM improvements such as landscaping and shade and bus stop improvements can combat the impacts of extreme heat especially within equity-focused communities.

Each selected station area has various safety and accessibility challenges. The North Hollywood station features complex intersections and underpasses, creating challenges for pedestrians and cyclists. Community feedback resulted in project recommendations to improve multi-modal connections and enhance safety. At the Olive/ Riverside station connectivity is hindered by the SR-134 freeway which presents opportunities to improve pedestrian and cyclist access in this area. Community feedback also emphasizes the need for increased shade and tree canopy in the station area. Much of the neighborhood surrounding Central/Lexington station is classified as a Metro EFC and presents a key opportunity to improve safety and accessibility. Lastly, community feedback for the Colorado/Lake Station indicated a need for additional shade and traffic calming treatments to improve safety for pedestrians and cyclists, which is reflected in the project list.

DETERMINATION OF SAFETY IMPACT

The recommended action has no direct safety impact. This Plan presents project proposals that promote improved safety for people walking or using non-motorized wheeled transportation around future North Hollywood to Pasadena BRT stations.

FINANCIAL IMPACT

Impact to Budget

Adoption of this Plan has no impact on the budget. Preparation of the Plan is included in the FY26 adopted budget at project number 471401, task 01.01.

Project implementation is led by local jurisdictions; Metro support in implementation may come in the form of grant writing assistance and eligibility in future Metro Active Transportation (MAT) funding cycles.

File #: 2025-0167, File Type: Plan Agenda Number: 12.

EQUITY PLATFORM

The Plan proposes projects that will improve safety, comfort, and accessibility for the most vulnerable users of our streets - pedestrians and bicyclists. The North Hollywood to Pasadena Transit Corridor reflects a broad user base across four jurisdictions. Based on the online survey data, and to capture the voices of these communities and engage those who are often underrepresented in public participation processes, engagement materials were provided in English, Spanish and Armenian. There are several census tracts located in Metro EFCs, notably in the Cities of Los Angeles and Glendale. Multiple census tracts in the City of Pasadena displayed higher amounts of environmental burdens under the California Healthy Places Index and multiple census tracts in the City of Burbank displayed an above average pollution burden under CalEnviroScreen.

The plan was developed with extensive community feedback and participation from CBOs, which is summarized in the Community Engagement section of this report. More details are available in Attachment B (Appendix E, Community Engagement Findings Summary, p. 110). The partnership with CBOs was invaluable, ensuring a thorough engagement process that reached community groups typically not involved in planning. Additionally, CBO partners contributed valuable input to strategize ways to maximize engagement across all efforts, including in-person meetings, online outreach, community pop-up events, and virtual community meetings.

If cities decide to move forward with the projects proposed in the plan, additional community outreach is recommended to ensure that the benefits of the transit project are equitably distributed. Projects the cities plan to implement will be constructed, operated, and maintained by those cities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. The item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership and using active transportation including walking, biking, use of mobility devices, scooters, skateboards, other non-car mode of travel. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support two Strategic Plan goals:

• Deliver outstanding trip experiences (Goal #2): the FLM plan recognizes that trip experience

includes time getting to and from transit stations. The Plan prepares projects that make trip experiences safer, more comfortable, and more accessible.

• Transform LA County through collaboration and leadership (Goal #4): Metro is uniquely situated to prepare FLM plans that span jurisdictional boundaries. In adopting this Plan, Metro is leading this area by preparing FLM projects at future North Hollywood, Olive/Riverside, Cental/Lexington, and Colorado/Lake Stations.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the FLM Plan. This is not recommended for the following reasons:

- Previous Board action (Motion 14.1, 2016) directs FLM projects to be incorporated into transit corridor project delivery; and
- An adopted Plan better positions the FLM projects for future grant funding opportunities.

NEXT STEPS

Following the adoption of the FLM Plan, staff anticipate commencing post-plan activities with cities to provide technical support and grant writing assistance to secure funding to advance FLM projects to design and construction. Cities that choose to advance FLM projects toward design and construction upon request are eligible for technical assistance. Cities who implement projects identified in FLM Plans are responsible for the construction, operations, and maintenance of those projects.

ATTACHMENTS

Attachment A - First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor

Attachment B - First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor - Appendix Attachment C - North Hollywood to Pasadena BRT Corridor First/Last Mile Station Identification

Analysis Summary

Prepared by: Isabelle Garvanne, Senior Transportation Planner, First/Last Mile Planning, (213)

547-4245

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Reviewed by: Ray Sosa, Chief Planning Officer, Countywide Planning & Development, (213)

547-4274

ATTACHMENT A

First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor

Document Available Online at:

<u>Link</u>

ATTACHMENT B

First/Last Mile Plan for North Hollywood to Pasadena BRT Corridor -Appendix

Document Available Online at:

<u>Link</u>

Attachment C

North Hollywood to Pasadena Bus Rapid Transit First/Last Mile Plan Station Identification Analysis Summary*

*full details are available in Attachment B: Station Identification Analysis Memo

*full detail	s are available in A	Attachment B: Stat		on Analysis Memo)	•	
		City of Lo	s Angeles				
	North Hollywood	Vineland/Hesby	Eagle Rock Plaza	Colorado/Eagle Rock	Colorado/To wnsend		
Activity	4	12	0	0	0		
Ridership	8	4	0	0	0		
Safety	16	12	4	0	0		
Equity	4	4	4	0	0		
Planning Context	28	24	12	16	12		
Total	60	56	20	16	12		
			City of Burbank				
	Olive/Riverside	Olive/San Fernando	Glenoaks/Ala meda	Olive/Verdugo	Olive/Lake	Alameda/Nao mi	
Activity	12	8	8	4	0	8	
Ridership	4	4	0	4	0	4	
Safety	0	4	4	0	4	0	
Equity	0	12	8	0	4	0	
Planning Context	44	28	24	32	28	12	
Total	60	56	44	40	36	24	
			City o	f Glendale			
	Central/Lexington	Broadway/Glend ale	Broadway/Bra	Glenoaks/Gran dview	Glenoaks/Pa	Broadway/Ver dugo	Glenoaks/Wester
Activity	20	4	12	0	8	8	8
Ridership	8	12	0	4	4	0	0
Safety	20	20	20	4	8	16	4
Equity	8	12	8	8	4	12	12
Planning							
Context	20	8	12	24			12
Total	76			40	40	40	36
		City of Pasaden					
	Colorado/Lake	Memorial Park Station	Colorado/Los Robles	Colorado/Hill			
Activity	8		12	0			
Ridership	8	12	8				
Safety	16		20	8			
Equity	0	12	4	0			
Planning Context	52	24	20	20			
Total	84	76	64	36	1		



North Hollywood to Pasadena Bus Rapid Transit Corridor First/Last Mile Plan



MAY 2025 FILE 2025-0167

Staff Recommendation

CONSIDER:

> ADOPTING First/Last Mile Plan for North Hollywood to Pasadena Bus Rapid Transit Corridor

Stations Studied:

- > North Hollywood (City of Los Angeles)
- > Olive/Riverside (City of Burbank)
- > Central/Lexington (City of Glendale)
- > Colorado/Lake (City of Pasadena)





Station Analysis and Selection

City of Los Angeles

- North Hollywood 60
- Vineland/Hesby 56
- Eagle Rock Plaza 20
- Colorado/Eagle Rock 16
- Colorado/Townsend 12

City of Burbank

- Olive/Riverside 60
- Olive/San Fernando 56
- Glenoaks/Alameda 44
- Olive/Verdugo 40
- Olive/Lake 36
- Alameda/Naomi 24

City of Glendale

- Central/Lexington 76
- Broadway/Glendale 56
- Broadway/Brand 52
- Glenoaks/Grandview 40
- Glenoaks/Pacific 40
- Broadway/Verdugo 40
- Glenoaks/Western 36

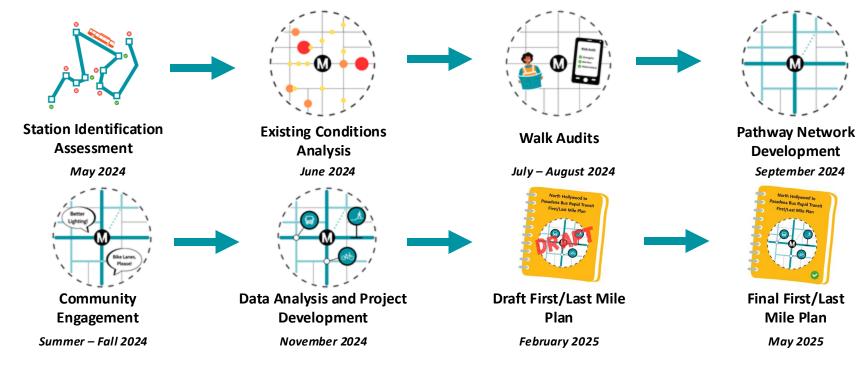
City of Pasadena

- Colorado/Lake 84
- Memorial Park Station 76
- Colorado/Los Robles 64
- Colorado/Hill 36



First/Last Mile Methodology and Process

Followed methodology established in the Board-adopted 2021 FLM Guidelines





Equity-Based Participatory Approach

Community Engagement

- Partnership with four CBOs:
 - LA Walks
 - Bike LA
 - Day One
 - Walk/Bike Glendale
- Community walk and bike audits (47 participants)
- Outreach pop-ups (240 participants)
- Community meetings (40 participants)
- Online survey (202 responses)

Local Jurisdiction Coordination

- Office Hours
 - Reviewed pathway maps, existing conditions, and engagement outcomes
- Project List and Conceptual Design Review
 - Reviewed and incorporated feedback





First/Last Mile Plan Results and Next Steps

Projects that improve safety, comfort, and access for pedestrians and wheeled users to stations.

Typical project types:

- New and improved sidewalks
- High visibility crosswalks
- Traffic calming
- Shade and landscaping
- High-quality bike facilities

EMANON A SO GO GO

Next Steps:

Assist and coordinate implementation activities





Board Report

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

File #: 2025-0244, File Type: Program Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE

CITIES SUBREGION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming of \$2,709,031 within the capacity of Measure M Multi-Year Subregional Program (MSP) Subregional Equity Program (Expenditure Line 68), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

Measure M MSP funding is included in the Measure M Expenditure Plan, which is an attachment to the Measure M Ordinance. All MSP funds are limited to capital projects. This update approves new eligible projects for Subregional Equity Program (SEP) funding allocations for the Westside Cities Subregion. Funds are programmed through Fiscal Year (FY) 2027-28. The Board's approval is required to update the project list (Attachment A), which serves as the basis for Metro entering into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$60.74 million was forecasted to be available for programming for the Westside Cities Subregion from FY 2017-18 to FY 2027-28. In prior actions, the Board approved programming of \$46.9 million in support of 17 projects for the Subregion's MSP Five-Year Plan, programming funds in the Active Transportation 1st /Last Mile Connections Program (Expenditure Line 51), shown in Attachment B. To date, \$2.1 million has been expended and one project has been completed and currently in closeout audit process. The \$13.84 million remaining funding includes the \$6.69 million that's available under the SEP (Expenditure Line 68) for programming from FY 2023-24 to FY 2027-28. This is the first request from the Subregion to program the SEP funds.

File #: 2025-0244, File Type: Program Agenda Number: 13.

In line with the Board adopted Measure M Master Guidelines (the Guidelines), agencies requesting MSP funds must provide documentation demonstrating community support, project needs, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities and councils of governments lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each agency, independently and in coordination with their subregion, undertakes its jurisdictionally determined community engagement process specific to the type of transportation improvement they seek to develop. These locally determined and prioritized projects represent the needs of cities and the Subregion.

DISCUSSION

Metro staff collaborated with the Westside Cities Council of Governments (WSCCOG) and implementing agencies to review requests submitted by the Subregion for the SEP. During staff review, Metro required a detailed project scope of work to confirm project eligibility, and establish the program nexus during project reviews, including but not limited to project location information and limits, length, elements, phases, total estimated expenses and funding requested, and schedules. Final approval of funds for the projects shall be contingent upon the implementing agency demonstrating the eligibility of each project, as required in the Measure M Master Guidelines. Staff expect the collection of the project details in advance of Metro Board action to enable the timely execution of project Funding Agreements for approved projects. Additionally, all projects are subject to a close-out audit after completion, per the Guidelines.

Subregional Equity Program (Expenditure Line 68)

WSCCOG

- Program an additional \$33,445 in FYs 25 to 28 for MM4801.01 Planning Activities to support the Subregion's Measure M MSP Development Process.
- Program \$1,714,932 in FYs 26 and 27 for the 2028 Westside Subregional Bus Infrastructure
 Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The
 project will design and construct quick-build bus infrastructure, using low-cost materials to
 allow for quick implementation and to inform future treatments on segments of Sepulveda
 Blvd, Santa Monica Blvd, and La Cienega/Jefferson Blvd. This project will likely decrease
 Vehicle Miles Traveled (VMT) by reallocating road space from private automobiles to public
 buses. The funds will be used for the project's plans, specifications and estimates (PS&E) and
 construction phases.

The WSCCOG has requested that \$500,000 is advanced after execution of the Funding Agreement. The WSCCOG has requested the advance to maintain smooth cash flow and prevent any delays in payments to the consultant that may disrupt the project's progress and schedule for this priority project of the Subregion. This is the first Measure M MSP project that the WSCCCOG will be the project implementation.

File #: 2025-0244, File Type: Program Agenda Number: 13.

Culver City

• Program \$960,654 in FYs 26 and 27 for the 2028 Westside Subregional Bus Infrastructure Network Project, a priority project in time for the 2028 Olympic and Paralympic Games. The city is to design quick-build bus infrastructure using low-cost materials to allow for quick implementation and to inform future treatments on segments of Sepulveda Blvd, and La Cienega/Jefferson Blvd. This project will likely decrease VMT by reallocating road space from private automobiles to public buses. The funds will be used for the project's PS&E phase, and anticipate requesting additional MSP funding for the construction phase when ready.

DETERMINATION OF SAFETY IMPACT

Programming of Measure M MSP funds to the Westside Cities Subregion projects will not have any adverse safety impacts on Metro's employees or patrons.

FINANCIAL IMPACT

In FY 2024-25, \$5.02 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Measure M MSP - Transit Program (Project #474102). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Center 0441. Since these are multi-year projects, Cost Center 0441 will be responsible for budgeting the cost in future years.

Impact to Budget

The sources of funds for these projects are Measure M Transit Construction 35%. This fund source is not eligible for Metro bus and rail operations expenses.

EQUITY PLATFORM

The Westside Cities Subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Seven percent of census tracts are defined as Equity Focus Communities (EFCs) in the Subregion, and these are located in the City of LA and West Hollywood.

The Westside Cities Subregion proposed bus infrastructure projects will enhance multimodal transportation options. They will help ensure adequate bus service and increase connectivity for the Westside communities, to support a car-free, transit-first 2028 Olympic and Paralympic Games for visitors and core customers alike. Additionally, these infrastructure upgrades will result in time savings and improved experience for core customers that rely on Metro to access jobs, open space, and other essential services. The infrastructure improvements would provide a faster and more reliable transit connection between major job hubs such as UCLA, Culver City, Santa Monica, and LAX. Crucially, the La Cienega Blvd/Jefferson Blvd and Sepulveda Blvd/UCLA infrastructure improvements would provide faster North-South transit connections, including between the Metro D Line and E Line, where no rapid transit currently exists, thus filling major gaps in high-quality transit service on the Westside. These connections will enable core customers to save time commuting and access more employment opportunities.

File #: 2025-0244, File Type: Program Agenda Number: 13.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through planning activities that will improve and further encourage transit ridership, ridesharing, and active transportation. The details of how specific projects may impact Metro's VMT reduction targets are shared in the "Discussion" section of this report. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the following goals of the Metro Vision 2028 Strategic Plan:

Goal 1: Provide high-quality mobility options that enable people to spend less time traveling by alleviating the current operational deficiencies and improving mobility along the projects.

Goal 4: Transform LA County through regional collaboration by partnering with the Council of Governments and the local jurisdictions to identify the needed improvements and take the lead in developing and implementing their projects.

ALTERNATIVES CONSIDERED

The Board can elect not to approve the programming of funds for the Measure M MSP projects for the Subregion. This is not recommended as the Subregion developed the proposed projects in accordance with the Measure M Ordinance, Guidelines, and Administrative Procedures which may delay the development and delivery of the projects.

NEXT STEPS

Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed, and Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Subregional Equity Program Project List
Attachment B - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, Executive Officer, Countywide Planning & Development, (213) 418-

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Stephanie N. Wiggins

Westside Cities Subregion Measure M Multi-Year Subregional Plan - Subregional Equity Program (Expenditure Line 68)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Prior Alloc	Alloc Change	Current Alloc	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
			Planning Activities for									
			Measure M Multi-Year	Planning								
1	WSCCOG	MM4801.01	Subregional Program ^	Development	New		\$ 33,445	\$ 33,445	\$ 13,378	\$ 6,689	\$ 6,689	\$ 6,689
			2028 Westside Subregional	PS&E								
2	WSCCOG	MMXXXX.01	Bus Infrastructure Network	Construction	New		1,714,932	1,714,932 *		1,286,199	428,733	
			2028 Westside Subregional									
3	Culver City	MMXXXX.02	Bus Infrastructure Network	PS&E	New		960,654	960,654		720,490	240,164	
					-							
				Total Progran	nming	Amount	\$2,709,031	\$2,709,031	\$ 13,378	\$2,013,378	\$ 675,586	\$ 6,689

[^] Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

^{*} Includes funding advancement of \$500,000 to the WSCCOG.

Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Years Prog	FY2023-24	FY2024-25	FY2025-26	FY2026-27	FY2027-28
		Planning Activities for	Diamaia										
1 WSCCOG		Measure M Multi-Year Subregional Program ^	Planning Development		\$ 270,237		\$ 270,237	\$ 94,989		\$ 84,415	\$ 45,833	\$ 45,000	
1 WSCCOG	IVIIVI40U I .U I	La Cienega & Rodeo Drive	Development		\$ 210,231		φ 210,231	Ф 94,969		Ф 04,415	Ф 45,633	Ф 45,000	
	MM4801.02/	Purple Line Stations -											
		Pedestrian and Wayfinding											
2 Beverly Hills	MM4801.04	FLM Improvements	Construction		2,973,186		2,973,186			2,973,186			
		0 1 101 11 111/31	0001										
2 Culver City		Overland Class II and IV with	PS&E		0.40.400		0.40,400	0.40, 400					
3 Culver City	MM4801.05	Pedestrian Improvements	Construction		842,496		842,496	842,496					
		Microtransit/First Last Mile											
4 Culver City	MM4801.06	Service Program	Equipment/Vehicle		100,000		100,000				100,000		
		Washington Transit/Mobility	PS&E										
		Lanes + Circulator/First-Last	Equipment/Vehicle										
5 Culver City	MM4801.07	Mile Service Program	Construction	Compl	742,495		742,495	742,495					
		Occupation de Occupation Made III											
C Culver City		Sepulveda Corridor Mobility Lane Project	Construction		798,364		798,364			798,364			
6 Culver City	MM4801.17	Lane Project	Construction		790,304		790,304			790,304			
		Move Culver City Eastern											
7 Culver City	MM4801.19	Segment Project	Construction		620,302		620,302			620,302			
		Brentwood Walkability											
		Enhancements (San Vicente	PS&E										
8 LA City	MM4801.08	Blvd: Bundy to Bringham)	Construction		2,561,297		2,561,297		120,000	1,530,000	911,297		
		Connect Del Rey Stress-Free	PS&E										
9 LA City		Bicycle Enhanced Corridor	Construction		6,212,768		6,212,768		878,768	3,515,070	1,818,930		
5 LA Oity	WIWI-001.03	Dicycle Efficienced Comaci	Construction		0,212,700		0,212,700		070,700	3,313,070	1,010,000		
0 LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		3,168,000		3,168,000				3,168,000		
		Santa Monica to Westwood											
		Stress-Free Bicycle Enhanced											
1 LA City	MM4801.11	Corridor	Construction		10,406,584		10,406,584		1,681,317	6,725,267	2,000,000		
		Westwood Boulevard Safety	PS&E								4 000 000		
2 LA City	MM4801.20	and Mobility Project	Construction		9,600,000		9,600,000				1,600,000		8,000,00
		Broadway Protected Bikeway:	PS&F										
3 Santa Monica		5th Street - 26th Street	Construction		1,311,471		1,311,471	361,709		68,291	281,471	600,000	
					.,,		.,,	00.,.00		33,231		555,555	
		Colorado Protected Bikeway:	PS&E										
4 Santa Monica	MM4801.13	5th Street - 17th Street	Construction		500,000		500,000	150,000	350,000				
		Stewart & Pennsylvania											
5 Santa Monica			Construction		804,000		804,000	804,000					
o oana momoa		carety Emilancement reject	001101110110111		301,000		00.,000	00.,000					
		Wilshire Active Transportation	PS&E										
6 Santa Monica	MM4801.15	Safety Project	Construction		3,062,589		3,062,589	124,250	110,000	861,750	966,589	1,000,000	
West		Willoughby Vioto Cord											
7 Hollywood		Willoughby, Vista, Gardner Greenways	PS&E		1,136,403		1,136,403				250,000	195,905	690,49
/ Hollywood	IVIIVI40U 1.10	Greenways	FJαE		1,130,403		1,130,403				250,000	190,905	090,49
West		Fountain Ave Protected Bike											
8 Hollywood	MM4801.18	Lanes	PS&E		1,785,160		1,785,160		1,211,000	574,160			
		Total Programming Amount			\$46,895,352	\$ -	\$46,895,352	\$3,119,939	\$4,351,085	\$17,750,805	\$11,142,120	\$ 1,840,905	\$ 8,690,498

[^] Subregion Planning Activities (0.5%) for Measure M Multi-Year Subregional Program.

Measure M Multi-year Subregional Program Westside Cities Subregion

Planning and Programming Committee May 14, 2025



Westside Cities Subregion

- Two Multi-Year Subregional Programs (MSP)
 - Active Transportation 1st/Last Mile Connections Program (expenditure line 51)
 - Suregional Equity Program (expenditure line 68)
- Limited to Capital projects
 - Environmental Phase and forward

Los Angeles County Transportation Expenditure Plan

(2015 \$ in thousands)

ATTACHMENT A

Groundbreaking Sequence (Exceptions Noted)

*				le of Funds ailable	on	2016 - 2067 Local, State,		Most Recent	용
Reference Only	Project		Ground-	Expected	gio	Federal,	Measure M Funding	Cost	ပိ
ě	(Final Project to be Defined by the Environmental Process)	ψ	breaking	Opening Date	Subregi	Other	2015 \$	Estimate	Modal
For Ref		Notes	Start Date		Su	Funding 2015\$	20104	2015\$**	ŝ
Œ	Multi-Year Subregional Programs	ı		1 st yr of Range	Н	20104			┡
47	Metro Active Transport, Transit 1st/Last Mile Program	р	FY 2018	FY 2057	SC	\$0	\$857,500	\$857,500	н
48	Visionary Project Seed Funding	p	FY 2018	FY 2057	SC	\$0	\$20,000	\$20,000	т
49	Street Car and Circulator Projects	k,p	FY 2018	FY 2022	sc	\$0	\$35,000	\$35,000	T
50	Transportation System and Mobility Improve. Program		FY 2018	FY 2032	sb	\$0	\$293,500	\$293,500	н
	Active Transportation 1st/Last Mile Connections Prog.		FY 2018	FY 2057	w	\$0	\$361,000	\$361,000	н
	Active Transportation Program		FY 2018	FY 2057	nc	\$0	\$264,000	\$264,000	н
	Active Transportation Program		FY 2018	FY 2057	gc	\$0	TBD	TBD	н
	Active Transportation Program (Including Greenway Proj.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	н
	Active Transportation, 1st/Last Mile, & Mobility Hubs		FY 2018	FY 2057	cc	\$0	\$215,000	\$215,000	н
	Active Transportation, Transit, and Tech. Program		FY 2018	FY 2032	lvm		\$32,000	\$32,000	Ť
	Highway Efficiency Program		FY 2018	FY 2032	lvm	\$0	\$133,000	\$133,000	н
58	Bus System Improvement Program		FY 2018	FY 2057	sg	\$0	\$55,000	\$55,000	т
59	First/Last Mile and Complete Streets		FY 2018	FY 2057	sg	\$0	\$198,000	\$198,000	н
60	Highway Demand Based Prog. (HOV Ext. & Connect.)		FY 2018	FY 2057	sg	\$0	\$231,000	\$231,000	н
61	I-605 Corridor "Hot Spot" Interchange Improvements ®		FY 2018	FY 2057	gc	\$240,000	\$1,000,000	\$1,240,000	н
	Modal Connectivity and Complete Streets Projects		FY 2018	FY 2057	av	\$0	\$202,000	\$202,000	н
63	South Bay Highway Operational Improvements		FY 2018	FY 2057	sb	\$600,000	\$500,000	\$1,100,000	н
64	Transit Program		FY 2018	FY 2057	nc	\$500,000	\$88,000	\$588,000	T
	Transit Projects		FY 2018	FY 2057	av		\$257,100	\$257,100	т
	Transportation System and Mobility Improve. Program		FY 2018	FY 2057	sb		\$350,000	\$350,000	н
67	North San Fernando Valley Bus Rapid Transit Improvements	p,s		FY 2023	SC	\$0	\$180,000	\$180,000	T
		p,s		FY 2057	SC	TBD	TBD	\$1,196,000	T/H
		l,p		FY 2022	SC		\$50,000	\$50,000	Т
	Countywide BRT Projects Ph 2 (All Subregions)	l,p		FY 2032	SC	\$0	\$50,000	\$50,000	T
71			FY 2033	FY 2057	av	\$0	\$136,500	\$136,500	н
	Los Angeles Safe Routes to School Initiative		FY 2033	FY 2057	cc		\$250,000	\$250,000	н
73			FY 2033	FY 2057	nc	\$0	\$239,000	\$239,000	Н
74	Countywide BRT Projects Ph 3 (All Subregions)	I,p		FY 2042	SC	\$0	\$50,000	\$50,000	Т
	Arterial Program		FY 2048	FY 2057	nc	\$0	\$726,130	\$726,130	Н
	BRT and 1st/Last Mile Solutions e.g. DASH		FY 2048	FY 2057	CC	\$0	\$250,000	\$250,000	Т
	Freeway Interchange and Operational Improvements		FY 2048	FY 2057	CC	\$0	\$195,000	\$195,000	Н
78			FY 2048	FY 2057	sg	\$0	\$33,000	\$33,000	Ι
	Goods Movement Program		FY 2048	FY 2057	nc	\$0	\$104,000	\$104,000	Ţ
	Goods Movement Projects		FY 2048 FY 2048	FY 2057 FY 2057	av	\$0 80	\$81,700	\$81,700	Ţ
	Highway Efficiency Program				nc		\$128,870	\$128,870	Н
	Highway Efficiency Program		FY 2048	FY 2057	sg	\$0 80	\$534,000	\$534,000	н
	Highway Efficiency, Noise Mitig. and Arterial Projects ITS/Technology Program (Advanced Signal Tech.)		FY 2048 FY 2048	FY 2057 FY 2057	av	\$0 \$0	\$602,800 \$66,000	\$602,800 \$66,000	Н
			FY 2048	FY 2057	sg				Н
	LA Streetscape Enhance. & Great Streets Program Modal Connectivity Program		FY 2048 FY 2048		cc lvm	\$0 \$0	\$450,000 \$68,000	\$450,000 \$68,000	Н
	Modal Connectivity Program Public Transit State of Good Repair Program		FY 2048 FY 2048	FY 2057	cc	\$0 \$0	\$68,000	\$402,000	Т
	Traffic Congestion Relief and Improvement Program		FY 2048 FY 2048	FY 2057 FY 2057	lvm	\$0 \$0	\$402,000 \$63.000	\$402,000 \$63,000	h
	Traffic Congestion Relief and Improvement Program Traffic Congestion Relief/Signal Synchronization		FY 2048	FY 2057	cc	\$0 \$0	\$50,000 \$50,000	\$50,000	Н
	Arroyo Verdugo Projects to be Determined		FY 2048	FY 2057 FY 2057	av	\$0 \$0	\$50,000 \$110.600	\$50,000 \$110.600	Н
	Countywide BRT Projects Ph 4 (All Subregions)	р	FY 2050	FY 2052	SC		\$10,000	\$100,000	7
	Countywide BRT Projects Ph 5 (All Subregions)	p		FY 2062	SC	****	\$100,000	\$100,000	ŀ
	Multi-Year Subregional Programs Subtotal	P	11 2000	F1 2002	SC	\$1,430,000		\$12,879,700	L'
94	GRAND TOTAL					\$21,011,027	\$31,243,641	\$ 53,450,669	
	-								

May 2025 Recommendations

CONSIDER:

- A. APPROVING programming of \$2,709,031 within the capacity of Measure M Multi-Year Subregional Program (MSP) Subregional Equity Program (Expenditure Line 68), as shown in Attachment A; and
- B. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements and/or amendments for approved projects.

Recommended Projects

Westside Metro Rail Network (2028) and Priority WSCCOG Bus Corridors - Feb. 2025

WESTSIDE CITIES COUNCIL OF GOVERNMENTS



Next Steps

- Execute Funding Agreements with the implementing agencies to initiate projects
- Continue working with the Subregion to identify and deliver projects
- Return to the Board annually for Program/Project updates



Board Report

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

File #: 2025-0324, File Type: Contract

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

SUBJECT: TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM

PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR

ACTION: APPROVE CONTRACT AWARD

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson - LDC, Inc. for the administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective June 1, 2025, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

In response to direction from the Metro Board of Directors via a series of motions from 2015 to 2021 (Attachment A) to strengthen small business support and prevent displacement near transit, Metro developed the Transit Oriented Communities Economic Development Program (EDP), including the Pilot Investment Fund (Fund) which the Board approved December 1, 2022. The EDP consists of two components, station area activation and the Pilot Investment Fund (Fund). The station area activation component of the EDP has progressed with grant agreements for Station Managers at the three pilot stations Leimert Park, Westlake/MacArthur Park, and Willowbrook/Rosa Parks, program management plans, and program launch scheduled in June 2025. Metro now plans to implement the Fund component of the EDP to assist small businesses and eligible nonprofit organizations.

The Fund is designed to leverage Metro's significant transit infrastructure investment and serve as an economic catalyst for Equity Focused Communities (EFCs). It partners with other agencies and private financial institutions for additional resources and requires a community development financial institution (CDFI) for program administration. To successfully structure, launch, and administer the Fund, Metro conducted a competitive solicitation seeking a qualified CDFI. CDFIs are mission-driven lenders dedicated to expanding economic opportunity in communities underserved by traditional financial institutions.

Board approval is required to select the recommended CDFI as the Fund Program Administrator to help finalize the program guidelines prior to returning to the Board and implementing the Fund. This

action is a critical next step to establish the Fund and ensure timely deployment of resources that will protect, strengthen, and grow small businesses in these communities, mitigating displacement and helping these communities thrive alongside Metro's transit investments.

BACKGROUND

The EDP builds on a history of Board-supported efforts to assist small businesses impacted by transit projects. In August 2016, the Board approved \$1 million for the Small Business Assistance Loan Program. However, uptake of that program was limited due to restrictive lending parameters. As the COVID-19 pandemic unfolded, Metro quickly partnered with the Los Angeles County Development Authority to create the COVID-19 Recovery Loan Program in May 2020, reallocating \$1 million from the Small Business Assistance Loan Program to help struggling businesses. Repayment proceeds up to \$853,000 from the Recovery Loan Program are now reserved to help fund administrative costs for the EDP Pilot Investment Fund.

Throughout 2021 and 2022, Metro staff engaged in an extensive process to redesign and modernize its small business support programs to better meet community needs. This included sponsoring two economic development roundtable discussions, conducting outreach meetings, and interviewing more than 100 stakeholders from financial institutions, community-based organizations, small business associations, economic development corporations, and public sector agencies. The feedback from these conversations directly informed the structure of the Fund and Metro's broader, innovative, and more sustainable approach to post-construction small business support.

The Board approved the EDP and \$5 million for the implementation of the Fund on December 1, 2022, contingent upon Board approval of the Fund Guidelines. The Fund Service Area (FSA) also approved by this Board action includes a half-mile radius of the K Line (formerly Crenshaw/LAX Line) and the Little Tokyo segment of the A/E Line. To leverage Metro's \$5 million loan seed funding, Metro has entered into an Agreement with the California Pollution Control Financing Authority (CPCFA) securing an additional \$15 million in resources through the State Small Business Credit Initiative (SSBCI) to assist socially and economically disadvantaged individuals (SEDI) and business enterprises.

DISCUSSION

Access to capital remains a persistent barrier for small businesses, especially those owned by Black, Indigenous, Latino(a), Asian American, Pacific Islander, and other historically underserved groups. These communities, disproportionately impacted by the COVID-19 pandemic and economic disinvestment, are now at a pivotal moment as Metro expands rail service. Without immediate, targeted intervention, these businesses risk permanent displacement, undermining community stability, cultural heritage, and the intended benefits of Metro's transit investments.

Selection of the Fund Program Administrator is a critical step in advancing the agency's commitment to stabilizing and strengthening small businesses and nonprofit organizations in historically underserved communities near our transit corridors. With federal investment in equity programs slowing and economic markets becoming increasingly volatile, the need for Metro to take proactive, locally-driven steps to foster economic resiliency has never been more urgent.

The Fund will provide: 1) technical assistance and access to capital with favorable terms, 2) access to private equity financing to fund startups, early-stage, and emerging companies, and 3) a pipeline to sustainability and growth for small businesses and nonprofits with a social enterprise. A social enterprise is an organization or venture (within an organization) that advances a social mission through market-based strategies. By supporting these businesses, the Fund also supports Metro's goals to create vibrant, culturally rich, and economically sustainable station areas that increase ridership and community confidence in our transit investments.

Metro released a highly specialized Request for Proposals to identify a Program Administrator for the Fund, prioritizing expertise in lending, outreach, technical assistance, and deep community ties within the FSAs. The EDP Fund Program Administrator contract is structured to include a three-year base contract with two, one-year options to be exercised at Metro's discretion. The base contract includes internal and external stakeholder engagement, Fund set-up, program administration, and close-out. The program administrator is responsible for meeting the five tasks described below.

- **Task 1 Program Administration:** meet resource requirements, including personnel and the infrastructure to administer the Fund. Deliverables include the Personnel Plan, Infrastructure Framework, Fund Administrative Guidelines, Disbursement Agreement, and the Review and Dispute Process.
- **Task 2 Fund Implementation and Tracking:** process business eligibility by developing a timeline for evaluation, underwriting loan applications, ongoing monitoring, and loan payment guidance. Deliverables include administering the Fund account, providing match requirements, developing standard operating procedures, and completing the End of the Loan Origination Period Report.
- **Task 3 Technical Assistance and Marketing Plan:** provide in-house technical assistance to eligible small businesses and nonprofit organizations to secure Fund resources and offer referral services to businesses denied or approved, including but not limited to service providers CPCFA, IBANK, Go Biz, Small Business Development Centers (SBDC), Financial Development Corporations, L.A. County Department of Economic Opportunity, the economic development departments of local jurisdictions, discounted utility services, and marketing resources. Deliverables include a Marketing Plan and Technical Assistance Services Summary and Execution Plan.
- **Task 4 Fund Reporting and Auditing:** provide progress reports commensurate with the Loan Approval Committee frequency, summary reports, quarterly reports, and an annual report to Metro's Project Manager. Respond to annual and Office of the Inspector General audits that may occur from time to time.
- **Task 5 Fund Close-Out Plan:** develop a Fund Close-Out Plan that identifies the processes for closing out the Fund when all loan repayments have been received and illustrate longevity to service loans throughout extended terms required for real estate acquisition loans.

The proposed Program Administrator, Vermont Slauson Local Development Corporation (VSLDC),

brings decades of mission-aligned experience to this effort. VSLDC is a certified CDFI located in South Los Angeles only 1.5 miles east of the K Line. VSLDC's current service area includes most of the K Line portion of the FSA except for a small southwest portion. To meet contract requirements, this area and Little Tokyo will be incorporated for all program activities. VSLDC is also partnering with, Mega Bank, a Minority Depository Institution (MDI), to perform commercial real estate loans in the FSA. Their model integrates tailored technical assistance, proactive marketing, culturally competent outreach, and financial products designed specifically for the challenges faced by businesses within the FSAs.

Approving this recommendation will position Metro as a leader in equitable transit-oriented development, while also leveraging additional private and public sector resources to amplify its impact. Given the increasing challenges small businesses face, compounded by macroeconomic uncertainty, it is imperative that Metro acts swiftly and thoughtfully. The EDP Fund represents a meaningful, actionable response, one that honors the resilience of our communities and helps ensure that Metro's investments uplift the neighborhoods we serve.

DETERMINATION OF SAFETY IMPACT

There is no direct safety impact associated with the recommended action.

FINANCIAL IMPACT

Since this is a multi-year contract, the Cost Center Manager and Project Manager will be responsible for allocating budget for the overall expenditure across subsequent years until project completion, including any options exercised. Up to \$853,000 in repayment proceeds from the COVID-19 Recovery Loan Program is also designated for program administration.

Impact to Budget

To initiate program administration, funds for this contract in the amount of \$1,000,000 have been requested in the FY26 budget (Cost Center 4530, Project 610026, Economic Development, Account 50316). Future funding obligations will be included in annual budget preparation by TOC staff.

The funding for this contract is General Funds. These funds are eligible for Metro bus and rail capital and operating expenditures.

EQUITY PLATFORM

The Fund has the potential to positively impact over 200 small, legacy and locally owned businesses, nonprofit organizations with social enterprises, the surrounding community, and transit riders located within 1/2 mile of the K Line and the Little Tokyo segment of the A/E Line. These lines traverse through EFCs in South Los Angeles and Little Tokyo. Business ownership is diverse and reflective of the local community. This action will ensure funds are available to secure a certified CDFI to administer and market the Fund.

The Diversity & Economic Opportunity Department did not recommend a Small Business/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of

certified firms that perform these services (Attachment B). A total of 101 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on April 22, 2024, and was attended by four participants representing four firms (Attachment C).

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment activities that will benefit transit oriented communities and further encourage transit ridership, ridesharing, and active transportation. This fund will support businesses that are located within walking distance of the A/E and K Lines and will provide Metro's riders and local residents with opportunities to access goods and services without using a car. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These recommendations support Vision 2028 Strategic Plan Goals 3 and 4. The EDP and the Fund are grounded in enhancing communities and lives through mobility and access to opportunity (Strategic Goal 3) by working with economic development stakeholders to leverage the public transportation system to create a safe and pleasant environment to access transit and increase transit ridership by facilitating commercial revitalization, stimulating private investment, and supporting the preservation and growth of small businesses near transit. Additionally, the need for transforming LA County through regional collaboration and national leadership (Strategic Goal 4) is greater than ever with the anticipation of the World Cup and Olympics. Metro is well-positioned to partner with LA County jurisdictions to create a national model for supporting small businesses in underrepresented communities by leveraging transportation assets to spur revitalization, enhance the ridership experience, and address safety concerns.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the Program Administrator for the EDP Fund. Staff does not recommend this action. This recommendation helps carry out a Board-approved program in furtherance of Metro's Equity Platform and Strategic Goals. With rising inflation, increasing rents, and the lack of access to capital, the consequences of non-action include the potential displacement of small, BIPOC, legacy businesses renting along the proposed corridors, and disinvestment in the communities surrounding Metro's multibillion-dollar transit investment.

File #: 2025-0324, File Type: Contract

Agenda Number: 14.

NEXT STEPS

Upon Board approval, staff will execute Contract No. PS122552000 with Vermont Slauson - LDC, Inc. for the Transit Oriented Communities Economic Development Program Pilot Investment Fund Program Administrator and return to the Board with program guidelines later this calendar year, marketing and launching the program in 2026.

ATTACHMENTS

Attachment A - Metro Board Motions

Attachment B - DEOD Summary

Attachment C - Procurement Summary

Prepared by: Michelle Banks-Ordone, Senior Director, (213) 547-4375

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Metro Page 6 of 6 Printed on 5/9/2025

Metro



Board Report

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

File #: 2015-1479, File Type: Motion / Motion Response Agenda Number: 58.

REGULAR BOARD MEETING SEPTEMBER 27, 2015

Motion by:

Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl

September 27, 2015

Relating to Item 58, File ID 2015-1088; IMPLEMENTATION OF AFFORDABLE HOUSING AND BUSINESS LOAN FUNDS

In March 2015, the Metropolitan Transportation Authority (Metro) Board of Directors (Board) directed the Chief Executive Officer to negotiate the terms and conditions for Metro's participation in a multipartner Countywide Transit-Oriented Affordable Housing and Business Loan Fund (Proposed Fund). The purpose of the Proposed Fund was to promote development and preservation of affordable housing and small businesses within a half-mile of Metro rail stations, bus rapid transit or rapid bus stops.

Staff has engaged members of the community development and finance communities in exploring potential formats for the Proposed Fund with an emphasis on transit oriented communities. While the residential and commercial purposes of the Proposed Fund are synergistic, their administration, approach and objectives are materially different, therefore necessitating two separate funding frameworks.

With regard to the Affordable Housing Loan Fund, staff has identified a consortium led by the California Community Foundation and Low Income Investment Fund that has the local experience, depth of potential investor interest and deep experience in creating and implementing housing investment funds to meet the Board's objectives for this investment. The consortium has committed to securing over \$60 million to match Metro's \$10 million commitment in order to meaningfully capitalize the loan fund.

With regard to the Business Loan Fund, staff has reached out to a number of impacted stakeholders, and has indicators that a potential comprehensive package of loan products requires additional consideration. However, staff has identified an immediate and critical gap in available funding for commercial tenant improvements both as a component of mixed-use affordable housing projects and in small, free standing commercial properties in close proximity to transit facilities, but the challenge extends to community-based retail tenants within one and one-half mile of transit corridors. With

Agenda Number: 58.

regard to ground floor retail in mixed-use affordable housing projects, a study by the City of Los Angeles indicated that nearly 20% of the City of LA's funded affordable housing projects have vacancies, with most of these vacancies concentrated in underserved neighborhoods. In addition, Metro affordable housing joint developments have chronic vacancies at Hollywood and Western, Westlake MacArthur Park, 1st and Boyle, and Del Mar Stations. Providing grants to support the establishment of local, small businesses within projects such as these can support local economic development initiatives and promote job creation while lowering the risks of displacement and contributing to the revitalization of transit-oriented communities.

MOTION by Ridley-Thomas, Garcetti, Dupont-Walker and Kuehl directing the Chief Executive Officer to move forward with implementation of Affordable Housing and Business Loan Funds as follows:

- A. Engage the consortium led by California Community Foundation and Low Income Investment Fund to negotiate terms and conditions, in a multi-partner Countywide Transit-Oriented Affordable Housing Loan Fund to support the production and preservation of transit-oriented affordable housing (including mixed use projects)that leverages Metro's financial contribution, as previously approved by the Boardin March 2015, and return to the Board for approval of the final terms and conditions;
- B. Design a pilot Countywide Transit-Oriented Small Business Loan Fund program to provide financing under favorable terms for commercial tenant improvements within transit adjacent, mixed use (including affordable housing) or commercial projects with particular emphasis on tenant improvements for local small businesses, with priority for ones that have been operating in the community for at least 5 years. Should Metro be unable to administer the loan fund internally, the agency should contract with an external administrator with relevant expertise (e.g. community development financial institutions, banks, the Community Development Commission, or small business centers);
- C. Continue research and engagement with community development financial institutions, municipalities, private sector banks, regional economic development corporations, and other interested parties on the potential expansion of the Countywide Transit-Oriented Small Business Loan Fund program to include a variety of financial products and report back within 120 days;
- D. For purposes of furthering the above described objectives, amend the budget to initially allocate \$500,000 of the previously-committed funding for the Affordable Housing and Business Loan Fund to the pilot Countywide Transit-Oriented Small Business Loan Fund, to be dispersed over the next two fiscal years, and be administered by the Office of Management and Budget and the Diversity & Economic Opportunity Department, in coordination with the Office of Countywide Planning and Development; and
- E. Provide a quarterly written update to the Board on the status, implementation and impacts of both Loan Fund programs.

Metro



Board Report

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

File #: 2020-0307, File Type: Motion / Motion Response Agenda Number: 43.

REGULAR BOARD MEETING APRIL 23, 2020

Motion by:

DIRECTORS RIDLEY-THOMAS, KUEHL, BUTTS, GARCETTI, and DUPONT-WALKER

Assistance to Transit-Oriented Businesses in Response to COVID-19

On August 25, 2016, Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors approved the Transit-Oriented Communities (TOC) Small Business Program, allocating \$1,000,000 in loan funding for tenant improvements to ground floor retail spaces in affordable housing projects near High Quality Transit Nodes.

The purpose of the TOC Small Business Program was to provide low-interest, flexible loans to support small businesses that are located close to public transit. The TOC Small Business Program funding has been allocated to the Los Angeles County Development Authority (LACDA), to administer the program on behalf of Metro. However, to date, there has been limited interest in the fund, with \$853,000 still available.

In response to the COVID-19 pandemic and resulting economic impacts locally, the LACDA has established a Business Recovery Loan Program (Loan Program) to provide immediate relief to small businesses. This Loan Program, initially funded with \$3,000,000 from the Economic Development Administration, was created to provide flexible borrowing options for Los Angeles County business owners to enable them to remain viable until the economy reopens. There is significant demand for the Loan Program, with over 800 businesses expressing interest in securing a loan within 24 hours of the launch of the Program.

Repurposing the TOC Small Business Program into a TOC Business Recovery Loan Program could provide a critical and timely tool to sustain small businesses located close to transit, which are struggling to survive the COVID-19 economic crisis. The repurposing of these funds also advances Metro's continued partnership with other governmental entities and community-based organizations to support LA County residents and business owners facing hardships due to the COVID-19 pandemic.

File #: 2020-0307, File Type: Motion / Motion Response Agenda Number: 43.

SUBJECT: ASSISTANCE TO TRANSIT-ORIENTED BUSINESSES IN RESPONSE TO COVID-19 RECOMMENDATION

APPROVE Motion by Directors Ridley-Thomas, Kuehl, Butts, Garcetti, and Dupont-Walker:

Directing the Chief Executive Officer to negotiate and execute amendments to the agreement with the Los Angeles County Development Authority (LACDA) to reallocate up to \$853,000 of the TOC Small Business Program funds to implement a TOC COVID-19 Business Recovery Loan Program with the following components:

- Restrict the funds to businesses within Los Angeles County that are within 1/4 mile of a Major Transit Stop as defined by California Public Resources Code Section 21064.3, which may be amended from time to time;
- 2. Require the loans funded with Metro funds be subject to the following requirements:
 - a. Each below-market interest loan will not exceed \$20,000 and will cover operating expenses for a qualifying small business with up to 25 full time employees;
 - b. Each loan will have a 5-year term with repayment of principal and interest deferred for the first 12 months;
 - c. There will be no loan origination fee and no collateral required; and
 - d. Each recipient must have been in continuous operation for not less than 24 months prior to the COVID-19 crisis and have demonstrated a negative financial impact due to the COVID-19 crisis.
- 3. Limit LACDA's administrative costs to no more than \$37,000; and
- 4. Metro staff will provide an update to the Board of Directors in writing within 6 months of Board Approval regarding the impact of the TOC COVID-19 Business Recovery Loan Program.

AMENDMENT

Board Meeting

April 22, 2020

Item 43: Assistance to Transit-Oriented Businesses in Response to COVID-19

WE FURTHER MOVE that the Board direct the CEO to:

- 1. Ensure that any Metro funding added to the LA County Business Recovery Loan Program will be repaid back to Metro and retained for the Transit Oriented Communities Small Business Program;
- 2. Work with LACDA to ensure geographic distribution of Metro funds across subregions; and
- 3. Report back to the Planning & Programming Committee in 120 days with recommendations for improvements to the Transit Oriented Communities Small Business Program, including but not limited to guideline revisions to make funding easier for small businesses to access.

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Metro



Board Report

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

File #: 2020-0910, File Type: Motion / Motion Response Agenda Number: 49.

REVISED EXECUTIVE MANAGEMENT COMMITTEE JANUARY 21, 2021

Motion by:

DIRECTORS GARCETTI, KUEHL, SOLIS, AND KREKORIAN

Metro Small-Scale Retail

Services and retail offered at transportation hubs support a robust and attractive system. Retail activity as part of the transportation experience can increase safety, support communities, and directly create economic opportunities. Metro staff presented the Concessions Study Report to the Board in 2014 which found that Metro could realize more than \$800,000 per year in net revenue with a system-wide concession program. With the ongoing financial crisis from COVID-19, Metro needs to evaluate all options for increasing revenue.

Since 2014, Metro's portfolio of projects has expanded, including Active Transportation and Bus Rapid Transit Corridors. These types of projects have more interfaces with local rights-of-way than traditional bus stops or rail stations, resulting in more complex relationships between Metro and local jurisdictions. Metro's potential opportunities for concessions may be broader now than several years ago and could include equity-informed community partnerships or business cases started through Unsolicited Proposals.

SUBJECT: METRO SMALL-SCALE RETAIL

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Kuehl, Solis, and Krekorian as amended that the Board direct the CEO to:

A. Revisit the findings of the Jones Lang LaSalle Concessions Program Concept for Metro Owned Facilities report dated June 28, 2013 and develop an assessment of needs to establish a small-scale retail program that supports small and disadvantaged businesses, and microentrepreneurs, including context-sensitive community partnerships, in Metro's current portfolio of projects.

File #: 2020-0910, File Type: Motion / Motion Response

Agenda Number: 49.

Amendment by Dupont-Walker: Include opportunities to complement and partner with the Transit-Oriented Communities Small Business Program, which is currently being updated by Countywide Planning.

- B. Form a working group to determine opportunities and next steps for advancing this work.
- C. Report back to EMC with an update in 90 days.

DEOD SUMMARY

TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR / PS122552000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of availability of certified firms that perform this service. Vermont Slauson – LDC, Inc. listed three non-certified firms to perform the services of this contract.

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. <u>Prevailing Wage Applicability</u>

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.

PROCUREMENT SUMMARY

TRANSIT ORIENTED COMMUNITIES ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND PROGRAM ADMINISTATOR / PS122552000

1.	Contract Number: PS122552000					
2.	Recommended Vendor: Vermont Slauson – LDC, Inc.					
3.	Type of Procurement (check one): 🗌 I	FB ⊠ RFP □ RFP-A&E				
	☐ Non-Competitive ☐ Modification	☐ Task Order				
4.	Procurement Dates:					
	A. Issued : April 4, 2024					
	B. Advertised/Publicized: April 4, 2024					
	C. Pre-Proposal Conference: April 22, 2024					
	D. Proposals Due: August 5, 2024					
	E. Pre-Qualification Completed: March 12, 2025					
	F. Ethics Declaration Forms submitted	to Ethics: October 9, 2024				
	G. Protest Period End Date: April 22, 20	25				
5.	Solicitations Downloaded:	Bids/Proposals Received:				
	101 3					
6.	Contract Administrator: Telephone Number:					
	Marc Margoni (213) 922-1304					
7.	Project Manager:	Telephone Number:				
	Michelle Banks-Ordone	(213) 547-4375				

A. Procurement Background

This Board Action is to approve Contract No. PS122552000 to provide administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund. The Board approved Pilot Program Fund Service Area (FSA) includes a half-mile radius of the K Line (formerly Crenshaw/LAX Line) and the Little Tokyo segment of the A/E Line. Board approval of contract awards is subject to the resolution of any properly submitted protest(s), if any.

Request for Proposal (RFP) No. PS122552 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of certified firms that perform these services.

Five (5) amendments were issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on April 9, 2024, updated the time for the virtual pre-proposal conference.
- Amendment No. 2, issued on May 30, 2024, extended the proposal due date from June 4, 2024 to July 8, 2024.

- Amendment No. 3, issued on June 24, 2024, added a supplemental Q&A session on July 1, 2024, and extended the proposal due date from July 8, 2024 to July 22, 2024.
- Amendment No. 4, issued on June 26, 2024, extended the time for the virtual Q&A session.
- Amendment No. 5, issued on July 22, 2024, extended the proposal due date from July 22, 2024 to August 5, 2024.

A total of 101 downloads of the RFP were included in the planholders list. A virtual pre-proposal conference was held on April 22, 2024, and was attended by four participants representing four firms. There were 25 questions received for this RFP and responses were provided prior to the proposal due date.

A total of three proposals were received on August 5, 2024, and are listed below in alphabetical order.

- 1. Business Consortium Fund, Inc. (BCF)
- 2. PACE Finance Corporation (PFC)
- 3. Vermont Slauson LDC, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from the Office of Equity and Race, Countywide Planning and Development, and Treasury, was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria:

Phase I – Minimum Requirements and Preferences Checklist: This is a pass/fail criteria. To be responsive, the proposer must meet the following:

- Provide evidence that the proposing firm is a Certified Community Development Financial Institution (CDFI).
- Acknowledge that Board approval of the program guidelines is a condition precedent to disbursing funds for the EDP Pilot Investment Fund.
- Provide a narrative describing CDFI knowledge and level of participation as a financial institution in the CPCFA California Capital Access Program (CalCAP) and the Collateral Support program.
- Provide a narrative of familiarity with IBANK Financial Development Corporations (FDCs) to provide loan guarantees through the California Small Business Credit Initiative.
- Provide a narrative that describes the CDFI's ability to guarantee that all lending and technical assistance under this award is within the Fund Service Area only.
- Provide a narrative that the CDFI is committed to transparency and audit activities.

All three proposers met the Minimum Requirements and Preferences Checklist review and were further evaluated based on the following Phase II – Criteria for Evaluation:

•	Professional Experience	25%
•	Personnel Qualifications and Management Plan	15%
•	Approach and Methodology	30%
•	Cost	25%
•	Optional Matching Funds	5%

Several factors were considered when developing these weights, giving the greatest importance to approach and methodology.

From October 16, 2024, through January 6, 2025, the PET independently evaluated and scored the technical proposals. The evaluation period was delayed due to an unforeseen leave of absence. At the conclusion of the evaluation, the PET determined Vermont Slauson – LDC, Inc. to be the top ranked firm.

Qualifications Summary of Firms:

Vermont Slauson – LDC, Inc.

Vermont Slauson LDC, Inc.'s (VSLDC) parent organization, Vermont Slauson Economic Development Corporation (VSEDC), a nonprofit 501(c)(4) corporation, was founded in 1981 as a citizen advisory committee by Marva Smith-Bey and former City of Los Angeles Mayor Tom Bradley. VSEDC's primary mission is to facilitate community development and the revitalization of South Los Angeles and neighboring communities. VSEDC created VSLDC as a 501(c)(3) nonprofit in 1983 to manage grants and contracts, with VSLDC achieving CDFI certification as a loan fund in 2018.

VSLDC's experience and program methodology demonstrated a strong understanding of the objective of Metro's Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) and an ability to establish and administer the Fund. VSLDC will partner with a Minority Depository Institution to administer the Fund. Collectively since 2020, they have originated 29 loans totaling \$28.3 million to small businesses and real estate projects either within the K Line and Little Tokyo FSAs or within zip codes that contain portions of the FSAs. VSLDC is headquartered along the Slauson Avenue corridor in the heart of South Los Angeles, only 1.5 miles east of the K Line FSA.

PACE Finance Corporation (PFC)

PACE Finance Corporation (PFC), a certified Community Development Financial Institution (CDFI), fosters community development by supporting low-income, social and economically disadvantaged, Black, Indigenous and other people of color-owned small businesses in Los Angeles County. Both PACE (Parent organization) and PFC

are approved as CalCap lenders for the Small Business Program. Since 2013, PACE/PFC has provided 86 loans in total of nearly \$3 million. PFC's principal place of business is Los Angeles, California.

PFC's proposal, although well-written, presented descriptions as general narratives. Short and concise information areas did not provide the nexus to the scope of services needed to understand the vision for administering the Pilot Investment Fund.

Business Consortium Fund, Inc.

Business Consortium Fund, Inc. (BCF) was established in 1987 in partnership with the National Minority Supplier Development Council to provide technical assistance and capital to minority business enterprises (MBEs). The disadvantaged businesses serviced by BCF face the same challenges of opportunity and capital faced by businesses located in the FSA. Currently, BCF has 56 active loans totaling \$4.1 million to MBEs that had limited access to capital. BCF's principal place of business is New York City, New York.

BCF demonstrated experience and a track record for developing investment funds and leading programs; however, BCF has not conducted outreach or provided loans in the FSA. They are out-of-state and did not demonstrate first-hand knowledge of the FSA.

The following is a summary of the PET scores:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Vermont Slauson – LDC, Inc.				
3	Professional Experience	93.32	25.00%	23.33	
4	Personnel Qualifications and Management Plan	90.00	15.00%	13.50	
5	Approach and Methodology	90.00	30.00%	27.00	
6	Cost	100.00	25.00%	25.00	
7	Optional Matching Funds	100.00	5.00%	5.00	
8	Total		100.00%	93.83	1
9	PACE Finance Corporation				
10	Professional Experience	86.00	25.00%	21.50	
11	Personnel Qualifications and Management Plan	75.33	15.00%	11.30	
12	Approach and Methodology	83.33	30.00%	25.00	
13	Cost	60.00	25.00%	15.00	
14	Optional Matching Funds	100.00	5.00%	5.00	

15	Total		100.00%	77.80	2
16	Business Consortium Fund, Inc.				
17	Professional Experience	88.67	25.00%	22.17	
18	Personnel Qualifications and Management Plan	84.00	15.00%	12.60	
19	Approach and Methodology	86.67	30.00%	26.00	
20	Cost	39.40	25.00%	9.85	
21	Optional Matching Funds	100.00	5.00%	5.00	
22	Total		100.00%	75.62	3

C. Price Analysis

The recommended price has been determined to be fair and reasonable based upon adequate price competition, an Independent Cost Estimate (ICE), price analysis, technical analysis, and negotiations. Staff successfully negotiated cost savings of \$64,745.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	Vermont Slauson – LDC, Inc.	\$1,999,725	\$1,818,467	\$1,934,980
2.	PACE Finance Corporation	\$3,333,320		
3.	Business Consortium Fund, Inc.	\$5,075,381		

D. Background on Recommended Contractor

Vermont Slauson - LDC, Inc., located in Los Angeles, CA has been in business since 1983 and has been providing comprehensive technical assistance to women, minority, and other underserved, low-to-medium income small business owners in South Los Angeles, including the Crenshaw Metro rail corridor and Little Tokyo Metro rail station's surrounding corridor. Under contract with both the City and County of Los Angeles, Vermont Slauson - LDC, Inc. has established a robust suite of programs and counseling to support the establishment and growth of small businesses with the goal of fostering economic development through entrepreneurship and the creation of generational wealth.



We're Supporting Thriving Communities

ECONOMIC DEVELOPMENT PROGRAM PILOT INVESTMENT FUND PROGRAM ADMINISTRATOR

PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025 FILE# 2025-0324



Approve Recommendation

AUTHORIZE the Chief Executive Officer (CEO) to award a firm fixed price Contract No. PS122552000 to Vermont Slauson-LDC, Inc. for administration of the Transit Oriented Communities Economic Development Program (EDP) Pilot Investment Fund (Fund) in the amount of \$1,370,495 for the three-year base term, and \$310,740 for the first option year, and \$253,745 for the second option year, for a total combined contract amount of \$1,934,980, effective June 1, 2025, subject to resolution of any properly submitted protest(s), if any.



Background

Board Directives

- > **2015** Small Business Assistance Loan Program
- > **2020** COVID-19 Recovery Loan Program
- > 2021 Small Scale Retail Motion
- > 2022 Economic Development Program

Program Goals and Need

- Build upon Metro construction mitigation programs to prevent displacement and promote long-term commercial stabilization near transit
- > Provide access to capital on favorable terms that target historically underserved BIPOC communities
- > Foster vibrant, culturally rich and economically sustainable station areas that increase transit ridership
- > Leverage Metro's \$5M Fund investment with other public and private sources as a transit agency model for equitable community development
- Partner with a mission-driven Community Development Financial Institution (CDFI) to provide technical assistance and administer Fund



Procurement Evaluation

Evaluation Criteria	Maximum Points	Vermont Slauson LDC, Inc.	PACE Finance Corporation	Business Consortium Fund, Inc.
Professional Experience Personnel Qualifications and Management Plan	25.00	23.33	21.50	22.17
	15.00	13.50	11.30	12.60
Approach and Methodology	30.00	27.00	25.00	26.00
Cost	25.00	25.00	15.00	9.85
Optional Matching Funds	5.00	5.00	5.00	5.00
Total Score	100.00	93.83	77.80	75.62

DEOD Commitment

The Diversity & Economic Opportunity Department did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement due to the lack of small businesses that perform these services and the requirement that the prime be a Community Development Financial Institutions (CDFI).



Pilot Investment Fund Administration Contract

Responsibilities

The Fund Administrator is responsible for setting up the Fund, developing program guidelines for Metro's review, creating a close-out plan, and the day-to-day administration of the Fund, including, but not limited to:

- > marketing and outreach to eligible small businesses and nonprofit organizations;
- > determining participant eligibility;
- > processing applications, awarding funds, program tracking;
- > providing technical assistance.

Fund Service Area

The Fund Service Area is a half-mile radius around the K-Line and Little Tokyo segment of the A/E Line to maximize business preservation after construction of new rail lines.



Next Steps



Mid 2025

Execute Contract and initiate development of Program Guidelines



Late 2025

Board consideration of Final Program Guidelines



Early 2026

Launch Program





Board Report

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

File #: 2025-0376, File Type: Program Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE MAY 14, 2025

SUBJECT: MEASURE M METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE

(MAT) PROGRAM UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

- A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements, in the amount of \$3,379,169.89;
- B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements; and
- C. AUTHORIZING the Chief Executive Officer (CEO), or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.

ISSUE

The Board's approval is required to reallocate funding from the Western/Slauson MAT project to the Crenshaw Boulevard First/Last Mile Improvements project. This action is prompted by a request from the grantee, the City of Los Angeles, (city) to secure needed funding for the Crenshaw Boulevard First/Last Mile Improvements project.

BACKGROUND

The MAT Program is included as line item 47 in the Measure M Expenditure Plan and allocates \$857.5 million (2015 dollars) for investment in active transportation infrastructure over 40 years.

The Board approved the first MAT Program funding cycle process and selection criteria in January 2020, and the project selection and programming of \$63,100,000 in Measure M MAT Program funds in January 2021. The Western/Slauson MAT project was awarded \$3,606,043 from FY21-FY25 to improve safety and access to bus stops at the intersection of Western Avenue and Slauson Avenue by deploying a broad range of first/last mile improvements including landscaping and shade, curb

ramps, high visibility crosswalks, improved sidewalks, and bicycle friendly intersections.

Crenshaw Boulevard First/Last Mile Improvements will be part of a the unique Destination Crenshaw project that will improve pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard while also incorporating art installations, open space, and community gathering space. When complete, it will serve as a high-visibility gateway and community asset for South Los Angeles.

Last month, Metro received a request from the city to reallocate funding awarded for the Western/Slauson project. In order to accommodate this request, staff is seeking Board action to reallocate funds, waive program requirements, and authorize the CEO to negotiate and execute agreements, noting intent for agreement terms to assure that Western/Slauson will be delivered with other funding as described further below. The amount of the recommended reallocation is \$3,379,169.89, representing the original award to Western/Slauson reduced by expenditures to date.

DISCUSSION

Reallocating MAT funds will result in high value, high quality improvements consistent with the intent of the MAT program. Funding support for Crenshaw Boulevard First/Last Mile Improvements will facilitate delivery of a high-visibility complete street and cultural hub in advance of the 2028 Olympic Games.

Accommodating the city's requests, while it supports a high-value project consistent with the goals of the MAT program, is outside the process approved by the Board in 2020. Specifically, Cycle 1 of the MAT program was based on an "invitation to apply" model with pre-selected and ranked project locations based on the Board-adopted Active Transportation Strategic Plan . Crenshaw Boulevard First/Last Mile Improvements, which will serve as a first/last mile project for K Line stations at Leimert Park and Hyde Park, was not an eligible project location at the time of the original competitive process; Therefore, the recommendation also includes an action to waive applicable eligibility requirements. Staff recommends this approach as appropriate because it will reallocate funds to the same grantee (city of Los Angeles), who is providing assurance the original awarded project will be fully funded and completed, and because all project elements delivered with MAT funds will be eligible improvements.

Staff will additionally negotiate and execute a revised Funding Agreement. Of note, city staff have indicated a commitment to subsequently fund and complete the Western/Slauson project. As part of negotiations, staff will develop agreement provisions to formalize this commitment and pursue other options to preserve the value of work completed to date on the Western/Slauson project.

DETERMINATION OF SAFETY IMPACT

Projects funded through the MAT program are intended to improve safety for people walking, biking, and rolling to transit stations. The implementation of the project associated with this action will improve safety along the Crenshaw Boulevard corridor and for people accessing K Line stations.

FINANCIAL IMPACT

The recommended action will have no direct financial impact as it is reallocating previously programmed funds. The city's commitment to secure additional funding to complete the Western/Slauson project will result in successfully leveraging Metro resources to result in additional walk, bike, and safety improvements.

As part of subsequent negotiations associated with this action, staff will determine a schedule for the Crenshaw Boulevard First/Last Mile Improvements project that may result in changes to the yearly programmed funds. Any such changes will be reported to the Board in subsequent MAT program updates. The Cost Center manager and Chief Planning Officer are responsible for the budgeting funds as needed for future years.

Impact to Budget

In FY25, \$3,937,521.00 is budgeted in Cost Center 0441 (subsidies budget-Planning), Project #473001 (Metro Active Transportation Program) for reimbursement payments to MAT Projects that are being implemented by local jurisdictions.

Since MAT projects are multi-year projects, the Cost Center managers and Chief Planning Officer will be responsible for budgeting in future years.

The source of funds for these projects is Measure M Active Transportation 2%. This fund source is not eligible for Metro bus and rail operating and capital expenditures. Taking this action will not impact Metro's finances as the funding is already dedicated to active transportation and first/last mile projects implemented by local jurisdictions.

EQUITY PLATFORM

The recommended action reallocates funding for improvements centered at the intersection of Western Avenue and Slauson Avenue to instead deliver improvements along Crenshaw Boulevard. Census tracts surrounding Western/Slauson are predominantly in the high need tier for Metro Equity Focused Communities. The table below provides a high-level summary of equity considerations for the two project areas inclusive of share of low income households, and Black, Indigenous, and Persons of Color (BIPOC) Households.

PROJECT	% low income	% BIPOC	Very high need EFC census tracts	High need EFC census tracts
Western/Slauson	59%	97%		06037232500, 06037237202
Crenshaw	60%	70%	06037234600	06037234901, 06037235202,
Boulevard				06037234901
First/Last Mile				
Improvements				

Of note, the city has indicated intent to subsequently fund and deliver the Western/Slauson project.

File #: 2025-0376, File Type: Program Agenda Number: 15.

In finalizing agreements for the reallocated project, Metro will formalize the city's commitment to the Western/Slauson project inclusive of preserving Community Based Organization (CBO) and other stakeholder participation. Finally, while MAT funding for Crenshaw Boulevard First/Last Mile Improvements will deliver core, eligible active transportation and safety improvements, the larger project of Destination Crenshaw with additional funding sources is intended to serve as a cultural and artistic celebration and gathering place for Los Angeles' black community.

In Cycle 1 of the MAT Program, eligible projects were invited to apply for the MAT program based on a screening and ranking process intended to target high need locations based on indexes of socioeconomic and environmental disadvantage.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports Metro's systemwide strategy to reduce VMT through investment and planning activities that will improve and further encourage transit ridership and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The program advances several Strategic Plan Goals including:

- Goal #1: High-quality mobility options advances new active transportation corridors and a full suite of first/last mile interventions at selected stations.
- Goal #2: Outstanding trip experiences for all will develop and advance key station access improvements including traveler/transfer information, improved signage and wayfinding among others.
- Goal #3: Enhancing communities and lives includes a clear focus on targeting investment to places that need it most due to safety, socio-economic and other factors.
- Goal #4: Transform LA County through collaboration and leadership prompts new partnership models with agencies to deliver projects.

ALTERNATIVES CONSIDERED

The Board may consider not approving the reallocation. This is not recommended as it would fail to

File #: 2025-0376, File Type: Program Agenda Number: 15.

accommodate a funding need for a high-visibility project in advance of the 2028 Olympic Games. Further, this action is intended to leverage available MAT funding by completing the Western/Slauson project with other resources. As such, not reallocating funds as recommended would forestall this opportunity.

NEXT STEPS

Upon approval, staff will provide an updated programming table for MAT Cycle 1 in a Board Box and will further report this action in upcoming Board updates on the MAT program. Staff will negotiate and execute a Funding Agreement, inclusive of a discreet scope of work for MAT funded improvements for Crenshaw Boulevard First/Last Mile Improvements as part of the Destination Crenshaw project and provisions to assure completion of the Western/Slauson project.

Prepared by: Neha Chawla, Senior Manager, Countywide Planning and Development, (213)

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Ray Sosa, Chief Planning Officer, Countywide Planning and Development, (213) Reviewed by:

547-4274

Chief Executive Officer



Metro is making it easier to walk, bike, and roll
METRO ACTIVE TRANSPORT, TRANSIT AND FIRST/LAST MILE PROGRAM
CYCLE 1 PROGRAMMING UPDATE

PLANNING & PROGRAMMING COMMITTEE



May 2025 File# 2025-0376

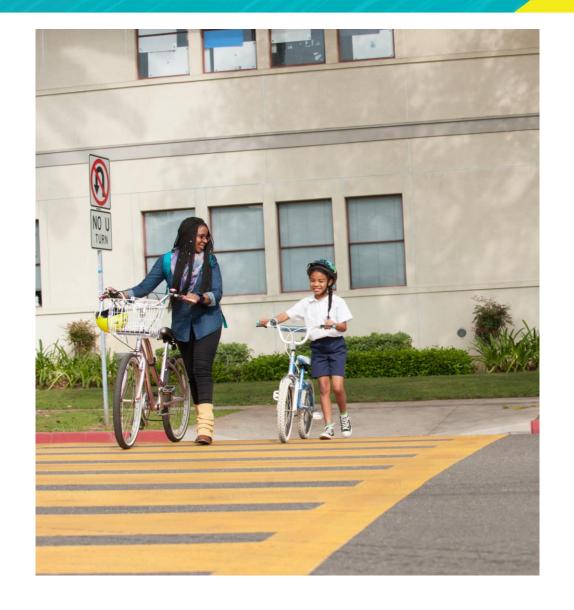
Staff Recommendations

CONSIDER:

A. REALLOCATING a Measure M Metro Active Transport, Transit and First/Last Mile (MAT) project funding award for the Western/Slauson project to a new project, Crenshaw Boulevard First/Last Mile Improvements in the amount of \$3,379,169.89;

B. WAIVING program eligibility and competitive selection procedures specific to awarding funding to Crenshaw Boulevard First/Last Mile Improvements;

C. AUTHORIZING the CEO, or their designee, to negotiate and execute all necessary agreements and/or amendments for approved projects.





Background

- > The Western/Slauson MAT project was awarded \$3,606,043 from FY21-FY25 to improve safety and access to bus stops at the intersection of Western Ave. and Slauson Ave.
- > Crenshaw Boulevard First/Last Mile Improvements is part of a unique project that will improve pedestrian and bicyclist safety and access to multiple K Line stations along Crenshaw Boulevard while also incorporating art installations, open space, and community gathering space.
- > Metro received a request from the City to repurpose funding awarded for the Western/Slauson project to Crenshaw Boulevard First/Last Mile Improvements



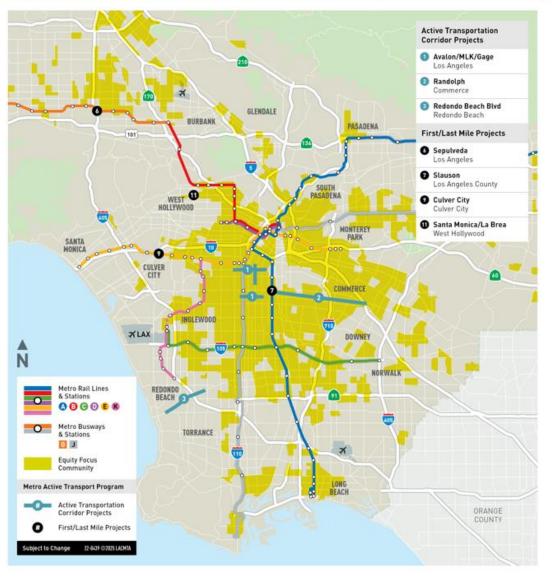
Discussion

- > Funding support for Crenshaw Boulevard First/Last Mile Improvements will facilitate delivery of a high-visibility complete street and cultural hub in advance of the 2028 Olympic Games.
- > Crenshaw Boulevard First/Last Mile Improvements was not an eligible project location at the time of the original competitive process. As such, the recommendation also includes an action to waive applicable eligibility requirements. This approach will reallocate funds to the same grantee (City of Los Angeles and Destination Crenshaw). The grantee is providing assurance the original awarded project will be fully funded and completed. All project elements delivered with MAT funds will be eligible improvements.



Equity

- Crenshaw Boulevard First/Last Mile Improvements is predominantly located within the very high need tier with census tracts at least 60% low income and at least 70% BIPOC households.
- MAT funding will deliver core, eligible active transportation and safety improvements and the larger project with additional funding sources is intended to serve as a cultural and artistic celebration and gathering place for Los Angeles' black community.





Next Steps

> Staff will provide an updated programming table for MAT Cycle 1 in a Board Box and will further report this action in upcoming Board updates on the MAT program.

> Staff will negotiate and execute a Funding Agreement, inclusive of a discreet scope of work for MAT funded improvements for Crenshaw Boulevard First/Last Mile Improvements and provisions to assure completion of the Western/Slauson project.





Board Report

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

Agenda Number: 19.

FINANCE, BUDGET AND AUDIT COMMITTEE MAY 15, 2025

SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION

ACTION: APPROVE RECOMMENDATION

File #: 2024-1112, File Type: Appointment

RECOMMENDATION

APPROVE the following nominees for the Measure M Independent Taxpayer Oversight Committee (MMITOC):

- A. Jesse Soto, the recommended nominee for area of expertise B, municipal/public finance and/or budgeting professional; and
- B. Michael Moore, the recommended nominee for area of expertise C, transit professional with experience in senior-level decision-making in transit operations and labor practices.

ISSUE

The MMITOC consists of seven members representing various areas of expertise (Attachment A). Currently, there are three open positions on the MMITOC. This action seeks to fill two of the resulting vacancies.

BACKGROUND

The Measure M Ordinance (Ordinance), approved by voters in November 2016, requires the establishment of a Taxpayer Oversight Committee to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The MMITOC carries out the responsibilities laid out in the Ordinance. It plays a valuable and constructive role in the ongoing improvement and enhancement of project delivery contemplated under the Measure M Ordinance. See Attachment A for committee requirements.

The MMITOC is comprised of seven members representing the following areas of expertise (Attachment A):

- A. A retired federal or state judge;
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience;

- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices;
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews;
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects;
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience; and
- G. A regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector.

In October 2020, the member representing Expertise A - a retired federal or state judge, resigned. In June 2024, the member representing Expertise B - municipal/public finance and/or budgeting professional resigned due to a change in residence, which made them ineligible to serve. In addition, the member representing Expertise C - transit professional, notified staff of their resignation effective June 2025 at the conclusion of their five-year term.

The Ordinance states that the Selection Panel consisting of Metro's Board Chair, Vice Chair, and Second Vice Chair or their designees shall select the MMITOC Members for approval (Attachment B). In April 2025, staff presented the eligible candidates for the MMITOC to the Selection Panel for their review. The Ethics Officer also conducted a screening of the recommended candidates to ensure compliance with the conflict of interest provisions outlined in the Ordinance.

The Board shall approve the recommended candidates by a simple majority per the selection panel guidelines (Attachment B).

DISCUSSION

There are currently three open positions on the MMITOC. This action aims to fill two of those vacancies: a municipal/public finance and/or budgeting professional and a transit professional.

In May 2024, Metro issued a press release to attract interested individuals and conducted outreach to judicial and mediation agencies, and professional finance and transit organizations to identify candidates with legal, financial, and transit expertise to promote the vacancies within the MMITOC. In addition, staff opened an online application system to collect candidate submissions.

Following this outreach process, candidate applications were evaluated and staff presented eligible candidates to the Selection Panel for review. The Selection Panel reviewed the candidates' qualifications and recommends the following two candidates be approved for the MMITOC.

• Jesse Soto, the recommended nominee for area of expertise B, municipal/public finance and/or budgeting professional has over 40 years of accounting and financial management experience, has been a recipient of top government finance awards, and is a member of

several government finance organizations. (Attachment C)

 Michael Moore, the recommended nominee for area of expertise C, transit professional with experience in senior-level decision-making in transit operations and labor practices has over 30 years of experience in public transit, specializing in rail/ bus safety, and has received numerous rail safety certifications and awards (Attachment D).

As the candidate pool for Expertise A, retired federal or state judge is limited, recruitment efforts have been challenging. The expertise has been vacant for five years and has only received one applicant since the 2017 MMITOC establishment. In order to fill the remaining vacancy, staff will coordinate efforts across multiple departments to expand outreach to targeted professional organizations.

Staff will also identify potential candidates to fill the anticipated vacancy for the licensed architect (Expertise F), as she informed staff following the March MMITOC meeting that she would be stepping down once a replacement is identified.

Approval of the staff recommendation will result in one vacancy, as well as the anticipated vacancy for Expertise F. The application portal remains open to allow for renewed and continued recruitment efforts.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Approving the recommended action has no financial impact on the agency.

EQUITY PLATFORM

Responsible and transparent stewardship of taxpayer dollars is an important component of equitable governance. This action will fill vacancies on this oversight committee. The addition of the two recommended candidates will contribute to greater diversity within the MMITOC.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides information on the recruitment and selection process for candidates to serve on the Measure M Independent Taxpayer Oversight

Agenda Number: 19.

Committee (MMITOC). Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item generally supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

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

..Implementation of Strategic Plan Goals

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this item supports Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization as the MMITOC was established to ensure that Metro and local sub-recipients comply with the terms of the Ordinance.

ALTERNATIVES CONSIDERED

The Board could choose not to approve the recommended member(s) for the MMITOC and re-solicit applications. This is not recommended as it would limit the number of members and increase the likelihood of not obtaining the quorum necessary to review and discuss important Measure M matters. This may impact the ability to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan.

NEXT STEPS

Upon approval, staff will schedule an orientation session for the selected member(s). In addition, staff will continue recruitment efforts to fill the remaining vacancies.

ATTACHMENTS

Attachment A - Committee Membership Requirements

Attachment B - Selection Panel Guidelines

Attachment C - Soto Candidate Bio

Attachment D - Moore Candidate Bio

Prepared by: Kimberly Houston, Deputy Chief Auditor, (213) 922-4720

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Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101

Measure M Independent Taxpayer Oversight Committee Membership

Requirements:

Committee Members shall be comprised of seven (7) voting members representing the following professions or areas of expertise:

- A. A retired Federal or State judge
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector

The intent is to have one member representing each of the specified areas of expertise. If, however, after a good faith effort, qualified individuals have not been identified for one (1) or more of the areas of expertise, then no more than two (2) members from one (1) or more of the remaining areas of expertise may be selected.

The members of the Committee must reside in Los Angeles County and be subject to conflict of interest provisions. No person currently serving as an elected or appointed city, county, special district, state, or federal public officeholder shall be eligible to serve as a member of the Committee.

The Committee members shall be subject to Metro's conflict of interest policies. The members shall have no legal action pending against Metro and are prohibited from acting in any commercial activity directly or indirectly involving Metro, such as being a consultant to Metro or to any party with pending legal actions against Metro during their tenure on this Committee. Committee members shall not have direct commercial interest

ATTACHMENT A

Measure M Independent Taxpayer Oversight Committee Membership

or employment with any public or private entity, which receives sales tax funds authorized by this Ordinance.

Each member of the Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve. Members will be compensated through a stipend and they may choose to waive.

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office, including a filing under California Government Code Section 85200, or change of residence to outside the County shall constitute a Member's automatic resignation.

Selection Panel Guideline Measure M Independent Taxpayer Oversight Committee

Independent Taxpayer Oversight Committee Selection

I. Solicitation/Outreach

Metro's Communications Department will be responsible for developing an outreach plan to solicit applicants for the Measure M Independent Taxpayer Oversight Committee which requires the following seven (7) areas of expertise:

- A. A retired federal or state judge.
- B. A professional from the field of municipal/public finance and/or budgeting with a minimum of ten (10) years of relevant experience.
- C. A transit professional with a minimum of ten (10) years of experience in senior-level decision making in transit operations and labor practices.
- D. A professional with a minimum of ten (10) years of experience in management and administration of financial policies, performance measurements, and reviews
- E. A professional with demonstrated experience of ten (10) years or more in the management of large-scale construction projects.
- F. A licensed architect or engineer with appropriate credentials in the field of transportation project design or construction and a minimum of ten (10) years of relevant experience.
- G. A regional association of businesses representative with at least ten (10) years of senior-level decision making experience in the private sector.

Management Audit Services will partner with Information Technology Services and Communications in the maintenance and update of the Independent Taxpayer Oversight Committee Webpage that links to the Measure M website. The Independent Taxpayer Oversight Committee Webpage will include the purpose, responsibilities, membership of the Committee including eligibility requirements as stipulated in the Ordinance, vacancies and recruitment information at a minimum. The website will also include links to the full Ordinance and online application; as well as a centralized email address for applicant inquiries. Inquiries on the application will be forwarded to the respective department or personnel and response time will be within three to five business days.

II. Application Process

Management Audit Services in partnership with various business units within Metro will develop the draft application questions for the Selection Panel's input and approval. Once approved, the questions will be converted to an online application. The online application and bulletin will be approved by the Selection Panel prior to posting on the Independent Taxpayer Oversight Committee Webpage which links to the Measure M website. The application will be open to the public for at least sixty (60) days to allow for adequate outreach.

III. Collection of Applications

Submitted application forms will be collected using the online application process approved by the Selection Panel. At the end of at least the 60 day period of online application process, a summary of applications received together with the completed

Selection Panel Guideline Measure M Independent Taxpayer Oversight Committee

applications and associated attachments will be turned in to the Selection Panel within seven business days after the online application closes. The summary will include but will not be limited to:

- 1. Total applicants received including areas of expertise that they applied for,
- 2. Total applicants that meet the eligibility requirements per area of expertise applied for, and
- 3. Total applicants that did not meet the eligibility requirements per area of expertise applied for.

IV. Selection Panel's Review of Applications

The Selection Panel, which will consist of Metro's Board Chair, Vice Chair, and second Vice Chair or designees, will be responsible for reviewing applications received from eligible applicants and for screening the applicants. The Panel shall recommend potential candidates for the Independent Taxpayer Oversight Committee membership to the Metro Board for approval. The successful candidates will receive notification from the Selection Panel at least three weeks prior to Metro Board Meeting.

V. Board Approval

Once the Selection Panel recommends the final candidates, it will be added as an agenda item for the Metro Board Meeting. The recommended candidates for Independent Taxpayer Oversight Committee Membership shall be approved by the Metro Board by a simple majority.

VI. Term

Each member of the Independent Taxpayer Oversight Committee shall serve for a term of five (5) years, and until a successor is appointed, except that initial appointments may be staggered with terms of three (3) years. A Committee member may be removed at any time by the appointing authority. Term limits for Committee members will be staggered to prevent significant turnover at any one time. There is no limit as to the number of terms that a Committee member may serve.

Six (6) months prior to expiration of term, the Selection Panel will convene to determine if there is any need to replace any of the Committee members. The Selection Panel will also confirm whether the incumbent Committee members still wish to serve for additional term(s).

VII. Compensation

Members will be compensated through a stipend, the amount of which is approved by the Metro Board. Members may choose to waive stipend.

VIII. Resignation/Replacement of Committee Members

Any member may, at any time, resign from the Committee upon written notice delivered to the Metro Board. Acceptance of any public office, the filing of intent to seek public office,

Selection Panel Guideline Measure M Independent Taxpayer Oversight Committee

including a filing under California Government Code Section 85200, or change of residence to outside Los Angeles County shall constitute a Member's automatic resignation.

The filling of membership vacancies, due to removals and reappointments will follow the above procedures in this Guideline.

IX. Committee Orientation

Management Audit Services will work with various departments to prepare an orientation handbook and presentation will conduct the orientation at least one month prior to the first scheduled Independent Taxpayer's Oversight Committee.

X. Establishment of Committee Officers and Bylaws

Subsequent to the orientation, the Independent Taxpayer's Oversight Committee may elect to develop their own bylaws including rules for the establishment of Committee Officers (e.g. Chair, Vice Chair, etc.) including a rotation schedule for these positions.

3

Jesse Soto Bio

Jesse Soto is a seasoned accounting leader with over 40 years of experience, including nearly three decades in governmental accounting at the Los Angeles County Metropolitan Transportation Authority (LA Metro). As Senior Executive Officer, Finance/Controller, Jesse directed all core accounting functions—including payroll, accounts receivable, credit and collections, accounts payable, general ledger, grants, and accounting systems—while managing high-performing teams and ensuring compliance with local, state, and federal regulations.

Throughout his career, Jesse has driven efficiency through process improvements, financial system upgrades, and internal controls, contributing to multiple years of clean audits and award-winning financial reporting. Notable achievements include the earliest completion of LA Metro's Annual Comprehensive Financial Report with zero findings and successful oversight of multimillion-dollar audits tied to key transportation funding measures.

He retired from Metro in 2024 and is recognized for his strategic leadership, operational insight, and commitment to public service excellence. Jesse holds a B.B.A. in Finance from Loyola Marymount University.

Michael Moore Bio

Michael J. Moore is a seasoned rail transportation leader with over 30 years of experience in public transit operations at the Los Angeles County Metropolitan Transportation Authority (LA Metro). With a career that began as a bus operator and progressed through every level of rail operations, Michael has led major initiatives in safety, performance optimization, labor relations, and regulatory compliance. As Transportation Operations Director for Rail, he managed multi-million dollar budgets, directed large teams, and played a pivotal role in the successful launch and expansion of key LA Metro rail lines, including the Gold Line.

Michael's strategic leadership has resulted in measurable improvements in safety, operational efficiency, and on-time performance, along with notable cost reductions. He has served as a panelist for the National Academies of Sciences Transportation Research Board and holds multiple certifications from the Transportation Safety Institute. A champion of operational excellence and collaboration, Michael retired from Metro in 2021 and holds a B.A. in Business Administration from the University of La Verne and is widely recognized for his commitment to public service and transit innovation.

Measure M Independent Taxpayer Oversight Committee – Recruitment

Kimberly Houston
Deputy Chief Auditor

May 15, 2025





Committee Composition

	Area	Member	Start Date	Vacant Date
1.	Retired Federal / State Judge	Vacant		October 2020
2.	Municipal / Public Finance / Budget Vacant			June 2024
3.	Transit (Operations and Labor Practices) Professional	R. Stanger (Vacant)	August 2020	Resignation pending new appointment
4.	Financial Policies, Performance Measurements and Reviews	R. Campbell	June 2017	
5.	Management of Large-Scale Construction Projects	P. Rajmaira	October 2022	
6.	Licensed Architect or Engineer	V. Tanzmann	June 2017	Resignation pending new appointment
7.	Business Representative	L. Briskman	June 2017	

Committee Responsibilities

Reports directly to Metro Board of Directors and the public.

Meet at least (4) times each year to carry out the purposes of the Ordinance.

Responsibilities

Review the annual audits and hold an annual public hearing to report on the results.

Review any proposed debt financing and amendments to the Ordinance, including the Expenditure Plan.

Recommended Applicants

Michael Moore

- Retired 2021
- Transit Operations Director,
 Rail
- 30+ years public transit experience, specializing in rail/bus safety. Led major initiatives in safety, performance, labor relations, and regulatory compliance

Jesse Soto

- Retired 2024
- Senior Executive Officer, Finance/Controller
- 40+ years governmental accounting experience, including ensuring compliance with local, state, and federal regulations.

Next Steps

 Conduct orientation sessions for new committee members.

 Continue Recruitment Efforts for the remaining vacancies. Thank you.



Board Report

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

Agenda Number: 21.

EXECUTIVE MANAGEMENT COMMITTEE MAY 15, 2025

SUBJECT: RAIL STATION NAME FOR WESTSIDE PURPLE (D LINE) EXTENSION, SECTION 2

(CITY OF BEVERLY HILLS)

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

File #: 2025-0175, File Type: Plan

ADOPT the staff recommendation for the official and operational station name for the City of Beverly Hills station on Metro Rail's Purple (D Line) Extension Section 2:

- Official Station Name Beverly Dr
- Operational Station Name Beverly Dr

ISSUE

Metro is procuring signage and other permanent station identification materials for the Westside Purple (D Line) Extension Project, Section 2 station. As construction is fully underway, an official and operational station name that is consistent with Metro's Property Naming Policy needs to be adopted by the Board to enable Metro's contractor to produce wayfinding and station signage for the new station.

BACKGROUND

The Board-approved Property Naming Policy revised in 2017 states that rail stations will be named in a simple and straightforward way to assist customers in navigating the system and the region. The policy states that names must be brief enough for quick recognition and retention, and must be based primarily on geographic location, referring to a nearby street or freeway, a well-known destination or landmark, a community or district name, or a city name. The policy also states that single names for stations are preferable, and that if multiple names are used, they are to be separated by a slash.

The policy further indicates that properties may have a Board-adopted official name and a shorter operational name; the official name is used in Board documents and legal notices, while the operational name may be used more commonly in signage and customer materials.

In 2018, Metro and the City of Beverly Hills reached a settlement agreement on several outstanding issues related to Purple (D) Line Extension Project Section 2 construction. The settlement Memorandum of Agreement states, "In recognition of the City's interest in neighborhood identity, the

File #: 2025-0175, File Type: Plan

Agenda Number: 21.

LACMTA agrees that it will not name a rail/subway station in the City without the City Council's Consent."

DISCUSSION

During the planning phase, a provisional name for the station was developed using the neighborhood geography (Wilshire/Rodeo), which continued through the construction phase. In accordance with Metro's Property Naming Policy, in late 2022, Metro Community Relations began soliciting suggestions for permanent station names from community stakeholders, including the City of Beverly Hills, residents, and commercial stakeholders, such as the business improvement district and the chamber of commerce. This outreach effort was to create a permanent station name to be used during the operation of this extension of the Purple Line.

Fourteen stakeholder briefings were hosted, during which staff reviewed the Board's Property Naming Policy and obtained feedback. In addition to these briefings, stakeholders were invited to submit station name recommendations. Staff reviewed the publicly submitted station names to ensure consistency with Metro's Property Naming Policy, and a survey of Metro riders was conducted for further input.

On October 3, 2023, Metro presented the proposed station name, "Wilshire/Beverly Dr." to the Beverly Hills City Council. At the meeting, the Beverly Hills City Council received public comment and a presentation from representatives of the Beverly Wilshire Hotel, who strongly opposed the proposed "Wilshire/Beverly Dr" station name. Ultimately, the Beverly Hills City Council did not consent to the "Wilshire/Beverly Dr." station name, as recommended by Metro staff, and instead conveyed their support for the name "Beverly Drive."

The "Beverly Dr" name is consistent with Metro's Property Naming Policy in that it: a) reflects the station's general location relative to the entire transit system without duplication, b) provides specific information about the property's location relative to the surrounding area, c) acknowledges the communities and neighborhoods serviced by the stations and stops, and d) is simple, short, easily recognizable, and appropriate for system signage and mapping. The recommended station name is also consistent with the Metro and City of Beverly Hills Memorandum of Agreement. Should the board adopt the recommended station name, new and existing transit users will find the new station easy to locate and use.

DETERMINATION OF SAFETY IMPACT

Adoption of this name does not affect the incidence of injuries or healthful conditions for riders or employees. Therefore, approval will have no impact on safety.

FINANCIAL IMPACT

Approval of the station name incurs no additional financial impact to Purple (D Line) Extension Project Section 2.

File #: 2025-0175, File Type: Plan Agenda Number: 21.

Impact to Budget

The proposed funding source is the Purple (D Line) Extension Section 2 project budget. Purple (D Line) Extension Section 2 project budget is funded by Measure R 35% Bond, which is not eligible for bus and rail operating expenses but is eligible for bus and rail capital expenses.

ALTERNATIVES CONSIDERED

The Board may direct staff to select a different name for the station. This is not recommended because the recommended name is consistent with the Metro/City of Beverly Hills settlement agreement and is consistent with Metro's station naming policy.

EQUITY PLATFORM

The recommended board action will benefit all Metro riders utilizing the new station and navigating the Metro system by improving customer experience. Outreach was conducted through community meetings, briefings with key stakeholder organizations and two public surveys of potential riders and existing riders.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it provides transparency and information related to the naming of one of Metro's new transit stations. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This recommendation supports Metro's goal of providing high-quality mobility options that enable people to spend less time traveling. This recommendation also supports Metro's goal of enhancing communities and lives through mobility and access to opportunity.

Both goals are supported because, when completed, the Purple (D Line) Extension subway will make travel between downtown Los Angeles and the Westside easier and more convenient for riders, especially riders in underserved communities, who do not have access to a vehicle or cannot carpool

File #: 2025-0175, File Type: Plan Agenda Number: 21.

or afford rideshare services.

Adding seven new stations to Metro's ever-expanding transit network, the Westside Purple (D Line) Extension subway will provide all Metro transit riders a reliable connection between downtown LA and Westside communities, including West LA and Westwood.

Adoption of the permanent station names will make navigating the stations of the Purple (D Line) Extension simpler by using names that are easily recognizable and that reflect the stations' locations relative to known communities and familiar neighborhoods.

NEXT STEPS

Staff will work with the Westside Purple (D Line) Extension, Section 2 project manager and contractor to implement the station name as adopted by the Board.

<u>ATTACHMENT</u>

Attachment A - Property Naming Policy

Prepared by: Anthony Crump, Executive Officer, Community Relations, (213) 418-3292

Yvette Rapose, Deputy Chief, Customer Experience, (213) 418-3154

Reviewed by: Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060

Stephanie N. Wiggins

Chief Executive Officer

PROPERTY NAMING POLICY

PURPOSE

Through implementation of this policy, Metro seeks to establish guidelines regarding the naming of Metro properties frequented by the public that will provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:

- Transit system context Names will provide information as to where a property
 is located within the context of the entire transit system; property names will be
 clearly distinguishable with no duplication.
- Property area context Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.
- Neighborhood identity Where appropriate, property naming will acknowledge
 that system stations and stops serve as entry points to the region's communities
 and neighborhoods.
- Simplicity Names will be brief enough for quick recognition and retention by a
 passenger in a moving vehicle, and to fit within signage and mapping technical
 parameters.

NAMING POLICY POINTS

- 1. Property naming will identify transit facilities so as to provide immediate recognition and identification for daily riders as well as periodic users and visitors. Transit facilities include rail stations, bus stations, transit centers, bus stops and other properties frequented by the public. Property names will be identified based on the following:
 - Adjacent or nearby street or freeway
 - Well-known destination or landmark
 - Community or district name

City name – if only one Metro property is located within a city

If space permits, property names can be a combination of street system location and well-known destination, particularly when the street system name may not be recognizable to transit riders and visitors. No business, product or personal names shall be used unless that name is part of a street name or well-known destination; or as part of a corporate sponsorship or cooperative advertising revenue contract.

- 2. The following criteria will ensure simple, succinct property names that are easily understood and retained by transit riders:
 - Minimize the use of multiple names for a property. A single name identifiable by the general public is preferred, with a maximum of two distinct names separated by one slash. For example, Westlake/MacArthur Park Station.
 - Minimize the length of property names to ensure comprehension and retention by system riders. The property name shall have a preferred maximum of 24 characters in order to ensure general public and ADA readability, and fit within Metro's signage system.
 - Minimize the inclusion of unneeded words in property names such as ones that are inherently understood, or added when verbally stating the property's name. Avoid inclusion of unnecessary words that may describe the property's location, but are not part of that location's commonly known name.
- 3. In consideration of the various applications where the property name will be used and displayed, properties may have a Board-adopted official name as well as a shorter operational name. The official property name would be used for Board documents, contracts and legal documents and notices. The operational name would be used for station/stop announcements by vehicle operators, and on printed materials due to readability and size constraints. In addition, the property name may be further abbreviated for other operational uses such as vehicle headsigns and fare media.

NAMING PROCESS AND PROCEDURE

The property naming process will include the following steps:

1. Initial property names will be identified during the project planning process primarily based on geographic location.

- 2. When a project is approved by the Board to proceed into the preliminary engineering phase, a formal naming process will be initiated.
- 3. Staff will solicit input from cities, communities and other stakeholders on preferred property names based on the Board-adopted naming criteria.
- 4. The resulting property names will be reviewed by a focus group comprised of both transit system users and non-users for general public recognizability.
- 5. Staff will return to the appropriate Board committee and then to the full Board for adoption of the final set of official property names.
- 6. The adopted official property names will then be included in any final engineering bid documents and other agency materials.
- 7. Requests to rename properties after Board action and the release of project construction documents may be considered by the Board. Property name changes must be approved by a vote of two-thirds of the Board members. All costs associated with changing a property name, including any signage revisions and market research to determine if the proposed name is recognizable by the general public, will be paid for by the requestor unless otherwise determined by the Board.
- 8. If the Board wishes to bestow a special honor to a deceased individual, it may choose to dedicate a site to him/her. The act of dedicating a Metro property to an individual should be rare and reserved as a means to honor those of substantial historical, cultural, or civic significance. The Board may wish to bestow a similar honor upon an individual who demonstrated a unique and extraordinary degree of service yielding a distinguishable contribution to public transportation in Los Angeles County. Such dedications shall be viewed as secondary information with regard to signage and other identification issues. Properties/facilities frequented by the public may not be renamed for individuals.

Such dedications are made in the form of a motion presented by a Board Member to the appropriate committee of the Board for review and approval, and then forwarded to the full Board for final approval. With Board action, individuals will be honored with plaques where space is available.

Purple (D-Line) Extension Section 2
Station Naming Recommendation

Executive Management Committee May 15, 2025



RECOMMENDATION FOR BOARD ACTION

Adopt the staff recommendation for the following official and operational station name for the City of Beverly Hills station that comprises Metro's Purple (D Line) Extension Section 2:

Official Station Name	Operational Station Name
Beverly Dr	Beverly Dr



BACKGROUND/RELEVANT POLICY

Board-approved Property Naming Policy

(Revised 2017)

Purpose of Station Names

Assist customers in navigating the system

Criteria for Names

- Based primarily on geographic location
- Nearby street or freeway
- Well-known destination or landmark
- Community, district or city name
- Not named for individuals
- Preferred max. of 24 characters for ADA/general readability
- Simple, quick recognition
- Single names preferred; multiple names separated by slash

Station Name Types

- "Official Station Name" board-adopted station name may be used in documents and legal notices
- "Operational Station Name" may be used more commonly and/or when space is limited and on signage, customer materials
- General guidelines, exceptions can be made

Public outreach and engagement

- Required prior to station naming recommendations.
- Includes local/regional stakeholders, current and potential Metro Bus and Rail riders.



PUBLIC OUTREACH & ENGAGEMENT

- Per naming policy, public outreach and engagement is required
- Six months of outreach and engagement from late 2022 early 2023.
- Online survey station name submissions received.
- Outreach included online and in-person presentations, community events, and at Metro hosted events.
- Outreach and engagement included: City of Beverly Hills, The Rodeo
 Drive Committee, The Rotary Club of Beverly Hills, The Beverly Hills
 Chamber of Commerce, residents, local businesses and civic leaders in
 Beverly Hills.



SURVEY RESEARCH AND MEMORANDUM OF AGREEMENT

City of Beverly Hills/Metro Memorandum of Agreement

- Metro and the City of Beverly Hills have a Memorandum of Agreement (MOA) that covers issues related to the construction of the Purple Line.
- The MOA states, "...LACMTA agrees that it will not name a rail/subway station in the City without the City Council's Consent."
- In October 2023, Metro presented the proposed station name, "Wilshire/Beverly Dr" to the Beverly Hills City Council and they did not consent to the name.
- In a unanimous vote, the Beverly Hills City Council consented to the "Beverly Dr" name.
- Consistent with Metro/City of Beverly Hills 2024 settlement agreement.







Board Report

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

Agenda Number: 22.

EXECUTIVE MANAGEMENT COMMITTEE MAY 15, 2025

SUBJECT: DEPARTMENT OF JUSTICE RESOLUTION

ACTION: APPROVE RECOMMENDATION

File #: 2025-0276, File Type: Agreement

RECOMMENDATION

AUTHORIZE the resolution with the Department of Justice (DOJ) required for Metro to receive federal criminal history and subsequent arrest reports for designated personnel hired for the Transit Community Public Safety Department (TCPSD).

ISSUE

Metro is authorized by the DOJ to receive state and local criminal histories, as well as subsequent arrest notifications, for all personnel hired across the agency. As part of the hiring process for TCPSD designated personnel, federal criminal history information must be obtained and considered as part of background investigations. In order to receive federal criminal history information, the DOJ requires an approved Metro Board resolution.

BACKGROUND

In June 2024, the Metro Board approved the implementation of an in-house Transit Community Public Safety Department. As part of the implementation plan, Metro will transition to hiring TCPSD personnel directly rather than contracting with external agencies, such as the Los Angeles Police Department and the Los Angeles County Sheriff's Department. This shift is in line with Metro's broader strategy to establish a dedicated, self-sufficient public safety workforce that is specifically tailored to the unique needs of a transit system. A key component of this plan is ensuring that all sworn personnel meet the rigorous standards required for law enforcement roles, including Peace Officer Standards and Training (POST) certification. POST certification ensures that officers are fully suitable, trained, and qualified to handle the complex responsibilities of ensuring public safety within the transit environment. Additionally, TCPSD designated personnel are defined as those who are required to be POST certified and/or handle sensitive and confidential information as part of their respective role at Metro.

California state minimum selection standards for peace offers outlined in Government Code (GC) sections 1029, 1031 and 1031.4, require that sworn officer candidates be fingerprinted to disclose any criminal record, must not have any felony convictions and must be legally authorized to work in the United States by federal law. In order to receive access to federal criminal history information,

Metro requires approval from the DOJ through a resolution, which also authorizes the receipt of subsequent arrest reports.

DISCUSSION

An important part of the recruitment and retention process for filling vacant job classifications at Metro is obtaining state and local criminal history information along with subsequent arrest information from the Department of Justice. With the hiring of TCPSD designated personnel, Metro now requires access to information about federal criminal history, including fingerprints, to conduct thorough background investigations, which is a required step of the sworn officer hiring process. Additionally, after hiring and onboarding candidates, Metro will require ongoing federal arrest reports to monitor continued eligibility to serve as TCPSD designated personnel. These reports are a vital part of the background investigation phase of the hiring process and will provide Metro a comprehensive review of TCPSD designated personnel candidate criminal history, ensuring that TCPSD designated personnel meet the highest standards of law enforcement integrity.

It is essential that Metro maintain the ability to process fingerprints through the national database and receive timely reports of any corresponding national criminal history activity. Specifically, federal clearance is required for designated TCPSD personnel, including those who are POST certified and/or handle sensitive and confidential information. By doing this, Metro will be able to ensure that TCPSD designated personnel meet California's minimum peace officer selection standards and are eligible to perform their job duties as part of the TCPSD, enhancing public safety and maintaining community trust. Access to this critical information through the DOJ enables Metro to remain in compliance with all local, state and federal standards as well as make informed recruitment and retention decisions for TCPSD designated personnel.

DETERMINATION OF SAFETY IMPACT

Access to federal candidate criminal history information and subsequent arrest reports will have a positive impact on safety, as it will ensure that TCPSD designated personnel selected to serve in the TCPSD meet the highest standards of safety and are prepared to deliver transit community public safety services. This action will ensure that recruitments are in compliance with required legal standards. By integrating sworn officers with non-law enforcement staff, the TCPSD will create a more visible, accessible, and community-focused presence. This balanced approach prioritizes both security and well-being, supporting a safer, more welcoming environment for Metro customers and employees. It enables Metro to address immediate safety concerns, prepare for long-term security needs, and ensure readiness for major upcoming regional events.

FINANCIAL IMPACT

Adoption of the resolution with the DOJ will allow Metro to complete critical pre and post recruitment activities for designated personnel within the TCPSD.

Impact to Budget

Adoption of the resolution has no impact on the FY25 budget. The Cost Center manager will be

File #: 2025-0276, File Type: Agreement Agenda Number: 22.

responsible for budgeting recruitment expenses, including DOJ fees, for national background investigations and subsequent arrest reports for TCPSD designated personnel.

EQUITY PLATFORM

This board item is essential to Metro's ability to effectively recruit personnel and support a comprehensive, equitable approach to public safety through the TCPSD. By deploying both sworn and nonsworn personnel, the TCPSD aims to address:

- Community Safety & Well-Being
- Prevention Support
- Risk Intervention
- Response and Enforcement

Approval of this resolution will grant Metro access to federal criminal history information and arrest records, a critical component of the TCPSD personnel recruitment process, as Metro conducts thorough and compliant vetting of sworn officer candidates. This ensures all TCPSD designated personnel meet the highest standards of integrity, professionalism, and readiness to serve. This resolution enables Metro to complete safe, equitable, and comprehensive recruitment processes aligned with industry and regulatory standards.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it is an important step forward in establishing the TCPSD. By ensuring a more secure and visible transit environment, this action supports Metro's ability to provide a reliable, safe, and attractive alternative to driving. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 2.1, "Metro is committed to improving security." Approval of the DOJ resolution for Metro to receive federal criminal history information and subsequent arrest reports for TCPSD designated personnel will ensure that Metro will be able to hire the staff needed to establish a Transit Community Public Safety Department. Sworn officers, together

File #: 2025-0276, File Type: Agreement Agenda Number: 22.

with the TCPSD's non-sworn team, will enhance safety, security, visibility, and provide alternatives to traditional policing through a multi-layered approach.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the DOJ resolution allowing Metro to receive federal criminal history information and subsequent arrest reports for TCPSD designated personnel. However, this resolution is critical for Metro to obtain the necessary information to safely and effectively recruit qualified personnel for the TCPSD. Not approving this resolution is not recommended, as it would delay the recruitment of essential personnel, hindering the TCPSD's multi-layered approach to public safety. Metro has explored alternatives for third-party agencies to conduct national investigations; however, this approach would not be cost-effective given the volume of personnel required for the TCPSD. Additionally, such alternatives would provide Metro limited and/or outdated information, failing to meet the standards necessary for thorough vetting of TCPSD designated personnel candidates, including maintaining Peace Officer Standards and Training (POST) certification for the state of California.

NEXT STEPS

Upon Board approval, Metro will coordinate with the Department of Justice to receive federal criminal history information and subsequent arrest reports for TCPSD designated personnel.

ATTACHMENTS

Attachment A - Department of Justice Resolution for Transit Community Public Safety Department

Prepared by: Nancy Saravia, Deputy Executive Officer, Administration, (213) 922-1217

Don Howey, Executive Officer, Administration, (213) 922-8867

Sandra Blanco-Sanchez, Senior Executive Officer, Special Programs, (213) 418-

3102

Reviewed by: Dawn Jackson-Perkins, Chief People Officer, (213) 418-3166

Stepnamie N. Wiggins (Chief Executive Officer



DEPARTMENT OF JUSTICE RESOLUTION LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) RESOLUTION NO. 2025-01

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) authorize cities, counties, districts and joint powers authorities to access state and local summary criminal history information for employment; and

WHEREAS, Penal Code Section 11105(b)(11) authorizes cities, counties, districts and joint powers authorities to access federal level criminal history information by transmitting fingerprint images and related information to the Department of Justice to be transmitted to the Federal Bureau of Investigation; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require that there be a requirement or exclusion from employment based on specific criminal conduct on the part of the subject of the record; and

WHEREAS, Penal Code Sections 11105(b)(11) and 13300(b)(11) require the city council, board of supervisors, governing body of a city, county or district or joint powers authority to specifically authorize access to summary criminal history information for employment.

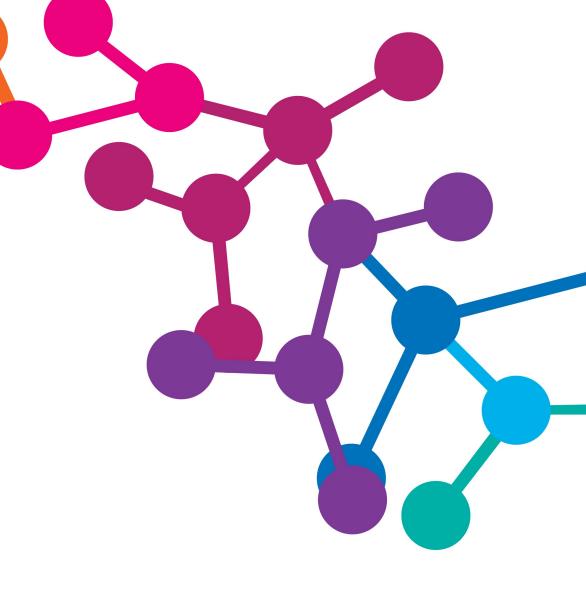
NOW THEREFORE, BE IT RESOLVED, that the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY is hereby authorized to access state and federal level summary criminal history information for employment with the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (including volunteers and contract employees) and may not disseminate the information to a private entity; and

BE IT FURTHER RESOLVED that the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY shall not consider a person who has been convicted of a violent or serious felony or misdemeanor eligible for employment (including volunteers and contract employees, if applicable).

The Clerk of the LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY shall certify as to the adoption of this Resolution.

	PASSED, APPROVED, AND ADOPTED this	
		COLLETTE LANGSTON LACMTA Board Clerk
DATED:		
(SEAL)		

Department of Justice Resolution





Executive Management Committee May 15, 2025

Background

- Metro is authorized by the Department of Justice (DOJ) to receive state and local criminal history information for all personnel hired across the agency
- As part of the hiring process for Metro's Transit Community Public Safety Department (TCPSD)
 designated personnel, federal criminal history information must be obtained and considered
 as part of Metro's background investigation process
- TCPSD designated personnel are defined as those who are required to be Peace Officer
 Standards and Training (POST) certified and/or handle sensitive and confidential information
 as part of their respective role at Metro
- To access federal criminal history information, Metro must obtain Board approval of a DOJ resolution



Recommendation



Staff recommends approval of the resolution with the Department of Justice required for Metro to receive federal criminal history information for designated personnel hired for the Transit Community Public Safety Department



Next Steps



 Upon board approval, the resolution will be sent to the Department of Justice for processing

 Metro will be able to receive federal criminal history information to assist in making hiring decisions for Transit Community Public Safety Department (TCPSD) designated personnel





Board Report

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

File #: 2025-0191, File Type: Contract

Agenda Number: 29.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 15, 2025

SUBJECT: HIGH-DENSITY STORAGE SYSTEM

ACTION: AWARD CONTRACT

RECOMMENDATION

CONSIDER:

- A. FINDING that after rejecting all bids for a High-Density Storage System solicited under Public Utilities Code (PUC) section §130232 the equipment may be purchased at a lower price on the open market; and
- B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract No. OP119312 (3)000 to Southwest Material Handling, Inc., pursuant to PUC §130233, for the High-Density Storage System in the amount of \$889,636.50 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

This procurement is for the replacement of a Metro owned and operated Pallet Racking System. A High-Density Storage System is used to store Metro inventory utilizing a hydraulic lift system that eliminates the need for a forklift and has a smaller footprint, allowing for a higher density in the storage of materials. This equipment is required to support light and heavy rail material needs throughout the Metro system. The current storage system is nearly 30 years old and has been in operation since 1995. In the last several years it has experienced reduced reliability and has now surpassed its useful life and requires replacement.

Staff recommends awarding the High-Density Storage System contract through a negotiated process rather than a bid after three formal solicitations were completed, and no bids were found to be responsive.

BACKGROUND

The Logistics Warehouse (A11) currently has pallet racks that require a forklift to remove and store

material. The current setup requires a larger footprint in comparison to the proposed new system, as the old system requires larger aisles and spacing between pallets. Replacing the forklift will increase safety, efficiency, and volume. Metro has been upgrading to these systems and has found them beneficial.

The implementation of the High-Density Storage System at the A11 Warehouse represents a significant advancement in optimizing inventory management and material flow for Metro's Rail and Facilities Maintenance Operations. This innovative system will utilize hydraulic mechanisms to enhance the storage, retrieval, and transportation of rail parts and supplies, ensuring more efficient operations.

The system's core components include unit load storage and retrieval lifts designed for pallet-sized loads. It will provide access to four storage rows, equipped with a rigid mast hydraulic lift with an elevating platform. This design enables precise and controlled movement of materials, ensuring that each unit can be stored or retrieved with ease. The hydraulic shuttle extends in and out of the rack openings, facilitating the efficient pick-up and deposit of loads onto the platforms.

This technology is designed to optimize space utilization by allowing more inventory to be stored vertically, reducing the need for expansive floor space. With the ability to access four rows of storage, the system will maximize storage capacity and ensure the warehouse remains organized and accessible. Additionally, the hydraulic nature of the system ensures smooth and reliable operation, reducing manual labor and the potential for human error.

DISCUSSION

On January 5, 2024, Invitation for Bids (IFB) No. OP119312 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy. The IFB was issued under the Small Business Prime (Set-Aside) Program, which requires that bidders must be Small Business Enterprises (SBE) to be eligible to participate in this solicitation. On March 13, 2024, Metro rejected the single bid received due to the bidder not meeting the SBE Set-Aside requirements.

On May 29, 2024, the solicitation was re-issued as IFB No. OP119312(2). The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal for this re-solicitation. On June 27, 2024, Metro rejected the single bid received due to non-responsiveness to the technical requirements and unreasonable cost.

On October 24, 2024, the solicitation was re-issued as IFB No. OP119312(3). The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal. On November 15, 2024, Metro received two bids and rejected them due to non-responsiveness to the IFB's requirements, technical requirements, and unreasonable cost.

After the above-mentioned IFBs were issued and bidders were found non-responsive, in accordance with Metro's Acquisition Policy and Public Utility Code (PUC) §130233, staff found the equipment could be purchased at a lower amount on the open market and proceeded to negotiate the purchase. Additionally, due to the multiple re-solicitations and bidders' difficulty meeting requirements, it did not

appear that further competitive solicitations would result in a better outcome.

DETERMINATION OF SAFETY IMPACT

The purchase of the new equipment will provide Metro with an advanced state-of-the-art system with a higher storage capability. Replacing standard pallet racking with high density storage equipment will increase material availability and decrease the amount of trucking needed to transport material between Rail facilities. This will assist the effort to decrease carbon emissions. Finally, the new equipment will facilitate the timely maintenance of Rail vehicles to ensure the safe and quiet operation on Metro light rail trains.

FINANCIAL IMPACT

For FY25, \$272,621 has been set aside in Cost Center 6350, Logistics, project #204806, Task #01.001. The total contract cost of \$889,636.50 is within the Life of Project budget. Since this is a multi-year project, the project manager, cost center manager, and Deputy Chief Vendor/Contract Management Officer will be responsible for budgeting the remaining costs for future fiscal years.

Impact to Budget

The budget for this project is funded with Measure M State of Good Repair 2%. As this contract enhances Operational logistics, the funds considered are appropriate.

EQUITY PLATFORM

The High-Density Storage System will enable a higher storage of parts at Metro A11 Warehouse allowing for timely rail car repairs and maintenance. A reliable rail service will ensure riders have dependable transportation for their daily essential activities. This project will improve rail reliability, reduce unexpected service interruptions, and provide better rider experiences.

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to a lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

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

While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it maintains and improves Logistics services in support of Maintenance operations. Because the Metro Board has adopted an agency-wide VMT

Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Approval of this recommendation supports Metro's Strategic Plan Goal to deliver outstanding trip experiences for all users of the transportation system.

ALTERNATIVES CONSIDERED

Retaining the existing Pallet Racking System was considered. However, the current system, in operation since 1995, has exceeded its useful life, exhibited reduced reliability and increased maintenance costs. Its limitations in storage capacity and inefficiency in material handling make it unsuitable to meet Metro's growing inventory and operational needs. This option was dismissed due to its inability to support future requirements effectively.

NEXT STEPS

Upon approval by the Board, staff will execute Contract OP119312(3)000, and the purchase of the High-Density Storage System will occur over a 12-month period following the award.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Mac Montgomery, Senior Manager, Inventory Management, (213) 922-5831

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

3051

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088

Chief Executive Officer

PROCUREMENT SUMMARY

HIGH-DENSITY STORAGE SYSTEM/OP119312(3)000

1.	Contract Number: OP119312(3)000		
2.	Recommended Vendor: Southwest Material Handling, Inc.		
3.	Type of Procurement (check one): ☐ IFB ☐ RFP ☐ RFP-A&E		
	Non-Competitive ☐ Modification ☐ Task Order		
4.	Procurement Dates:		
	A. Issued : 10/24/24		
	B. Advertised/Publicized: 10/24/24		
	C. Pre-Bid Conference: N/A		
	D. Bids Due : 11/15/24		
	E. Pre-Qualification Completed: 4/1/25		
	F. Ethics Declaration Forms Submitted to Ethics: 3/26/25		
	G. Protest Period End Date: 5/20/25		
5.	Solicitations Downloaded: 9	Bids Received: 2	
6.	Contract Administrator:	Telephone Number:	
	Anush Beglaryan	(213) 418-3047	
7.	Project Manager:	Telephone Number:	
	Mac Montgomery	(213) 922-5831	

A. Procurement Background

This Board Action is to approve Contract No. OP119312(3)000 issued in support of the removal and replacement of the existing standard High Density Storage System at Metro's Logistics Warehouse (A11). The existing system has been in place since 1995 and has now surpassed its useful life and requires replacement. Board approval of contract awards are subject to resolution of any properly submitted protest(s), if any.

On January 5, 2024, Invitation for Bids (IFB) No. OP119312 was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The IFB was issued under the Small Business Prime (Set-Aside) Program which requires that bidders must be Small Business Enterprises (SBE) to be eligible to participate in this solicitation. On March 13, 2024, Metro rejected the single bid received due to being non-responsive to the DEOD requirements.

On May 29, 2024, the solicitation was re-issued as IFB No. OP119312(2) and was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal. On June 27, 2024, Metro rejected the single bid received due to non-responsiveness to the technical requirements and unreasonable cost.

On October 24, 2024, the solicitation was re-issued as IFB No. OP119312(3) and was issued as a competitive sealed bid procurement in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise/Disabled Veteran Business Enterprise (SBE/DVBE) goal. On November 15, 2024, Metro received a total of two bids and rejected them due to non-responsiveness to the requirements of the IFB, technical requirements and unreasonable cost.

B. Evaluation of Bids

Upon rejecting all bids under IFB No. OP119312(3), staff determined that the equipment and services being solicited could be procured at a lower price in the open market without further observance of competitive procedures.

In accordance with Metro's Acquisition Policy and Public Utility Code (PUC) §130233, staff entered into negotiations for a non-competitive contract with Southwest Material Handling, Inc.

The proposal provided by Southwest Material Handling, Inc. was found to be acceptable and responsive to the technical requirements.

C. Price Analysis

The recommended bid price from Southwest Material Handling, Inc., has been determined to be fair and reasonable based on price analysis, technical analysis, fact-finding, and negotiations with the bidder. The negotiated amount is 4.7% greater than Metro's ICE due to increased cost of steel and the inclusion of prevailing wage requirements.

Proposer Name	Metro ICE	Negotiated Amount
Southwest Material Handling, Inc.	\$849,000.00	\$889,636.50

D. Background on Recommended Contractor

The recommended firm, Southwest Material Handling, Inc., headquartered in Mira Loma, California, has been in business for 36 years and is a leading forklift dealer providing total solutions for warehouse and material handling equipment, including high-density racking systems. Southwest Material Handling, Inc., is also the incumbent of the existing High Density Storage System. They have extensive knowledge and experience working with Metro, having previously installed the existing system, and are therefore familiar with the requirements.

DEOD SUMMARY

PURCHASE OF HIGH-DENSITY STORAGE SYSTEM / OP119312(3)000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to lack of subcontracting opportunities. It is expected that Southwest Material Handling, Inc., will be performing the services of this contract with their own workforce.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this contract. 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.

HIGH DENSITY STORAGE SYSTEM

May 15, 2025





RECOMMENDATION

- A. FINDING that after rejecting all bids for a High-Density Storage System solicited under Public Utilities Code (PUC) section §130232 the equipment may be purchased at a lower price on the open market; and
- B. AUTHORIZING the Chief Executive Officer to award a firm fixed price Contract No.OP119312(3)000 to Southwest Material Handling, Inc., pursuant to PUC §130233, for the High-Density Storage System in the amount of \$889,636.50 inclusive of sales tax, subject to the resolution of any properly submitted protest(s), if any.



ISSUE & DISCUSSION

AWARDEE

Southwest Material Handling, Inc.

NUMBER OF BIDS/PROPOSALS

Single bid, Southwest Material Handling, Inc., \$889,636.50

DEOD COMMITMENT

No DEOD goal was recommended.

ISSUE

The current storage system is nearly 30 years old and has been in operation since 1995. In the last several years it has experienced reduced reliability and has now surpassed its useful life and requires replacement.

DISCUSSION

Metro

This procurement is for the replacement of a Metro owned and operated Pallet Racking System.





Board Report

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

Agenda Number: 30.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 15, 2025

SUBJECT: HI-RAIL BUCKET UTILITY TRUCKS

ACTION: AWARD CONTRACT

File #: 2025-0216, File Type: Contract

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award the firm fixed-price Contract No. DR127482000 to Los Angeles Truck Center (DBA Velocity Truck Centers), the lowest responsive and responsible bidder for four Hi-Rail Bucket Trucks in the amount of \$1,868,474.94, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.

<u>ISSUE</u>

Pursuant to the South Coast Air Quality Management District (SCAQMD) Order of Abatement, Case No. 5874-2, Metro is required to replace four Hi-Rail Bucket Trucks in the current fleet with the most current vehicle emissions standard available. Metro has until June 30, 2026, to replace the vehicles or is at risk of fines and/or having to remove the vehicles from active service. These bucket trucks are critical to the Rail Operations as they allow Maintenance of Way (MOW) rail staff to safely perform preventative maintenance and unscheduled repairs on the Overhead Catenary Systems (OCS) throughout Metro's rail lines. Without these trucks, Rail Operations could experience interruptions of transit service and reliability/safety issues.

BACKGROUND

As a result of a 2021 Order of Abatement from the SCAQMD, Metro is required to replace four older diesel-powered Hi-Rail Bucket Trucks with the most current emission standards. The four trucks being replaced are both older diesel-powered trucks and have also exceeded the Metro replacement policy of 12 years and/or 150,000 miles. The alternative fuels that are currently available do not meet the safety standards required for working in tunnels where these trucks are required to operate. As a result, the current clean diesel standard truck is the only alternative available. A further requirement of the Order for Abatement is for Metro to explore a pilot with a battery electric-powered Hi-Rail Bucket Truck, which is in a separate procurement and is the basis for the allowance of this purchase by the SCAQMD.

The battery electric-powered Hi-Rail Bucket Truck pilot required by SCAQMD has been through the procurement process three times, failing to attract any bidders each time. Procurement will conduct a

market survey to explore what is needed to attract bidders. If successful, this will be a first of its kind battery electric-powered Hi-Rail Bucket Truck and could be the path forward for other future Hi-Rail battery electric-powered vehicles.

DISCUSSION

The award of a firm fixed price contract with Los Angeles Truck Center (DBA Velocity Truck Centers) will allow the purchase of four Rule 1196 compliant replacement Hi-Rail Bucket Trucks. This purchase ensures compliance with the SCAQMD Order of Abatement's vehicle replacement schedule for these vehicles.

The new trucks meet the operational needs and emit less emissions than the trucks they are replacing. They are equipped with Diesel Particulate Filters that are designed to reduce and trap harmful particulate emissions that come from diesel engine exhaust. These trucks are certified to operate in tunnels, which is necessary for the maintenance and repair work performed by Metro's MOW department.

Alternative fuel vehicles, such as Battery Electric Vehicle (BEV) or Compressed Natural Gas (CNG), were considered when deciding on the replacement of the Hi-Rail Bucket Trucks. However, no BEV is currently available for Hi-Rail Bucket Trucks and CNG does not meet Metro's operational needs or comply with the California Code of Regulation, 8 CCR, Section 8445(i). This regulation prohibits the use of certain fuels, including gasoline and other solvents with a flash point below 100°F, for vehicles operating in the tunnels to ensure the safety of passengers and employees.

DETERMINATION OF SAFETY IMPACT

The award of the contract for the replacement of Hi-Rail Bucket Trucks will ensure that Metro employees are able to safely perform preventative maintenance and repairs of the overhead catenary systems throughout Metro's rail lines.

FINANCIAL IMPACT

The recommended award of \$1,868,474.94 is budgeted within the Life of Project (LOP) of Capital Project 208608 - AQMD 1196 RULE NON-REV VEHICLE. The budget for this procurement is in Cost Center 3790, Maintenance Administration, Account 53106, Acquisition of Service Vehicles.

Impact to Budget

The current source of funds for this action is the Transportation Development Act. These funds are eligible for use on Capital and Operations. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide support equipment (Hi Rail Bucket Trucks) that will ensure efficient and timely

rail service to all communities currently served in Los Angeles County. It will also ensure continued reliable transportation services within the growing rail lines. These vehicles will be deployed throughout Los Angeles County.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) nor a Disabled Veteran Business Enterprise (DVBE) participation goal for this Procurement due to a lack of subcontracting opportunities.

VEHICLE MILES TRAVELED OUTCOME

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

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. While this item does not directly encourage taking transit, sharing a ride, or using active transportation, it is a vital part of Metro operations, as it will allow the Maintenance of Way (MOW) Rail staff to maintain the Overhead Catenary System (OCS) throughout Metro's rail lines for safe and reliable service. The item will replace existing trucks with cleaner vehicle technology but will not add to the maintenance truck fleet. Because the Metro Board has adopted an agency-wide VMT Reduction Target, and this item supports the overall function of the agency, this item is consistent with the goals of reducing VMT.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The contract for Hi Rail Bucket Trucks supports Strategic Goal 2.3: Metro will support a customer-centric culture where exceptional experiences are created at every opportunity for both internal and external customers. Hi Rail Bucket Trucks support the maintenance and repair of traction power lines and infrastructure, allowing Metro's rail transportation system to operate reliably and without interruption. New Hi Rail Bucket Trucks will be more reliable and produce fewer emissions than the trucks they are replacing, contributing to cleaner air and lowering Metro's carbon footprint.

ALTERNATIVES CONSIDERED

The alternative is not to purchase the vehicles, however, this was not considered due to the SCAQMD Order of Abatement, Case No. 5874-2, stipulation that these four vehicles need to be replaced with cleaner emission standards by June 30, 2026. Continuing to operate these vehicles as they are will not comply with the Order of Abatement. Furthermore, potential fines could be imposed,

File #: 2025-0216, File Type: Contract

Agenda Number: 30.

and/or the current vehicles can be ordered by SCAQMD to be removed from service, which could result in the interruption of transit service. These four vehicles are also beyond their expected life of 12 years and/or 150,000 miles, resulting in them being unreliable with excessive mechanical failures, costly repairs, and parts are becoming difficult to locate due to the age of the vehicles.

NEXT STEPS

Following Board approval and execution of the contract, the vendor will commence production of the vehicles. The delivery of four (4) Hi-Rail Bucket Trucks is expected in approximately 240 days.

ATTACHMENTS

Attachment A - Procurement Summary

Executive Officer

Attachment B - DEOD Summary

Prepared by: Alan Tang, Senior Director Non-Revenue Fleet Maintenance, (562) 658-0231

Gary Jolly, Senior Executive Officer (Interim), (213) 922-5802 Matthew

Dake, Deputy Chief Operations Officer, (213) 922-4061

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

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

Metro Page 4 of 4 Printed on 5/9/2025

PROCUREMENT SUMMARY

HI-RAIL BUCKET UTILITY TRUCKS/DR127482000

1.	Contract Number: DR127482000		
2.	Recommended Vendor: Los Angeles Truck Centers DBA Velocity Truck		
	Centers		
3.	Type of Procurement (check one): ☐ IFB ☐ RFP ☐ RFP-A&E		
	☐ Non-Competitive ☐ Modification ☐ Task Order		
4.	Procurement Dates:		
	A. Issued : 11/18/2024		
	B. Advertised/Publicized: 11/18/2024		
	C. Pre-Bid Conference: N/A		
	D. Bids Due : 2/14/2025		
	E. Pre-Qualification Completed: 3/26/2025		
	F. Ethics Declaration Forms Submitted to Ethics: 2/19/25		
	G. Protest Period End Date: 5/20/25		
5.	Solicitations Downloaded: 16	Bids Received: 1	
6.	Contract Administrator:	Telephone Number:	
	Lorretta Norris	(213) 922-2632	
7.	Project Manager:	Telephone Number:	
	Alan Tang	(562) 658-0231	

A. <u>Procurement Background</u>

This Board Action is to approve Contract No. DR127482000 for the procurement of four (4) Hi-Rail Bucket Utility Trucks to support Metro Rail Operations. Board approval of contract award is subject to the resolution of properly submitted protest(s), if any.

Invitation for Bids (IFB) No. DR127482 was issued on November 18, 2024 in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. The Diversity & Economic Opportunity Department did not recommend a Small Business Enterprise (SBE)/ Disabled Veteran Business Enterprise (DVBE) goal.

Five amendments were issued during the solicitation phase of this IFB:

- Amendment No. 1, issued on December 5, 2024, clarified Exhibit 1 SBE/DVBE bid forms;
- Amendment No. 2, issued on December 12, 2024, extended the question and answer period and bid due date;
- Amendment No. 3, issued on December 27, 2024, extended the question and answer period and bid due date;
- Amendment No. 4, issued on January 29, 2025, extended the question and answer period and bid due date; and
- Amendment No. 5, issued on February 4, 2025, clarified the Technical Requirements.

A total of 16 firms downloaded the IFB and were included in the planholder's list. There were 12 questions received for this IFB and responses were provided prior to the bid due date.

A single bid was received on February 14, 2025, from Los Angeles Truck Centers DBA Velocity Truck Centers.

Staff conducted a market survey to request information from prospective bidders to determine why no additional bids were submitted. Inquiries were made of all firms that downloaded the solicitation. Three firms did not reply, one firm missed the deadline to request an approved equal, two firms do not sell vehicles, five firms were bid management companies, and four responded that they were unable to fulfill Metro's requirements.

The results of the market survey indicated that factors beyond Metro's control caused potential sources not to submit bids and that there were no restrictive elements in the solicitation documents that prevented competition. As such, Metro proceeded to evaluate the responsiveness, responsibility, and price reasonableness of the single bid.

B. Evaluation of Bids

This procurement was conducted in accordance and complies with LACMTA's Acquisition Policy for a competitive sealed bid.

The bid received from Los Angeles Truck Centers (DBA Velocity Truck Centers) was found to be responsive and responsible, and in full compliance with the bid and technical requirements of the IFB.

D. Cost Analysis

The recommended bid from Los Angeles Truck Centers (DBA Velocity Truck Centers) has been determined to be fair and reasonable based upon the expectation of adequate competition and Metro's Independent Cost Estimate (ICE) and is within 2% of the ICE.

Bidder Name	Metro ICE	Bid Amount
Los Angeles Truck	\$1,825,126.00	\$1,868,474.94
Centers (DBA Velocity		
Truck Centers)		

D. <u>Background on Recommended Contractor</u>

The recommended firm, Los Angeles Truck Centers (DBA Velocity Truck Centers), located in Whittier, California has been in business for 30 years, is a leader in fleet

and government sales, recently provided Metro with CNG armored vault trucks, and has current contracts for refuse trucks with the cities of Ontario and Riverside, California. Los Angeles Truck Centers DBA Velocity Truck Centers has provided services for Metro and performance has been satisfactory.

DEOD SUMMARY

HI-RAIL BUCKET TRUCKS / DR127482000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) goal for this procurement due to the lack of availability of small businesses. Los Angeles Truck Center listed one non-certified firm to perform the services of this contract.

B. <u>Living Wage and Service Contract Worker Retention Policy Applicability</u>

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

C. Prevailing Wage Applicability

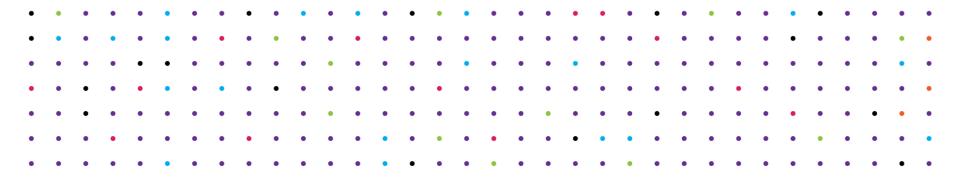
Prevailing Wage is not applicable to this contract.

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.

BUS MAINTENANCE

HI RAIL BUCKET UTILITY TRUCKS





RECOMMENDATION

• • • •

AWARD a firm fixed price Contract No. DR127482000 to Los Angeles Truck Centers (DBA Velocity Truck Centers), the lowest responsive and responsible bidder for four (4) Hi-Rail Bucket Trucks in the amount of \$1,868,474.94, inclusive of sales tax, and subject to the resolution of any properly submitted protest(s), if any.





AWARDEE

Los Angeles Truck Centers (DBA Velocity Truck Centers)

NUMBER OF BIDS/PROPOSALS

On February 14, 2025, a single bid was received from Los Angeles Truck Centers, doing business as Velocity Truck Centers, in the amount of \$1,868,474.94.

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE) nor a Disabled Veteran Business Enterprise (DVBE) participation goal for this Procurement due to a lack of subcontracting opportunities.



ISSUE

Pursuant to South Coast Air Quality Management District (SCAQMD) Order of Abatement, Case No. 5874-2, Metro is required to replace four (4) Hi-Rail Bucket Trucks currently in service with vehicles that meet the most current emissions standards. Metro must complete these replacements by June 30, 2026, or risk incurring fines and or having to remove the vehicles from active service. These bucket trucks are essential to Rail Operations, enabling Maintenance of Way (MOW) staff to safely conduct preventative maintenance and unscheduled repairs on the Overhead Catenary Systems (OCS) throughout Metro's rail lines. Without these trucks, Rail Operations could experience service disruptions, as well as potential reliability and safety concerns.



DISCUSSION

The award of a firm fixed price contract with Los Angeles Truck Centers (DBA Velocity Truck Centers) will allow the purchase of four (4) Rule 1196 compliant replacement Hi-Rail Bucket Trucks. This purchase ensures compliance with the SCAQMD Order of Abatement's vehicle replacement schedule for these vehicles.





Board Report

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

File #: 2025-0226, File Type: Contract Agenda Number: 31.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MAY 15, 2025

SUBJECT: P3010 LIGHT RAIL VEHICLE HIGH-SPEED CIRCUIT BREAKER OVERHAUL

SERVICES

ACTION: AWARD CONTRACT

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP123944000 to Toyo Denki Railway Services, LLC., in the amount of \$2,721,997.50 to transport, inspect, overhaul, and test Metro's P3010 High Speed Circuit Breaker (HSCB) assembly, subject to the resolution of any properly submitted protest(s), if any.

ISSUE

The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all rail vehicle systems occurring at the 600,000-mile interval. The high-speed circuit breaker assembly is a protection device performing as the interface between the Light Rail Vehicle (LRV) and the Overhead Catenary System (OCS), 750 VDC. Through the HSCB, the 750 VDC is connected to the LRV propulsion and auxiliary systems. Upon overcurrent situations, the HSCB contacts open, thereby protecting both the LRV and OCS from catastrophic damage.

The P3010 light rail car fleet manufacturer, Kinkisharyo, along with its sub-suppliers, identified the following component level overhauls to the vehicle systems: friction brake, propulsion, doors, truck assembly including traction motor and gearbox, auxiliary power supply, coupler, master controller, pantograph, and heating ventilation and air conditioning equipment. Therefore, the P3010 component -level overhaul project will require Board authorization for 10 separate vendors and new component contracts to complete the project over a 5-year period, some of which have already been awarded. To date, friction brake, truck systems, battery, and slewing ring overhaul contracts have been awarded.

BACKGROUND

On August 7, 2012, the Metro Board awarded Kinkisharyo International, LLC, a contract for the purchase of 78 P3010 Light Rail Vehicles (LRV), including four options for a total of 235 vehicles. The P3010 fleet was placed in revenue service between 2016-2023. The P3010 fleet operates on all of Metro's light rail lines. The P3010 fleet is Metro's newest and most reliable light rail fleet, with

File #: 2025-0226, File Type: Contract Agenda Number: 31.

consistent performance, reliability, and safety at over 96,377,050 fleet miles.

DISCUSSION

The P3010 fleet Component Overhaul project consists primarily of the repair and replacement of vehicle wear items that require overhaul or replacement over the vehicles' 30-year design life at the targeted mileage intervals of 600,000 miles. Rail Fleet Services (RFS) staff will perform the removal, installation, and testing of the overhauled or new equipment.

Metro's Transit Vehicle Engineering (TVE) Department, along with RFS staff, performed a technical review of the OEM component overhaul tasks and are in concurrence with the work scope and overhaul schedule as described in the Heavy Repair Maintenance Manual. TVE developed the Statement of Work for this project, ensuring the Contractors followed Federal Transit Administration (FTA), Association of American Railroads (AAR), California Public Utilities Commission (CPUC), and Metro's Corporate Safety Standards.

The rail car manufacturer recommends overhaul or replacement of the high-speed circuit breaker at the 600,000-mile interval for electronic equipment calibration and replacement of wear items, including high-voltage contacts, coils, and resistors.

Metro received a total of one bid proposal in response to Solicitation No. OP123944. Please refer to Attachment A- Procurement Summary for a detailed description of efforts taken by the Contract Administrator that outline the strategies implemented to reach out to potential bidders.

DETERMINATION OF SAFETY IMPACT

Passenger safety is of the utmost importance to Metro's Board of Directors, ridership, and staff. The P3010 high-speed circuit breaker is an integral component of the LRV, acting as the protection device between the OCS power and the LRV. This is designed for safe and reliable vehicle operation while safeguarding equipment and Metro's passengers.

This Board action will ensure that safety is preserved by ensuring the high-speed circuit breaker assembly is overhauled to as-new condition as defined by the OEM while achieving regulatory compliance within state and federal regulations, including Metro's Corporate safety standards.

It is Metro's best interest to proceed with the overhaul work performance in the U.S. in order to mitigate delays on this time-sensitive and safety sensitive project. The unobserved quality and workmanship concerns, warranty returns, and increase logistical and administrative issues associated with an overseas contractor will be addressed with the U.S. based performance requirement.

FINANCIAL IMPACT

Funding in the amount of \$2,721,997.50 for the high-speed circuit breaker assembly overhaul is included in the FY26 budget under approved Capital Project (CP) 214009 - P3010 Fleet Component Overhaul.

File #: 2025-0226, File Type: Contract

Agenda Number: 31.

This contract type is a firm-fixed price. A firm-fixed price contract establishes a set price for the work to be performed and does not fluctuate if a contractor's costs change. The Metro solicitation specified the contract type as a firm-fixed price contract so the proposer can build this risk factor into its price.

Since this is a multi-year project, the cost center Component Overhaul Superintendent, Division Director, and Sr. Executive Officer of Rail Fleet Services will ensure that the balance of funds is budgeted in future years.

Impact to Budget

The current source of funds for this action is Measure M, State of Good Repair 2%. This funding is eligible for Capital Projects. Given approved funding provisions and guidelines, using these funding sources maximizes project funding intent.

EQUITY PLATFORM

Metro's P3010 LRV fleet provides vital transportation services throughout the City and County of Los Angeles via the A, C, E, and L lines. This includes many underserved communities where regional disparities exist between residents' access to jobs, housing, education, health, and safety. In addition, Metro's light rail vehicle maintenance programs maintain the fleet's operations within federally mandated State of Good Repair standards for those within the communities that rely on public transportation.

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement. However, Toyo Denki Railway Services, LLC. made a 29.20% SBE commitment.

VEHICLE MILES TRAVELED OUTCOME

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

This item supports Metro's systemwide strategy to reduce VMT through rail vehicle equipment purchase and maintenance activities that will support and further encourage transit ridership, ridesharing, and active transportation. Metro's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

File #: 2025-0226, File Type: Contract Agenda Number: 31.

Approval of the P3010 LRV high-speed circuit breaker assembly procurement supports Strategic Goal 1: Provide high-quality mobility options that enable people to spend less time traveling and promote better car reliability. This component-level overall project ensures sustained fleet reliability, including safe, accessible, and affordable transportation for all riders of Metro's light rail system. The recommendation supports Metro's Strategic Plan Goal 5: Provide Responsive, Accountable, and Trustworthy governance within the Metro organization. Contract Modification Authority and Contract extension safeguard overhaul production continuance while meeting passenger safety and fleet reliability.

ALTERNATIVES CONSIDERED

The P3010 fleet is Metro's newest and most reliable light rail fleet with sustained availability and reliability. Approval of this procurement and execution of the overhaul regenerates equipment performance and sustained passenger safety. An alternative is to defer the overhaul; however, this approach is not recommended as the LRV, OCS, and Metro's passengers could be at risk of equipment failure, which will negatively impact the customer's experience, causing delays to our system.

NEXT STEPS

Upon Board approval, staff will execute Contract No. OP123944000 of light rail vehicle high-speed circuit breaker assembly with Toyo Denki Railway Services, LLC. Staff will return to the Board for approval of future contract awards, inclusive of coupler, heating, ventilation and air-conditioning, master controller, low voltage power supply, propulsion, as well as pantograph overhauls.

ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bob Spadafora, Senior Executive Officer, Rail Fleet Services

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

Stephanie N. Wiggins Chief Executive Officer

PROCUREMENT SUMMARY

P3010 LIGHT RAIL VEHICLE HIGH-SPEED CIRCUIT BREAKER OVERHAUL SERVICES/OP123944000

1.	Contract Number: OP123944000		
2.	Recommended Vendor: TOYO DENKI RAILWAY SERVICES, LLC.		
3.	Type of Procurement (check one): I	FB ⊠ RFP □ RFP-A&E	
	☐ Non-Competitive ☐ Modification	☐ Task Order	
4.	Procurement Dates:		
	A. Issued : August 27, 2024		
	B. Advertised/Publicized: August 27- August	ugust 31, 2024	
	C. Pre-Proposal Conference: September 5, 2024		
	D. Proposals Due: December 2, 2024		
	E. Pre-Qualification Completed: December 10, 2024		
	F. Ethics Declaration Forms submitted to Ethics: December 3, 2024		
	G. Protest Period End Date: May 14, 2025		
5.	Solicitations Downloaded:	Bids/Proposals Received:	
	20	1	
6.	Contract Administrator:	Telephone Number:	
	Ani Pogossian	213-922-2874	
7.	Project Manager:	Telephone Number:	
	Richard Lozano	213-792-8047	

A. <u>Procurement Background</u>

This Board Action is to approve Contract No. OP123944000 issued in support of overhaul work to be accomplished by the Contractor and Original Equipment Manufacturer (OEM) in accordance with the Contract. Board approval of contract award is subject to resolution of any properly submitted protest(s), if any.

Request for Proposals (RFP) No. OP123944 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price. The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service. Toyo Denki Railway Service, LLC made a 29.20% SBE commitment.

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

- Amendment No. 1, issued on August 29, 2024, added Exhibits;
- Amendment No. 2, issued on September 10, 2024, extended the proposal due date and critical dates, and amended Evaluation Criteria;
- Amendment No. 3, issued on October 18, 2024, extended the proposal due date and critical dates:
- Amendment No. 4, issued on October 28, 2024, extended the proposal due date and critical dates;

- Amendment No. 5, issued on October 29, 2024, added SP-21 Metro Exemption from California Sales and Use Tax for Purchases of Rail Cars and Component Parts Clause;
- Amendment No. 6, issued on November 15, 2024, added Exhibit C-1, Milestone Completion Schedule and amended Article IV Compensation and Payment;
- Amendment No. 7, issued on November 21, 2024, added GC-45 Contractor's Obligations Clause;
- Amendment No. 8, issued on November 21, 2024, revised Exhibit C and Exhibit C-1;
- Amendment No. 9, issued on February 28, 2025, BAFO.

The solicitation was advertised across four different platforms: The Asian Journal, Daily News Los Angeles, LA Opinion and Los Angeles Sentinel, along with an email postcard outreach to 291 prospective proposers. A total of 20 firms downloaded the RFP and were included in the planholder's list. A virtual pre-proposal conference was held on September 5, 2024 and was attended by zero participants. The lack of attendance and proposals received prompted the Contract Administrator to conduct a market survey, reaching out to the 20 firms on the planholder's list to ascertain the reasons for the lack of interest. One potential proposer indicated that they were still evaluating the solicitation, while another requested additional time to review the proposal requirements. Consequently, the proposal due date was extended to provide potential proposers with sufficient time to respond to the RFP. There were two questions received for this RFP and responses were provided prior to the proposal due date.

A total of one proposal was received on December 2, 2024.

B. Evaluation of Proposals

A diverse Proposal Evaluation Team (PET) consisting of staff from Transit Vehicle Engineering, Rail Vehicle Maintenance, and Rail Fleet Services was convened and conducted a comprehensive technical evaluation of the proposals received.

The proposals were evaluated based on the following evaluation criteria and weights:

 Minimum Qualifications 	PASS/FAIL
• Price	20%
 Technical Capability 	25%
 Proposed Work Scope 	25%
 Past Performance 	15%
 Project Management 	15%

The evaluation criteria are appropriate and consistent with criteria developed for other, similar overhaul project procurements. Several factors were considered when

developing these weights, giving the greatest importance to Technical Capability and Proposed Work Scope requirements.

The single proposer was determined to be responsive and met the minimum qualification requirements. The single responding firm is listed below:

1. Toyo Denki Railway Services, LLC.

During the week of December 9th, 2024, the PET met to discuss the scoring matrix and rules and regulations related to Metro's evaluation process. On January 13, 2025, the PET met to review initial scores related to the Technical Proposal and the Contract Administrator disclosed the price proposal after evaluation scores were discussed. The PET had several questions and clarifications related to the Technical Proposal and Evaluation Criteria; therefore, the Contract Administrator scheduled a meeting with the proposer to discuss outstanding clarifications and advise the proposing team of requirements needed per the evaluation criteria. A Best and Final Offer (BAFO) was issued on February 28, 2025, requesting clarifications and a BAFOproposal. The PET met on March 14, 2025, to discuss and finalize the BAFO scoring and found Toyo Denki Railway Services, LLC., who is also the OEM, along with their proposed subcontractors to be capable of performing the necessary work as highlighted in our Scope of Services.

Qualifications Summary of Firms within the Competitive Range:

Toyo Denki Railway Services, LLC.

Toyo Denki is the OEM for the P3010 Light Rail Vehicle High Speed Circuit Breaker Overhaul. Toyo Denki has similar experience in overhauling high speed circuit breakers and other similar key safety components on rail vehicles throughout different transportation agencies within the United States. Toyo Denki has proposed a good staffing plan with experienced engineers and staff who will assist the subcontractor, AME Power, an SBE with Overhaul experience and supervision support from Toyo Denki Seizo K.K., which is the overseas project division responsible for all related drawings and documentation and supervision of overhaul work.

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	Toyo Denki Railway Services, LLC.				
3	Minimum Qualifications	PASS	PASS/FAIL	PASS	
4	Price	100.00	20%	20.00	
5	Technical Capability	87.52	25%	21.88	
6	Proposed Work Scope	84.44	25%	21.11	

	9	Total	30.00	100.00%	90.49	1
	8	Project Management	90.00	15%	13.50	
Ŀ	7	Past Performance	93.33	15%	14.00	

C. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon an Independent Cost Estimate (ICE), cost analysis, technical evaluation, and negotiations.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated or NTE amount
1.	Toyo Denki Railway Services, LLC.	\$2,878,290	\$2,000,000	\$2,721,997.50

The Contract Administrator led discussions with Toyo Denki to address questions and obtain clarifications on their technical proposal, the evaluation criteria requirements and proposed price. Following discussions, Toyo Denki made technical, evaluation criteria and price adjustments and submitted a BAFO which included a reduced proposal price in the amount of \$2,721,997.50.

The negotiated BAFO price is a 5.4% reduction from the initial proposed amount; however, it is still 36% higher than the ICE. The primary contributing factor to this variance is attributed to the evaluation criteria requirement that mandates the overhaul work must be performed in the US and the additional costs associated with that requirement:

 The Contractor and its subcontractors must have an existing repair/overhaul facility and be capable of performing and sustaining overhaul work of High-Speed Circuit Breakers (HSCB) of similar size and capacity as described in the Scope of Work. If the contractor does not have an existing repair/overhaul facility or certified repair/overhaul subcontractor in the US, then the Contractor must provide a plan to implement one.

Due to this requirement, Toyo Denki (which does not have a US based overhaul facility), was required to identify a subcontractor within the US to partner with for the overhaul of the High-Speed Circuit Breaker. As a result, AME Power, located domestically, was selected for this work.

As the OEM of the HSCB, Toyo Denki is fully capable of self-performing the overhaul work, however, the work would have to be performed overseas. Toyo Denki must provide oversight over its domestic subcontractor which added additional costs that were not contemplated in the ICE amount. The proposed oversight cost from Toyo Denki was \$426,800 and if eliminated from their proposal would result in a reduction in their proposal to \$2,295,197, which would reduce the ICE differential

from 36% to 13.7%. However, it is in Metro's best interest to proceed with the overhaul work performance in the U.S. in order to mitigate delays on this timesensitive project, unobserved quality and workmanship concerns, warranty returns, and increased logistical and administrative issues associated with an overseas contractor.

This contract type is a firm-fixed price. A firm-fixed price contract establishes a set price for the work to be performed and does not fluctuate if a contractor's costs change. The Metro solicitation specified the contract type as a firm-fixed price contract so the proposer can build this risk factor into its price. In regards to tariffs, Toyo Denki has been informed that the firm fixed price contract is not subject to price adjustments based on the contractor's cost experience in performing the contract. Metro would like to continue its partnership with Toyo Denki and find solutions to mitigate this issue.

D. Background on Recommended Contractor

The recommended firm, Toyo Denki Railway Services, LLC., located in Cranberry Township, PA, has been in business for 107 years and is a leader in the field of railway electrical equipment manufacturing. As a supplier to the U.S. market, Toyo Denki has worked on other Metro projects such as the new P3010 Light Rail Vehicle design and production of its propulsion system. The firm has also provided similar overhaul work and supplies for other transit agencies across the nation. Toyo Denki Railway Services, LLC., has provided previous services for Metro and its performance has been satisfactory.

DEOD SUMMARY

P3010 LIGHT RAIL VEHICLE HIGH-SPEED CIRCUIT BREAKER OVERHAUL SERVICES / OP123944000

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small Business Enterprise (SBE)/Disabled Veteran Business Enterprise (DVBE) participation goal for this procurement due to the lack of certified small businesses that perform this service. Toyo Denki Railway Service, LLC made a 29.20% SBE commitment.

Small Business	0% SBE	Small Business	29.20% SBE
Goal		Commitment	

		SBE Subcontractors	% Committed
Ī	1.	AME Power	29.20%
Ī		Total SBE Commitment	29.20%

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.

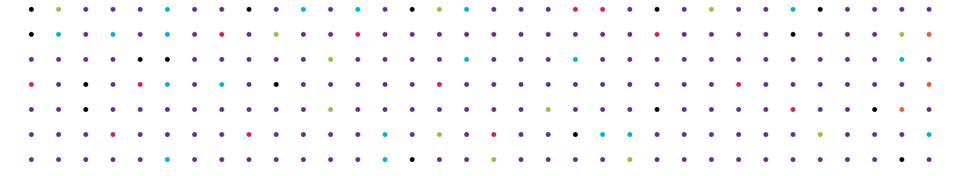
C. Prevailing Wage Applicability

Prevailing Wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

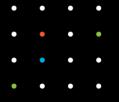
Project Labor Agreement/Construction Careers Policy is not applicable to this Contract. PLA/CCP is applicable only to construction contracts that have a construction related value in excess of \$2.5 million.

P3010 Light Rail Vehicle High Seed Circuit Breaker Assembly Component Overhaul Services





RECOMMENDATION



AUTHORIZE the Chief Executive Officer to award a firm fixed price Contract No. OP123944000 to Toyo Denki Railway Services, LLC., in the amount of \$2,721,997.50 to transport, inspect, overhaul and test Metro's P3010 High Speed Circuit Breaker (HSCB) assembly, subject to the resolution of any properly submitted protest(s), if any.





<u>AWARDEE</u>

Toyo Denki Railway Services, LLC.

NUMBER OF BIDS/PROPOSALS

Bidders	Bid Amount
Toyo Denki Railway Services, LLC	\$2,721,997.50

DEOD COMMITMENT

The Diversity and Economic Opportunity Department (DEOD) did not recommend a Small/Disabled Veteran Business Enterprise (SBE/DVBE) participation goal for this procurement; however, Toyo Denki Railway Services, LLC. made a 29.20% SBE commitment.



Discussion



The Original Equipment Manufacturer (OEM) identified and established a component overhaul schedule for all vehicle systems occurring at the 600,000-mile interval. The HSCB provides electrical isolation between the vehicle propulsion and braking controls to the Overhead Catenary System (OCS).

DISCUSSION

The HSCB is a safety component preventing catastrophic failure in the event of electrical overcurrent situations. Overhauling the HSCB at the recommended interval ensures continued safe operation minimizing equipment damage while ensuring train operator and passengers safety.

