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Agenda - Final

Thursday, October 27, 2022

10:00 AM

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Board of Directors - Regular Board Meeting

Ara J. Najarian, Chair

Jacquelyn Dupont-Walker, 1st Vice Chair

Janice Hahn, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Holly J. Mitchell

Tim Sandoval

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD 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 public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for one (1) minute during this Public Comment period or at the discretion of the Chair. Speakers will be called according to the order in which their requests are submitted. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

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

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

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

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

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

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Live Public Comment Instructions:

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The Board Meeting begins at 10:00 AM Pacific Time on October 27, 2022; you may join the call 5 minutes prior to the start of the meeting.

Dial-in: 888-251-2949 and enter
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Public comment will be taken as the Board takes up each item. To give public comment on an item, enter #2 (pound-two) when prompted. Please note that the live video feed lags about 30 seconds behind the actual meeting. There is no lag on the public comment dial-in line.

Instrucciones para comentarios publicos en vivo:

Los comentarios publicos en vivo solo se pueden dar por telefono.

La Reunion de la Junta comienza a las 10:00 AM, hora del Pacifico, el 27 de Octubre de 2022. Puedes unirse a la llamada 5 minutos antes del comienzo de la junta.

Marque: 888-251-2949 y ingrese el codigo
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Los comentarios del público se tomaran cuando se toma cada tema. Para dar un comentario público sobre una tema ingrese # 2 (Tecla de numero y dos) cuando se le solicite. Tenga en cuenta que la transmisión de video en vivo se retrasa unos 30 segundos con respecto a la reunión real. No hay retraso en la línea de acceso telefónico para comentarios públicos.

Written Public Comment Instruction:

Written public comments must be received by 5PM the day before the meeting.
Please include the Item # in your comment and your position of "FOR," "AGAINST," "GENERAL COMMENT," or "ITEM NEEDS MORE CONSIDERATION."
Email: BoardClerk@metro.net
Post Office Mail:
Board Administration
One Gateway Plaza
MS: 99-3-1
Los Angeles, CA 90012

CALL TO ORDER

ROLL CALL

1. APPROVE Consent Calendar Items 2, 5, 6, 7, 8, 9, 12, 13, 15, 17, 18, 20, 25, 30, 31, 32, 40, and 42.

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

All Consent Calendar items are listed at the end of the agenda, beginning on page 7.

NON-CONSENT

3. **SUBJECT: REMARKS BY THE CHAIR** [2022-0745](#)

RECOMMENDATION

RECEIVE remarks by the Chair.

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** [2022-0746](#)

RECOMMENDATION

RECEIVE report by the Chief Executive Officer.

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

- 10.1 **SUBJECT: RAIL TO RIVER ACTIVE TRANSPORTATION CORRIDOR - SEGMENT B MOTION** [2022-0750](#)

RECOMMENDATION

APPROVE Motion by Director Dutra that the following are included as possible funding sources for the Rail to River Active Transportation Corridor, Segment B: “Reconnecting Communities/Highway to Boulevards Program” at the state level, and “Reconnecting Communities Program” and “Neighborhood Access and Equity Grant Program” at the federal level. Report back in April 2023 with more details on the eligible uses of these funds; agency responsible for managing the funding source next funding cycle including due date for grant applications; evaluation criteria used; and examples of local projects that have been funded by the source.

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

20. SUBJECT: END OF LINE POLICY AND UNHOUSED RIDERS MOTION [2022-0734](#)

RECOMMENDATION

APPROVE Motion by Directors Hahn, [Najarian](#), Solis, Barger, Dutra, and [Krekorian](#) that the Chief Executive Officer:

- A. Evaluate Metro's end of the line policy and its impacts on communities that have a station that is the end of a Metro rail line;
- B. Conduct a thorough evaluation of the unhoused populations exiting trains at night and boarding trains in the morning at the ends of rail lines, to better understand the impact of the end of line policy and to inform future resource deployment;
- C. Coordinate with the Los Angeles Homeless Services Authority (LAHSA) for its annual Point-In-Time Count, to determine the numbers of unhoused riders on Metro's bus and rail system; and
- D. Report back on the above three directives no later than January 2023 with recommendations for what we can do differently.

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING:

22. SUBJECT: FARELESS SYSTEM INITIATIVE AND LOW-INCOME FARE IS EASY [2022-0679](#)

RECOMMENDATION

RECEIVE AND FILE status updates on Fareless System Initiative (FSI) and Low-Income Fare Is Easy (LIFE) Programs.

Attachments: [Attachment A - Board Motion 45](#)
[Attachment B - Board Motion 40](#)
[Presentation](#)

EXECUTIVE MANAGEMENT COMMITTEE FORWARDED THE FOLLOWING:

23. SUBJECT: STATE AND FEDERAL REPORT [2022-0689](#)

RECOMMENDATION

RECEIVE AND FILE October 2022 State and Federal Legislative Report.

END OF NON-CONSENT

43. SUBJECT: CLOSED SESSION

[2022-0751](#)

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Victoria Concha v. LACMTA, Case No. 20STCV34876
2. Joy White v. LACMTA, Case No. 20STCV24941
3. Robert Wiseman v. LACMTA, Case No. 19STCV03889

B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(2)
Significant Exposure to Litigation (One Case)

C. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)
Initiation to Litigation (One Case)

D. Conference Regarding Potential Threats to Public Services or Facilities - Government Code Section 54957

Consultation with MTA's Deputy Chief Executive Officer Sharon Gookin and MTA's Deputy Chief Information Technology Officer Bryan Sastokas, or designees and related security representatives.

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

Title: Chief Executive Officer

CONSENT CALENDAR

2. SUBJECT: MINUTES

[2022-0747](#)

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 22, 2022.

Attachments: [Regular Board Meeting MINUTES - September 22, 2022](#)
[September 2022 Public Comments](#)

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

5. SUBJECT: FIRST/LAST MILE PROJECT PRIORITIZATION

[2022-0265](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING First/Last Mile (FLM) Project Prioritization Methodology (Attachment B); and
- B. ADOPTING Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - 1. Aviation/96th Street Station, adopted June 27, 2019 (File #2019-0170)
 - 2. East San Fernando Valley, adopted December 3, 2020 (File #2019-0431)
 - 3. Gold Line Foothill Extension 2B, adopted June 27, 2019 (File #2019-0170)
 - 4. Purple Line Extension Sections 2 & 3, adopted May 28, 2020 (File #2020-0111)

Attachments: [Attachment A - Priority Project Lists](#)
[Attachment B - Project Prioritization Methodology](#)
[Attachment C - Support Letter](#)
[Presentation](#)

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

- 6. **SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND PROGRAM CONTRACT** [2022-0465](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year firm fixed price Contract No. PS88917000 to UrbanTrans Consultants, Inc., to develop a new regional Transportation Demand Management Master Plan and Program in the amount of \$1,463,580, subject to resolution of all properly submitted protest(s) if any.

Attachments: [Attachment A - Procurement Summary](#)
[Attachment B - DEOD Summary](#)
[Attachment C - October 2017 Board Motion 36](#)
[Attachment D - TDM Program and New Projects](#)
[Presentation](#)

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

- 7. SUBJECT: MARIACHI PLAZA L LINE (GOLD) STATION JOINT DEVELOPMENT**

[2022-0574](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden (Project).

Attachments: [Attachment A - Site Map](#)
 [Attachment B - Cultural Preservation Plan](#)
 [Presentation](#)

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

- 8. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE CITIES SUBREGION**

[2022-0633](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$966,589 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all

necessary agreements for approved projects.

Attachments: [Attachment A - Active Transportation First Last Mile Connections Project List](#)

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

9. **SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM** [2022-0646](#)

RECOMMENDATION

APPROVE the ATP Point Assignment Method Planning Supplement, as described in Attachment A.

Attachments: [Attachment A - Point Assignment Method Presentation](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

12. **SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION** [2022-0688](#)

RECOMMENDATION

APPROVE Paul Rajmaira, the recommended nominee for the Measure M Independent Taxpayer Oversight Committee for area of expertise E, management of large-scale construction projects.

Attachments: [Attachment A - Committee Membership Requirements](#)
[Attachment B - Selection Panel Guidelines](#)
[Attachment C - Biography](#)

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

13. **SUBJECT: AUDIT SERVICES BENCH** [2022-0641](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. AWARD eight (8) task order-based bench Contract Nos. PS86611000 through PS86611007, for Audit Support Services to the firms listed below, for a total not-to-exceed amount of \$7,142,240 for the initial three-year base term, plus \$2,476,605 for the first, one-year option and \$2,526,140 for the second, one-year option for a total not-to-exceed cumulative amount of \$12,144,985, effective January 1, 2023, subject to resolution of protest(s), if any; and

Discipline 1: Staff Augmentation

1. BCA Watson Rice, LLP
2. Qiu Accountancy Corporation
3. Simpson and Simpson, LLP
4. TAP Financials, LLP
5. The Lopez Group, LLP

Discipline 2: Subject Matter Expertise

1. BCA Watson Rice, LLP
2. Qiu Accountancy Corporation
3. Simpson and Simpson, LLP
4. Talson Solutions, LLC
5. TAP International, Inc.
6. The Lopez Group, LLP
7. Vasquez & Company, LLP

- B. EXECUTE or DELEGATE the execution of Task Orders under these contracts within the approved not-to-exceed cumulative value of \$12,144,985.

- Attachments: [Attachment A - Procurement Summary](#)
 [Attachment B - List of Recommended Contractors](#)
 [Attachment C - DEOD Summary](#)

FINANCE, BUDGET, AND AUDIT COMMITTEE MADE THE FOLLOWING RECOMMENDATION (4-0):

- 15. SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM** [2022-0667](#)

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$36,485,158 in fiscal year (FY) 2022-23 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY22-23 (Attachment B); and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations, and guidelines.

Attachments: [Attachment A - Resolution to Accept and Distribute LA County SGR Funds](#)
[Attachment B - Submitted Project Listing From Metro and Municipal Operators](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(4-0):

- 17. SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES** [2022-0614](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to continue to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program to purchase computer and network equipment, peripherals, and related software and services, at an increase of \$30,000,000 in total expenditure limit, increasing the total expenditure limit from \$30M to \$60M through January 2025. This request is not for a budget increase but is a request for an increase to the cooperative agreement expenditure limit.

Attachments: [Attachment A - Procurement Summary Mod 2022](#)
[Attachment B - DEOD Summary](#)

EXECUTIVE MANAGEMENT COMMITTEE MADE THE FOLLOWING RECOMMENDATION

(5-0):

- 18. SUBJECT: LA METRO TREE POLICY** [2022-0535](#)

RECOMMENDATION

ADOPT Metro Tree Policy (Attachment A).

Attachments: [Attachment A - LA Metro Tree Policy](#)

CONSTRUCTION COMMITTEE MADE THE FOLLOWING RECOMMENDATION (3-0):

- 25. SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT** [2022-0529](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE Contract No. AE82658000 to Anser Advisory Management, LLC for Program Management/Pre-Development Agreement (PDA) Oversight Services for the Sepulveda Transit Corridor Project in the amount of \$26,221,895 for the four-year base term, and \$14,440,545 for the two-year option term, for a total contract value of \$40,662,440, subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of 10% of the

contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 30. SUBJECT: PURCHASE THIRTY-THREE METRO TRANSIT SECURITY HYBRID SUVS** [2022-0423](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. OP87524 with Elite Auto Network Corporation, the lowest responsive and responsible bidder for thirty-three hybrid Metro Transit Security SUVs for a firm fixed price of \$2,340,195.31, inclusive of sales tax.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 31. SUBJECT: ETHERNET SWITCH** [2022-0543](#)

RECOMMENDATIONS

AUTHORIZE the Chief Executive Officer to award a one-year Indefinite Delivery/ Indefinite Quantity (IDIQ) Contract No. MA89960000 to Peacock Systems, the lowest responsive and responsible bidder for Ethernet Switches in the total contract amount of \$2,868,135.69, inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

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

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE MADE THE FOLLOWING RECOMMENDATION (5-0):

- 32. SUBJECT: ELECTRIC VEHICLE CHARGER CONTRACT** [2022-0638](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP55097000 with Axxera Inc. for the Electric Vehicle Charging

Stations and Services contract to extend the Period of Performance by 24 months through December 1, 2024, and increase the Not-to-Exceed Total Contract Price by \$250,000, from \$699,718.72 to \$949,718.72.

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

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

40. SUBJECT: METRO BIKE SHARE PROGRAM [2022-0680](#)

RECOMMENDATION

APPROVE the updated Metro Bike Share (MBS) operational model of Privately-Owned and Publicly Managed to improve overall performance and support a more sustainable regional bike share program (Attachment A).

- Attachments: [Attachment A - Privately Owned - Publicly Managed Model Summary](#)
- [Attachment B - Motion 41 Improving the Effectiveness & Sustainability MBS](#)
- [Attachment C - Motion 41 Summary Update](#)
- [Attachment D - Market Survey Tables 1 and 2](#)
- [Attachment E - Metro EFC Map 2022](#)
- [Presentation](#)

42. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING [2022-0748](#)

RECOMMENDATION

CONSIDER making the following findings:

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

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

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

promote social distancing.

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

SUBJECT: GENERAL PUBLIC COMMENT

[2022-0749](#)

RECEIVE General Public Comment

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

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

Adjournment



Board Report

File #: 2022-0679, **File Type:** Informational Report

Agenda Number: 22.

**EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 20, 2022**

SUBJECT: FARELESS SYSTEM INITIATIVE AND LOW-INCOME FARE IS EASY

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE status updates on Fareless System Initiative (FSI) and Low-Income Fare Is Easy (LIFE) Programs.

ISSUE

The Fareless System Initiative is a phased approach that gives our most vulnerable riders access to fareless transit. Phase 1 is a two-year pilot program that allows students in participating K-12 Districts, charter networks, private schools, and community colleges to ride Metro and 13 additional transit agencies without paying fares. The Low Income Fare is Easy (LIFE) Program provides free and reduced-fares to low-income riders. The LIFE Program is a bridge to Phase 2 of FSI, which is a future extension of fareless services to low-income adults once funding has been identified. This report provides a status update on the FSI and LIFE Programs.

BACKGROUND

On May 27, 2021, the Board passed Motion 45 (Garcetti, Mitchell, Krekorian, Hahn, Bonin, and Solis) (Attachment A) on implementation strategies for the Fareless Systems Initiative (FSI). The motion directed the Chief Executive Officer to implement the Fareless System Initiative, subject to a final funding plan and while pursuing cost-sharing agreements and reporting to the Board monthly on the development, launch, and performance of FSI.

On September 23, 2021, the Board approved a staff recommendation (File #2021-0574) to launch Phase 1 of the Fareless System Initiative for K-14 students on October 1, 2021, with the understanding that future Board approval would be required to launch Phase 2 for low-income adults once available funding had been identified. In addition, the Board adopted Motion 40 (Attachment B), which directed staff to revamp the LIFE program and implement a series of promotional activities and improvements to the LIFE program.

Phase 1 of FSI and the LIFE Program improvements are stepping stones to Phase 2 and beyond and

are helping bring fare relief to low-income riders and youth who are some of Metro’s most vulnerable riders. The LIFE program’s goal is to increase mobility and the quality of life for the participants. As staff continues to seek funding for FSI Phase 2, significant enhancements have been made to the LIFE program. Strategic efforts have been implemented to double enrollment in the program in accordance with Motion 40 to ensure accessibility to the program.

FSI Phase 1

In an effort to make Metro more accessible while providing financial relief from transportation costs for students and their families, Metro launched the GoPass pilot in October 2021. The GoPass pilot was supported using one-time American Recovery Plan Act (ARPA) funds. The estimated cost of the twenty-month regional fareless pilot program for K-14 students based on projected fare-revenue loss is \$49.9 million. ARPA funds are being used by Metro, other transit agencies, and many participating school districts to cover the cost of the GoPass pilot program, which ends June 30, 2023. The cost for K-12 districts to participate is \$3 per enrolled student per year, and the cost for community college is \$7 per student per year.

DISCUSSION

Year 1 of the GoPass Pilot Program ran from October 1, 2021, through July 31, 2022. Fifty (50) K-12 public Districts, Charter School Networks, and Independent Charter and Private schools participated in Year 1, along with and six (6) Community College Districts representing fourteen (14) colleges, which included over 1,100 schools and more than 1 million eligible students in the partner districts (see Figure 1 below). Thirteen (13) transit agencies are participating in the program: City of Commerce, Culver CityBus, Foothill Transit, Glendale Beeline, GTrans, LA County Shuttles, LADOT DASH, Long Beach Transit, Montebello Bus, Norwalk Transit, Pasadena Transit, Santa Monica Big Blue Bus, and Torrance Transit. This is 50% of the agencies on TAP. Staff continues to meet weekly with all interested transit agencies in LA County to ensure open communication and data sharing and is working on adding additional transit agencies to the program.

Figure 1 - Year 1 Districts by Type

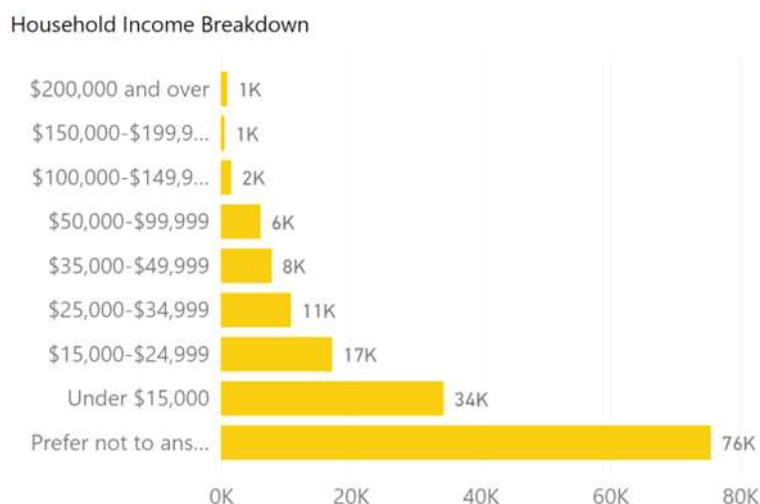
District Type	Participating Year 1	Total # of districts	Percent of Participation
Public Districts	12	81	15%
Charter Networks	10	29	34%
Independent Charters	25	150	17%
Private Schools	3	697	0.4%
Community College Districts	6	13	46%
Total	56	970	6%

In Year 1:

- 925,000 GoPass TAP Cards were distributed
- 135,581 passes were loaded (15% of cards distributed)
- 96,370 cards (71% of registered cards) were actively used on the system for an average of 57 boardings per card
- 5,566,839 boardings on all participating transit agencies

In Year 1 of the program, over 90% of boardings occurred Monday through Friday, with the highest usage peaking at 8 AM and 4 PM, showing that the students were using the GoPass to get to and from school.

In addition, 88% of GoPass participants who share their household income data report an annual income of less than \$50,000 per year, which would qualify them for the Low Income Fare is Easy (LIFE) program at the levels of \$47,300 for household of two persons or \$53,200 for a household of three persons (see below). This is higher than the 69% of students in LA County who qualify for free and reduced-cost lunch programs or the 70% of Metro riders who are below that threshold.



Districts and students have expressed a great appreciation for how easy it is for them to participate in the program and the cost-benefit. Schools say that they have students who rely on the program to get to school daily, and having a pass helps them avoid absences.

Year 2

Year 2 of the GoPass Pilot runs from August 1, 2022, through June 30, 2023. Goals for Year 2 are to add another fifty (50) participating districts, 94,000 more participants, and an additional 10 million boardings. So far, in Year 2 twenty-eight (28) K-12 Districts/Networks and two community colleges have joined the program (60% of goal). (See Figure 2 below.) Metro continues outreach and discussions with the remaining K-12 Districts/Networks and Community College districts in LA County to join the GoPass program. In addition, we have 42,423 new participants (45% of goal), and students have boarded more than 2.27 million times since August 1 (22% of goal).

Figure 2 - Year 2 Districts by Type (cumulative since start of program)

District Type	Participating Year 1	Year 2 Additional Partners	Participating as of Oct. '22
K-12 Districts	50	28	78
Community College Districts	6	2	8

Since the inception of the program through October 10, 2022:

- 1 million GoPass TAP cards have been distributed
- 168,198 passes have been loaded (15% of cards distributed)
- 139,250 cards (83% of registered cards) have been actively used on the system for an average of 57 boardings per active card
- 7,907,421 boardings have been recorded on all participating transit agencies

With a focus on equity, initial evidence supports the finding that the GoPass Program has increased transit accessibility for students. FY22 student passholders are 118% above 2019 cardholders (271,016 vs. 124,055). K-12 monthly boardings are 47% above pre-COVID averages (953,193 vs. 647,083). Community College monthly boardings are only 14% above pre-COVID (305,510 vs. 268,638) because most colleges are not yet back to full in-person attendance as many classes are offered virtually.

Next Steps

Staff will continue efforts to encourage students to obtain and register their GoPass cards, including exploring in-kind partnerships with LAUSD. Community engagement will continue with community events to increase student participation and a social media campaign. Metro launched a promotional campaign to incentivize schools to register more students, with prizes going to the top participating schools. Staff has been partnering with schools to participate in back-to-school events and holding on-campus registration events to boost program enrollment.

FSI-Phase 2 Low Income

Metro embarked on an intensive process of studying and identifying challenges and opportunities related to eliminating fares on Metro buses and trains. The FSI program is managed in a phased pilot approach, starting with Phase 1 K-14 students and expanding to Phase 2 to include low-income riders who meet Metro's existing low-income qualifications at a future date when funding can be secured. Using consultant support from Deloitte, Metro is developing a strategic roadmap to seek policy reforms to create greater public and policy consensus for Phase 2 of the Fareless program, including a federal and state advocacy plan to obtain funding to support an expanded fareless program.

State Funding Opportunities

Metro has aggressively advocated for state funding to support free fare programs in the State of California. Assembly Member Holden advanced AB 1919, which would have created a program structure for state support of reduced fare programs. The bill was contingent upon an allocation of funding that was not included in the State Budget. While the state has experienced a record surplus, long-term fiscal outlooks still identify significant volatility in state revenues. Due to that volatility, the Legislature only allocated funds for one-time capital purposes. The Legislature is expected to consider various legislative proposals to support free fare programs. Established Board policies allow us to support those measures as they are introduced. Metro staff will continue to support legislation advancing these programs and keep the Board apprised of any new developments.

Federal Funding Opportunities

Metro has been and remains a national leader advocating for Congress and the White House to provide federal funding for reduced-fare and fare-free transit services. Metro partnered with the Los Angeles Community College District (LACCD) to secure a \$1 million grant through the Congressional Directed Funding process to help expand the GoPass program at all community colleges in LA County. The grant will fund passes for nearly 143,000 students.

With the strong support of our Board of Directors and our CEO - Metro had advocated for House Transportation and Infrastructure Chair Peter DeFazio (D-OR) to include a grant program for reduced-fare and fare-free transit services in the Build Back Better reconciliation bill he authored last year, which the full House later adopted. Unfortunately, the House passed measure included a section that provided for federal funding for reduced-fare, and fare-free transit services was never adopted into law due to the failure of the U.S. Senate to consider their version of a Build Back Better reconciliation measure. Metro is continuing to work with California's two U.S. Senators and the Los Angeles County Congressional Delegation to explore future opportunities to secure federal support for reduced-fare and fare-free transit services - including but not limited to - language that could be embedded in the Fiscal Year 2024 Transportation, Housing and Urban Development appropriations bill. Consistent with the direction provided by Metro's Board of Directors, our agency is in strong and full support of the Freedom to Move Act, federal legislation that establishes a \$5 billion competitive grant program known as Freedom to Move Grants to offset fare revenues for transit agencies. This legislation, offered in the U.S. House of Representatives by Rep. Ayanna Pressley (D-MA) and in the U.S. Senate by Senator Ed Markey (D-MA) is pending in the 114th Congress. Metro will remain a national leader on this issue by continuing to work with local, regional, state-wide, and national stakeholders who share our strong support for securing federal support for reduced-fare and fare-free transit services.

LIFE Program

Recognizing the expansion and enhancement of the LIFE program will reduce transportation costs for low-income riders and further advance social and economic mobility for economically disadvantaged individuals. At the same time, Metro continues to seek funding to implement FSI Phase 2 (low-income adults). Staff has continued to employ strategic and tactical actions that lend to streamlining and enhancing the LIFE program, increasing enrollments into the program, and

furthering access to public transit for low-income riders.

A. Double Enrollment Goal

As a result of staff's coordinated efforts, including utilizing the network of community-based partners, municipal agency partners, and municipal transit agencies, Metro continues to increase new enrollments in the LIFE program that remain on track with staff's projections to double LIFE program enrollees to 91,086 by the end of 2022.

As of October 11, 2022, there are 84,004 new LIFE participants, which represents 92.2% of the double enrollment goal and brings the total LIFE program participants to 173,793. The new enrollments can be attributed to the various coordinated efforts, the improvements to the program, which have resulted in a more accessible, seamless application and enrollment process, and tangible results such as:

- 52% of new enrollments submitted through the new online application/portal
- 39% of applications submitted via self-certification; and
- 48% of new applicants were issued a TAP card.
- New LIFE Enrollments:
 - Female: 57%
 - Male: 43%
 - Other: 0.38%
 - Prefer not to answer: 0.07%

B. Regional and Community Based Partnerships

In September 2022, LA Metro launched a partnership with the Department of Public Social Services. A dedicated online enrollment portal for DPSS agents was created to support enrollment at four pilot DPSS offices: The Belvedere office in East LA, The Glendale office, The Metro Family Office, near LA Trade Tech College, and The Rancho Park Office in West Los Angeles. In addition to an online portal, DPSS offices were provided more than 25,000 LIFE brochures in various languages. As of October 12, DPSS agents have enrolled 1077 new LIFE participants into the program. Metro staff will continue to work with DPSS to provide administrative support to ensure numbers continue to increase at these four locations.

Metro's CBO partners have been deployed countywide to provide multilingual outreach and support to hard-to-reach populations such as low-income and cash-paying riders and others at Metro stations, community events, food banks, and other locations. Metro's CBO' are assisting qualifying riders with enrollment applications and supporting the overall public engagement campaign. Since February 2022, Metro's CBO partners have:

- Held more than 100 in-person outreach events at Metro transit stops and stations
- Distributed more than 10,000 flyers and brochures in English, Spanish, Korean, and Chinese to potential enrollees

- Distributed electronic LIFE information via email and text messages to more than 100,000 people.

Metro staff will continue to work with CBO partners to expand reach; and staff will continue to work with the network of CBO partners to collect and evaluate feedback received from new LIFE program participants and potential enrollees.

C. Marketing and Media Efforts

Metro continues to ensure robust outreach, engagement, and promotion tactics that have furthered the LIFE program improvements and increased enrollments to support the double enrollment goal. As a result of focused tactics, the LIFE media campaign has delivered 35 million trackable impressions, 196,000 clicks resulting in 14,000 trackable online applications to date. This means that on average every \$9.33 that Metro spends in trackable advertising has resulted in a new LIFE program applicant. Metro continues to run paid media in various platforms such as English & ethnic print, terrestrial radio, display, paid social, on bus benches, fast food screens, laundromat banners, billboards, and other paid media platforms. Staff will continue implementing inclusive and innovative outreach, promotion, marketing, and media tactics.

EQUITY PLATFORM

At its core, the goal of the FSI Pilot Program is to achieve greater equity by reducing barriers and improving access to transit for all communities. Currently, 88% of registered GoPass users are low-income. This is higher than our systemwide average of 70% low-income riders measured pre-COVID, in the most recent Onboard Customer Survey in Fall 2019. In Year 1, over 90% of the GoPass boardings were used to get to and from school. Not having to worry about the cost of and access to transportation helps students focus on their studies and improves student success. It also saves students money for other important items, like healthy meals. A study conducted of Metro's U-Pass program in 2019 showed that students receiving a free transit pass have up to 27% higher graduation rate, allowing them to continue to higher levels of education and better paying jobs. A 2015 Harvard study found that access to reliable transportation is the single strongest factor in the odds of escaping poverty. Since the start of the GoPass Program in October 2021, K-12 student passholders have increased by 102% and College/Vocational passholders have increased by 106%, meaning that more than twice as many students now have access to reliable transportation, which will improve their student success and future income levels. In addition, there are community college students in the GoPass program who are also parents with children participating in GoPass at their own K-12 schools, so the entire family benefits from the program.

One of the considerations identified for Phase 1 was that low-income families would still need to pay fare when accompanying their minor students. However, the opportunity for students to participate in a fareless program reduces the cost for the whole family to travel together. In addition, participating schools are simultaneously promoting participation in the Low Income Fare is Easy (LIFE) program for other family members. When a student registers their GoPass TAP Card, the confirmation screen contains a live link to allow other family members to click through to the online LIFE application.

Therefore, the GoPass Program is also helping encourage qualifying family members to utilize the benefits of the LIFE Program.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

These programs support Metro's Strategic Plan Goal 3) Enhance communities and lives through mobility and access to opportunity and Goal 4) Transform LA County through collaboration and leadership. Metro will continue to work toward providing accessible and inclusive services for the residents of Los Angeles County.

NEXT STEPS

Staff will continue the expansion and analysis of FSI Phase 1 while continuing to seek funding and policy changes for Phase 2 of the program and continue the enhancement efforts for the LIFE program.

ATTACHMENTS

Attachment A - Board Motion 45

Attachment B - Board Motion 40

Prepared by: Devon Deming, Deputy Executive Officer, FSI (213) 922-7957

Michael Turner, Deputy Executive Officer, Government Relations, (213) 922-2122

Raffi Haig Hamparian, Sr. Director., Federal Affairs / Government Relations, (213) 922-3769

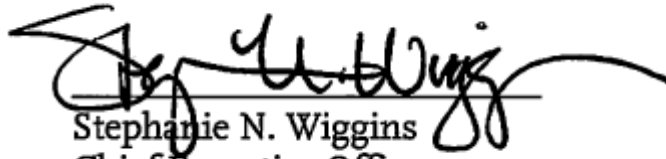
Monica Bouldin, Senior Executive Officer, Customer Experience, (213) 922-4081

Michael Cortez, Manager, Community Relations (213) 418-3423

Elba Higueros, Deputy Chief of Staff, (213) 922-6820

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950

Jennifer Vides, Chief Customer Experience Officer, (213) 922-4060



Stephanie N. Wiggins
Chief Executive Officer



Board Report

File #: 2021-0372, File Type: Motion / Motion Response

Agenda Number: 45.

REVISED
REGULAR BOARD MEETING
MAY 27, 2021

Motion by:

DIRECTORS GARCETTI, MITCHELL, AND KREKORIAN

Fareless System Initiative

Metro's Fareless System Initiative (FSI) is one of the most transformative efforts Metro can take to help Los Angeles County emerge from the pandemic, advance equity, reduce transportation emissions, simplify students' return to school, and increase ridership.

The pandemic has hit students hard. Once the Department of Public Health and schools deem it safe for students to fully return to in-person learning, Metro, municipal operators (munis), and school districts should do everything possible to make the transition back effortless for these families. Studies across the country have shown that the lack of access to transportation is a barrier to student attendance and, therefore, academic success.

Moreover, Metro riders' median household income is \$19,325 systemwide, with approximately 70 percent of Metro riders considered low-income under federal Department of Housing and Urban Development definitions. Many of our riders depend on Metro to reach their jobs as essential workers, and during the pandemic they suffered unavoidable financial impacts. Fareless transit would alleviate some of this burden, helping Los Angeles County get back on its feet.

As the FSI pilot has been developed, the following items remain to be finalized:

1. An efficient implementation process, as well as agreements with the school districts, needs to be put in place to distribute fareless K-12 and Community College student passes.
2. A final funding plan needs to be created.
3. A key concern of municipal operators is the continuation of existing funding agreements with community colleges. These funding agreements have, in many cases, taken years to negotiate. While FSI remains a pilot, these agreements and processes should be kept in place.
4. A mission statement and goals are necessary to help communicate the need for this program.
5. The existing FSI Task Force that developed the pilot should be re-formed to focus on implementation.

Board action is required to ensure these key areas of risk can be addressed and to provide clarity on

FSI's advancement and next steps.

SUBJECT: FARELESS SYSTEM INITIATIVE

RECOMMENDATION

APPROVE Motion by Directors Garcetti, Mitchell, and Krekorian that the Board direct the Chief Executive Officer to implement the Fareless System Initiative, subject to a final financial plan and while pursuing cost-sharing agreements.

WE FURTHER MOVE that the Board direct the Chief Executive Officer to:

Administrative Coordination

- A. Develop strategies to streamline and simplify the eligibility process for participants, striving to remove as many barriers to entry as possible;
 - 1. Include an evaluation of a self-attestation process for low-income riders;
- B. Partner with school districts on administrative coordination to enable availability at pilot launch to all LA County school and community college districts (based on each district's interest), including but not limited to any required Memoranda of Understanding or TAP coordination;

Funding

- C. In partnership with implementation partners and key stakeholders, pursue and support federal and state opportunities and legislation to fund the Fareless System Initiative, both the pilot phase and any permanent program (should the Board decide to continue past the proposed pilot period), including but not limited to the federal Freedom to Move Act;
- D. Pursue reasonable cost-sharing agreements with school districts;
 - 1. Seek to take advantage and leverage any existing student transportation fee programs (e.g., student-approved LACCD fees);
 - 2. Seek to preserve existing funding agreements between school districts and transit operators;
 - a. Wherever municipal operators have existing fareless agreements with community college districts, consider accepting muni student transit passes on Metro for the duration of the pilot;
 - 3. Seek new funding agreements for districts without any existing discounted or fareless student pass programs (e.g., U-Pass);
- E. Consider pursuing private funding opportunities, including but not limited to philanthropic partnerships;

Follow-Up

F. Report to the Board monthly on the development, launch, and performance of the Fareless System Initiative. The first update should include:

1. A mission statement and goals for the FSI pilot;
2. Lists of interested municipal operators, school districts, and community college districts;
3. An update on the refined FSI financial plan; and
4. Identification of a cross-departmental implementation team.

HAHN AMENDMENT: Direct the Chief Executive Officer to prepare a financial plan for the implementation of a Fareless System Initiative that meets the conditions provided below to the Board's satisfaction:

1. Municipal and local operators that choose to participate will be fully included and provided the same type of fare subsidy as Metro transit operations, in order to ensure a seamless rider experience regardless of geographic location or transit provider;
2. The initiative is funded without reducing existing transit operations or state of good repair expenditures or by using regional funding typically committed to bus and rail transit operations or intended for the capital program;
3. Opportunities to expand or adjust existing fare subsidy programs to maximize community benefit have been studied and presented to the Board; and,
4. An initiative can be scaled and/or targeted in a manner that best aligns with Metro's Equity Platform, adopted by the Board in March 2018.

MITCHELL AMENDMENT: Direct Metro CEO to Continue the current fare collection policy in perpetuity until the Metro Board is satisfied with a financial plan for Fareless.

BONIN AMENDMENT:

1. Report back in the financial plan with information on the costs, including administration, technology, and enforcement, of the proposed pilot program compared to a universal fare-free system.
2. Include in the overall final program evaluation:
 - a. Reach of the program, including student and low-income participation rates.
 - b. Effectiveness of the program in improving mobility, increasing student attendance and performance, shifting travel behavior, reducing automobile use, and increasing transit ridership.

- c. The net cost of the program and cost per rider.

SOLIS AMENDMENT: Report back on the feasibility of using the Federal American Rescue plan funding for the pilot.

**Board Report**

File #: 2021-0627, **File Type:** Motion / Motion Response**Agenda Number:** 40.

**REGULAR BOARD MEETING
SEPTEMBER 23, 2021****Motion by:****DIRECTORS MITCHELL, SOLIS, GARCETTI, SANDOVAL, AND BONIN**

Related to Item 35: Fareless System Initiative (FSI)

Effective March 23, 2020, former LA Metro CEO Phil Washington ordered that all passengers shall board the rear door when entering an LA Metro bus and, accordingly, removed the requirement for bus passengers to use the fare box. This practice was established to reduce the risk of COVID-19 transmissions on transit and to protect transit operators at the front of the bus from potential exposure to COVID-19. While put in place as a health pandemic response, this practice has been one of the most effective strategies in our region to respond to the economic pandemic our communities face.

Riders and community advocates quickly embraced LA Metro's fare free bus service and in August 2020, CEO Washington announced the formation of the Fareless System Initiative (FSI) Task Force to study the potential for continuing fare-free service as a recovery strategy to continue after the pandemic. The Task Force's research confirmed what riders already know; that LA Metro's riders are overwhelmingly low-income people of color for whom transit fares are an economic burden and for whom fare enforcement perpetuates racial disparities. Furthermore, the Task Force found that a fareless system would grow ridership and help the region meet its mobility, congestion reduction, and sustainability goals more effectively than almost any other LA Metro initiative. Buoyed by these findings, on May 27, 2021, the Board directed staff to proceed with FSI, subject to a final financial plan, which is before the Board for consideration today.

The financial plan identifies funding for free student passes as Phase 1 of FSI. Staff has moved quickly to build on the previously existing U-Pass program to expand free student passes to students in every participating school district throughout the county. However, the financial plan does not identify the funding needed to move forward and launch Phase 2 of FSI, which would serve all low-income riders. In the interim, staff proposes to build on the existing LIFE Program as a first step toward FSI Phase 2, until additional funding can be secured.

Increasing enrollment in the LIFE Program is an important interim step for an expansion of FSI. If implemented, it will create a pre-qualified pool of applicants for FSI Phase 2. While enrollment has grown since its launch in 2019, the LIFE Program still falls far short of its intended impact, largely due to intimidating, restrictive, and tedious enrollment barriers. The current LIFE Program design will

require an overhaul to meet the needs of eligible low-income riders. Namely, the LIFE Program must be far easier to enroll in, more accessible, easier to pay for, and truly affordable for low-income riders.

Our communities are still faced with a dual economic and health pandemic that racial and economic inequalities have further exacerbated. Programs across this region-created to support families in need-will be expiring later this year, despite evidence that these programs have collectively spurred a record drop in poverty (as much as half according to the Urban Institute). Costs will quickly escalate for families, many of whom are still unemployed, taking care of children and loved ones at home, and paying off rental debt. LA Metro must do more to prevent the resumption of fares from exacerbating economic distress among economically vulnerable people in our communities. Removing financial barriers for those who cannot afford transportation creates a lifeline for those who need access to essential travel.

Revamping the LIFE Program will alleviate the impact of fares on low-income riders while preparing LA Metro to implement FSI Phase 2.

SUBJECT: AMENDMENT TO FARELESS SYSTEM INITIATIVE (FSI)

RECOMMENDATION

APPROVE Motion by Mitchell, Solis, Garcetti, Sandoval, and Bonin that the Board direct the Chief Executive Officer to:

- A. Develop a plan to double the number of LIFE Program enrollees by the end of 2022.
- B. Expedite a streamlined application system that enables on-the-spot enrollment and the immediate issuance of LIFE Program benefits through a process that allows applicants to self-certify qualification in the program. Applicants should attest that their information and eligibility in the program is accurate under penalty of fine.
- C. Ensure the fare capping pilot approved by the Board in March 2021 applies to LIFE Program participants.
- D. Expand partnerships with local, state, and federal public benefit programs to automatically enroll members in LIFE upon qualification.
- E. Partner with community-based organizations to canvass LA Metro buses and trains to enroll qualifying riders.
- F. Provide three months of fareless transit to new enrollees as an incentive to enrollment, beginning upon the resumption of fare collection.
- G. Evaluate whether qualified applicants can enroll in the LIFE Program with the next generation of touch screen TAP Vending Machines.

WE, FURTHER MOVE, that the Board direct the Chief Executive Officer to:

- H. Continue the current boarding practices until prospective participants can enroll-on-the spot and self-certify their eligibility, with no less than 90 days for promotion and 45 days for enrollment before fare collection resumes. The resumption of fare collection should also be subject to a 45-day awareness-building period that fares collection will resume as detailed in Attachment I of the September 2021 FSI report (Board File 2021-0574).
- I. Return to the Board in January 2022 with an update on LIFE Program changes.
- J. Conduct a LIFE Program evaluation - in partnership with community-based organizations -- to:
 - 1. Develop additional strategies that support the enrollment of new participants in the LIFE Program.
 - 2. Survey and convene current and prospective LIFE Program enrollees on how well the current program meets the needs of eligible applicants.
 - 3. Review current benefit levels and recommend changes, as appropriate.

Metro's Fareless System Initiative (FSI)

Fareless System Initiative (FSI) and
Low Income Fare is Easy (LIFE) Update
October 2022

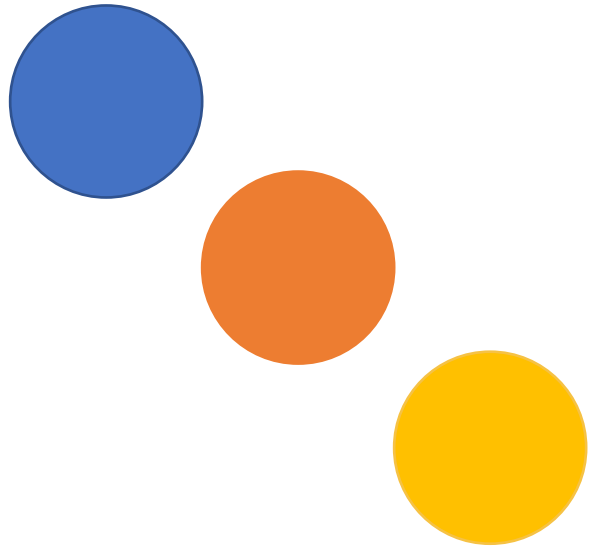


GoPass – Year 1 (October '21 – July '22)

- 50 K-12 Districts and Charter School Networks (1162 schools)
- 6 Community College Districts covering 14 colleges
- Over one million eligible students in the partnered districts



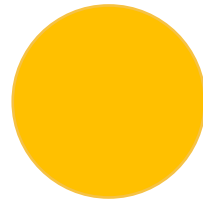
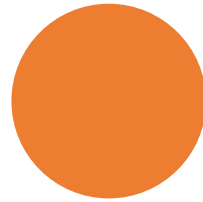
- 920,000 GoPass TAP cards distributed
- 134,976 (15%) cards registered
- 96,120 (71%) unique cards used on the system
- 5.44 million boardings
- Active cards had an average of 58 boardings used to date



GoPass – Year 2 (August '22 – June '23)

Cumulative as of 10/10/2022:

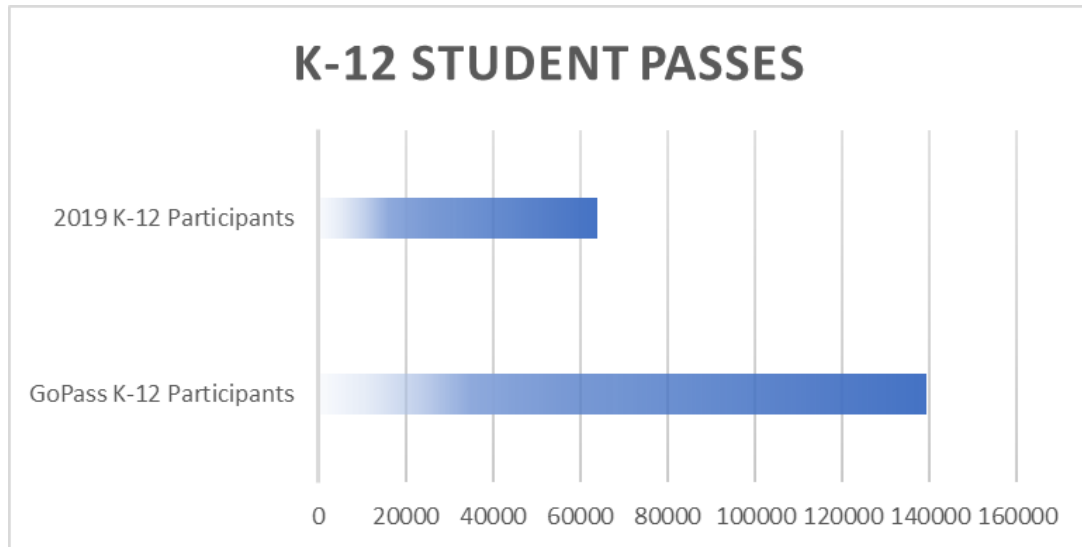
- Over 1M TAP cards distributed
- 168,198 (15%) cards registered
- 139,250 (83%) unique cards used on the system
- 7.9 million boardings
- Active cards had an average of 57 boardings used to date



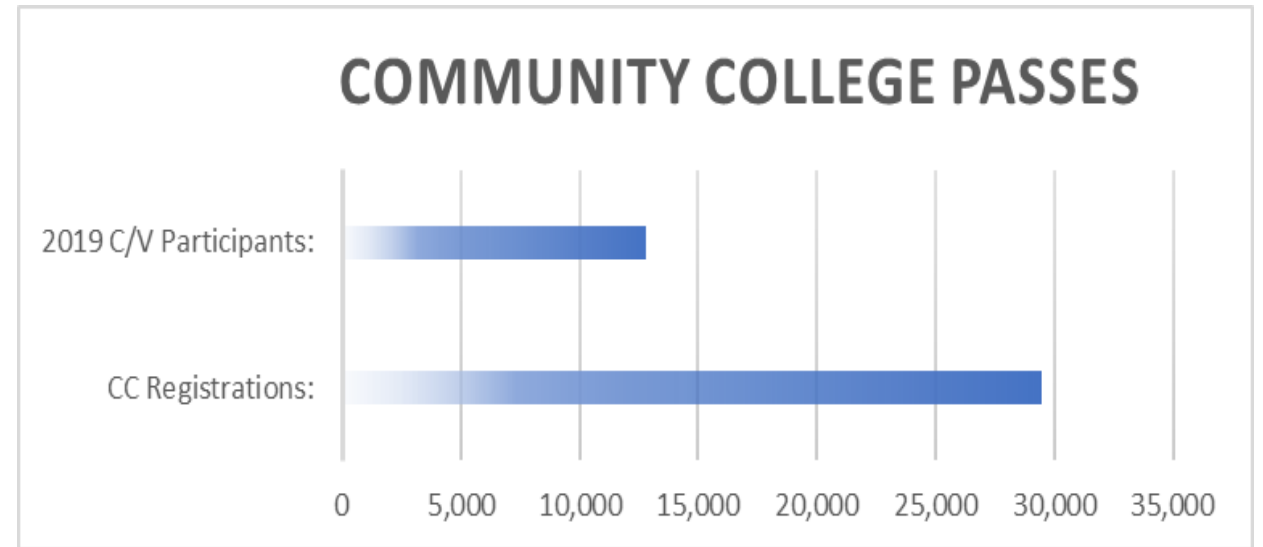
- 79 K-12 Districts and Charter School Networks (1345 schools)
- Over 1.2 million eligible students in the partnered districts
- 8 Community College Districts covering 16 colleges



GoPass Participation



As of 10/10/2022, K-12 GoPass participants are 118% above 2019 K-12 cardholders



As of 10/10/2022, Community College GoPass participants are 130% above 2019 C/V cardholders

FSI - Funding

Continuing to work with local, regional, state-wide, and national stakeholders to secure State and Federal support for reduced-fare and fare-free transit services.

State:

- State Golden Opportunity Package for state surplus
- AB 1919 – Not funded (Vetoed)
- State Legislature to consider other proposals to support free fare programs

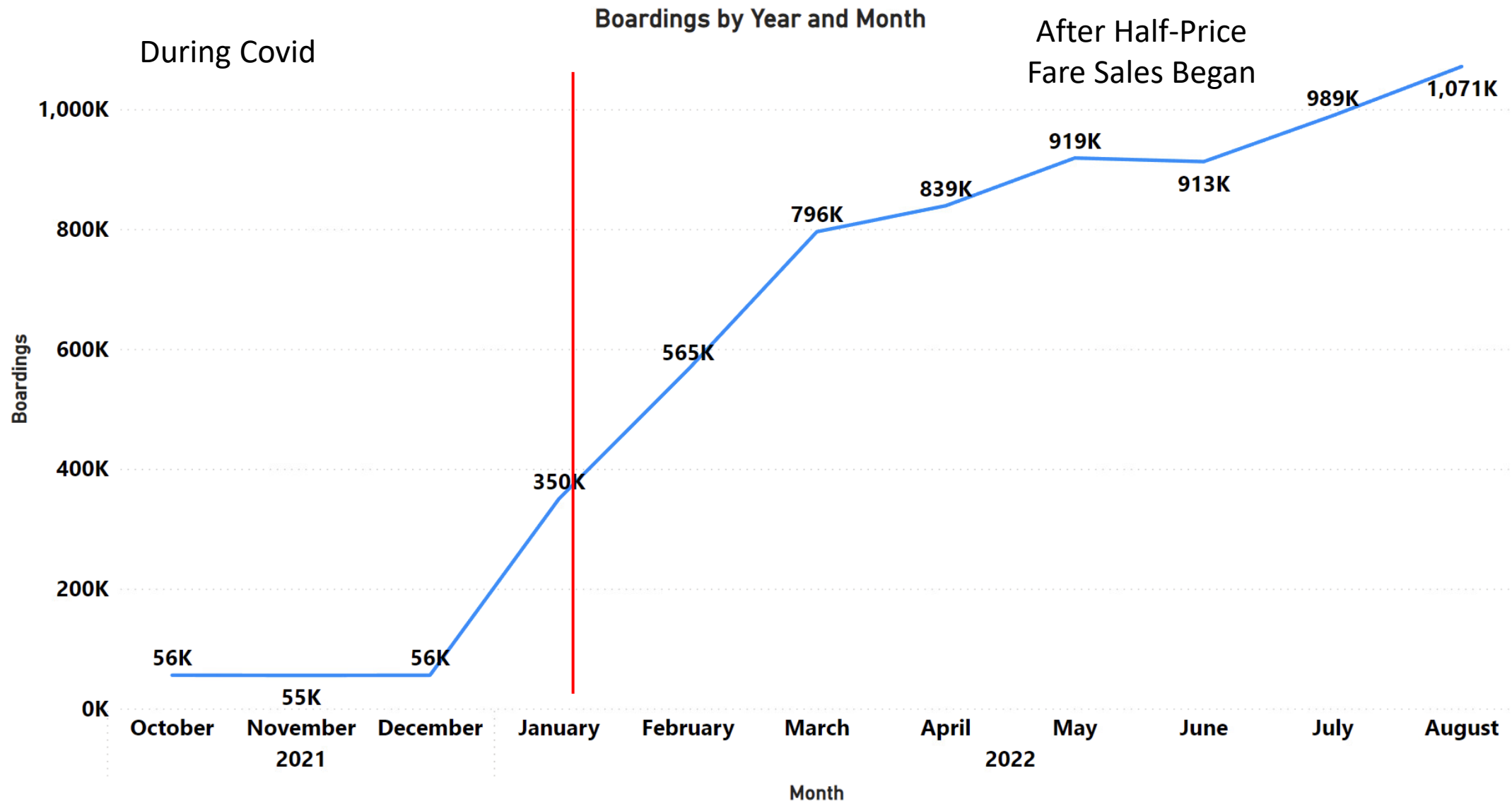
Federal:

- \$1 million grant through the Congressional Directed Funding (Feinstein) to help expand the GoPass at all community colleges in LA County (~143,000 students)
- Exploring funding made available through the Bipartisan Infrastructure Law

LIFE Double Enrollment Update

- 87,419 new LIFE participants
- 96 % of the double enrollment goal
 - Total LIFE program participants to 177,212
- 19% of new applicants submitted are self certified; 81% have documented income (cumulative total)
- Average enrollments are up 33% from pre-Covid
- Working in partnership with Department of Public Social Services (DPSS), Workforce Development, Aging and Community Services (WDACS) and the Los Angeles County Development Authority (LACDA), Staff conducted and coordinated outreach efforts including:
 - pop-up events at public housing sites
 - enrollment efforts with WDACS at their senior centers
 - provided LIFE marketing materials to more than 11,000 senior meal delivery service recipients

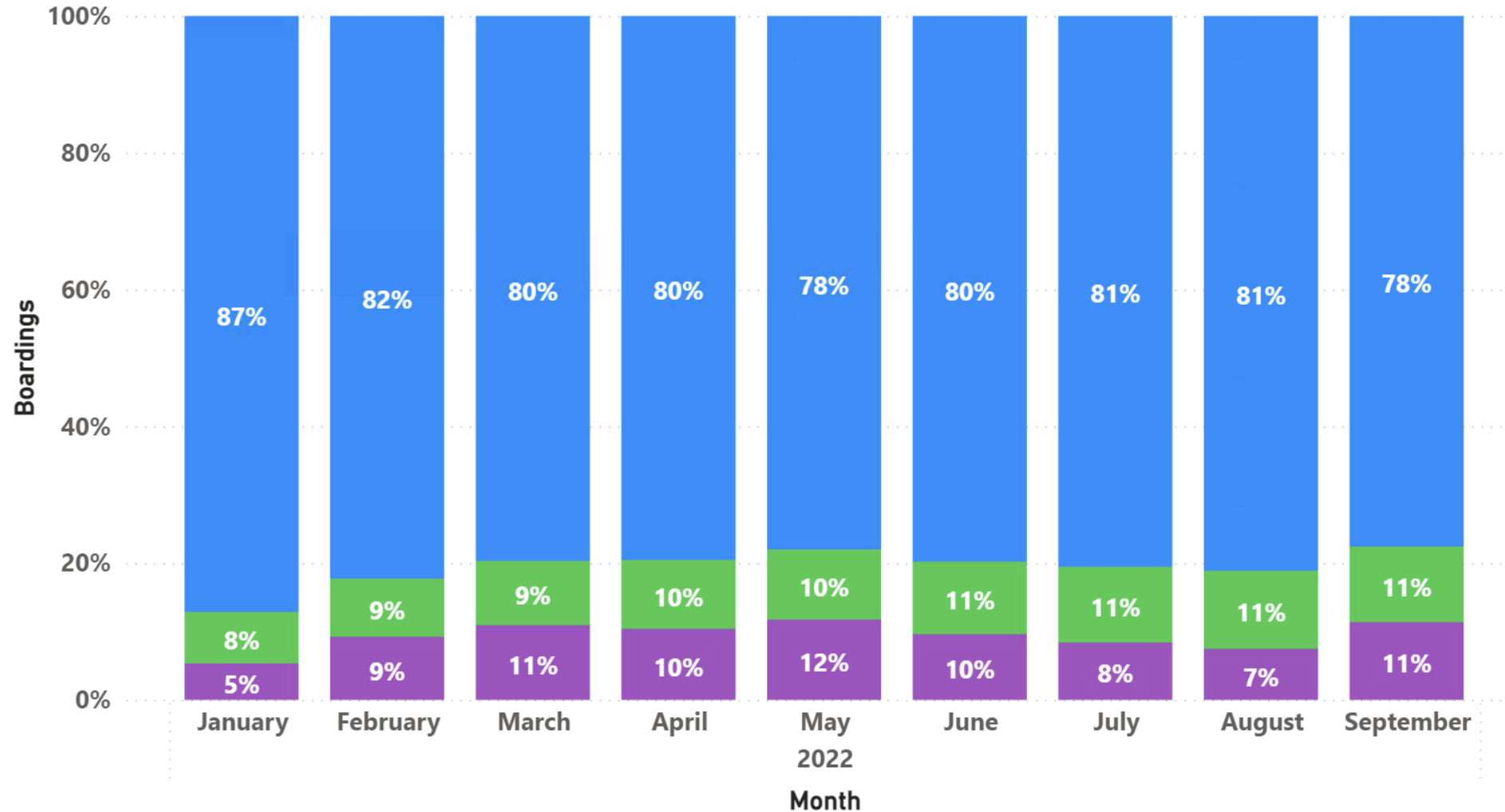
LIFE Monthly Taps



TAP Boardings for FSI/LIFE on Metro

Boardings by Year, Month and Fare Product Type

Fare Product Type ● FSI Transaction ● LIFE Transaction ● Other



August 2022

FSI/LIFE: 1,600,000 (18%)

TAP (Other): 6,850,000

September 2022

FSI/LIFE: 1,950,000 (22%)

TAP (Other): 6,700,000

Boardings only include TAP.

Next Steps

- Staff is engaging the services of a consultant to prepare a strategic road map to advance the FSI program to Phase 2, low-income fareless.
- Expand DPSS pilot to all locations.
- Convene county departments (LACDA, WDACS, DCFS) and share DPSS' experience and lessons learned during the pilot and pursue similar co-enrollment programs with LACDA, WDACS, and DCFS.



Fareless System Initiative



Metro

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

Board Report

File #: 2022-0747, **File Type:** Minutes

Agenda Number: 2.

**REGULAR BOARD MEETING
OCTOBER 27, 2022**

SUBJECT: MINUTES

RECOMMENDATION

APPROVE Minutes of the Regular Board Meeting held September 22, 2022.



MINUTES

Thursday, September 22, 2022

10:00 AM

Board of Directors - Regular Board Meeting

DIRECTORS PRESENT:

Ara J. Najarian, Chair

Jacquelyn Dupont-Walker, 1st Vice Chair

Janice Hahn, 2nd Vice Chair

Kathryn Barger

Mike Bonin

James Butts

Fernando Dutra

Eric Garcetti

Paul Krekorian

Sheila Kuehl

Holly J. Mitchell

Tim Sandoval

Hilda Solis

Gloria Roberts (Interim), non-voting member

Stephanie Wiggins, Chief Executive Officer

CALLED TO ORDER: 10:00 A.M.

ROLL CALL

1. APPROVED Consent Calendar Items: 2, 10, 12, 13, 16, 18, 19, 20, 25, 26, 28, 31, 32**, 33**, 34, 35**, 36, 37, 38, 39, 40, 41 and 47.

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

**Item required 2/3 vote

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AN
Y	Y	Y	Y	A	Y	Y	Y	A	Y	Y	Y	Y

2. **SUBJECT: MINUTES** **2022-0653**

APPROVED ON CONSENT CALENDAR Minutes of the Regular Board Meeting held August 25, 2022.

3. **SUBJECT: REMARKS BY THE CHAIR** **2022-0654**

RECEIVED remarks by the Chair.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	A	P	P	P	P	P	P	P	P

4. **SUBJECT: REPORT BY THE CHIEF EXECUTIVE OFFICER** **2022-0655**

RECEIVED report by the Chief Executive Officer.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	P	P	P	P	P	P	P	P	P

KB = K. Barger	FD = F. Dutra	SK = S. Kuehl	HS = H. Solis
MB = M. Bonin	EG = E. Garcetti	HJM = H.J. Mitchell	
JB = J. Butts	JH = J. Hahn	AJN = A.J. Najarian	
JDW = J. Dupont Walker	PK = P. Krekorian	TS = T. Sandoval	

LEGEND: Y = YES, N = NO, C = CONFLICT, ABS = ABSTAIN, A = ABSENT, P = PRESENT

**9. SUBJECT: UPLIFTING ARTS, CULTURE, AND RECREATION DURING 2022-0643
THE 2028 OLYMPIC AND PARALYMPIC GAMES MOTION**

APPROVED Motion by Directors Solis and Garcetti as amended by Butts and Najarian that the Board of Directors direct the Chief Executive Officer to:

- A. As part of the 2028 MCP, identify funding and develop recommendations to launch a special grant program dedicated to transforming our streets and transportation facilities into temporary centers of art, culture, and recreation to engage the local communities in the spirit of the Olympic Games before and/or during the 2028 Olympic and Paralympic Games;
- B. Collaborate with the Los Angeles County Department of Arts and Culture, Los Angeles County Department of Parks and Recreation, the City of Los Angeles (including the Los Angeles Department of Transportation and Department of Cultural Affairs), and LA28 to provide input to Metro on the development of guidelines for the new grant program;
- C. Engage with the California Department of Transportation related to opportunities for new and restored murals on the State Highway System;
- D. Consider how to uplift local and community-based arts organizations as part of the above directives; and
- E. Report back on the above directives in March 2023.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y	Y

**10. SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM & 2022-0452
MEASURE R TRANSIT INVESTMENTS PROGRAM
UPDATE - SOUTH BAY SUBREGION**

A. APPROVED ON CONSENT CALENDAR:

- 1. Programming of an additional \$12,334,189 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Transportation System and Mobility Improvements Program (Expenditure Line 50),
- 2. Programming of an additional \$23,168,000 within the capacity of Measure M MSP - South Bay Highway Operational Improvements Program (Expenditure Line 63),

(continued on next page)

(Item 10 – continued from previous page)

- 3. Inter-program borrowing and programming of an additional \$6,375,000 from Transportation System and Mobility Improvements Program (Expenditure Line 50) to Measure M MSP - Transportation System and Mobility Improvements Program (Expenditure Line 66),
- 4. Programming of an additional \$4,000,000 within the capacity of Measure R South Bay Transit Investments Program, and;

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

12. SUBJECT: WEST SANTA ANA BRANCH TRANSIT CORRIDOR PROJECT **2022-0464**

APPROVED ON CONSENT CALENDAR:

- A. AUTHORIZING AND DELEGATING authority to the Chief Executive Officer (CEO) or their designee to negotiate and execute all necessary agreements between Los Angeles County Metropolitan Transportation Authority (Metro) and the Gateway Cities Council of Governments (Gateway Cities COG) to fund the Gateway Cities Consultant to support the WSAB City Manager TAC efforts for a one-year term; and
- B. RECEIVING AND FILING the project update on the West Santa Ana Branch (WSAB) Transit Corridor Project.

13. SUBJECT: I-405 COMPREHENSIVE MULTIMODAL CORRIDOR PLAN (CMCP) **2022-0552**

APPROVED ON CONSENT CALENDAR adoption of the I-405 Comprehensive Multimodal Corridor Plan.

14. SUBJECT: GROUP INSURANCE PLANS **2022-0530**

AUTHORIZED the Chief Executive Officer to renew existing group insurance policies covering Non-Contract and AFSCME employees, including long term disability coverage for Teamster employees, and life insurance for all full time Metro employees, for the one-year period beginning January 1, 2023.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	C	C	C	Y	Y	C	A	Y	C	Y	Y	Y

16. SUBJECT: CRENSHAW/LAX (K LINE) AND REGIONAL CONNECTOR 2022-0413
FARE COLLECTION EQUIPMENT MAINTENANCE
SUPPORT SERVICES, CUBIC TRANSPORTATION
SYSTEMS, INC.

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. EXECUTE Modification No. 155.01 to Contract No. OP02461010-MAINT with Cubic Transportation Systems, Inc., (Cubic) for maintenance support services of fare collection equipment at Metro stations related to the Crenshaw/LAX (K Line) Transit Project and Regional Connector Project, in the amount of \$1,054,539 from \$383,998,282 to \$385,052,821; and
- B. NEGOTIATE the contract modification value based on final Revenue Operation Dates of both projects in an amount not-to-exceed \$200,000 above \$1,054,539.

17. SUBJECT: MEASURE R SHORT-TERM BORROWING PROGRAM 2022-0466

ADOPTED 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 Measure R Short-Term Borrowing Program.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	C	C	C	Y	Y	Y	A	Y	Y	Y	Y	Y

18. SUBJECT: LABOR COMPLIANCE MONITORING SERVICES BENCH 2022-0189

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

- A. AWARD ten-year bench Contract Nos. PS75942001 through PS75942009, with firms listed in Attachment B, for a not-to-exceed amount of \$20,000,000 for the five-year base term, effective November 1, 2022, through October 31, 2027, plus \$6,000,000 for the first, three-year option term and \$4,000,000 for the second, two-year option term, for a combined total not-to-exceed amount of \$30,000,000, subject to resolution of protest(s), if any;
- B. ADD qualified firms to the Bench, as necessary, prior to exercising option 1 through the issuance of a competitive solicitation; and
- C. EXECUTE individual task orders under these Contracts for up to \$5,000,000 per task order.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	C	Y	A	Y	Y	Y	A	C	Y	Y	Y

19. SUBJECT: COMMUNICATIONS SUPPORT SERVICES BENCH

2022-0276

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to:

A. AWARD sixteen (16) task order-based bench Contract Nos. PS85397000 through PS85397015, for Communications Support Services, for a not-to-exceed amount of \$32,000,000 for a four-year term, effective October 1, 2022, through September 30, 2026, subject to resolution of protest(s), if any, with the following firms:

1. Arellano Associates
2. Communications Lab
3. Community Connections
4. Costin Public Outreach Group
5. Dakota Communications
6. Del Sol Group
7. Lazar Translating & Interpreting
8. Lee Andrews Group
9. MBI Inc.
10. Murakawa Communications
11. Natively Fluent
12. Northstar Alliances
13. Pacific Graphics Inc.
14. Redwood Resources
15. The Robert Group
16. VMA Communications

B. EXECUTE Task Orders under these Contracts for communications support services not exceed \$5,000,000 each.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	C	Y	A/C	Y	C	C	A	C	Y	Y	Y

20. SUBJECT: APPROVE METRO'S 2022 TITLE VI PROGRAM UPDATE

2022-0566

ADOPTED ON CONSENT CALENDAR the 2022 Title VI Program Update.

23. SUBJECT: SURVEY OF SMALL BUSINESS ENTERPRISE (SBE)

2022-0525

CERTIFICATION PROGRAMS AND EXPLORING OPPORTUNITY FOR RECIPROCITY (REPORT NO. 22-AUD-05)

RECEIVED AND FILED Office of the Inspector General (OIG) Final Report on the Survey of Small Business Enterprise (SBE) Certification Programs and Exploring Opportunity For Reciprocity.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	P	P	P	A	P	P	P	P	P

25. SUBJECT: CROWN CASTLE FIBER LLC UTILITY COOPERATIVE AGREEMENT **2022-0501**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute the Utility Cooperative Agreement (UCA) between Los Angeles County Metropolitan Transportation Metro (Metro) and Crown Castle Fiber LLC (Crown Castle).

26. SUBJECT: METRO G-LINE WATER INFILTRATION AND QUALITY PROJECT **2022-0507**

APPROVED ON CONSENT CALENDAR:

- A. ADOPTING the Final Initial Study/ Mitigated Negative Declaration (IS/MND), and the recommended Mitigation Monitoring and Reporting Program (MMRP), pursuant to the California Environmental Quality Act (CEQA); and
- B. AUTHORIZING the Chief Executive Officer or her designee to file a CEQA Notice of Determination (NOD) for the Project with the Los Angeles County Clerk and State of California Clearinghouse.

28. SUBJECT: THIRD PARTY ADMINISTRATION **2022-0521**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute an annual expenditure budget plan for the FY23 Annual Work Plan for the City of Los Angeles.

31. SUBJECT: WASTE MANAGEMENT SERVICES **2022-0410**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award an indefinite delivery indefinite quantity Contract No. OP809690008370, for the North and South Regions, combined, to Consolidated Disposal Service, L.L.C. dba Republic Service, to provide systemwide waste management services. The contract not-to-exceed amount is \$7,107,207 for the five-year base period, and \$2,950,875 for the one, two-year option term, for a combined not-to-exceed amount of \$10,058,082, effective November 1, 2022, through October 31, 2029, subject to resolution of protest(s), if any.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	C	Y	Y	A/C	Y	Y	Y	A	Y	Y	Y	Y

32. SUBJECT: P3010 AUXILIARY CONVERTER SPARES

2022-0527

APPROVED BY TWO-THIRDS VOTE ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to award a 24-month firm fixed unit price Contract No. SP88119000, to Powertech Converter Corporation (Powertech) for the purchase of ten (10) new Auxiliary Converters in support of the P3010 Light Rail Vehicle (LRV) fleet for a total contract amount of \$977,586.52; and
- A. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use.

33. SUBJECT: P3010 LIGHT RAIL FLEET FRICTION BRAKE AND AIR COMPRESSOR OVERHAUL

2022-0425

APPROVED BY TWO-THIRDS VOTE ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to award a 60-month, Indefinite Delivery Indefinite Quantity Contract No MA78165000 to Knorr Brake Company (KBC) for component overhaul services of the P3010 light rail vehicle (LRV) friction brake and air compressor system, for a total not-to-exceed amount of \$29,427,487; and
- B. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use.

34. SUBJECT: ENGINE PISTON KITS

2022-0456

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery / Indefinite Quantity (IDIQ) Contract No. MA85347000 to Cummins, Inc. the responsive and responsible bidder for Engine Piston Kits. The contract's one-year base amount is \$581,774 inclusive of sales tax, and the one-year option amount is \$596,330, inclusive of sales tax, for a total contract amount of \$1,178,104, subject to resolution of protest(s), if any.

35. SUBJECT: METRO B (RED) LINE PROGRAM STATION STOP SYSTEM

2022-0474

APPROVED BY TWO-THIRDS VOTE ON CONSENT CALENDAR:

- A. AUTHORIZING the Chief Executive Officer to award a firm-fixed-price contract, Contract No. OP 86946-2000, to B&C Transit to replace the existing Metro B (Red) Line Program Station Stop (PSS) system in the amount not-to-exceed \$1,281,500, inclusive of sales tax; and
- B. FINDING that there is only a single source of procurement for the item(s) set forth in Recommendation A above and that the purchase is for the sole purpose of duplicating or replacing supply, equipment, or material already in use.

36. SUBJECT: AUTOMATED PUBLIC TOILETS ROUTINE MAINTENANCE AND REPAIR SERVICES

2022-0483

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a sole source firm fixed price Contract No. OP850488370000 for Automated Public Toilets (APTs) maintenance services with Public Facilities and Services, Inc. for a not-to-exceed amount of \$1,393,540 for the contract five-year base period, effective December 1, 2022.

37. SUBJECT: ENGINEERING SUPPORT FOR TRANSIT INFRASTRUCTURE MAINTENANCE

2022-0485

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Contract Modification No. 7 to Contract No. PS46172000, with Gannett Fleming Transit & Rail Systems, for engineering support of transit infrastructure maintenance to increase the total contract not-to-exceed spending authority by \$5,000,000 from \$26,000,000 to \$31,000,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	C	Y	Y	A/C	Y	Y	Y	A	C	Y	Y	C

38. SUBJECT: IGNITION CONTROL MODULE

2022-0394

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a two-year, Indefinite Delivery/Indefinite Quantity (IDIQ) Contract No. MA86135000 to Cummins, Inc., who was the responsive and responsible bidder, for ignition control modules. The contract's first-year base amount is \$548,316 inclusive of sales tax, and the one-year option amount is \$562,024, inclusive of sales tax, for a total contract amount of \$1,110,340, subject to resolution of protest(s), if any.

- 39. SUBJECT: MEMBERSHIP ON METRO'S SAN GABRIEL VALLEY SERVICE COUNCIL** **2022-0512**

APPROVED ON CONSENT CALENDAR nominee for membership on Metro's San Gabriel Valley Service Council.

- 40. SUBJECT: AGENCY ENTERPRISE SECURITY ARCHITECTURE ASSESSMENT** **2022-0511**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to award a professional service firm-fixed price Contract No. PS77693-3000 to Regents & Park, in the amount of \$1,259,400, subject to resolution of protest(s), if any.

- 41. SUBJECT: TECHNICAL AND PROGRAM MANAGEMENT SUPPORT SERVICES FOR THE P2000 LIGHT RAIL VEHICLE OVERHAUL/MIDLIFE MODERNIZATION PROGRAM** **2022-0459**

AUTHORIZED ON CONSENT CALENDAR the Chief Executive Officer to execute Modification No. 19 to Contract No. PS20113000, a cost plus fixed-fee contract with CH2M Hill, Inc. for technical and program management support services in support of the P2000 Light Rail Vehicle (LRV) Overhaul/Midlife Modernization Program to increase the Not-To-Exceed (NTE) contract price by \$1,231,187.71 from \$5,829,626 to \$7,060,813.71 to support project activities for 9 months, through June 30, 2023.

- 45. SUBJECT: ORAL REPORT ON MICROTRANSIT** **2022-0424**

RECEIVED oral report on MicroTransit service update.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	P	P	P	P	P	P	P	P	P

- 47. SUBJECT: FINDINGS REQUIRED TO CONTINUE TO MEET VIA TELECONFERENCE IN COMPLIANCE WITH AB 361 WHILE UNDER A STATE OF EMERGENCY AND WHILE STATE AND LOCAL OFFICIALS CONTINUE TO PROMOTE SOCIAL DISTANCING** **2022-0672**

APPROVED ON CONSENT CALENDAR making the following findings:

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

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

(continued on next page)

(Item 47 – continued from previous page)

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

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

48. SUBJECT: I-710 SOUTH CORRIDOR TASK FORCE

2022-0330

APPROVED the I-710 South Corridor Project’s recommendations for:

- A. Vision Statement,
- B. Guiding Principles and Goals,
- C. Pre-Investment Plan Opportunity, and
- D. New Project Name: The Long Beach-East LA Corridor Mobility Investment Plan

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

49. SUBJECT: RELATED TO ITEM 48: 710 SOUTH CORRIDOR PRE-INVESTMENT PLAN OPPORTUNITY MOTION

2022-0674

APPROVED Motion by Directors Hahn, Solis, and Dutra to provide the Chief Executive Officer authority to include a local funding match from available non-bus and rail operations-eligible funds for those grant applications submitted through the remainder of calendar year 2022 for the above-identified Pre-Investment Plan Opportunity initiatives, and to report back to this Board after such action has been taken.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

50. SUBJECT: FARE CAPPING UPDATE

2022-0664

RECEIVED oral report on Fare Capping Update.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
P	P	P	P	P	P	P	P	P	P	P	P	P

51. SUBJECT: VERMONT TRANSIT CORRIDOR MOTION

2022-0676

APPROVED Motion by Directors Dupont-Walker, Najarian, Mitchell, Solis, and Butts that the Board direct the CEO to:

- A. Advance the Vermont Transit Corridor with a three-pronged strategy, completing immediate-term quick-build improvements as soon as is practicable, a medium-term BRT project opening for revenue service no later than FY27, and a longer-term rail transit project thereafter;
- B. Evaluate the medium-term BRT project for a federal Small Starts application;
- C. Of the \$425 million included for the Vermont Transit Corridor in the Measure M Expenditure Plan (line item 17; 2015\$), reserve no less than ten percent for the development of the long-term rail transit project. If it ever becomes necessary for Metro to recommend this funding for a shortfall on the Vermont BRT project, Metro will work with the subregion to identify replacement funds that ensure the rail transit project continues to meaningfully advance;
- D. Identify a strategy to make the Vermont rail project shovel-ready consistent with voter- and Board-adopted Measure M project sequencing or acceleration priorities (Measure M Project Evaluation Readiness Tool). Without affecting existing voter- and Board-adopted project sequencing or acceleration priorities (except as allowed by the Measure M decennial process), make the Vermont rail project a first priority for any future new capital funding;
- E. Explore new opportunities to optimize bus service offered by municipal operators on the Vermont corridor, including evaluation of overlapping and connecting lines and schedule coordination to allow for seamless timed transfers; and
- F. Include an extension south of 120th Street in Metro's forthcoming list of future strategic unfunded projects, building off of the recently-completed Vermont Transit Corridor South Bay Extension Feasibility Study.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

A. Conference with Legal Counsel - Existing Litigation - G.C. 54956.9(d)(1)

1. Ruth Hernandez v. LACMTA, Case No. 19STCV40334

APPROVED settlement in the amount of \$7,686,769 toward an overall settlement of \$17,250,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	C	Y

2. David Sarabia Ortiz v. LACMTA, Case No. BC661233

APPROVED settlement in the amount of \$2,850,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

3. Richard Smith v. LACMTA, Case No. BC57164

APPROVED settlement in the amount of \$250,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

4. Kirk Waters v. LACMTA, Case No. 21STCV05211

APPROVED settlement in the amount of \$1,000,000.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

5. LACMTA v. Talgo, Inc., Case No. 22STCV30100

NO REPORT.

B. Conference with Legal Counsel-Anticipated Litigation-G.C. 54956.9(d)(4)

Significant Exposure to Litigation (Three Cases)

NO REPORT.

(Item 52 – continued from previous page)

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

Property: 13729 Rosecrans Avenue, Santa Fe Springs, CA 90670

Agency Negotiator: Craig Justesen

Negotiating Parties: 13729 Rosecrans LLC, Sky Climbers, and Kaiser Transportation

Under Negotiations: Price and Terms.

APPROVED the settlement of just compensation and business goodwill, the details will be made available after the agreements are signed by the parties.

JDW	JH	KB	MB	JB	FD	EG	PK	SK	HJM	TS	HS	AJN
Y	Y	Y	Y	Y	Y	Y	Y	A	Y	Y	Y	Y

ADJOURNED AT 4:00 P.M.

Prepared by: Mandy Cheung
Administrative Analyst, Board Administration



Collette Langston, Board Clerk



City of Whittier

13230 Penn Street, Whittier, California 90602-1716
(562) 567-9999 www.cityofwhittier.org

August 29, 2022

Joe Vinatieri
Mayor

Jessica Martinez
Mayor Pro Tem

Fernando Dutra
Council Member

Cathy Warner
Council Member

Octavio Martinez
Council Member

Brian Saeki
City Manager

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

Re: Eastside Transit Corridor – Phase 2: Draft Environmental Impact Report

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

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Eastside Extension (Phase 2) of the L Line. The City of Whittier, as a future terminus station for the extended L Line continues to be supportive of light rail transit expansion throughout the Gateway Cities. We are nearing completion on a County-funded First-Last Mile study of the Lambert/Washington Station, we have participated in an economic impacts analysis study through the Washington Boulevard Coalition, and the City adopted a new General Plan that encourages transit-oriented development around the station.

While the City continues to advocate for the full nine-mile extension of the project, we also look forward to working closely with Metro staff to ensure appropriate security on the train and in the station, as well as for sensitive planning for parking at the terminus station. The DEIR notes that the initial scoping period noted traffic, parking, safety, and security are all controversial aspects of the project, and the comments during the public review of the DEIR continue to point out these concerns. Whittier looks forward to continued discussions with Metro staff to ensure adequate planning for security and safety, both in and around the station, and for passengers on the train as it travels to and from Whittier. With regard to the DEIR, Whittier has the following specific comments:

Section 3.11 notes a finding of “no impact” of construction noise at the Lambert station, while west of Lambert is generally commercial/industrial, there are sensitive receptors, in the form of single and multifamily homes, just east of Lambert for whom mitigations should be evaluated both during construction and once the train is in operation. Section 3.11.2.4 states that Metro is not required to conduct activities consistent with the City’s noise ordinance; is there a process or arbitration that can be initiated if there is a disagreement about construction noise?

August 29, 2022

Chair Solis and Members of the Metro Board

Page Two

In Section 3.11.16 there is a discussion of using FTA criteria noise levels; Whittier would ask that Metro study/research the level of noise caused by the 30 train passes anticipated between 8pm and 4:30am, perhaps using data from the Pasadena and/or Crenshaw/LAX lines; similarly in Section 3.11.17 there is a discussion of the noise from warning devices for at-grade crossings; it should be noted that this is an ongoing impact for any nearby residential uses.

Section 3.14, Transportation and Traffic, discusses construction impacts of the project but neglects to mention the Whittier Police Department, which serves both the City of Whittier and the City of Santa Fe Springs, in its contemplation of future coordination with public safety agencies.

The references to "Fred C. Nelles Youth Correctional Facility" should refer to "The Groves Whittier", a 750 dwelling unit and 140,000 square foot commercial redevelopment site under the Lincoln Specific Plan."

The Whittier Boulevard Specific Plan will shortly be dissolved and replaced with Mixed Use 1, 2, and 3 zones as well as Innovation, Medical, Commercial with Housing Overlay, and R-5 zones, as noted in the City of Whittier *Envision* General Plan adopted in October 2021.

In the future design phase, it should be noted that the at-grade tracks in Whittier must be designed not only to ensure pedestrian and traffic safety, but also to avoid any potential for unauthorized access to track and station areas, which poses a security and safety risk as well as adverse impacts to health and cleanliness. The Whittier Municipal Code expressly prohibits the use of chain-link fencing and wire/mesh fencing with similar appearance; our Community Development staff look forward to working with Metro to ensure fencing and exterior treatments for the track and the station are in keeping with the Municipal Code requirements.

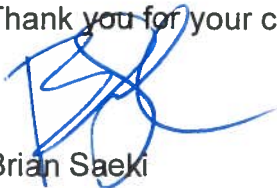
The DEIR notes various station amenities per Metro's Systemwide Station Design Standards Policy, and that details for station area planning will be evaluated and determined at a later phase. Nevertheless, Figure 2.13, the conceptual site plan for the Lambert Station lacks acknowledgement of critical infrastructure such as the extensive parking and drop off/pick up ("kiss and ride") areas necessary for the station. The City of Whittier must emphasize that adequate parking infrastructure as well as security and safety policies and operational plans are critical to the success of the L Line. It is crucial that station design sensitively consider drop-off and pick-up locations such that the "Ubers" and "Lyfts" of today, and future service innovations, do not disrupt traffic and parking near or within the station footprint. Moreover, the park-and-ride facilities contemplated for the terminus station must be designed to avoid disruption of existing commercial and healthcare businesses both in their siting and in the design to avoid overflow into already-impacted parking facilities in the immediate vicinity of the future Lambert Station. Adequate parking facilities, including parking structures as well as discussion of paid and secured parking, will be essential to ensure that the influx of future L Line riders do not adversely impact the community.

As a terminus station which, in reverse, is the embarking station for commuters travelling from the eastern end of Los Angeles County, Orange County, and beyond, the City also strongly advocates for additional consideration from Metro with regard to a unique architectural style that is safe, secure, convenient, accessible, and appropriate for our community, in addition to the mitigations for the parking, arrival, departure, and general traffic impacts noted in the above comment. Moreover, Whittier advocates for orientation of the tail track to ensure that a future connection through Orange County can be constructed with minimal additional disruption to the surrounding community.

The DEIR document depicts the Lambert Station and tail tracks on land that is now commercial business. Whittier respectfully requests displaced businesses be relocated to other locations within the City of Whittier, in similar proximity to PIH Health Hospital. Moreover, there will likely be substantial impact to a large nearby business, the Home Depot, during the construction process; we would likewise request assistance to make that business whole during construction.

The City is looking forward to continuing to participate in the L Line extension planning process and is appreciative of the opportunity to provide comments on the Draft Environmental Impact Report.

Thank you for your consideration,



Brian Saeki
City Manager
City of Whittier

CC: Washington Boulevard Coalition
Whittier City Council
Supervisor Janice Hahn, Metro Director
Council Member Fernando Dutra, Metro Director
Stephanie N. Wiggins, CEO



CHRIS JEFFERS
CITY MANAGER

Office of the City Manager

8650 California Avenue, South Gate, CA 90280

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www.cityofsouthgate.org

August 31, 2022

Honorable Janice Hahn
Los Angeles County Supervisor, 4th District
Los Angeles County Metro Board Member
500 W. Temple Street, Room 358
Los Angeles, CA 90012

SUBJECT: Letter of Opposition to the Los Angeles County/Los Angeles Metro-proposed
Land Banking Pilot Program

Dear Honorable Supervisor/Director Hahn:

As an advocate for the Gateway Cities priority light rail projects, the Eastside Extension of the L Line (former Gold Line) and the West **Santa Ana Branch (WSAB) project, the City of South Gate is extremely concerned about** the inclusion of the Metro's WSAB project as part of the Land Banking Pilot Program ("Land Banking Program"). The joint proposal from the Los Angeles County Board of Supervisors and the Los Angeles County Metro Board (County/Metro) would allow for the acquisition and retention of property within corridor cities to facilitate the construction of housing. While the discussion has centered around a pilot program, Metro Board Deputies have indicated the intent is to expand the program across all future light rail projects without respect to existing municipal zoning or adopted Housing Elements. Therefore, South Gate is opposed to this Land Banking Program explicitly because the program threatens land use control and decision making of local municipalities.

To successfully transform under-developed and/or under-performing property to its highest and best use around station locations, corridor cities must be able to retain local land use control. Preserving local land use control empowers city officials to guide the creation of station area plans that are specifically designed to meet the unique needs of the community and residents they were elected to serve. Accordingly, mixed-use developments comprised of retail-commercial, office, hotel and residential uses will emerge around station areas that are reflective of the character and rich culture found in each community. Additionally, the conversion of existing land uses to modern-day transit-oriented developments (TOD) will help to generate the long-term revenue required to offset the cost of infrastructure improvements and the ongoing provision of municipal services and programs to support the influx of new residents. For these reasons, the reuse of existing property along the WSAB corridor, and future light rail corridors, as well as around station locations, must be controlled by local municipalities and completed in accordance with existing land use/zoning regulations guided by city-approved station area plans.

South Gate has long supported regional transportation projects and has worked in good faith with Metro over the years to continue to advance the Gateway Cities light rail projects.

However, Metro Board's recent decision to partner with the County to pursue and/or explore the potential for land banking opportunities along the light rail corridors without first consulting the affected corridor cities, threatens South Gate's trust in the County and in the Metro transit development process. This was underscored by statements made by a Metro Board Deputy that asserted the County as a sovereign authority and not be subject to local zoning regulations. This places cities such as South Gate, which are on the edge of the County and historically underserved by Metro transit investments, with a terrible choice between abandoning support for future projects such as the L Line extension, or permitting all future reuse, zoning, and development decisions along future corridors to, effectively, be made by Metro.

Cities are required to construct their fair share of housing pursuant to State housing law. Cities are required to construct an allocated number of very-low, low, moderate, and above-moderate income housing units in accordance with the Regional Housing Needs Assessment (RHNA) process and as determined by the Southern California Association of Governments (SCAG). South Gate, like most Gateway Cities, is currently in the process of obtaining Housing Element approval from the California Department of Housing and Community Development (HCD), effectively certifying plans for satisfying these housing requirements. To further ensure that cities do their part to facilitate the development of housing, Housing Elements are required to identify properties that are deemed by cities to be most suitable and realistic for reuse as housing. Housing Elements are also required to include specific details about prospective residential development, including the total number of units to be constructed on each subject property and their designate income categories. Lastly, local municipalities are required to re-zone each subject property to accommodate residential uses within a period of three (3) years thereby providing for by-right housing development.

The County/Metro-proposed Land Banking Program will directly conflict with State Certified Housing Elements and Station Area Plans because cities intend to reuse property around station locations for economic development and revenue generating purposes - not for the provision of high-density, low-income housing. Cities have been led to believe that light rail projects would facilitate the development of new retail-commercial, office and hotel developments around station areas and would support the creation of jobs and the generation of tax revenue to support infrastructure improvements and the provision of essential municipal services and programs. Instead, the Land Banking Program is designed to facilitate the construction of high-density low-income housing around station areas regardless of a city's desire and need to utilize these locations for the development of new revenue generating uses. Specifically, sales tax, transient occupancy tax (TOT), and ground rent revenue generated by station area development is imperative to facilitate the construction of housing in other more suitable areas of the city and to fund the provision of essential municipal services and programs for new residents.

Should the County/Metro elect to pursue the proposed Land Banking Program despite the opposition expressed by the City of South Gate and cities along the WSAB corridor, south Gate respectfully requested that the following terms and conditions be stipulated in the WSAB Master Cooperation Agreement and future light rail corridor Master Agreements, as well as the Land Banking Program's guidelines:

- County/Metro proposed Land Banking Program shall only be employed within the unincorporated areas of Los Angeles County and shall exclude all areas located within the jurisdictional boundaries and sphere of influence of incorporated local municipalities.



- Any properties acquired by either the County/Metro for the purpose of facilitating the construction of the WSAB project shall be subject to the following:
 - Transfer of County/Metro-owned Properties to Corridor Cities - properties purchased to facilitate the construction of the WSAB project, L Line extension, or future transit projects, by the County/Metro shall be transferred free of charge to the municipality within which the subject property is located for use in promoting local economic development; or

Corridor cities should be entitled to receive their fair share of Measure M funding for facilitating local economic development in association with the WSAB project because said funding is derived from sales tax revenue of which a portion is generated directly by corridor cities. As proposed, property purchased by the County/Metro with Measure M funding should be transferred to corridor cities for economic development and revenue generating purposes to help offset the expenses incurred by corridor cities associated with infrastructure improvements, mitigating adverse impacts and funding 3% of a light rail project's cost.

To effectively reduce the long-term impacts of the WSAB project, the L Line extension, and future transit projects, such as traffic, parking, and safety, corridor cities must be able to generate ongoing revenue to fund the implementation of mitigation measures. This can be accomplished by converting existing under-developed and/or under-performing property to new tax revenue generating retail-commercial and hotel uses. The revenue generated from sales tax and transient occupancy tax (TOT) will be necessary for corridor cities to afford the implementation of mitigation measures, pay for costly infrastructure improvements, and fund the Measure M required 3% contribution from corridor cities.

In addition to generating tax revenue, transferring ownership of County/Metro-owned properties to corridor cities would provide for the generation of ground rent revenue. Leasing city-owned property to private developers for reuse as tax revenue generating uses in accordance with station area plans would significantly increase the revenue generated by corridor cities. In the end, the revenue produced by sales tax, TOT, and ground rent combined would support the production of housing pursuant to State Certified Housing Elements and help corridor cities fund the provision of municipal services and programs for new residents.

- First Right of Refusal Granted to Corridor Cities - first right of refusal to purchase any property acquired by the County/Metro for the construction of the WSAB project, the L Line extension and future transit projects, shall be granted to the municipality within which the subject property is located; and
- County/Metro-Owned Properties Neither Granted to Corridor Cities nor Purchased by Corridor Cities - any County/Metro-owned properties that are neither granted to corridor cities, nor purchased by corridor cities under the right of first refusal, shall be developed in collaboration with the municipality within which the subject property is located and in accordance with existing zoning and land use regulations, development standards, and station area plans.



The motion approved by the Metro Board of Directors calls for Metro staff to report back on all the motion's directives in October 2022. Accordingly, the city requests that this letter of opposition be made part of the official public record and made available to the Board of Supervisors/Metro Board for reference in advance of the meeting.

The City of South Gate opposes the County/Metro-proposed Land Banking Program because it serves to take land use control and decision making away from local elected officials, city administrators and professional city staff, and ignores the interests of residents, property and business owners who are vested in the betterment and economic vitality of their respective communities. The City strongly urges the Board of Supervisors/Metro Board to eliminate the L Line extension, the WSAB project, and future Gateway Cities light rail projects, from the proposed Land Banking Program, and instead work with corridor cities to create station area plans that facilitate local economic development and new housing construction in accordance with State Certified Housing Elements and existing zoning and land use regulations. Thank you in advance for your thoughtful consideration of this request.

Sincerely,

Chris Jeffers
City Manager



cc: Gateway Cities COG
Eco-Rapid Transit
South Gate City Council



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012



RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

Gaohui Li

A handwritten signature in black ink, appearing to be 'Gaohui Li', written in a cursive style.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012



Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和人流量，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐人街擁有許多獨特而多樣化的商鋪，這些商鋪為了對抗疫情傳播而實施商業限制，因此受到重大影響。

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，

Gaohui Li

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

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LAART 首選路線“百老匯路線”設有一個中間站，遊客只需要步行即可到達唐人街商鋪。在比賽當日，很多球迷前往道奇體育場之前，他們會來到唐人街餐館吃飯。在非比賽日，纜車服務仍然可以幫助吸引遊客到唐人街觀光。

我們唐人街商鋪為了阻止疫情傳播，因此蒙受巨大經濟損失。隨著城市開始重開，我們希望疫情恢復階段，甚至將來，包括規劃2028年洛杉磯奧運會，LAART 纜車服務可以幫助增加唐人街的人流量，並恢復唐人街商鋪的活力。

我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，

E Li



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in Chinatown, I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses that have been hard hit by the COVID-19 pandemic.

LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

We have all done our part and suffered great losses to stop the spread of COVID-19. As the City begins to rebuild, LAART has the potential to increase foot traffic in the area and help restore vibrancy to the Chinatown business corridor. This is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

E 21



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(213)935-8188

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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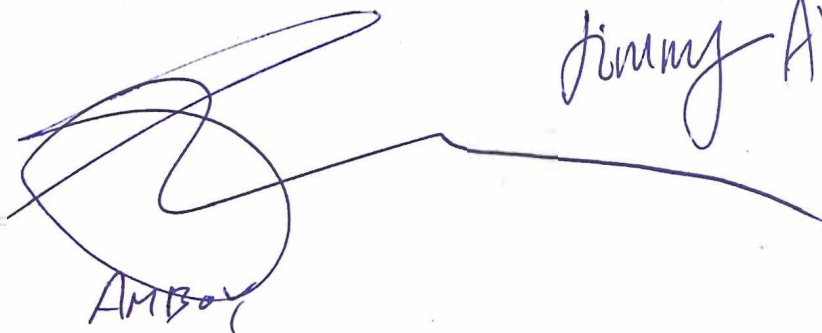
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Sincerely,


Jimmy Alquiza

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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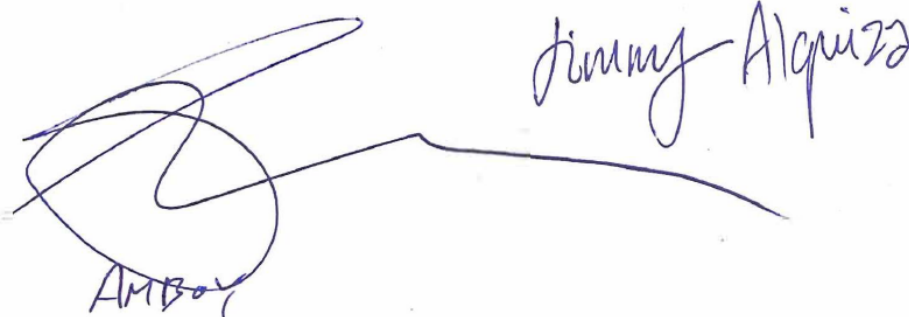
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真摯地，



Jimmy Alquiza

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9 July 2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Mayor Eric Garcetti
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Mayor Garcetti:

We are writing in connection with the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The concept offers significant potential benefits to the City of Los Angeles and the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. It is also a key example of next generation transportation systems that will be critically important for LA's clean air future, which will require revolutionizing transportation on a scale not seen since the introduction of automobiles. LA ART has the potential to substantially improve traffic safety and facilitate mobility, while reducing traffic congestion and fuel consumption.

The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. In addition, the project's year-round operation opportunities can increase transit access for underserved communities and increase access to parks.

Projects like these are important in addressing climate change and as an opportunity to create local jobs and economic opportunities for our communities, which is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

We are pleased to support the LA ART project, recognizing the significant benefits potential from a successful project.

Sincerely,



Dennis Huang
Executive Director

The Asian Business Association is a non-profit organization that has been proactively assisting Asian American small businesses gain access to economic opportunities and advancement since 1976. We represent the views of Asian American business owners to local, state and federal government officials in order to promote and improve the business climate.

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- Tráí Cây
- Bánh Ngọt
- Nước Giải Khát

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314 Ord St. Los Angeles, CA 90012 (CHINATOWN)

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

QUYUC JIA



BreatheSoCal.org

5858 Wilshire Blvd., Suite 300
Los Angeles, CA 90036
P: (323) 935-8050
F: (323) 935-1873

March 28, 2022

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

The Honorable Hilda Solis
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Support for Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Chair Solis,

Breathe Southern California supports the proposed zero-emissions Los Angeles Aerial Rapid Transit Project (LA ART), which would connect Union Station to Dodger Stadium. Breathe Southern California is a nonprofit organization that promotes clean air and healthy lungs through research, education, advocacy, and technology. For several decades, we have been a leader in air quality improvement efforts in California. The LA ART project is an important towards improving air quality and lung health for Southern California residents.

Innovative transportation options, including the proposed LA ART project, are critical to reducing greenhouse gas emissions, improving local air quality, and helping the state meet its climate goals. The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. In addition, the project's year-round operation opportunities can increase transit access for underserved communities and increase access to parks, which can play a role in improving the respiratory health of Southern California residents.

We strongly encourage approval of this contract so Los Angeles can continue moving towards becoming a more sustainable city. Should you have any questions regarding this letter, please contact me at RDhillon@breathesocal.org or at (323) 935-8050 x233. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Raj Dhillon".

Raj Dhillon
Senior Manager, Advocacy & Public Policy

中國情

China Affection

954 Mei. Ling Way DAVID and SANNY
Los Angeles, CA 90012 (213) 253-9982

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,



Lam Ying, Siu

中國情

China Affection

954 Mei Ling Way DAVID and SANNY
Los Angeles, CA 90012 (213) 253-9982

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

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真摯地，



Lam Ying, Siu



華埠服務中心
Chinatown Service Center

Edward Lew, D.M.D. 劉博富

Chief Dentist
Community Health Center

767 N. Hill Street, Suite 213
Los Angeles, CA 90012
<http://www.cscla.org>

Direct: (213) 808-1790
Fax: (213) 680-9427
E-mail: elew@cscla.org

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:


I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,


Jennie Lam.



華埠服務中心
Chinatown Service Center

Edward Lew, D.M.D. 劉博富

Chief Dentist
Community Health Center

767 N. Hill Street, Suite 213
Los Angeles, CA 90012
<http://www.cscla.org>

Direct: (213) 808-1790
Fax: (213) 680-9427
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Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。


我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和客流量，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐人街擁有許多獨特而多樣化的商鋪，這些商鋪為了對抗疫情傳播而實施商業限制，因此受到重大重創。

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，


Jennie Lam.



華埠服務中心
Chinatown Service Center

Jimmy Lee, ABOC
Optician
Community Health Center

767 N. Hill Street, Suite 200B
Los Angeles, CA 90012
<http://www.cscla.org>

Direct: (213) 808-1791
Tel: (213) 808-1792 Ext.781
E-mail: jilee@cscla.org

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，



華埠服務中心
Chinatown Service Center

Jimmy Lee, ABOC
Optician
Community Health Center

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

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Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012



RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:


As a business owner in Chinatown, I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses that have been hard hit by the COVID-19 pandemic.

LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

We have all done our part and suffered great losses to stop the spread of COVID-19. As the City begins to rebuild, LAART has the potential to increase foot traffic in the area and help restore vibrancy to the Chinatown business corridor. This is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,


ANITA TO
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4:00 PM ~ 9:30 PM

(Tuesday - Closed)

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www.chinesefriendsrestaurant.com



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

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LAART 首選路線“百老匯路線”設有一個中間站，遊客只需要步行即可到達唐人街商鋪。在比賽當日，很多球迷前往道奇體育場之前，他們會來到唐人街餐館吃飯。在非比賽日，纜車服務仍然可以幫助吸引遊客到唐人街觀光。

我們唐人街商鋪為了阻止疫情傳播，因此蒙受巨大損失。隨著城市開始重開，我們希望疫情恢復階段，甚至將來，包括規劃2028年洛杉磯奧運會，LAART 纜車服務可以幫助增加唐人街的人流量，並恢復唐人街商鋪的活力。

我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，

 ANITA To

高朋飯店 Chinese Friend Restaurant.

July 7, 2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Mayor Eric Garcetti
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Mayor Garcetti:

I am writing in connection with the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The concept offers significant potential benefits to the City of Los Angeles and the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. It is also a key example of next generation transportation systems that will be critically important for LA's clean air future, which will require revolutionizing transportation on a scale not seen since the introduction of automobiles. LA ART has the potential to substantially improve traffic safety and facilitate mobility, while reducing traffic congestion and fuel consumption.

The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. In addition, the project's year-round operation opportunities can increase transit access for underserved communities and increase access to parks.

Projects like these are important in addressing climate change and as an opportunity to create local jobs and economic opportunities for our communities, which is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I am pleased to support the LA ART project, recognizing the significant benefits potential from a successful project, and hope the approvals can be completed in time to realize the LA ART project's potential for delivery in time for the 2028 Olympics.

Sincerely,



Chairman of Executive Board
COMTO -Southern California Chapter

COMTO

SoCal Regional Chapter
1200 S. Figueroa St.
Unit #2411
Los Angeles, CA 90015
Comtosocal@gmail.com

Executive Board

Demauris Terry
President
BA Inc.

Edna Stanley
1st Vice President
LA Metro

Shannon Lawrance
2nd Vice President
RohadFox

Janayre Bertrand
Treasurer
LA Metro

Janet Yee
Secretary
LA Metro

Stephone Montgomery
Immediate Past President
MSS Transit

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

EIGHTY EIGHT HAIR SALON

INS:EIGHTYEIGHTHAIRSALON
626-235-2219
OPEN 9AM-7PM
809 N HILL ST #C
Los Angeles CA 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of Eighty Eight Hair Salon in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Zhang, Lucy

EIGHTY EIGHT HAIR SALON

INS:EIGHTYEIGHTHAIRSALON
626-235-2219
OPEN 9AM-7PM
809 N HILL ST #C
Los Angeles CA 90012

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

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我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

Zheng, Lucy



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625 W. College St., #108
Los Angeles, CA 90012
電話: **213-621-2173**

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

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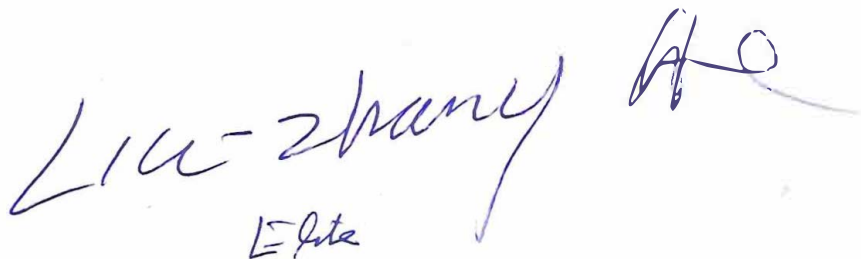
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真摯地，

Liu-zhang
Elite





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Los Angeles CA, 90012

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Metro Board Chair
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Los Angeles, CA 90012

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Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

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I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

Liu-zhangy
Elite

HO



September 14, 2022

Honorable Ara J. Najarian, Chair
Stephanie Wiggins, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: EMC Agenda September 15, 2022 - Item #21 Los Angeles Aerial Rapid Transit Project

Dear Board Chair Najarian and CEO Wiggins:

Los Angeles Aerial Rapid Transit (LA ART) would provide the first permanent transit connection to Dodger Stadium, one of the only stadiums in Major League Baseball lacking a permanent transit connection. Dodger Stadium brings all of Los Angeles together, and fans travel from across the County to attend games. The project could eliminate the need for thousands of car trips per game, with goals to transport 8,000 to 10,000 fans to Dodger Stadium in the two hours before game-time. Rather than sitting in traffic near local neighborhoods, to avoid congestion and air quality impacts, fans will be able to enjoy an emissions-free scenic ride from downtown to Dodger Stadium in just seven minutes. Working in partnership with Metro, this innovative new emission-free mode of public transportation aims to help to move our City's and Metro's climate goals forward and can contribute to our regional goals to increase overall ridership in public transportation. We are also excited to have begun our work with Climate Resolve's new nonprofit, Zero Emissions Transit, and the recently announced nonprofit commitment for the LA ART project.

After a lengthy Notice of Preparation process in 2020 and 2021, and extensive community outreach, detailed information will be available for public review through the release of the Draft Environmental Impact Report (DEIR) for the project. During this unprecedented time of COVID-19, we have spent the last few years engaging virtually and, when safe, in-person, with the community, numerous stakeholders, and in community meetings across the neighborhoods along the proposed project route. In response to robust outreach by the project team, deliberate changes have been made to the project to address the needs and feedback from stakeholders interested in zero emission transit. As our outreach efforts continue, we look forward to the release of the DEIR to pursue additional informed community outreach through several informational workshops and community hearings in the next few months. Outreach and engagement continue to be pivotal to the success of this project and a priority for the project team.

Aerial Rapid Transit Technologies LLC
900 N. Alameda St. #86712
Los Angeles, CA 90086

(323) 521.4775
hello@LAArt.la
www.LAArt.la



We appreciate Metro staff and all their efforts in guiding us through this public process, which has been conducted based on community outreach plans prepared in conjunction with Metro staff, as summarized in staff's report included on the agenda for the September Executive Management Committee (EMC) meeting of the Board. As the Board knows, the worldwide COVID-19 pandemic made us all shift strategies and rely heavily on virtual interactions. Abiding by strict County health regulations and ensuring the safety of all residents, LA ART abided by and also adopted safety protocols. The project has several meetings with direct stakeholders, including meetings in person with many small groups, as appropriate given the local neighborhoods that surround the approximately 1 mile project route, over the last two years. Like Metro's Board meetings, LA ART also took advantage of virtual platforms, hosting two large community meetings with attendance in the hundreds. In addition, our team walked door to door to over 22,000 homes near the Project route. We have attached several maps that highlight the extensive local community outreach conducted.

We have also sent direct mail to over 15,000 homes and over 1 million emails from the Los Angeles Dodgers and MLB with information on the project. We have also opened a cabin display at Dodger Stadium to provide information directly to the most likely riders of the project – Dodger fans – and have interacted with hundreds of Angelenos from across the region at Dodger Stadium. The project has an energetic social media presence that aims to publish frequently asked questions and educational information on the project.

The project has worked hard to propose benefits to the surrounding communities, including additional pedestrian improvements, access to Los Angeles State Historic Park and Elysian Park, and reduced congestion and the resulting reduction in emissions and pollution in these impacted communities. Despite the challenges presented by COVID-19, LA ART, with Metro staff help, has been able to develop new strategies to create robust community engagement. We are very proud to report that, as a result of our outreach, over 7,000 local individuals have expressed support for the project. Our business outreach from Union Station to Dodger Stadium has resulted in 500 individual businesses supporting the project. Our support also includes two of the largest constituencies along the proposed project route: Cathedral High School and the residents of William Mead Homes.

Many residents, employers, and employees are excited about the connection the gondola makes between Metro's transportation system at Union Station and along the L Line (Gold). Our Community Fares Program includes an easy and free transfer to the gondola system using a Metro Tap card, enabling connections to the community, the Los Angeles State Historic Park, Elysian Park, and to Dodger Stadium in 7 minutes or less.

Business owners in support welcome an operational LA ART station in Chinatown to increase foot traffic to their business districts and will have a positive economic impact for them in the future, especially as we work towards functional "ride & visit" partnerships so Dodger fans can easily patronize local businesses before games, and our planning includes incentives to visit local businesses.



LAART

As the project continues to move through its public process, we will continue to conduct robust outreach across several platforms ensuring there is transparent and accessible information for all residents.

Through the release of the DEIR, the project will be hosting public information workshops – both virtual and in person in the community – to ensure the community understands the content included in the DEIR. In addition, the project will also host public hearings to allow community members to provide public comment.

We look forward to continuing to work with the community, receiving feedback, and answering questions people may have through the public process.

Sincerely,

Jennifer Rivera
Vice President, External Affairs

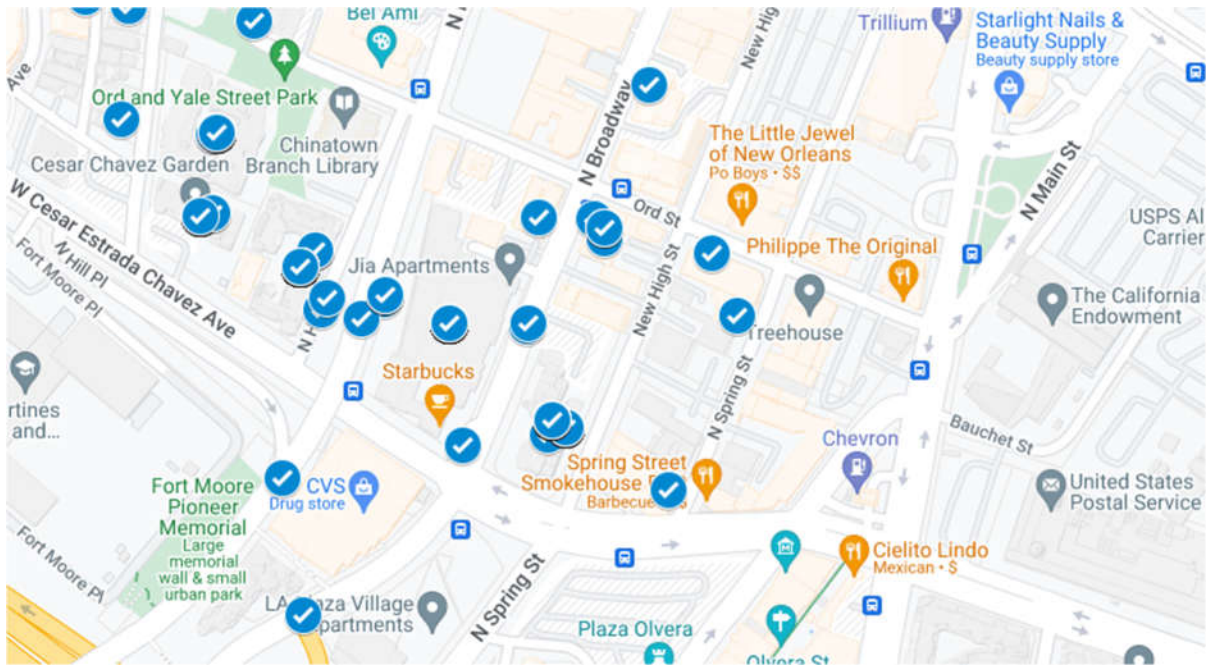
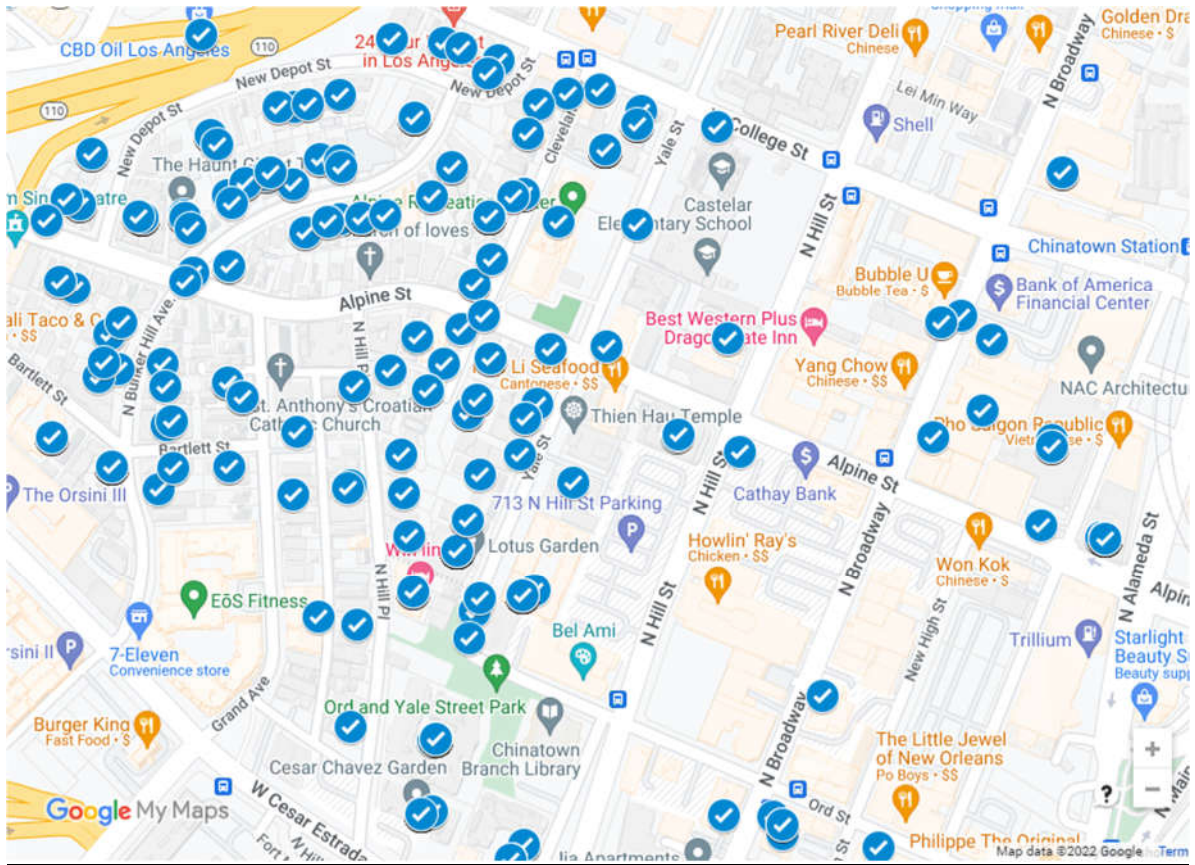
Attachment

Cc: Metro Board Members
Holly Rockwell, Metro
Anthony Crump, Metro
Michael Cortez, Metro
Jordan Lang, LA ART
Dave Schapiro, LA ART
David Grannis, Zero Emissions Transit, pointC
Cindy Starrett, Latham & Watkins
Beth Gordie, Latham & Watkins

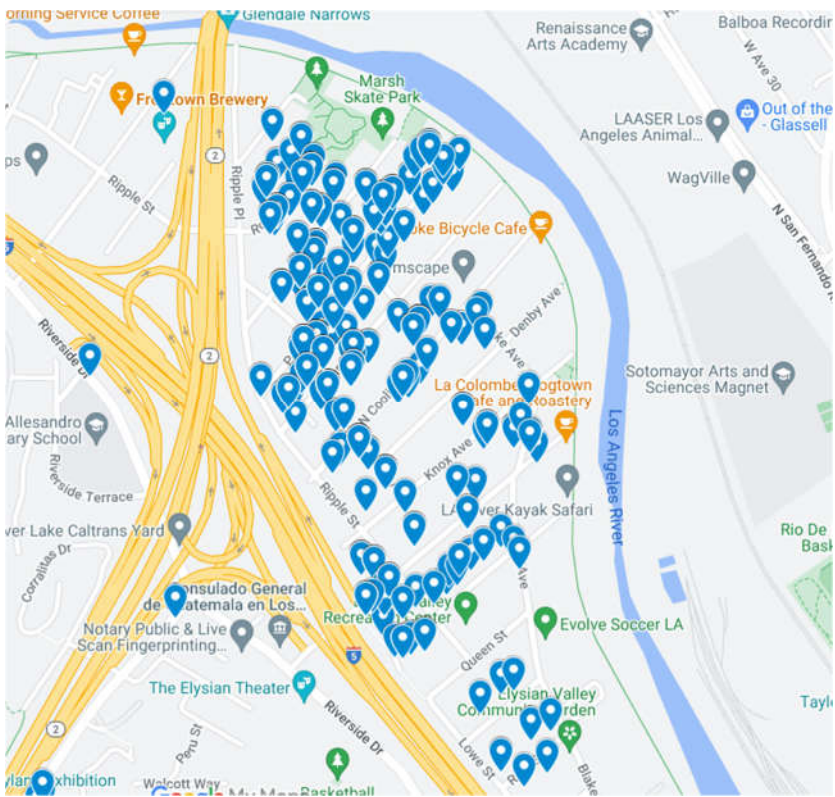
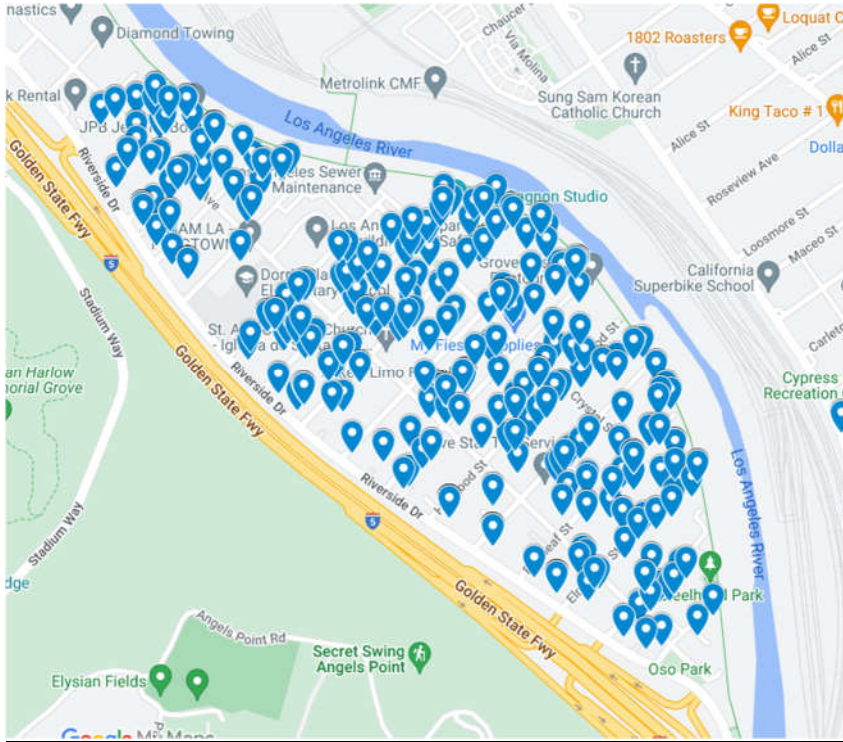
ATTACHMENT

Chinatown

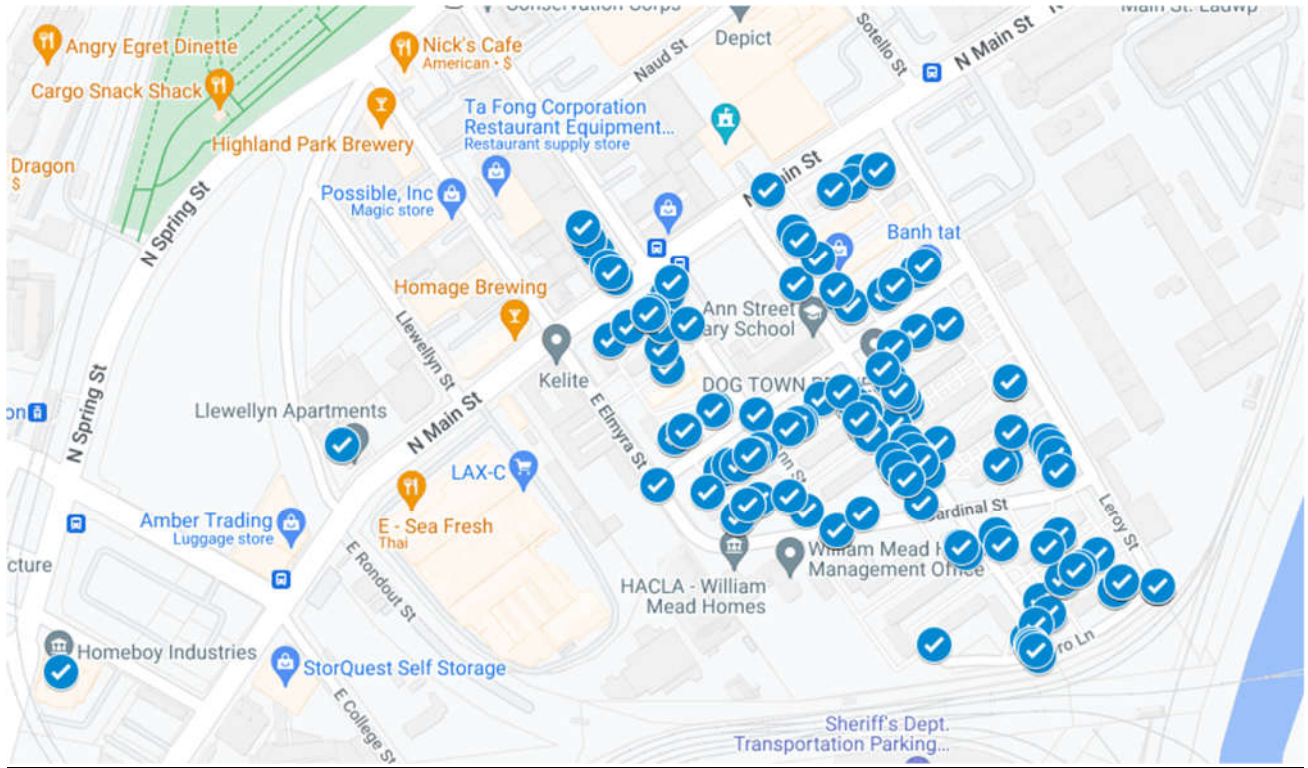
5,874 homes visited



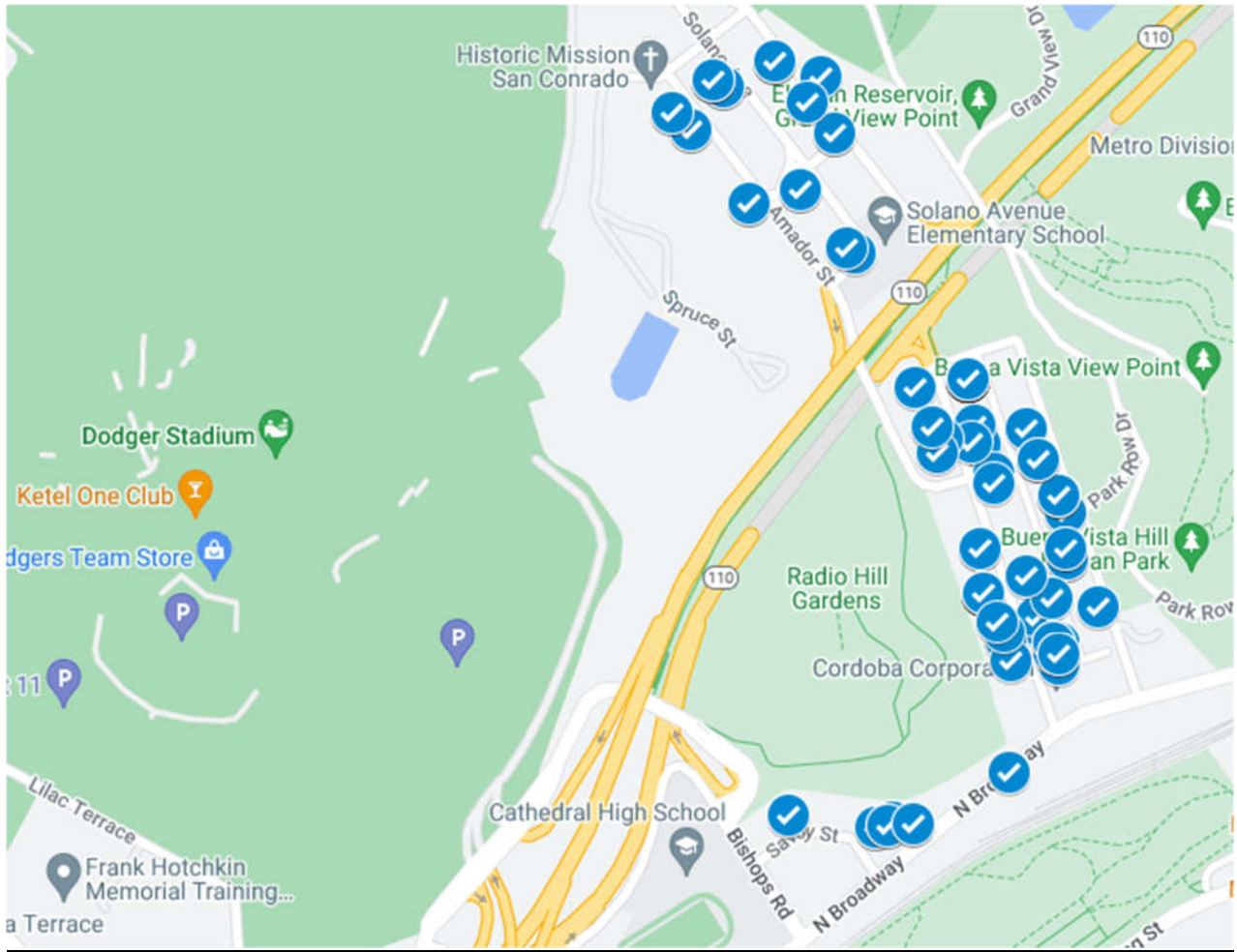
Elysian Valley
4,572 homes visited



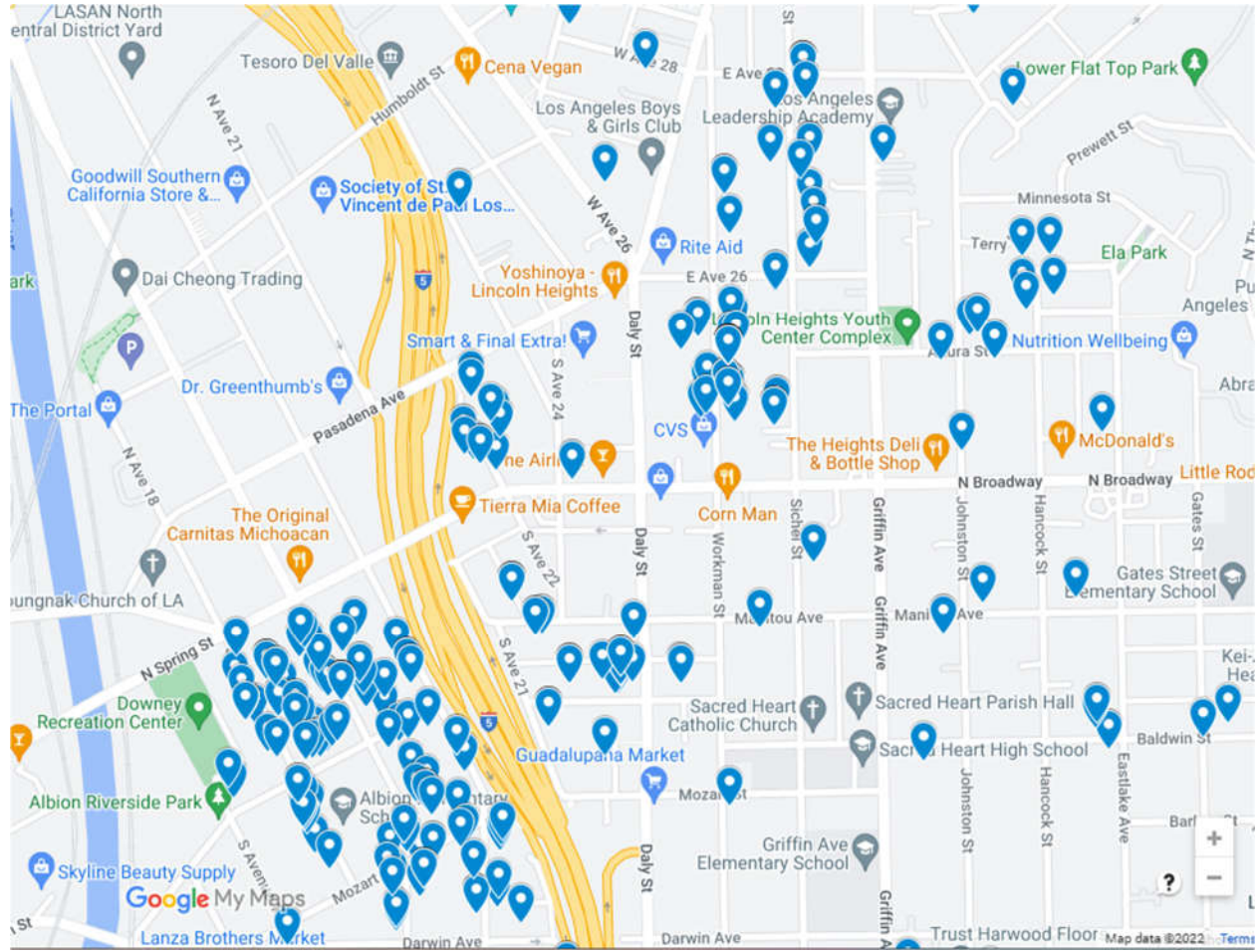
William Mead
400 homes visited



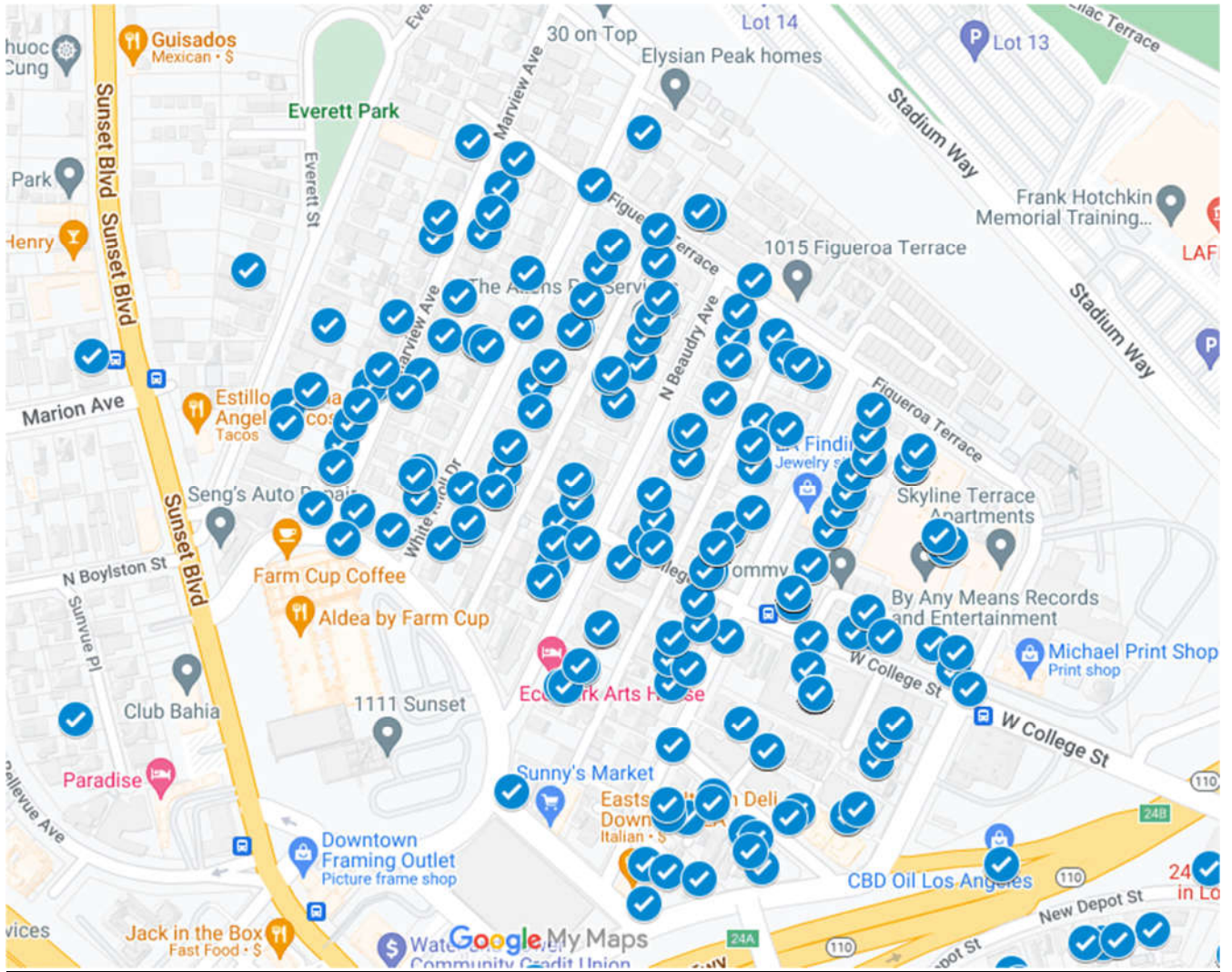
Solano Canyon
1,264 homes visited



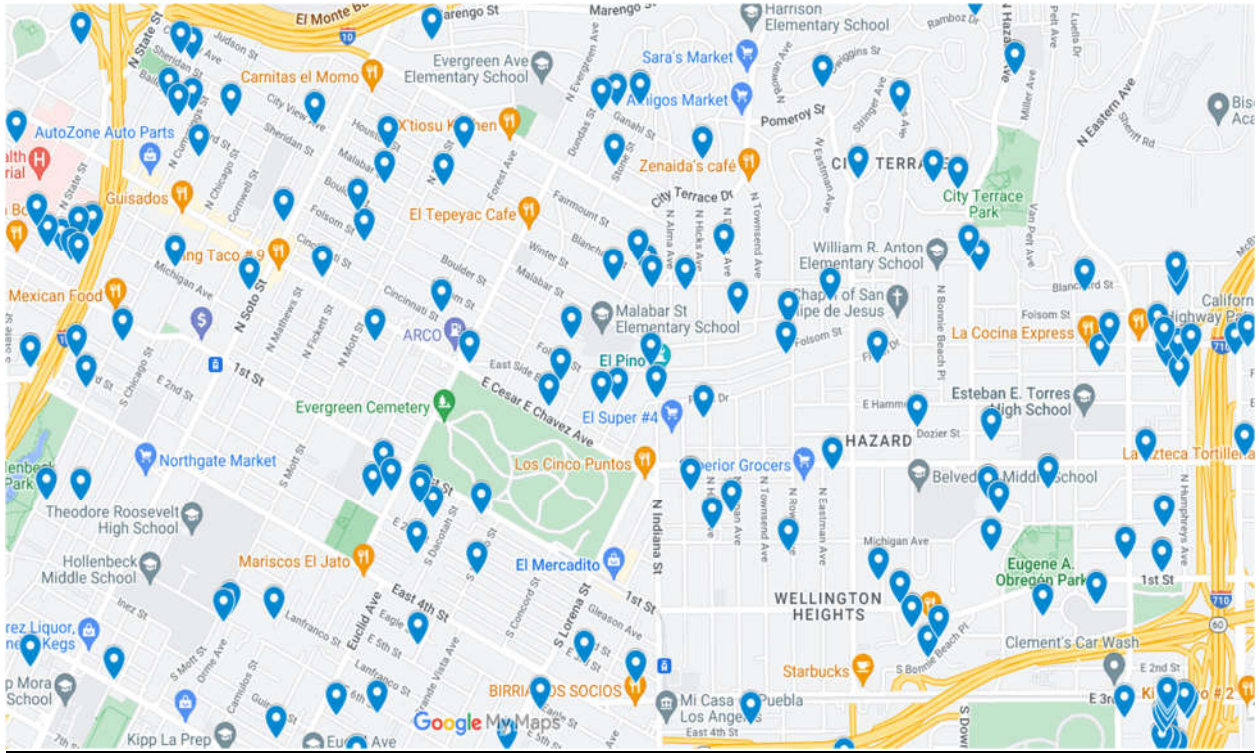
Lincoln Heights
1,674 homes visited



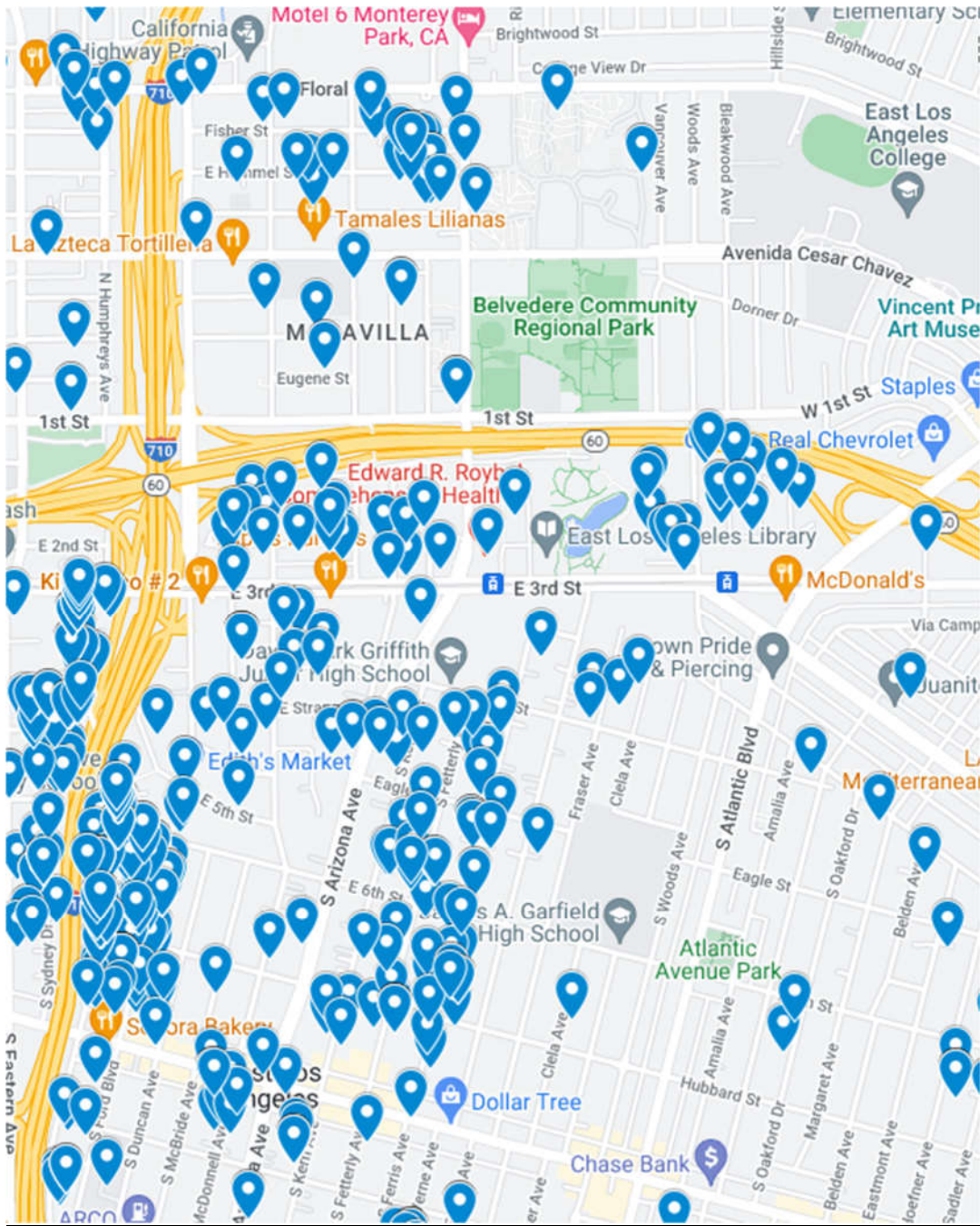
Victor Heights
1,931 homes visited



Boyle Heights
1,138 homes visited



East Los Angeles
5,934 homes visited



Aug 12, 2022

Stephanie Wiggin, CEO Metro
One Gateway Plaza
Los Angeles CA, 90012

Ara Najarian
Metro Board Chair
500 West Temple
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Ara Najarian:

On behalf of the Firecracker Board of Directors, I am writing to express our support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Chinatown to Dodger Stadium. LA ART offers significant potential benefits to the City of Los Angeles and specifically the community of Chinatown by increasing access to public transit, improving air quality by removing cars off the road, and highlighting the businesses and culture in the area.

This project will improve mobility and increase access to opportunity for the local community. The LA ART represents a zero-emission permanent transit link that would provide game-day capacity of 10,000 to 12,000, replacing up to 3,000 trips before and after each Dodger game and Stadium event. It would also provide year-round operation opportunities to increase transit access for underserved communities and parks.

In addition, by connecting Union Station to Chinatown, LA ART would create a cultural landmark that will enhance the visibility of Chinatown and increase visitors to the business corridor. The project represents an opportunity for businesses along Broadway and across Chinatown to create partnerships with LA ART to highlight and learn more about the attractions, culture, history, and events in Chinatown.

I appreciate LA ART's diligence in working with Metro and the community to bring to life a vision for a safe, accessible transit option for the community and urge you to support this important investment for Chinatown.

Sincerely,



Raymond Su
President, Board of Directors
Los Angeles Chinatown Firecracker Run Committee, Inc.



List of Signatures in support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART)

#	Name	Title	City
1	Michelle Jong	Past President, Chinese Family History Group	Long Beach
2	clayton frech	CEO and Founder, Angel City Sports	Los Angeles
3	David Kent Gold	President, Bicycle Angels	Redondo Beach
4	Evelyn Lee	President, Chinese Family History Group	Long Beach
5	Jose J. Hernandez	Principal, Ann Street Elementary	Los Angeles
6	Lisa Loo	Director - Community Services	San Gabriel
7	Jorge Parra Jr.	Educator	Los Angeles



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012



FOO CHOW
RESTAURANT

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of Foo Chow restaurant in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Daniel Lin

福州飯店

FOO CHOW RESTAURANT

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步之距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的人士提供接駁到四通八達的輕軌路線。

空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，



福州

Daniel Lin

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012



Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of Full Moon House Restaurant in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Benny Li
Full

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012



Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步之距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的人士提供接駁到四通八達的輕軌路線。

空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

Benng Li
Full



**Greater Los Angeles
African American
Chamber of
Commerce**

501(C) 6

Board Members

Gene Hale, ! "#\$%&# '(((
Jamarah Hayner, !) * ! "#\$%((
Angela Gibson, +% , -\$. , ' /(((
Abdi Ahmed, 0\$I, (+%, -\$. , ' /
Ronald A. Lowe, 2, 1%, /##%3(((
Lily Otieno, 4%, #-5%, %(((

Directors

Kelli Bernard
Tene C. Bonds
Brian Butts
Timothy Coffey
Nicole Enearu
Donovan Green
Anthony Holland
Clifton Johnson
Positron Kekebew
Chidi Ofoma
Theodora Oyie
Byron K. Reed
Odest T. Riley Jr.

August 4, 2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Honorable Hilda Solis
Metro Board Chair
One Gateway Plaza, Mail Stop 99 22-6
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair Hilda Solis:

I am writing in connection with the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The concept offers significant potential benefits to the City of Los Angeles and the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. It is also a key example of next generation transportation systems that will be critically important for LA's clean air future, which will require revolutionizing transportation on a scale not seen since the introduction of automobiles. LA ART has the potential to substantially improve traffic safety and facilitate mobility, while reducing traffic congestion and fuel consumption.

The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. In addition, the project's year-round operation opportunities can increase transit access for underserved communities and increase access to parks.

Projects like these are important in addressing climate change and as an opportunity to create local jobs and economic opportunities for our communities, which is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I am pleased to support the LA ART project, recognizing the significant benefits potential from a successful project, and hope the approvals can be completed in time to realize the LA ART project's potential for delivery in time for the 2028 Olympics.

Sincerely,

Gene Hale


GLAAACC Chairman

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

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空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

Golden Crown

Thomas Xu

213-618-2072

213-453-3953

452 Ginling Way

Los Angeles, CA 90012

*Shi
Ruiyong
Golden Crown*

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

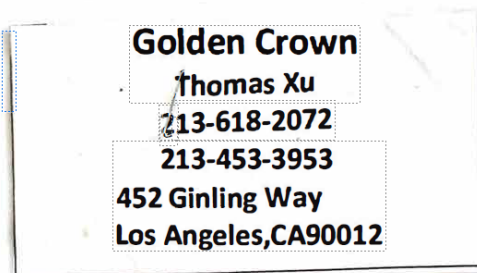
I am the owner of Golden Crown business in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,



Shd
Reuby
Golden Crown



May 18, 2022

Stephanie Wiggins
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, Mail Stop 99-22-6
Los Angeles, CA 90012

The Honorable Hilda Solis, Metro Chair
Los Angeles County Metropolitan Transportation Authority One Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

RE: Support for Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Chair Solis,

Healthy Air Alliance supports the proposed zero-emissions Los Angeles Aerial Rapid Transit Project (LA ART), that would connect Union Station to Dodger Stadium. Healthy Air Alliance believes there are ways to immediately reduce air pollution and we must act on opportunities that reduce our emissions, improve health in our most vulnerable communities, and make cleaner and more affordable transportation solutions available to all.

The LA ART project is an important towards improving air quality by promoting public transit and reducing our dependence on fossil fuels. This project will serve disadvantage communities in the 99th percentile of the CalEnviro Screen, upholding our values for environmental justice in areas where too many families are disproportionately impacted by poor air quality.

Innovative transportation options, including the proposed LA ART project, are critical in not only reducing greenhouse gas emissions, improving local air quality, but also in helping the state meet its climate goals. The emissions reductions from this permanent transit link, with its game-day capacity of up to 10,000 Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium events. In addition, the project's year-round operation opportunities can increase transit access for underserved communities and increase access to parks, which can play a role in improving the health of its surrounding communities.

We strongly encourage approval of this project so Los Angeles can continue moving towards becoming a more sustainable city.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Kennedy", written over a white background.

Jim Kennedy
Executive Director
Healthy Air Alliance



合利 Hop Li
Seafood Restaurant

526 Alpine Street
Los Angeles, CA 90012
Tel: (213) 680-3939
Fax: (213) 680-3417

WWW.HOPLICHINATOWN.COM

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

WARREN QUANG



合利 Hop Li
Seafood Restaurant

526 Alpine Street
Los Angeles, CA 90012
Tel: (213) 680-3939
Fax: (213) 680-3417

WWW.HOPLICHINATOWN.COM

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。


我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和人流，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐人街擁有許多獨特而多樣化的小商鋪，這些小商鋪為了對抗疫情傳播而實施商業限制，因此受到重大重創。

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，



WARREN QUANG



Josh Danganan
Personal Banker

HSBC Bank USA, N.A.
725 S. Figueroa St. Suite 150, Los Angeles, CA 90017
T 213 553 8089 F 213 553 8097

josh.danganan@us.hsbc.com
www.hsbc.com

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a personal banker at HSBC bank in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Joshua Danganan
7/16/2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012



RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.


I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

 GUOHUI LI
7/16/2021

HUI ZHEN HAIR SALON

惠珍髮廊
男女髮型設計

阿輝 Jonny

626-466-7596

~~711 N. Broadway Ste 109~~ Los Angeles, CA 90012 In ord st

404 Ord St

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和人流量，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐人街擁有許多獨特而多樣化的小商鋪，這些小商鋪為了對抗疫情傳播而實施商業限制，因此受到重大影響。

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，

 GUOHUI LI

7/16/2021



Import Bazaar
"Gifts From All Over The World"

486 Gin Ling Way
Los Angeles, CA 90012

Tel: (213) 620-8808
Fax: (213) 485-0028

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in Chinatown, I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses that have been hard hit by the COVID-19 pandemic.

LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

We have all done our part and suffered great losses to stop the spread of COVID-19. As the City begins to rebuild, LAART has the potential to increase foot traffic in the area and help restore vibrancy to the Chinatown business corridor. This is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

Fatema Flores
Import



Import Bazaar
"Gifts From All Over The World"

486 Gin Ling Way
Los Angeles, CA 90012

Tel: (213) 620-8808
Fax: (213) 485-0028

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

作為唐人街的一名企業/商鋪擁有人，我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持，這纜車服務將聯合車站和道奇體育場連接起來。因有通往唐人街的新通道，可以為受到疫情重創的小型企業/商鋪提供顯著的經濟幫助。

LAART 首選路線“百老匯路線”設有一個中間站，遊客只需要步行即可到達唐人街商鋪。在比賽當日，很多球迷前往道奇體育場之前，他們會來到唐人街餐館吃飯。在非比賽日，纜車服務仍然可以幫助吸引遊客到唐人街觀光。

我們唐人街商鋪為了阻止疫情傳播，因此蒙受巨大經濟損失。隨著城市開始重開，我們希望疫情恢復階段，甚至將來，包括規劃2028年洛杉磯奧運會，LAART 纜車服務可以幫助增加唐人街的人流量，並恢復唐人街商鋪的活力。

我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，



Jade Wok
Chinese Cuisine
萬里香餐館

We Deliver
(min. \$25.00)
(within 2 miles)

Tel: (213)6288288, 6265920752
Fax: (213)687-8288

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10:00am - 8:00pm
625W College St. #109,
Chinatown Los Angeles, CA 90012

餐館後面備有免費停車場
Free Parking in Rear

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Super isor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LA RT) q t i 3 i l l

Dear Ms. Wiggins and Honorable Metro Board Chair, Super isor Solis:

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f t i 3 i l l E (LA RT) a t a 增力 1 3 i - - . J \$ a l A firJ
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11J 1 l l QJ A fir i i ZI, 1 W * J i : a J 外, LA RT 還 f j g
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我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地,

Su LING LEI
Jade wok

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:


I am the owner of Jade Wok Restaurant in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,


SU LING LEI
Jade wok



Jade Wok
Chinese Cuisine
萬里香餐館

We Deliver
(min. \$25.00)
(within 2 miles)

Tel: (213)6288288, 6265920752
Fax: (213)687-8288

Business Hours: Open 7Days
10:00am - 8:00pm
625W. College St. #109,
Chinatown Los Angeles, CA 90012

餐館後面備有免費停車場
Free Parking in Rear

富麗
百貨

88 Gift Shop

ANNIE MA
馬麗瓊

311 Ord

(Crystal Plaza)
685 N. Spring St. #4 (Second Floor)
Los Angeles, CA 90012

323-303-1111
(213) 687-5742

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步之距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的人士提供接駁到四通八達的輕軌路線。

空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

Lai Chiung Ma

富麗
百貨

88 Gift Shop

311 ord

(Crystal Plaza)

685 N. Spring St. #4 (Second Floor)
Los Angeles, CA 90012

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of a Gift Shop in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Lai Chiung Ma

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和人流量，可以讓唐人街企業/商鋪有顯著的經濟效益。

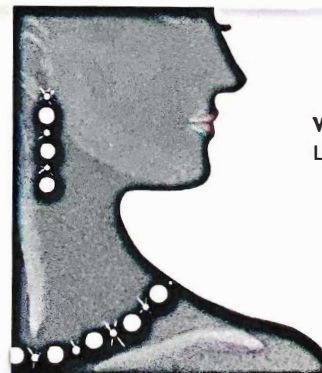
唐人街擁有許多獨特而多樣化的小商鋪，這些小商鋪為了對抗疫情傳播而實施商業限制，因此受到重大重創。

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，

Chunhua W
~~CHUN-HUA~~ CHUN-HUA W
K&A



K & A Company
Oriental Gifts & Jewels

Wholesale & Retail
Located in Central Plaza

487 Gin Ling Way
951 Sun Mun Way
Los Angeles Chinatown, CA 90012
626-500-8930
213-617-8980

11am-8pm 7days a week
Jades, pearls, dresses...

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.


It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

Chunhua Wu

CHUN-HUA WU

K&A



K & A Company
Oriental Gifts & Jewels

Wholesale & Retail
Located in Central Plaza

487 Gin Ling Way
951 Sun Mun Way
Los Angeles Chinatown, CA 90012
626-500-8930
213-617-8980
11am-8pm 7days a week
Jades, pearls, dresses...

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

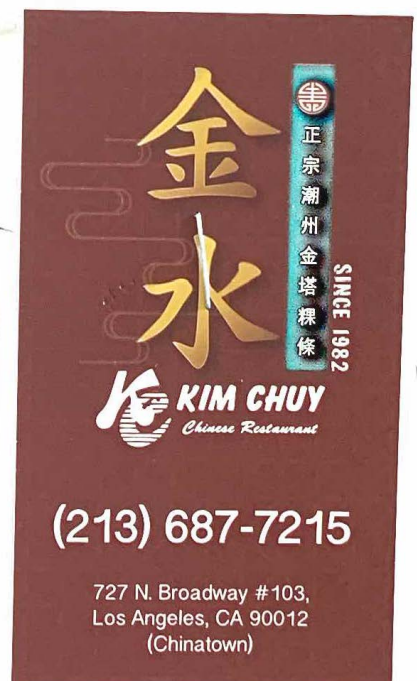
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空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，


May
LAM



金水
正宗潮州金塔標條
SINCE 1982
KIM CHUY
Chinese Restaurant
(213) 687-7215
727 N. Broadway #103,
Los Angeles, CA 90012
(Chinatown)

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of Kim Chuy Restaurant in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.


The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

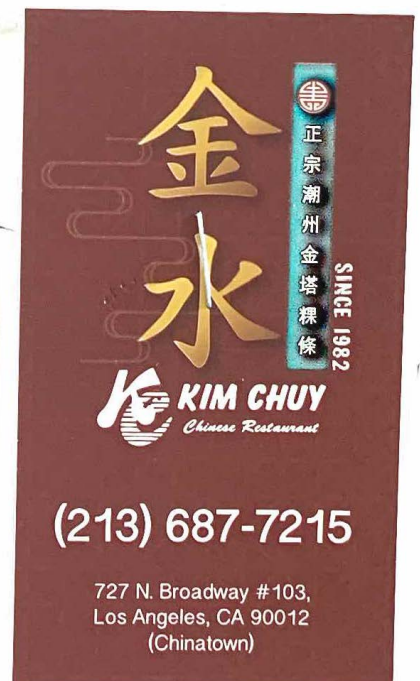
By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,



May LAM 



金水
正宗潮州金塔標條
SINCE 1982
KIM CHUY
Chinese Restaurant
(213) 687-7215
727 N. Broadway #103,
Los Angeles, CA 90012
(Chinatown)

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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 金興餅家
Kim Hung Bakery

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BÁNH CÚC
BÁNH SINH NHẬT
BÁNH TRUNG THU
KEO MÈ XỨNG
KEO THÊU LÈO

結婚喜餅 潮州明糖
生日蛋糕 潮州茶料
中秋月餅 各類糕餅

959 N Broadway
Los Angeles, CA 90012

TEL: (213) 620 1171
FAX: (213) 620 9815

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.


Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

真摯地,


Brenda Lee



金興餅家
Kim Hung Bakery

NHÂN ĐẠT
BÁNH CƯỚI
BÁNH SINH NHẬT
BÁNH TRUNG THU
KEO MÈ XỨNG
KEO THÊU LÉO

結婚喜餅 潮州明糖
生日蛋糕 潮州茶料
中秋月餅 各類糕餅

959 N Broadway
Los Angeles, CA 90012

TEL: (213) 620 1171
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Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和客流量，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐AWi * I 1tm fiit 1j. ®, - 1ji Ma 7!Hl t f t mi - -
Hhd t \$flmj mi l.

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區
A±ffa mmH&o a* 7ii t EAW f . m l aEAW Mm
供顯著的經濟增長。

mM AOSFI I, aEAW - of Mm@ I . t *
參與E的iJ劃和開發過f\$

真摯地，

Brenda Lee

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LA ART). Lincoln Heights businesses could see an economic boost due to increased transit access and visitors that this wonderful project would bring to Lincoln Heights, via the Chinatown gondola station and Gold Line light rail system.

Lincoln Heights has many local and diverse small businesses that were significantly impacted by COVID-19 pandemic. We need a project like the LA ART gondola to reinvigorate the local business district and to help us rebound economically.

LA ART will operate during Dodger home games, and it will also operate daily to serve community members, park visitors, and tourists. By increasing transit access to Lincoln Heights, the project could provide a significant economic boost to small businesses all year.

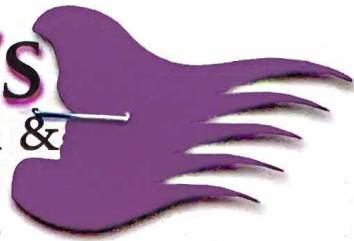
The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Maya's Restaurant
Mania Molina
200 S. Ave 19 L.A CA 90031
323 225-2163



DUBY'S
Beauty Salon &
Barber Shop



206 S. Avenue 19
Los Angeles, CA 90031

323.342.0443

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of a local business in the community of Lincoln Heights. I am writing to express my support for the Los Angeles Aerial Rapid Transit Project (LA ART) project. The LA ART project is an environmentally friendly and a zero emission mode of public transportation that can be used by many in our community.

The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Duby Beauty Salon

206 S Ave 19

Los Angeles CA
90031

323 342-0443

Edgardo Reinos

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LA ART). Lincoln Heights businesses could see an economic boost due to increased transit access and visitors that this wonderful project would bring to Lincoln Heights, via the Chinatown gondola station and Gold Line light rail system.

Lincoln Heights has many local and diverse small businesses that were significantly impacted by COVID-19 pandemic. We need a project like the LA ART gondola to reinvigorate the local business district and to help us rebound economically.

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Choi's Market

Peter Han

1830 N. Broadway
L.A CA 90031

(213) 700-6599

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in the community of Lincoln Heights, I would like to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The LA ART project would provide close access to the business district in Lincoln Heights via the Chinatown station.

We believe the project would encourage more people to visit our business district and help support the many "mom and pop" businesses in Lincoln Heights. We certainly need more people shopping locally to help us rebound from the negative impact of the Covid 19 pandemic.

We hope the LA ART project will attract more Dodgers fans to venture out locally to try the wonderful Mexican restaurants and other authentic businesses in Lincoln Heights. We believe the gondola could help attract additional tourists to our area.

We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Gambaye

HAR Lonh

1822 N. Broadway Ave
Los Angeles CA 90031

323-788-4552

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of a local business in the community of Lincoln Heights. I am writing to express my support for the Los Angeles Aerial Rapid Transit Project (LA ART) project. The LA ART project is an environmentally friendly and a zero emission mode of public transportation that can be used by many in our community.

The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

El Pello Joco
Andres Corona M. G.
2201 N. BROADWAY AVE
L.A. CA 90031
(323) 227-99-91

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LA ART). Lincoln Heights businesses could see an economic boost due to increased transit access and visitors that this wonderful project would bring to Lincoln Heights, via the Chinatown gondola station and Gold Line light rail system.

Lincoln Heights has many local and diverse small businesses that were significantly impacted by COVID-19 pandemic. We need a project like the LA ART gondola to reinvigorate the local business district and to help us rebound economically.

LA ART will operate during Dodger home games, and it will also operate daily to serve community members, park visitors, and tourists. By increasing transit access to Lincoln Heights, the project could provide a significant economic boost to small businesses all year.

The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Escobar Frank
2437 N. Broadway
LA CA 90031
(323) 222-4003
Miriam Carter



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in the community of Lincoln Heights, I would like to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The LA ART project would provide close access to the business district in Lincoln Heights via the Chinatown station.

We believe the project would encourage more people to visit our business district and help support the many "mom and pop" businesses in Lincoln Heights. We certainly need more people shopping locally to help us rebound from the negative impact of the Covid 19 pandemic.

We hope the LA ART project will attract more Dodgers fans to venture out locally to try the wonderful Mexican restaurants and other authentic businesses in Lincoln Heights. We believe the gondola could help attract additional tourists to our area.

We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Mary's Beauty Salon

Carmen Araya

2411 DALY St L.A CA
90031

323 223 4422

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of a local business in the community of Lincoln Heights. I am writing to express my support for the Los Angeles Aerial Rapid Transit Project (LA ART) project. The LA ART project is an environmentally friendly and a zero emission mode of public transportation that can be used by many in our community.

The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

~~Stephanie Wiggins~~ Melas 

Daniel Diaz
2423 DALY ST.
LA. CA 90031

(323) 532-1294

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Nacho's Beauty Saloon
Nazario Arreola Fregozo
2421 Daly Street Los Angeles Cal.
90031
323 507 7651
501



Nacho's Beauty Salon & Barber

- Highlights
- Make-Up
- Color Hair
- Bayalage



323-501-7651
2421 Daly Street Los Angeles Ca 90031

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Alteraciones Betty's
Betty Magana
2409 Daly St LA. CA. 90031
323 - 395 - 7197

SM TAX & ACCOUNTING SERVICES

INCOME TAX SERVICE



Le ayudamos a que obtenga su maximo reembolso

2437 N. Broadway St.
Los Angeles CA 90031

Tel: (323) 205-0089
E-mail: smtax2437@gmail.com

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

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By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Sm Tax & Accountant S.
Deysi Montiel
2437 N Broadway
Los Angeles CA 90031

J. CARO

Tax Firm

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

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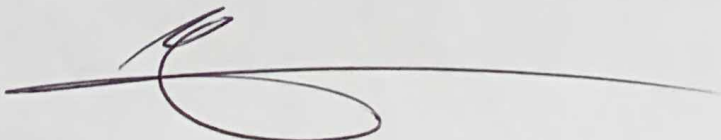
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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

JAEWE CARO TAX FIRM
2421 N. BROADWAY
LA CA 90031
323 225 2690





EMBROIDERY & SCREENPRINTING

2722 NORTH BROADWAY ST
LINCOLN HEIGHTS CA, 90031
(323) 222-2322
WWW.ESPADASINC.COM

JIMMY ESPADAS
JIMMY@ESPADASINC.COM

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

ESPADAS, INC.
MARTIN ESPADAS
2417 N. BROADWAY
LOS ANGELES CA 90031
323-222-2322

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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Sincerely,

Dr. Arturo Ibarra DDS.
2407 N. Broadway
Los Angeles CA 90031
(323) 221-3165



DR. ARTURO IBARRA, DDS
2407 North Broadway
Los Angeles CA 90031
P- (323) 221-3165
F- (323) 221-3188
broadwayoffice24@gmail.com

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

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By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Unicare
2409 N Broadway
Los Angeles CA 90031
323) 225-8038



SERVICIOS

- M Médico (todas las edades)
- C Comportamiento Salud
- D Dental
- V Visión

CONDADO DE LOS ANGELES

741 S. Alvarado St., Los Angeles ●●●

213-413-6666 | Fax 213-351-9504

2409 N. Broadway, Los Angeles ●●●

323-225-8038 | Fax 213-225-2106

1501 E. Holt Ave, Suite A, Pomona ●●●

909-623-3600 | Fax 909-623-3383

CONDADO DE SAN BERNARDINO

308 N. La Cadena Dr., Colton ●●●●

909-321-4700 | Fax 909-824-2887

16127 Foothill Blvd., Fontana ●●●

909-347-0700 | Fax 909-355-3447

17500 Foothill Blvd. #A-2, Fontana ●●●●

909-428-0170 | Fax 909-427-0912

437 N. Euclid Ave, Ontario ●●●●

909-988-2555 | Fax 909-988-4447

1151 E. Walnut St., Ontario ●●●●

909-467-1425 | Fax 909-773-0266

570 S. Mt Vernon Ave, Ste. G, San Bernardino ●●●●

909-884-6700 | Fax 909-884-6705

184-190 E. Highland Ave, San Bernardino ●●●●

909-882-4788 | Fax 909-474-9708

CONDADO DE RIVERSIDE

107 N. McKinley St., Corona ●●●

951-358-0141 | Fax 951-371-5335

24853 Alessandro Blvd. #4, Moreno Valley ●●●

951-571-8518 | Fax 951-242-6943

5549 Van Buren Blvd., Riverside ●●●●

951-324-5901 | Fax 951-359-1025

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

MONA LISA BEAUTY SALON
2416 DALY ST LA 90031
323-223-9081
Alicia Leai



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Golden Burrito
2422 Daly St.
LA CA 90031
Blanca Izaguirre
(818) 488-0572



Faith and Community Empowerment

9/23/2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

On behalf of FACE, I am pleased to support the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

LA ART offers significant potential benefits to the the broader communities of Los Angeles County by

- * removing cars off the road,
- * increasing access to public transit, and
- *improving air quality.

FACE's mission is to advance the Asian American community's participation and contribution and influence through faith and community partnerships. The LA ART project is consistent with our mission in increasing transit access for underserved communities including the Asian American community and increase access to parks that is sorely needed in LA.

Investing in the next generation transportation systems will be critically important for LA's clean air future. LA ART has the potential to substantially improve traffic safety and facilitate mobility, while reducing traffic congestion and fuel consumption.

We are pleased that the emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. Projects like this creates local jobs and economic opportunities for our communities, which is critically important to our communities.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hyepin Im', written in a cursive style.

Hyepin Im
President & CEO

November 22, 2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear CEO Wiggins:

As the President and CEO of the Los Angeles Area Chamber of Commerce, I am writing to offer my strong support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium.

Founded in 1888, the Los Angeles Area Chamber of Commerce is the oldest and largest business association in the region. We represent 1,400 members, 650,000 employees, and the interests of over 500,000 businesses throughout the five counties we serve. The Chamber's mission is to advance opportunities and solutions for a thriving regional economy that is inclusive and globally competitive.

The concept of the LA Art Project offers significant potential benefits to the City of Los Angeles and the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. It is also a key example of next generation transportation systems that will be critically important for LA's clean air future, which will require revolutionizing transportation on a scale not seen since the introduction of automobiles. LA ART has the potential to substantially improve traffic safety and facilitate mobility, while reducing traffic congestion and fuel consumption.

The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. In addition, the project's year-round operation opportunities can increase transit access for underserved communities and increase access to parks.

Projects like these are important in addressing climate change and as an opportunity to create local jobs and economic opportunities for our communities, which is critically important as we look to move into the pandemic recovery phase and toward the future.

I am pleased to support the LA ART project and hope the approvals can be completed in time to realize the project's potential for delivery in time for the 2028 Olympics. For questions

regarding this letter of support, please contact Harry Semerdjian, Senior Public Policy Manager, at HSemerdjian@lachamber.com.

Sincerely,

Maria S. Salinas
President & CEO
Los Angeles Area Chamber of Commerce

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of L.A. Full House Restaurant in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Helen Huang





Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步 Z 距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的的人士提供接駁到四通八達的輕軌路線。

空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，
- 唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

Welen Huang



Yehya Hassanin
562-619-9053

LA T-SHIRTS

742 N. Broadway
Los Angeles, CA 90012
GEDLAILA@GMAIL.COM

We customize
all types of apparels
with no minimum order

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in Chinatown, I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses that have been hard hit by the COVID-19 pandemic.

LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

We have all done our part and suffered great losses to stop the spread of COVID-19. As the City begins to rebuild, LAART has the potential to increase foot traffic in the area and help restore vibrancy to the Chinatown business corridor. This is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

Tshirt

~~FAT~~

HASSANIN



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Mary Leslie

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Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) c j i l E

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

t i i l t f ; l t c t i i l E (LAART) a t o B l E t h a 7 i
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! E l J f j f a r f .

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Dine In | Take Out | Catering

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Chinatown, LA, CA 90012
213.372.5318

laotaostreetfood.com
#laotaostreetfood
info@laotaostreetfood.com

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

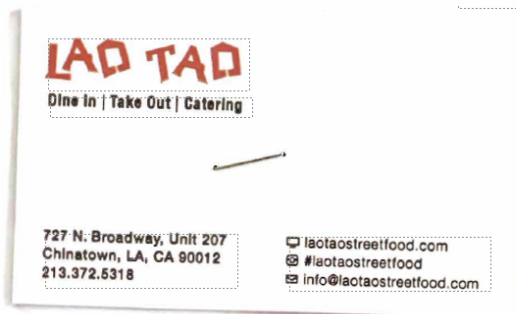
Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

David Wang





Officers

Darrel Saucedo
Associated Construction
Services Group
Chairman

Dorene C. Dominguez
Vanir Group of
Companies, Inc.
Vice-Chair

Frank Villalobos
Barrio Planners
Vice-Chair

Julius Argumedo
C1P Solutions, Inc.
Secretary

Gilbert R Vasquez
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Diana Rodriguez
Mercury Public Affairs

Loriann Serna
Wife of the Party

Elizabeth Martinez
Meruelo Enterprises

Rudy Gutierrez
Shell Roofing Solutions

Staff

Olivia E. Rios
Director of Operations

June 11, 2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza
Mail Stop 99—22-6
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins,


I am writing in connection with the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. On behalf of the Los Angeles Latino Chamber of Commerce who represents small Latino owned businesses and organizations throughout Los Angeles, we wish to share our enthusiastic support for this initiative.

The concept offers significant potential benefits to the City of Los Angeles and the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. It is also a key example of next generation transportation systems that will be critically important for the future of Los Angeles.

The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, would benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event. Projects like these are important in addressing climate change and is an opportunity to create local jobs and economic opportunities for our communities, which is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

The Los Angeles Latino Chamber of Commerce is pleased to support the LA ART project, recognizing the significant benefits potential from a successful project, and hope the approvals can be completed in time to realize the LA ART project's potential delivery in time for the 2028 Olympics.

Respectfully,


Darrel Saucedo
Chairman



Officers

Darrel Saucedo
Associated Construction
Services Group
Chairman

Dorene C. Dominguez
Vanir Group of
Companies, Inc.
Vice-Chair

Frank Villalobos
Barrio Planners
Vice-Chair

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Loriann Serna
Wife of the Party

Elizabeth Martinez
Meruelo Enterprises

Rudy Gutierrez
Shell Roofing Solutions

Staff

Olivia E. Rios
Director of Operations

June 11, 2021

Mayor Eric Garcetti
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Honorable Metro Board Chair, Mayor Garcetti,

I am writing in connection with the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. On behalf of the Los Angeles Latino Chamber of Commerce who represents small Latino owned businesses and organizations throughout Los Angeles, we wish to share our enthusiastic support for this initiative.

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The Los Angeles Latino Chamber of Commerce is pleased to support the LA ART project, recognizing the significant benefits potential from a successful project, and hope the approvals can be completed in time to realize the LA ART project's potential delivery in time for the 2028 Olympics.

Respectfully,

Darrel Saucedo
Chairman

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:


I am the owner of a local business in the community of Lincoln Heights. I am writing to express my support for the Los Angeles Aerial Rapid Transit Project (LA ART) project. The LA ART project is an environmentally friendly and a zero emission mode of public transportation that can be used by many in our community.

The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,



Boat Mobile
2717 1/2 N. Broadway

323 412 4122

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012



Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of a local business in the community of Lincoln Heights. I am writing to express my support for the Los Angeles Aerial Rapid Transit Project (LA ART) project. The LA ART project is an environmentally friendly and a zero emission mode of public transportation that can be used by many in our community.

The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

El Trebol
2721 N Broadway
~~POA~~ Miguel Susano
(323) 236-5912

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights. *Lincoln Heights*

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LA ART). Lincoln Heights businesses could see an economic boost due to increased transit access and visitors that this wonderful project would bring to Lincoln Heights, via the Chinatown gondola station and Gold Line light rail system.

Lincoln Heights has many local and diverse small businesses that were significantly impacted by COVID-19 pandemic. We need a project like the LA ART gondola to reinvigorate the local business district and to help us rebound economically.

LA ART will operate during Dodger home games, and it will also operate daily to serve community members, park visitors, and tourists. By increasing transit access to Lincoln Heights, the project could provide a significant economic boost to small businesses all year.

The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

**DON JOSE'S DEPT. STORE
2735 N BROADWAY
LOS ANGELES CA 90031**

323-225-0713

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in the community of Lincoln Heights, I would like to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The LA ART project would provide close access to the business district in Lincoln Heights via the Chinatown station.

We believe the project would encourage more people to visit our business district and help support the many "mom and pop" businesses in Lincoln Heights. We certainly need more people shopping locally to help us rebound from the negative impact of the Covid 19 pandemic.

We hope the LA ART project will attract more Dodgers fans to venture out locally to try the wonderful Mexican restaurants and other authentic businesses in Lincoln Heights. We believe the gondola could help attract additional tourists to our area.

We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Mexico Auto Body.
2411 Sichel St.
(818) 613 1266

A handwritten signature in black ink, appearing to be the name of the business owner, written in a cursive style.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

MAYA EYEBROWS THREADING
2717 NORTH BROADWAY LA
PH no. 323-441-0940



MAYA EYEBROW THREADING



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CEJA CON HILO \$8.99

INTERSECTION
N.BROADWAY & WORKMAN ST.
2717 North Broadway Los Angeles, CA 90031
Tel: 323-441-0940

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights.

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

John's Shop
2715 N. BROADWAY
Los Angeles CA 90031
323-206-0682
John Mtz

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

2709 N. Broadway St
LA CA 90035

Lichas Flansburg

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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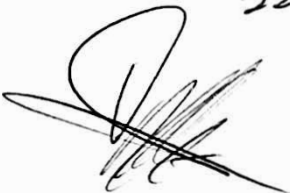
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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Los Reyes
2707 1/2 N. Broadway
323) 521-7731
221-7731



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LA ART). Lincoln Heights businesses could see an economic boost due to increased transit access and visitors that this wonderful project would bring to Lincoln Heights, via the Chinatown gondola station and Gold Line light rail system.

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Marcelino's Café
Cristina Colindres.
2119 N. Broadway.
323-505-7108.

MY LONG AUTO PARTS INC.

美隆汽車零件公司



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Los Angeles, CA 90031

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(323) 221-2142
(323) 221-2143
Fax: (323) 221-0035

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Linas Beauty Salon Unisex
1800 W. Broadway
213) 985-8848
Lina Reyes

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

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I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

El milagro market
1803 Albion St
Los Angeles 90031



323/830-9771

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Jun's Sports wear

Jenny Jun

2426 N Broadway LA 90031

323-225-1706

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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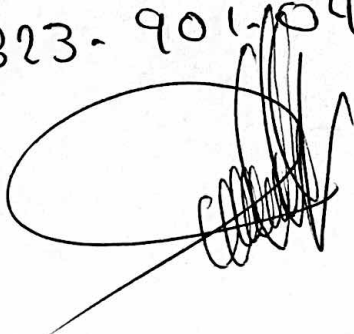
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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Perfect Wireless Solution
2420 North Broadway 90031
323-901-0485

A large, stylized handwritten signature in black ink, appearing to be the name of the sender, written over the printed contact information.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of a local business in the community of Lincoln Heights. I am writing to express my support for the Los Angeles Aerial Rapid Transit Project (LA ART) project. The LA ART project is an environmentally friendly and a zero emission mode of public transportation that can be used by many in our community.

The business community of Lincoln Heights would welcome the potential increase in visitors to our business district due in part to the LA ART project. The proposed Chinatown station is approximately 1.5 miles from our business district, thus making it convenient for riders of the gondola to visit Lincoln Heights via public transport.

By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

C's Smokeshop
Sirce Jasso
2414 N Broadway LA CA
(310) 745-6433

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LA ART). Lincoln Heights businesses could see an economic boost due to increased transit access and visitors that this wonderful project would bring to Lincoln Heights, via the Chinatown gondola station and Gold Line light rail system.

Lincoln Heights has many local and diverse small businesses that were significantly impacted by COVID-19 pandemic. We need a project like the LA ART gondola to reinvigorate the local business district and to help us rebound economically.

LA ART will operate during Dodger home games, and it will also operate daily to serve community members, park visitors, and tourists. By increasing transit access to Lincoln Heights, the project could provide a significant economic boost to small businesses all year.

The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

THE OFFICE
2412 North Broadway
L.A. CA 90031
626. 475-7200
Alicia M.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

Mario Guin Produce.
2612 N. Broadway, L A C A 90031.
(323) 227-8994
Liliana Benilla.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Variedades Janet
2618 N. Broadway
L.A. 90037
213) 769-3581
Vanessa Guardado

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Lincoln Xpress Insurance Svcs.
Sergio Hernandez
2618 1/2 N Broadway
LA, CA 90031



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

La Maenita Restaurant.

2620 North Broadway 90031

TEL (323) 221-16-87.

Alma Alvarez.





Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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By taking cars off the road, LA ART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for residents and businesses in Lincoln Heights.

I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

fashion city
2634 N Broadway
323-202-7100
ALI MATAR

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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The business community in Lincoln Heights is genuinely excited at the prospect of the LA ART gondola project. We urge the Metro Board to approve this fantastic project.

Sincerely,

Amada De Anda
2704 N Broadway
323 352 80 96



Enjoy...the finest taste in every bite :)

JuneSan Sushi

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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We encourage the Metro board to move this project along and to grant them approval. Our businesses and local residents support this innovative public transportation project.

Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

*Café Esmeralda Cakes & Bakery
2708 North Broadway
L.A. 90031
Tel: 323-225-2569*

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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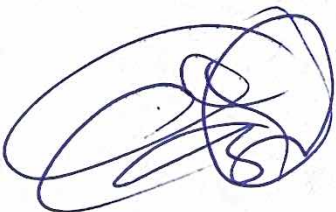
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I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Otis F/Boutique
2714 N Broadway
LA CA 90031

323 342-9617



Affordable plus size fashion in the heart of Lincoln Heights
www.otisfashionboutique.com



GROOM R PAWS

2722 N. Broadway
Los Angeles, CA 90031

groomrpaws@gmail.com
(323) 352-3112
@groomrpaws

www.groomrpaws.com



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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Sincerely,

Groom R Paws
2722 N. Broadway
Los Angeles, CA 90031
(323) 352-3112
Asucena Viscarra

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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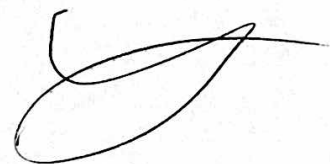
Sincerely,

Five Star Chinese Food

2706 N Broadway

LA . CA 90031

323 - 276 - 1269



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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Please keep me informed on the progress of the LA ART gondola project in the future. Thank you for your attention this matter.

Sincerely,

LA NAYARIT FURNITURE
2619 North Broadway - LA - CA. 90031
323-247-9094 Jose Luis Sanchez



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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I look forward to working with you in the future to get this wonderful project moving forward.

Sincerely,

Jose Guevara
JJK Electronics & Cellular
2502 Daly St
Los Angeles CA 90031
(323) 223-6797

JJK ELECTRONICS & CELLULARS

pageplus nationwide prepaid cellular
metro PCS Payment Center
Go smart h2o
T-Mobile boost mobile SIMPLE Mobile
Lycamobile Call the world for less
ultra mobile
telcel.
EXPO mobile
univision mobile

Tel: (323) 223-6797
Fax: (323) 441-0665
2502 Daly St. Los Angeles, CA 90031

MARTHA'S KITCHEN



Especialidad en Comida Mexicana
Tortillas de maíz y harina hechas a mano.
Atendemos Eventos.

📍 2526 Daly St. Los Angeles, CA 90031

☎ (323) 226-9099

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Lincoln Heights [add description of business].

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Sincerely,

Martha's Kitchen
2526 Daly St
LA - CA 90031
323) 226-9099
Anabel Correa

美香海鮮酒家

MAY FLOWER
Seafood Restaurant



L.A. CHINATOWN
679 N. Spring St.
Los Angeles, CA 90012
Open daily 10am-1am
(在東華協會對面)

DINE-IN TAKE-OUT
LUNCH SPECIAL DAILY
CATERING FOR PARTIES
Tel: (213) 628-0116
Fax: (213) 628-0129

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,

 Hung Giang

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012



711 North Main Street
Los Angeles, CA 90012
Tel: (213) 680-0200
Fax: (213) 620-0200
Toll Free: 1-800-223-2223
E-mail: metroplazahotel@gmail.com
Websites: metroplazahoteldowntownla.com
themetroplazahotel.com

RE: Los Angeles Aerial Rapid Transit Project (LAART)

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Sincerely,

Metro Plaza Hotel
711 N Main Street

 Haosheng You
7/16/2021



METRO
PLAZA
HOTEL
LOS ANGELES
美羅酒店

711 North Main Street
Los Angeles, CA 90012

Tel: (213) 680-0200

Fax: (213) 620-0200

Toll Free: 1-800-223-2223

E-mail: metroplazahotel@gmail.com

Websites: metroplazahotel.com
themetroplazahotel.com

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和人流量，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐人街擁有許多獨特而多樣化的小商鋪，這些小商鋪為了對抗疫情傳播而實施商業限制，因此受到重大影響。

LAART 將提供快速交通服務，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，

Metro Plaza Hotel
711 N Main Street

Haosheng You

7/16/2021

September 14, 2022

Honorable Ara J. Najarian, Chair, LA County Metropolitan Transportation Authority
Stephanie Wiggins, Chief Executive Officer, LA County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Board Chair Najarian and CEO Wiggins:

Allow me to introduce myself. My name is Jonathan Parfrey. I serve as executive director of Climate Resolve, a environmental nonprofit organization that focuses on building and advancing equitable solutions on climate change across California. I'm proud to report that Climate Resolve has developed on-the-ground climate resilience projects in Pacoima, Boyle Heights, Compton, and other communities hard hit by climate change. We also worked to help pass Measure M in 2016, and more recently, helped develop a tree policy for the agency.

Climate Resolve recently launched a new nonprofit subsidiary organization called Zero Emissions Transit (ZET) focused on developing zero emission infrastructure and transit solutions. The Dodger Stadium Gondola Project is being donated to ZET as its first project. Under this new ownership, the Dodger Stadium Gondola will be a nonprofit project for the public's benefit. The aerial gondola project is the first of what will be many more zero-emission innovations.

Serving on ZET's board will be Suja Lowenthal, City Manager of Hermosa Beach and Climate Resolve board member and Felix Aguilar M.D., Chief Medical Officer with the Chinatown Service Center Community Health Center. Bryn Lindblad, Deputy Director at Climate Resolve, who has worked with Metro on a number of transit projects and co-chairs Metro's Sustainability Council, will also work closely with ZET on the gondola project and other zero emission ventures.

Before formally taking on the Gondola project, our organization looked carefully at every component of the project. Gondola systems across the world are today proving to be safe and cost-effective zero-emission transit solutions. We saw that this is exactly the kind of zero-emission, community-focused transit option we need in California. As part of the donation, we will continue working with the experienced technical experts who have been part of this project since its inception. This includes continuing partnership with SJC Alliance, the world's premier gondola construction and engineering experts.

At Climate Resolve, it is our mission to ensure that those communities most impacted by climate change should be the first beneficiaries of climate solutions.

The Dodger Stadium Gondola aligns with our social equity goals. Once built, the Gondola will reduce emissions in some of the region's most congested neighborhoods, and help connect residents to the LA transit system. The Dodger Stadium Gondola will increase access to parks and serve as a last mile solution that will help transport people across the region, not in their cars but on public transit.

Local residents, locally-owned businesses, and individuals and organizations throughout Los Angeles have voiced enthusiasm and support for the project. Angelenos want less traffic, improved safety, cleaner air, quieter public spaces and expanded mobility options that connect to the region – all of which are attributes of the Gondola Project.

All of us at Climate Resolve and ZET look forward to working with Metro – as well as all community stakeholders – to ensure the Dodger Stadium Gondola provides the maximum benefits to the community residents, the Los Angeles region and the environment.

Please don't hesitate to contact us with any questions. You can reach me at (213) 634-3790 x 101.

best ~

A handwritten signature in black ink that reads "Jonathan Parfrey". The signature is written in a cursive, flowing style.

Jonathan Parfrey
Executive Director

cc:

All Metro Board Members
Holly Rockwell, Metro
Anthony Crump, Metro
Michael Cortez, Metro
Jordan Lang, LA ART
Dave Schapiro, LA ART
Jennifer Rivera, LA ART
David Grannis, Zero Emissions Transit, pointC
Cindy Starrett, Latham & Watkins
Beth Gordie, Latham & Watkins

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

作為唐人街的一名企業/商鋪擁有人，我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持，這纜車服務將聯合車站和道奇體育場連接起來。因有通往唐人街的新通道，可以為受到疫情重創的小型企業/商鋪提供顯著的經濟幫助。

LAART 首選路線“百老匯路線”設有一個中間站，遊客只需要步行即可到達唐人街商鋪。在比賽當日，很多球迷前往道奇體育場之前，他們會來到唐人街餐館吃飯。在非比賽日，纜車服務仍然可以幫助吸引遊客到唐人街觀光。

我們唐人街商鋪為了阻止疫情傳播，因此蒙受巨大經濟損失。隨著城市開始重開，我們希望疫情恢復階段，甚至將來，包括規劃2028年洛杉磯奧運會，LAART 纜車服務可以幫助增加唐人街的人流量，並恢復唐人街商鋪的活力。

我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，

Huita Kiu TSAN

 **MP 美芳工業衣車公司**
Industrial Sewing Machine, Inc.
專營各種衣車, 零件, 針線, 免費停車場
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Đại lý các loại máy may
Juki, Brother, Pegasus,
& các loại phụ tùng.
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Specializing on all kind of
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Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) - q J 361! §

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

*NAM Hot Fish Market
aka PR TRAV*

\$ - j - d
N - H O A F S H M i N C

 Retail Seafood
(213) 617-3400
5 S U > f
t . f 6 i
711 ¼ New High St.
Los Angeles, CA 90012

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am owner of Nam-Hoa Fish Market in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

*NAM HOA FISH MARKET
ALB DE TRAW*



NAWBO LA

National Association of Women Business Owners

4500 Park Granada Suite #202 | Calabasas, CA 91302 | 213.622.3200

April 11, 2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am pleased to submit this letter on behalf of the LA84 Foundation in support of the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LA ART), connecting Union Station to Dodger Stadium. The foundation is committed to the goal of expanding youth sports opportunities and improving the social, academic and health outcomes through structured sports participation. The LA ART project is consistent with this goal in that it would increase transit access for underserved communities and increase access to parks.

LA ART offers significant potential benefits to the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. It is also a key example of next generation transportation systems that will be critically important for LA's clean air future, which will require revolutionizing transportation on a scale not seen since the introduction of automobiles. LA ART has the potential to substantially improve traffic safety and facilitate mobility, while reducing traffic congestion and fuel consumption.

The emissions reductions from this permanent transit link, with its game-day capacity of 10,000 to 12,000 Dodger Stadium visitors, could benefit local communities by replacing up to 3,000 existing car trips before and after each Dodger game and Stadium event.

Projects like these are important in addressing climate change and as an opportunity to create local jobs and economic opportunities for our communities, which is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I am pleased to support the LA ART project, recognizing the significant benefits potential from a successful project, and hope the approvals can be completed in time to realize the LA ART project's potential for delivery in time for the 2028 Olympics.

Sincerely,



Renee Young
President
NAWBO-LA

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012



RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am ~~located~~ in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

Ming Ming Kang  ordspa

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:



我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步之距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的士提供接駁到四通八達的輕軌路線。

空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

Ming Ming Kang  
ORD SPA



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

As a business owner in Chinatown, I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses that have been hard hit by the COVID-19 pandemic.

LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

We have all done our part and suffered great losses to stop the spread of COVID-19. As the City begins to rebuild, LAART has the potential to increase foot traffic in the area and help restore vibrancy to the Chinatown business corridor. This is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

James Lee

A handwritten signature in black ink, appearing to read "James Lee". The signature is stylized and fluid, with a long horizontal stroke at the end.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

作為唐人街的一名企業/商鋪擁有人，我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持，這纜車服務將聯合車站和道奇體育場連接起來。因有通往唐人街的新通道，可以為受到疫情重創的小型企業/商鋪提供顯著的經濟幫助。

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我們唐人街商鋪為了阻止疫情傳播，因此蒙受巨大經濟損失。隨著城市開始重開，我們希望疫情恢復階段，甚至將來，包括規劃2028年洛杉磯奧運會，LAART 纜車服務可以幫助增加唐人街的人流量，並恢復唐人街商鋪的活力。

我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，

June 16, 2022

Stephanie Wiggins, CEO Metro

One Gateway Plaza

Los Angeles, Ca 90012

Ara Najarian

Metro Board Chair

500 West Temple

Los Angeles, Ca 90012

RE: Los Angeles Aerial Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Najarian:

I am writing to ask for your support for the Los Angeles Aerial Rapid Transit Project. LA ART.

I was raised and lived in Chinatown since 1963 in my local family business which continues to serve and support the Chinatown community.

Unfortunately, I can't say that for many of my neighbors. Many "mom and pop" businesses that were just getting by before the pandemic have now closed. We are slowly losing the fabric of Chinatown that once was the center of local Chinese American Culture. Our amazing restaurants, fabulous gift shops and Chinese Herb store, that always had a Chinese Doctor practicing acupuncture and herbal medicine, are now slowly going away.

Like many other areas of Los Angeles, Chinatown has had gentrification forced upon it. Families that once had a thriving business now face the reality that their business will never recover. These families are sitting on properties where the land value is worth more than the buildings. Having no choice but to sell, new projects are coming online from developers with no connection to the Chinatown community.

Many outside developers all know that Chinatown is the last bastion of affordable land that they can piece together to develop high end residential over commercial retail. I don't think this will ever stop, it's an unfortunate evolution of older neighborhoods having to change to survive. However, it need not be an inevitable one.

I believe that the Gondola project will inject economic stimulus for the remaining businesses. Hopefully others will see those businesses thrive and incentivize previous business owners, as well as other local and community interests, to re-invest in Chinatown.

This project has reached out to local people such as myself, to find out what we would like to see from them. There are many companies that never reach out to Chinatown and only reach out to us as an after thought.

I just finished a meeting with the Los Angeles Street Car project. They presented a plan to have the street cars run between 11st street to 1st street. On Hill and Broadway. I asked them why they didn't run the street cars to Little Tokyo, Olvera Street and Chinatown. If the plan was to encourage people to shop, eat and not drive cars. Then why weren't any of these three districts included? Why, because everyone forgets about us.

It is up to people like myself that have a passion for saving our communities to speak out, so that we can teach others about the history, beauty and contributions of Los Angeles Chinatown's culture and community. Hopefully this will have a positive affect in fighting discrimination and promote the survival, understanding and peaceful co-habitation of all the diverse cultures in the great city of Los Angeles.

Thank you for taking the time to read my letter. Please feel free to contact me if I can be of further assistance regarding this project or future developments in Chinatown or surrounding areas.

Best Regards,

Peter Kwong

Best Western Plus Dragon Gate Inn

Royal Pagoda Motel

Akwong5951@aol.com

[626-825-7780](tel:626-825-7780)

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

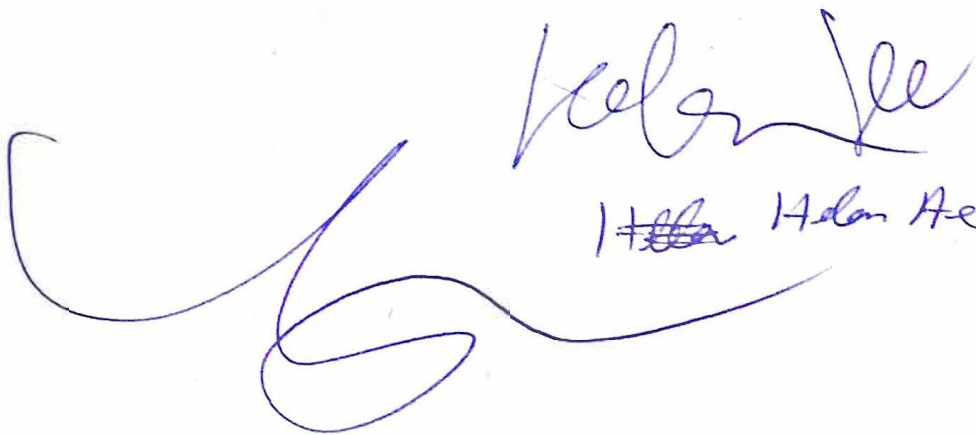
我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步之距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的人士提供接駁到四通八達的輕軌路線。

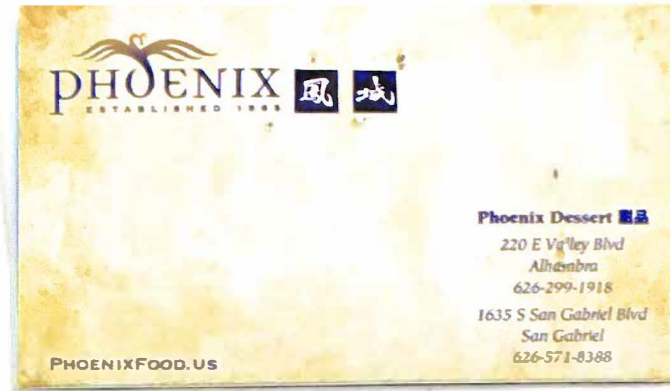
空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，



Hilda Solis
Hilda Solis





Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

We are writing to express our support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LAART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

A handwritten signature in blue ink, which appears to be "Hilda Solis", is written over a dashed rectangular box. Below the signature, the name "Hilda Solis" is printed in a smaller font.

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of Queen's Bakery in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,



Allan Oveland





Queen's Bakery
皇后餅家

Chinatown

Contact: 213.622.9749 809 N. Broadway, Los Angeles CA 90012

email: qb2136229749@gmail.com

Online Store

www.QueensBakeryLA.com

email: QueensBakery.OnlineSales@gmail.com

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

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我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，



Allen Oveland Wank





Regional Hispanic Chamber of Commerce
One World Trade Center
P.O. Box 32474, Long Beach, CA 90832
www.RegionalHispanicCC.org



January 25, 2022

Stephanie Wiggin, CEO
Metro
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Ariel Rapid Transit Project (LA ART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

In connection with the LA ART project referenced above, I am honored to submit this letter on behalf of the Regional Hispanic Chamber of Commerce (RHCC) in support of the Los Angeles Aerial Rapid Transit Project (LA ART) a proposed zero-emission project. This project connects two Los Angeles landmarks Union Station to the south and Dodger Stadium nestled in the north in Chavez Ravine.

The RHCC is committed to all small businesses and its community; in particular, the growing Hispanic/Latino business community in Southern California. Our efforts of entrepreneurial education, opportunity and small business advocacy has a positive impact on small businesses and the communities they serve, The LA ART project is consistent with these goals and an increase of transit access for all communities, in particular the underserved, and provides access to open spaces and parks.

LA ART project offers significant potential benefits to the broader communities of Los Angeles County by increasing access to public transit, improving air quality and decreasing car traffic on our streets and freeways. It is a Generational Opportunity in the field of transportation systems and urban planning with a result of cleaner air in our Angeleno skies.

Projects like these are important in addressing economic development as it will create local jobs and economic opportunities for our local business, which is critical as Los Angeles moves into the pandemic recovery phase and toward the future, including the planning for the 2028 Olympics.

The RHCC is pleased to support the LA ART project, recognizing the significant benefits potential from a successful project, and hope the approvals can be completed in time to realize the LA ART project's potential for delivery in time for the 2028 Olympics.

Sincerely,

A handwritten signature in black ink, appearing to read 'Max A. Ordóñez'.

MAX A. ORDONEZ
Regional Hispanic Chamber of Commerce
Special Counselor to the RHCC



*Los Angeles / Orange Counties
Building and Construction
Trades Council*

Affiliated with the Building & Construction Trades Dept., AFL-CIO

*1626 Beverly Boulevard
Los Angeles, CA 90026-5784
Phone (213) 483-4222
(714) 827-6791
Fax (213) 483-4419*



RON MILLER

Executive Secretary

March 17, 2021

Phillip A. Washington
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Mayor Eric Garcetti
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Mr. Washington and Honorable Metro Board Chair, Mayor Garcetti:

I am writing to express my interest for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. It offers significant potential benefits to the City of Los Angeles and the broader communities of Los Angeles County by removing cars off the road, increasing access to public transit, and improving air quality. Projects like these are important in addressing climate change and an opportunity to create local jobs and economic opportunities for our communities.

In my role as Executive Secretary of the Los Angeles/Orange Counties Building and Construction Trades Council, I work closely with developers that build projects throughout the region to ensure that they have an appropriately trained, local workforce to build their projects. Our organization represents more than 140,000 skilled and trained women and men that have a long history of working throughout Los Angeles, and as you know all you need to do is look at the partnership the Building Trades and its affiliates have with the City of Los Angeles and Metro both are shining examples of what can happen when we work together.

The LAART represents a zero-emission permanent transit link that would provide game-day capacity of 10,000 to 12,000, replacing up to 3,000 trips before and after each Dodger game and Stadium event. In addition, provide year-round operation opportunities to increase transit access for underserved communities and to parks.

We'd like to thank LA ART for reaching out to us and look forward to participating in the review process. We appreciate these efforts to advance sustainable transportation options and jobs opportunities for Los Angeles workers.

Sincerely,

Ron Miller
Executive Secretary

Chris Patterson

Owner



640 N. Spring Street
Los Angeles, CA
90012

chris@sssmokehouse.com
213-626-0535

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:


As a business owner in Chinatown, I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART), connecting Union Station to Dodger Stadium. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses that have been hard hit by the COVID-19 pandemic.

LAART's preferred route, the "Broadway Alignment," features an intermediate station within walking distance to many Chinatown businesses. On game days, this could mean more Dodger fans grabbing a bite to eat at our local restaurants before heading up to the stadium. On non-game days, the gondola could help attract additional tourists to the area.

We have all done our part and suffered great losses to stop the spread of COVID-19. As the City begins to rebuild, LAART has the potential to increase foot traffic in the area and help restore vibrancy to the Chinatown business corridor. This is critically important as we look to move into the pandemic recovery phase and toward the future, including planning for the 2028 Olympics in Los Angeles.

I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,


Chris Patterson
Spring Street Smokehouse

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街的小企業/商鋪擁有人 [業務描述]。

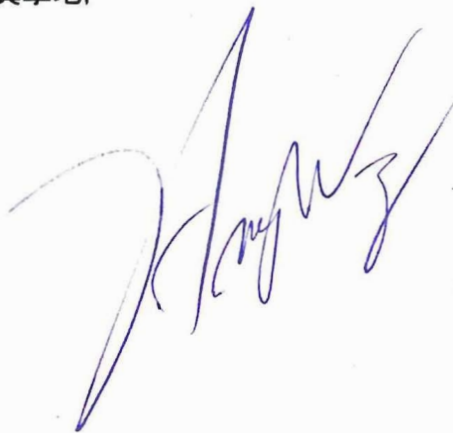
我寫信表達我對洛杉磯空中快速交通項目 (LAART) 的支持。由於這項目增加了交通通道和人流，可以讓唐人街企業/商鋪有顯著的經濟效益。

唐人街擁有許多獨特而多樣化的小商鋪，這些小商鋪為了對抗疫情傳播而實施商業限制，因此受到重大重創。

LAART 纜車服務將在道奇體育場比賽和活動期間運行，預計還會每天運行，為社區人士和遊客提供服務。因為有了通往唐人街的新通道，這項目可以為唐人街商鋪提供顯著的經濟增長。

這個令人興奮的項目，可以為唐人街帶來更多遊客。我強烈支持這個項目，並希望參與它的規劃和開發過程。

真摯地，



HENRY WANG



Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am a small business owner in Chinatown.

I am writing to express my support for the proposed Los Angeles Aerial Rapid Transit Project (LAART). Chinatown businesses could see significant economic benefits due to increased transit access and foot traffic brought on by the project.

Chinatown is home to many unique and diverse small businesses that were significantly impacted by restrictions put in place to fight the spread of COVID-19.

LAART will run during all Dodger home games and events at Dodger Stadium, and is also anticipated to operate daily to serve community members, park visitors, and tourists. By increasing transit access to Chinatown, the project could provide a significant economic boost to small businesses year around.

It is exciting to see a proposal for a project that could bring more visitors to Chinatown at a time when it is needed more than ever. I strongly support this project and hope to stay engaged as it moves through the planning and development process.

Sincerely,



HENRY WANG



羅省 大眾參茸行 華埠
TA CHONG COMPANY
參茸藥材 中國茗茶 燕窩海味
神香紙燭 批發零售 無任歡迎
Bán Sĩ và Lê Thuốc Bắc Sâm Nhung,
Cao Đôn, Nhân Đôn. 王耀德
HENRY WANG
685 N. SPRING ST., #B
LOS ANGELES, CA 90012
(Kê Dách Ngân Hàng Eastern)
東亞銀行隔壁，金牌酒家對面
Tel: (213) 687-8042

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，

MAYCHO
Wang



TenRen's TEA
天仁茶業股份有限公司
TEN REN TEA CO., LTD.
中國城 727 N. Broadway #136,
(726 N. Hill St.) Los Angeles, CA 90012
Tel: (213)626-8844 Fax: (213)626-8861
Mobile: 213-627-8482
Manager
George Wang

| 高級茗茶 | 人參 | 批發零售 |

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

MAY CHU
MCHU



TenRen's TEA
天仁茶業股份有限公司
TEN REN TEA CO., LTD.
中國城 727 N. Broadway #136,
(726 N. Hill St.) Los Angeles, CA 90012
Tel: (213)626-8844 Fax: (213)626-8861
Mobile: 213-627-8482
Manager
George Wang

| 高級茗茶 | 人參 | 批發零售 |

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
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Los Angeles, CA 90012

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I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

Sam Ly




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NAILS**

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Manicure • Pedicure • Nail Design • Solar Nail
Pink & White • Waxing • Facial

(213) 687-6618

735 New High Street, Los Angeles, CA 90012
(China Town)

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,





W & H GOLDEN GIFT TRADING CO.

Importer • Wholesale

Oriental Arts & Gifts • Chinese Furniture
Crafts Decorative • Home Accessories

ALLEN / HELLEN

728.
741 N. Broadway, #101
Los Angeles, CA 90012
Email: caggc168@gmail.com

Cell: (626) 274-3202
Cell: (626) 429-3896

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

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我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012



RE: Los Angeles Aerial Rapid Transit Project (LAART)

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

I am the owner of Yang Chow Restaurant in Chinatown. I am writing to express my support for the proposed zero-emission Los Angeles Aerial Rapid Transit Project (LAART). By increasing access to public transit and improving air quality, the project offers significant benefits to local residents, employees of businesses and visitors to Chinatown.

The Chinatown/State Park Station offers a short walk to many Chinatown businesses and could help to increase visitors to the area. In addition, LAART has proposed the creation of a Community Access Program for local residents and businesses to use the LA ART system. This would provide many who live and work in Chinatown with first and last mile transit service connections to the Metro system for the same cost as riding the Metro.

By taking cars off the road, LAART has the potential to substantially reduce traffic congestion, fuel consumption, and emissions, improving air quality and quality of life for the Chinatown community.

I look forward to staying informed about the project team through the planning and development process and to supporting a successful project.

Sincerely,

CHUN MIN TAN

A handwritten signature in blue ink, appearing to read 'Chun Min Tan', with a horizontal line extending to the right.



怡園

Yang Chow
Mandarin & Szechwan Cuisine

川揚名菜

819 N. Broadway,
Los Angeles, CA 90012

Tel: 213-625-0811
Fax: 213-625-7901

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Aerial Rapid Transit Project (LAART) 空中快速交通項目

Dear Ms. Wiggins and Honorable Metro Board Chair, Supervisor Solis:

我是唐人街 [企業/商鋪名稱] 的 [擁有人/經理/僱員]。我寫信表達我對零排放洛杉磯空中快速交通項目 (LAART) 的支持。增加公共交通和改善空氣質量，這項目為唐人街居民、企業/商鋪員工和遊客帶來巨大的好處。

州立歷史公園距離唐人街商鋪僅幾步之距，有助於帶來更多遊客。此外，LAART 還提議為唐人街居民和企業/商鋪創建一個社區接駁計劃，以使用空中纜車服務，費用與乘坐輕軌相同，這將為許多在唐人街生活和工作的男士提供接駁到四通八達的輕軌路線。

空中纜車項目取代汽車在路上行駛，LAART 可以大幅減少交通擁堵、燃料消耗和排放，改善唐人街社區的空氣質量和生活質量。

我期待透過規劃和開發過程能了解這個項目情況，並支持這個項目取得成功。

真摯地，

CHUN MIN TAN

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012



Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

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I hope to stay engaged and work with the project team to ensure a successful project.

Sincerely,

真摯地,


Michelle Liu

7-16-2021

Stephanie Wiggins
Metro CEO
One Gateway Plaza, Mail Stop 99-22-6
Los Angeles CA, 90012

Supervisor Hilda Solis
Metro Board Chair
200 N. Spring Street
Los Angeles, CA 90012

RE: Los Angeles Arial Rapid Transit Project (LAART) 空中快速交通項目

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我希望參與並與項目團隊合作，以確保項目取得成功。

真摯地，



Michelle Li

7-16-2021



T: 213.626.7113
800 YALE STREET
LOS ANGELES, CA 90012

September 2022 Public Comments on Los Angeles Aerial Rapid Transit Project

From: [REDACTED]
Sent: Thursday, September 15, 2022 10:46 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: mta gondola public comment

Greenwashing doesn't work! It's a scam, green gentrification! overuse of minerals, bs jobs, we must do less

Buried under the blue shows these neighborhood to build the stadium taken by force and violence, La Loma and Bishop!

Sports are a psychological operation on the masses, a religion if you will and therefore another opiate of the masses. Watch Gematria Effect News spelled out, showing how sports and items in the news are part of Jesuit propaganda for control of the masses perhaps via unseen and non human forces...

Why are we so desperate for sports when we have homeless and a suffering globe?

Bread and circuses

Free housing for all... abolish work

If people are too mad will take by force

From: [REDACTED]
Sent: Thursday, September 15, 2022 10:50 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Public Comment, Board Meeting, 9.15.22, Agenda Item, #21 LAART- Gondola

Re: 9.15.22 Metro Board Meeting Agenda Item #21,
LAART, Gondola Presentation

Dear Metro Directors:

My name is [REDACTED], Executive Director of LA River State Park Partners, the nonprofit support organization for LA State Historic Park.

Our organization builds upon the decades long, hard fought grassroots efforts that led to the creation of the park. In solidarity, we thus now oppose the intended use of the park's land, airways, and viewsheds for the private gondola enterprise. The gondola's massive structures would alter significant portions of the park's southern and middle sections and their mature native landscapes, as well affect the peaceful, quiet, open skies of the *entire park*. Siting the gondola within the park would severely impact this vital respite of health and wellness for the historically underserved and park poor surrounding communities.

I'm not here to comment on the wisdom of the gondola enterprise, but simply to insist that taxpayer funded, public park land **not be commandeered for its use**. I also ask the Board to ensure that future gondola planning is more transparent and responsive to the community, given the significant public interest and public resources at stake.

Thank you,
[REDACTED]

--

Kathleen Johnson
[REDACTED]

From: [REDACTED]
Sent: Thursday, September 15, 2022 10:56 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: LAART at EMC Metro Meeting

Hi Directors,

As the Vice President of Cathedral High School, I wanted to express our support of the LA ART gondola project. We will be located across the street from the project's junction on its way to Dodger Stadium and look forward to having new innovative transportation next door to us. In addition, this project will also contribute to a new bridge at Los Angeles State Historic Park, connecting North Broadway to the Park, making it much more accessible for our students who ride public transportation. LA ART has done great outreach to us and our neighbors and we are happy to support this project.

--

[REDACTED]
[REDACTED]
[Cathedral High School](#)

From: [REDACTED]
Sent: Thursday, September 15, 2022 10:57 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: 9/15/22 Agenda Item #21 public comment "AGAINST "

My name is [REDACTED] I'm a property owner in Chinatown and I live in the neighborhood of the proposed Broadway Junction. I am "AGAINST" this project (*Item #21 LA ART/gondola on 9/15/2022 agenda; was waiting in the phone queue during this morning's meeting*).

LA ART has consistently misled stakeholders and withheld details about the breadth of the project and its impacts on Chinatown residents. They reassured us that it would only travel over the public right-of-way, but finally had to concede that the gondola's path would indeed cross OVER private homes.

The Broadway Junction was a late surprise. It is not "just" a pivot point. It is to be set in a residential neighborhood with its mechanical equipment operating continuously to move the gondola cabins all day and night. The gondola and Broadway Junction would introduce constant background noise, possibly for more than 18 hours per day.

Metro, please listen. We want peace and security in our homes – no more vague reassurances from LA ART. Stop the gondola project now.

From: [REDACTED]
Sent: Thursday, September 15, 2022 11:13 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: 9/15 Metro Exec Management - Gondola Public Comment.

I was waiting on the phone to provide public comment, but did not make the cutoff. Here is my public comment:

Hi my name is Tonya, and I'm a resident of LA and a volunteer with the StopTheGondola coalition.

I'm firmly against this project. It's an impractical way to move thousands of people in and out of Dodger Stadium. It just gives Frank McCourt a so-called transit stop on his property, so he can realize his dreams of a mega-development.

Here's just a few of the things I've heard while petition gathering:

1. Folks don't trust Frank McCourt, and there's no way he's using his own money.
2. By transferring this project to a nonprofit, it looks like he's figured out how to not pay for it. But It's still his project.
3. For over 2 years, LA ART claimed this would be 100% privately financed and gathered signatures off of that promise. What happens to that so-called support now?
4. After 4 years of being cagey around ticket prices, they suddenly can make tickets free for people attending Dodger games, but they haven't explained how or where the money is coming from.

There are too many unanswered questions. The lack of information this far into the environmental review is a real tragedy.

Also the air space above the historic park is sacred and a bird migration path, is this not important?

Please stop this ill-conceived project.

Thank you.

[REDACTED]
Sent from my iPhone

From: [REDACTED]
Sent: Thursday, September 15, 2022 12:13 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Gondola

Hello ,

I am a resident of Chinatown near the proposed Broadway junction.

Best Regards,
[REDACTED]

From: [REDACTED]
Sent: Thursday, September 15, 2022 12:17 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Agenda Item 21 LA ART Gondola Public Comment

Hello,

I called in for public comment during this morning's board meeting, but did not make the 10:40 cut off. My name is Elise Dang and my family owns a small business in Chinatown. I am also the manager of the LA River Farmers' Market and an organizer with Chinatown Community for Equitable Development.

I have many concerns about LA ART's proposed gondola project. I was upset to hear many board members in today's meeting minimize the impacts of gentrification in Chinatown and Northeast LA, especially Mayor Garcetti's comment basically saying since the city had already contributed to gentrification in Chinatown by building the Goldline Station without protections for tenants and affordable housing, what's the harm in furthering gentrification with the gondola. Chinatown and NELA residents are continuing to be priced out of their homes leading to mass displacement and a quickly growing number of unhoused tenants in Chinatown. Will there be any protections for tenants whose landlords will be increasing their rents when the gondola is built? I am not hopeful there will be any protection for tenants with affordable housing covenants expiring all throughout LA City and the discontinuation of the COVID-19 eviction moratorium at the end of this year. Additionally, the gondola will not be serving the majority low-income population of the Chinatown/NELA area who cannot regularly afford to go to Dodger's games. The gondola is clearly made to only serve wealthier Angelenos and tourists.

Lastly, the Chinatown stop for the gondola is proposed to sit right on top of the LA River Farmers' Market. In addition to spoiling the landscape Chinatown and NELA residents had fought for at LA State Historic Park, the gondola will be displacing one of the few sources for fresh produce and groceries in the neighborhood. Chinatown is a food desert that has been without a full-service grocery for 3 years now. Though street vendors and mini marts are able to provide some access to fresh produce, many of them do not accept EBT which is utilized by many low-income residents in the area. The farmers' market is not only one of the few places where EBT is accepted in Chinatown, but also the only place that provides an additional incentive for EBT users. The farmers' market currently provides a free additional \$15 to EBT customers every week to allow for their EBT to go further. Displacing the market and preventing EBT incentives from being distributed in the community is just another way the proposed gondola project will disproportionately impact low-income residents in the area.

A majority of what I heard from board members and the presenter was rather dismissive of the concerns of low-income residents in Chinatown and NELA. As the second poorest neighborhood in LA City, I believe the focus of the gondola's impact study must concern the multitude of ways low-income residents will be affected by its construction. Additionally, I believe the public hearings need to include an option for Chinese, Vietnamese, and Khmer speakers to give input as 60% of Chinatown residents speak one of these three languages and it is extremely unjust to not consider their concerns as well. As a stakeholder in this community, I will not allow for the construction of the gondola unless it is coupled with community centered development and protections put in place for low-income tenants. In a neighborhood that has been without a grocery store, hospital, laundromat, and many other essential business for years, aerial transit should not be the priority.

Thank you, [REDACTED]

From: [REDACTED]
Sent: Thursday, September 15, 2022 12:28 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Metro Board Mtg, 9.15.22, Agenda Item #21, LAART-Gondola AGAINST

Metro Board Mtg, 9.15.22, Agenda Item #21, LAART-Gondola **AGAINST**

Dear Metro Directors,
My name is [REDACTED] Executive Director of LA River State Park Partners, the nonprofit support organization for LA State Historic Park.

Our organization builds upon the decades long, hard fought grassroots efforts that led to the creation of the park. In solidarity, we thus now oppose the intended use of the park's land, airways, and viewsheds for the private gondola enterprise. The gondola's massive structures would alter significant portions of the park's southern and middle sections and their mature native landscapes, as well affect the peaceful, quiet, open skies of the *entire park*. Siting the gondola within the park would severely impact this vital respite of health and wellness for the historically underserved and park poor surrounding communities.

I'm not here to comment on the wisdom of the gondola enterprise, but simply to insist that taxpayer funded, public park land **not be commandeered for its use**. I also ask the Board to ensure that future gondola planning is more transparent and responsive to the community, given the significant public interest and public resources at stake.

Thank you.

--

[REDACTED]

From: [REDACTED]
Sent: Thursday, September 15, 2022 3:45 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #2022-0316 AGAINST LA-ART (Gondola)

Hello,

Thank you for the opportunity to submit additional written public comment against Frank McCourt's Gondola Project (Item #2022-0316).

My name is Monica, and I'm with Ground Game LA. Metro is supposed to support projects that help our communities, not harm them. Frank McCourt and his company have already shown the community they can't be trusted. The community engagement and public comment on this project is a sham. Our community has requested information about the project's safety, long-term costs, and details on who will pay for repairs and ongoing maintenance. He won't give us any information unless we sign a non-disclosure agreement. We deserve answers.

I live on Scott Ave at Glendale Blvd, so I know the traffic issues etc. that arise around the stadium. Safety, cost, privacy, traffic and gentrification are all very real concerns for me. But, this is our home, our neighborhood we're talking about. We're not willing to let a billionaire impose his pet project on us just to make a profit. Frank McCourt hasn't given us proof that the gondola will actually reduce traffic and improve air quality. We have seen no scientific evidence to back up his claim that the gondola will reduce trips to the stadium. As LA ART's own traffic study shows, it's more likely that traffic will simply be relocated to other neighborhoods like Chinatown.

Hasn't LA had enough of Frank McCourt's schemes? Frankly, no one asked for this project and the community doesn't want it. The gondola is a pet project of Frank McCourt to the benefit of Frank McCourt, not the community.

Best,

[REDACTED]

Stay Housed LA Coalition
Ground Game--Los Angeles
monica@groundgamela.org

From: [REDACTED]
Sent: Thursday, September 15, 2022 4:26 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #2022-0316 AGAINST LA-ART (Gondola)

Thank you for the opportunity to submit additional written public comment against Frank McCourt's Gondola Project (Item #2022-0316). I'm with Ground Game LA. Metro is supposed to support projects that help our communities, not harm them. Frank McCourt and his company have already shown the community they can't be trusted. The community engagement and public comment on this project is a sham. Our community has requested information about the project's safety, long-term costs, and details on who will pay for repairs and ongoing maintenance. He won't give us any information unless we sign a non-disclosure agreement. We deserve answers. Safety, cost, privacy, traffic and gentrification are all very real concerns for us. This is our home, our neighborhood we're talking about. We're not willing to let a billionaire impose his pet project on us just to make a profit. Frank McCourt hasn't given us proof that the gondola will actually reduce traffic and improve air quality. We have seen no scientific evidence to back up his claim that the gondola will reduce trips to the stadium. As LA ART's own traffic study shows, it's more likely that traffic will simply be relocated to Chinatown and surrounding neighborhoods. Hasn't LA had enough of Frank McCourt's schemes? Frankly, no one asked for this project and the community doesn't want it. The gondola is a pet project of Frank McCourt to the benefit of Frank McCourt, not the community.

Thank you,
[REDACTED]



September 21, 2022

Via Electronic Mail

Ara Najarian, Chair
anajarian@glendaleca.gov

Clerk of the Board
BoardClerk@metro.net

**Re: Items #48 & #49 I-710 South Corridor Task Force and Pre-Investment Plan
Opportunity Motion- GENERAL COMMENT**

Dear Chair Solis and Members of the Board:

On behalf of the undersigned members of the Coalition for Environmental Health & Justice (“CEHAJ”), we write to share our concerns regarding the process used for selecting the Pre-Investment Plan Opportunity (“PIPO”) projects before you, as well as the development of the Vision and Guiding Principles presented in Item #48. We also offer recommendations for improving the Task Force, Community Leadership Committee (CLC), and Working Groups as Metro moves forward with developing a comprehensive strategy for the Long Beach-East LA Corridor Mobility Investment Plan.

Metro Staff has recommended four projects for your endorsement. These include: 1) Huntington Park Safe Routes for Seniors and Students; 2) I-710 Integrated Corridor Management (ICM); 3) Southeast LA Transit Improvement Program; and 4) Humphreys Avenue Bike/Pedestrian Crossing over I-710 in East LA. It’s worth noting that three out of these four projects were not presented as part of the most recent PIPO list provided to the CLC and the Task Force for consideration in August. While we do not oppose these initiatives, we unfortunately lack sufficient information about these projects to support them. This lack of transparency is just one of the many concerns about the Task Force process that we outlined in our August 8, 2022 letter to Metro and Caltrans staff which is currently in the Board Materials for Item #48.

Given the decisions now being made concerning Metro’s endorsement and funding of I-710-related projects, we feel compelled to reiterate some of the concerns we have with the way the Task Force and CLC are proceeding. We offer the following observations and recommendations

in the hopes that our concerns might be addressed as investment plans are developed moving forward.

- **Community-Centered Project must be the Focus of Future planning**

We caution against Metro's endorsement of projects that offer none of the guarantees against displacement of residents and small businesses along the I-710 corridor or that otherwise deviate from community-centered principles that aim to deliver direct benefits to corridor residents. While we are not opposed to the four recommendations before you, there are several projects on the broader PIPO list that deviate from the equity principles and community-repair work agreed to by the Task Force. Some PIPO projects, for example, focus squarely on accommodating industry needs, either at the ports or elsewhere, along the corridor. And while these projects could serve an important economic role regionally, they are not delivering the types of direct benefits that several community groups have been demanding for decades. These projects are also likely to proceed independently and do not require Metro's endorsement.

Our coalition has consistently called for equity-centered projects and commitments to the following: community-driven zero-emissions investments; mobility investments in the form of city-level projects that deliver long overdue improvements for local residents; targeted and local hire as well as workforce development commitments for projects funded or supported through Metro initiatives; and illness prevention initiatives that target the removal of air pollution and promote the health and well-being of local community members.

Metro has an opportunity to use its leverage to support projects that will improve the lives of corridor residents at the ground level. The projects staff is recommending may very well serve that purpose, but more should be done to ensure that community voices have an adequate opportunity to weigh in and fully understand the details of a proposed project.

Metro also has a potentially helpful tool to ensure greater community engagement through its Equity Planning & Evaluation Tool (EPET). The EPET could help participants of the CLC and the Taskforce more adequately engage with decisions being made on projects and discern which projects have the greatest potential to advance equity and meet community goals. We have observed, however, that these tools are not deployed to their fullest potential during discussions of the PIPO projects. We ask that Metro recommit to using this tool in all future investment planning and decision making.

- **Metro Must Recommit to Not Support Projects that Will Cause the Displacement of Residents or Small Businesses**

This Board already made a commitment to ensure that 710 projects will not cause displacement and the Task Force similarly committed to no displacement by the ZE Truck Program. However, of the long list of PIPO projects submitted, there does not appear to be the same unequivocal guarantee from the project proponents. More specifically, there is no guarantee that the separate

municipalities, government agencies, or other sponsoring organizations will honor the same promise not to pursue projects that could displace residents and small businesses along the I-710. Moving forward, Metro should establish explicit anti-displacement commitments from project proponents before offering endorsements or funding.

It is important to highlight that the Motion by Directors Dutra, Solis and Hahn, currently before the Board as Item #49, does not specify whether the Board will be endorsing and potentially funding any project on the PIPO list or whether it is only calling for endorsement of the four specific projects listed in the staff's recommendations. Because of the potential that some of the 35 projects on the PIPO list could lead to displacement along the I-710, the motion should be clarified to limit Board's approval to only those four recommended by staff. Moreover, before a vote is taken, staff should be asked to confirm whether the four projects recommended were already vetted for possible displacement outcomes.

- **Metro Should Require Applicants Seeking its Endorsement to Provide Greater Details about the Potential Impacts of any Project along the I-710**

If Metro is unable to conduct its own analysis on the impact of proposed projects within the I-710 South Corridor, then project proponents should be asked to provide more information on project specifics and potential impacts. The CLC and CEHAJ have repeatedly asked for greater clarity concerning potential impact of projects that are goods movement oriented. Unfortunately, this information was not made available by applicants in their project descriptions—thus not allowing for thorough consideration of these projects. This information is vital to maintaining transparency and giving community groups a fair opportunity to weigh in on important decisions affecting their neighborhoods.

Metro should ask for applicants to share as much information as possible about a project, including: existing studies done about the project impacts, community engagement plans, environmental review documents, fact sheets, and any information that highlight what potential impacts are still being investigated. This will allow community groups to assess a project more meaningfully.

- **Metro Should Center the Concerns of the CLC when deciding which future projects to endorse**

As we pointed out in our August 8 letter, the CLC was not provided with enough information about the PIPO projects to make a meaningful decision about the list of proposals. Often the presentations were done quickly and without adequate time for community members to process the information that was provided, engage in discussion, or have questions answered. Often, when questions were asked by CLC members, these questions went unanswered.

CEHAJ called for staff to pause the PIPO nomination process until these information gaps were resolved to allow the CLC to fully weigh in on projects being proposed. Instead, staff decided to present the list to the Board and ask for endorsement of four projects that were not fully considered

at the CLC. It's worth noting here that none of the projects on the PIPO list were actually voted on or endorsed by either the full CLC or the Task Force.

Moving forward, the CLC's input must be prioritized as Metro develops the next phase of the Long Beach-East LA Corridor Mobility Investment Plan. The CLC is comprised of members of the very communities that will be most impacted by these projects. Providing them with the information needed to make informed decisions will be vital to maintaining the equity principles the Task Force and Metro have espoused as part of this process. More importantly, the CLC's input should not only be documented, but incorporated into future proposals and decisions that will influence Metro's future role along the corridor.

Metro defines equity as “both an outcome and **a process** to address racial, socio-economic and gender disparities, to ensure fair and just access- with respect to where one begins and the capacity to improve from that starting point- to opportunities, including jobs, housing, education, mobility options, and healthier communities.” Everything about this declaration from Metro's equity webpage reinforces the urgent need to prioritize community-centered solutions before any other priority or request is considered. Only by centering equity in its decision-making can Metro begin to repair the harmful legacy that past policies have foisted upon the residents and communities along the corridor. This is the very reason why our coalition has held steadfast in asking for community-centered projects that bring immediate and tangible benefits to corridor residents who have long suffered the burdens of freight impacts from the 710 and resisted the efforts by some to divert focus towards regional economic considerations.

The residents along the I-710 South Corridor have lived through the shameful history of being told by those in power to ‘sacrifice’ for the economic good of the region. This dynamic has played out for decades—often fueled by land use and planning decisions rooted with racist underpinnings that painted these communities as “sacrifice zones”. Fortunately, Metro has a real opportunity to do something different this time around by endorsing strategies that will put community needs at the center of the Long Beach-East LA Corridor Mobility Investment Plan. We are hopeful that Metro can redouble its commitment to the equity principles and genuinely turn to community participants as co-designers of the next phase of planning.

Sincerely,



Fernando Gaytan
Earthjustice
On behalf of the members of CEHAJ

cc: 1st Vice Chair Jacquelyn Dupont-Walker (jacksonm@metro.net)

2nd Vice Chair Janice Hahn (FourthDistrict@bos.lacounty.gov)
Supervisor Hilda Solis (firstdistrict@bos.lacounty.gov)
Mayor Eric Garcetti (mayor.garcetti@lacity.org)
Supervisor Sheila Kuehl (sheila@bos.lacounty.gov)
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Councilmember Mike Bonin (mike.bonin@lacity.org)
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Mayor James Butts (mayor@cityofinglewood.org)
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Tim Sandoval (tim_sandoval@ci.pomona.ca.us)
Director Gloria Roberts (gloria.roberts@dot.ca.gov)
Metro Board of Directors, CEO Stephanie Wiggins (swiggins@metro.net)
Metro Board Clerk (BoardClerk@metro.net)



September 21, 2022

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012-2952
Via email to BoardClerk@metro.net

Re: Support for land banking at LA Metro

Dear Metro Board of Directors:

The Alliance for Community Transit - Los Angeles (ACT-LA) is an LA County-wide coalition of 42 community-focused organizations that strives to create just, equitable, and sustainable transportation systems and neighborhoods, placing the interests of low income communities and communities of color first as we create a more sustainable region. ACT-LA members advocate for the preservation and creation of healthy, affordable housing options for working class families and people who routinely ride public transit in LA. Many of ACT-LA's community members are among the 62% of Metro's ridership earning less than \$20,000 a year.¹ For these residents and families, historical unjust policies have undercut the provision of both affordable housing and dependable public transit, which are both necessities of living in LA.

ACT-LA appreciates Directors Solis, Najarian, Kuehl, and Mitchell for recently introducing Metro's land bank motion ([Motion 49 in June 2022²](#)) to improve affordable housing access for low-income transit riders. This motion calls on Metro staff to pilot a land bank that would be a major public benefit for LA County residents for generations to come.

ACT-LA supports Metro's effort to secure public land for affordable housing along transit as the Board of Supervisors is poised to do with public land along the LA River. This motion is an important opportunity to implement [Metro's Transit-Oriented Communities \(TOC\) policy³](#), which the Board adopted in 2018. In the TOC Policy, Metro recognized the major impacts - both positive and negative - its Measure M investments continue to have on communities and committed to pursue multiple strategies to decrease displacement and maximize affordable housing along its transit routes. Land banking along transit can enable a strategic partnership

¹ Metro 2019 Onboard Customer Satisfaction Survey; and LA Times: <https://www.latimes.com/california/story/2022-09-12/amid-blistering-heat-bus-riders-wait-in-search-of-shade>

² <https://boardagendas.metro.net/board-report/2022-0422/>

³ <https://www.dropbox.com/s/i1s1e84axj0xaih/2018-Transit-Oriented-Communities-Policy.pdf?dl=0>

between Metro and city leaders to develop affordable housing in ways that both advance local land use priorities and bolster transit ridership.

Land banking can strengthen governments collective leverage to deliver affordable housing solutions and protect the common good. It is also an important strategy to confront widespread land speculation by companies in the private sector that actively and routinely buy and hold onto land along public infrastructure investments, including public transit projects. When private companies buy and hold onto land along public infrastructure projects, they deny both governments and nonprofits the opportunity to maximize the positive, collective impact of public investments in transit, parks, affordable housing, and other infrastructure. Nonprofit affordable housing developers have the mission and expertise to build affordable housing for people earning little to no income. With land banking, nonprofit affordable housing developers can work in tandem with governments, including LA Metro, to ensure everyone in LA benefits from the public's investment in the LA transit system.

The land banking pilot and program created by Metro's land bank motion (Motion 49) catalyzes equitable land development that preserves affordable housing, produces affordable housing next to transit, and prevents resident (and transit rider) displacement. LA County needs regional solutions including land banks to meaningfully address our region's lack of affordable housing, a vexing issue widely felt by residents in every city and neighborhood throughout the LA region.

We urge Metro's Board of Directors to support land banking at Metro and also to ensure that Metro staff's forthcoming land bank proposal accounts for the goals in [Metro's TOC Implementation Plan](#)⁴, previously adopted in June 2021.

Sincerely,

Alliance for Community Transit - Los Angeles

CC:

- Metro CEO Stephanie Wiggins

⁴ <https://media.metro.net/2020/Metro-TOC-Implementation-Plan-Final.pdf>



Board Report

File #: 2022-0265, File Type: Plan

Agenda Number: 5.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: FIRST/LAST MILE PROJECT PRIORITIZATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING First/Last Mile (FLM) Project Prioritization Methodology (Attachment B); and
- B. ADOPTING Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - 1. Aviation/96th Street Station, adopted June 27, 2019 (File #2019-0170)
 - 2. East San Fernando Valley, adopted December 3, 2020 (File #2019-0431)
 - 3. Gold Line Foothill Extension 2B, adopted June 27, 2019 (File #2019-0170)
 - 4. Purple Line Extension Sections 2 & 3, adopted May 28, 2020 (File #2020-0111)

ISSUE

In 2019 and 2020, the Metro Board of Directors adopted multiple FLM plans for future rail lines and stations. Each plan directed staff to report back to the Board with recommended next steps that are consistent with procedures and commitments in the FLM Guidelines (Guidelines). The Board subsequently adopted the Guidelines (May 2021, File #2020-0365), which committed and described a project prioritization process focusing on safety. The Project Prioritization Methodology (Attachment B) has been completed and applied to the above-referenced FLM plans, resulting in Prioritized Projects Lists for each plan.

Board approval of the Prioritized Project Lists in this report would amend previously Board-approved FLM plans - which was called for in the Guidelines - and facilitate local jurisdiction implementation of certain priority projects identified in those plans. Local jurisdictions may choose to implement the priority projects to receive credit toward the 3% local contribution, pending negotiation of necessary agreements, and based on terms established in the FLM Guidelines.

BACKGROUND

The adopted Guidelines note that a prioritization methodology has been piloted on past FLM plans. The Guidelines further prompted the development and application of a consistent methodology for prioritizing projects included in all FLM plans.

Each FLM plan identifies FLM projects within a ½-mile walkshed and 3-mile bike-shed radius of a station. The Project Prioritization Methodology was developed to emphasize the safety, access, and comfort of transit customers walking and wheeling to a station.

DISCUSSION

Project Prioritization Methodology

Consistent with the FLM Guidelines, the methodology prioritizes safety-focused projects on primary pathways (streets). Primary pathways are identified in the FLM plans and are generally those directly intersecting the stations. This focus ensures alignment with Metro's goals to expand the reach of transit by addressing riders' journeys to the station and providing safe, accessible, and continuous pathways. The prioritization methodology further allows for flexibility by providing an option for local agencies to seek additional priority projects based on specified criteria such as demonstrated and significant community support.

The prioritization methodology is consistent with FLM policies adopted by the Metro Board and developed with input from local jurisdictions with FLM plans.

The Project Prioritization Methodology consists of the following methods:

- 1. Method 1: Walk/Wheel projects within one-half mile of a station**
 - a. On Primary Pathway as defined in an adopted FLM Plan; and
 - b. Improve safety for walk and wheel users through Safety-Focused Project types
- 2. Method 2: Wheel projects between one-half mile and three miles of a Station**
 - a. On Primary Pathway to the extent delineated in an adopted FLM Plan; and
 - b. Improve safety for wheel users through Safety-Focused Project types; and
 - c. Connect directly to a key destination and/or other wheel network facilities located between one-half and up to three miles from a new rail transit station.
- 3. Method 3: Local Flexibility**
 - a. Projects considered under this method must be included in the adopted FLM Plan and be justified with respect to one or more criteria such as community support or alignment with local plans.

The complete Project Prioritization Methodology is provided in Attachment B.

Method 3 allows local flexibility for unique circumstances on a case-by-case basis and is subject to discrete and well-defined criteria. This category intends to provide a way for jurisdictions, as implementing partners, to integrate their own active transportation activities and needs while maintaining a focus on Metro's core objectives around station access and elevating community

desires, as captured in the FLM Plans. Metro solicited and evaluated proposed projects under this method from local jurisdictions. Projects meeting the criteria are included in the priority projects lists as Attachment A. Note that some projects have been included as conditional priorities, and staff will work with respective jurisdictions to verify that criteria have been met. One support letter was received in relation to Method 3 proposals, and is included as Attachment C. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed consistent with Method 3, and where the proposed project provides comparable intent and benefit to a project in the adopted plan.

Final priority project lists for each plan are included as Attachment A. Adoption of these lists by the Board allows local jurisdictions to identify and commit individual projects for implementation and completes a committed next step as part of the adoption of the FLM Guidelines. All jurisdictions affected by this prioritization step were briefed and provided input opportunities at multiple stages. This prioritization step follows prior work on developing FLM plans which features and integrates substantial community input (see “Equity Platform” discussion below for more detail).

Methodology Development

Following the Board adoption of the Guidelines, staff developed a draft Prioritization Methodology and circulated it to relevant jurisdictions, including a review and comment opportunity. The input was subsequently incorporated into a final methodology. The first two methods were then applied to the FLM plans, with the opportunity for local jurisdictions to apply the third method for local flexibility.

DETERMINATION OF SAFETY IMPACT

Adopting the Prioritized Projects Lists will have no direct safety impact; however, the methodology to determine Prioritized Projects Lists and the specific projects on each list focus on projects to improve safety conditions for transit riders. Local jurisdictions are solely responsible for the design and implementation of the priority projects, at their option.

FINANCIAL IMPACT

The Guidelines limit 3% local contribution availability to priority projects identified in FLM plans. Implementing FLM projects for 3% credit carries a financial risk to Metro as it directs resources away from delivery of the core transit project. The completed FLM Plans covered in this report identified projects costing approximately \$19 million per station. As recommended here, the availability of 3% credit to Priority Projects reduces the risk to Metro by approximately half.

Impact to Budget

FLM planning work including an effort to develop this project prioritization, is included in the adopted Metro budget at Project Number 405306.

EQUITY PLATFORM

FLM Plans consider and elevate equity considerations at all stages. Of note, this includes a partnership with Community Based Organizations (CBOs) during the plan development and conducting grassroots and participatory outreach that centers and elevates transit riders’ needs. CBO

partnership is standard practice in developing all Metro FLM plans, as they provide invaluable expertise and knowledge of local contexts, especially in under-served communities. Partnership with CBOs in developing FLM plans has included a standard chartering process and fair compensation. As such, the resultant project list within each FLM plan captures key needs and desires for high need and under-served communities. Of note for this report, Metro partnered with Pacoima Beautiful and Safe Moves to develop the East San Fernando Valley FLM Plan and with ActiveSGV for the Gold Line Foothill Extension 2B FLM Plan. The specific prioritization step described in this Board Report elevates the most critical needs by focusing on the safety, accessibility, and comfort of people navigating to and from transit stations. If implemented, the resulting priority projects provide a dignified environment that serves the needs of Metro's patrons.

All future Metro rail station areas have different existing conditions and needs. Needs are typically greatest in locations with historic disinvestment in community scale infrastructure, which correlate closely with Equity Focus Communities (EFCs). Of the 24 planned Metro Rail stations in question for FLM project prioritization, 18 stations are in or within a half-mile of EFCs. The FLM planning process identifies and addresses these needs such that higher-need station locations will typically yield a more extensive project list. This prioritization methodology does not specifically redirect resources to higher need locations because it is primarily conceived as an opportunity for all jurisdictions with a 3% obligation to have an option and incentive to implement FLM projects. However, the methodology, as applied at the end of the FLM planning process does yield results whereby there are typically more projects identified and more investment opportunities where needs are greatest.

Once constructed, projects identified in the Prioritized Projects Lists, such as enhanced sidewalk elements and improved lighting, can reduce disproportionate harm to vulnerable demographic groups from unsafe and inaccessible streets around Metro rail stations. These groups are also expected to see air and noise pollution reduction.

If local jurisdictions choose to implement projects, residents within station areas may face construction impacts, including added congestion and delay for drivers. During the planning process, local jurisdictions will employ community engagement with the public, including partnerships with community-based organizations, to inform project design, implementation, and mitigation of adverse impacts.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended action furthers Strategic Plan Goal #2: Outstanding trip experiences for all. FLM projects facilitated by the project prioritization will improve customers' experiences accessing existing and future rail stations and high-ridership bus stops by walking, biking, or other rolling modes.

ALTERNATIVES CONSIDERED

The Board may choose not to adopt the FLM Prioritized Projects Lists. This option is not recommended as it would perpetuate an unclear process and expectations for Measure M transit projects concerning FLM implementation. Further, the Prioritized Project Lists, provide clarity for jurisdictions on the projects eligible for satisfying the 3% local contribution requirement. Reconsidering this and other key concepts would further result in a delay in implementing the FLM

program and could necessitate ad hoc decisions on individual projects.

NEXT STEPS

Staff intends to provide Prioritized Project Lists to local jurisdictions who may pursue 3% local contribution negotiations for FLM priority projects at their option, subject to the Measure M Guidelines and FLM Guidelines requirements. In subsequent phases, the scope and definition of priority projects will be detailed and may be adjusted by agreement between Metro staff and the respective jurisdictions. Staff will verify conditional priority projects in coordination with local jurisdictions. Priority project lists may be updated or revised by the Board in the future in light of varying transit project timelines and associated 3% contribution discussions.

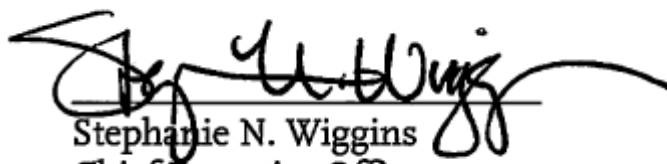
Local jurisdictions will lead future phases of identified priority projects and will be responsible for implementation, inclusive of further community engagement, design, construction, and maintenance.

ATTACHMENTS

- Attachment A - Prioritized Projects Lists
- Attachment B - Project Prioritization Methodology
- Attachment C - Support Letter

Prepared by: Khristian Decastro, Sr. Transportation Planner, Countywide Planning & Development, (213) 547-4298
Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132
Nick Saponara, EO, Countywide Planning & Development, (213) 922-4313
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585

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



Stephanie N. Wiggins
Chief Executive Officer

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
10/19/22

The following worksheets summarize Metro's **Aviation/96th Street** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Aviation/96th Street First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station

Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1A)	Arbor Vitae St.	Pedestrian and Cyclist Lighting	Aviation Bl to Portal Av	1
2	✓ (1A)	Arbor Vitae St.	Landscape and Shade Trees	Aviation Bl to Portal Av	1
3	✓ (1A)	Arbor Vitae St.	Access Ramps	Aviation Bl	1
4	✓ (1A)	Arbor Vitae St.	High Visibility Crosswalks	Aviation Bl	1
5	✓ (1B)	Arbor Vitae St.	Pedestrian and Cyclist Lighting	Portal Av to Airport Bl	1
6	✓ (1B)	Arbor Vitae St.	Landscape and Shade Trees	Portal Av to Airport Bl	1
7	✓ (1B)	Arbor Vitae St.	Access Ramps	Bellanca Av and Airport Bl	1
8	✓ (1B)	Arbor Vitae St.	High Visibility Crosswalks	Bellanca Av and Airport Bl	1
9	✓ (1B)	Arbor Vitae St.	Bus Stop Improvements	Bellanca Av (2 locations)	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station

Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Additional Priority Projects					
10	Tier 1	Century Blvd	New or improved crosswalks	Along corridor	
11	Tier 1	Century Blvd	New or improved sidewalks	Along corridor	
13	Tier 1	Century Blvd	Curb improvements	Along corridor	
14	Tier 1	Century Blvd	Pedestrian and Bike Lighting	Along corridor	
15	Tier 1	Century Blvd	Bike Facility or Amenity	Along corridor	
16	Tier 1	Century Blvd	Bus Stop Improvements	Along corridor	

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station					
Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1A)	Arbor Vitae St.	Bicycle Lane (Class II)	Aviation Bl to Portal Av	1
2	✓ (1B)	Arbor Vitae St.	Protected Bicycle Lane (Class IV)	Portal Av to Airport Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - AVIATION/96TH ST
 10/19/22

Aviation/96th St Station					
Priority Project ID	Previous FLM Priority Project? (Project Number)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	Tier 2	Arbor Vitae St	Bike facility or Amenity	Sepulvda Blvd to Aviation Blvd	3
4	Tier 1	Century Blvd	Bike facility or Amenity	Along corridor	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR**10/19/2022**

The following worksheets summarize Metro's **East San Fernando Valley Transit Corridor** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **East San Fernando Transit Corridor First/Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (2)	San Fernando Rd	Landscape & Shade	Oro Grande St to Sayer St and Hubbard St to Huntington St (0.85 miles)	1
2	✓ (3)	San Fernando Rd	Signalized Crossings	At S Lazard St & Huntington St	1
3	✓ (4)	San Fernando Rd	Pedestrian & Cyclist Lighting	Hubbard St to Huntington St	1
4	✓ (7)	Hubbard St	Landscape & Shade	Laurel Canyon Blvd to 5th Ave (1.25 miles)	1
5	✓ (8)	Hubbard St	Pedestrian & Cyclist Lighting	Jackman Ave to 4th St (0.61 miles)	1
6	✓ (9)	Hubbard St	Curb Extensions	At 1st St & 2nd St	1
7	✓ (10)	Hubbard St	Bus Stop Improvements	Truman St & 1st St/Frank Modugno Dr	1
8	✓ (11)	Hubbard St	Curb Extensions	4th St	1
9	✓ (12)	Frank Modugno Drive/ 1st St	Pedestrian & Cyclist Lighting	Sayre St to Orange Grove Ave (0.47 miles)	1
10	✓ (14)	San Fernando Rd/ Frank Modugno Drive/ 1st St	Landscape & Shade	Oro Grande St to Huntington St (0.088 miles)	1
11	✓ (15)	1st St	Curb Ramps	Huntington St	1
12	✓ (16)	San Fernando Rd	Curb Extension	Astoria St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	San Fernando Rd	Protected Bicycle Lane (Class IV)	Hubbard St to San Fernando Mission Blvd (0.57 miles)	1
2	✓ (3)	Hubbard St	Bicycle Lane (Class II)	Laurel Canyon Blvd to Glenoaks Blvd (1.50 miles)	1
3	✓ (14)	Hubbard St	Bicycle Lane (Class II)	Glenoaks Blvd to Eldridge Ave (1.50 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sylmar/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
4	(#2)	San Fernando Rd	Striped Lanes	Bleeker St to Hubbard Ave	3
5	(#7)	East Canyon Chanel	Off-Street Path	Rincon Ave to Bleeker St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Maclay Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (5)	San Fernando Rd	Pedestrian & Cyclist Lighting	San Fernando Mission Blvd to Brand Blvd	1
2	✓ (6)	San Fernando Rd	Landscape & Shade	Huntington St to Wolfskill St	1
3	✓ (7)	San Fernando Rd	Signalized Crossing	At Kalisher St	1
4	✓ (8)	San Fernando Rd	Curb Ramps	At Kalisher St	1
5	✓ (14)	Maclay Ave	Pedestrian & Cyclist Lighting	Hollister St to 4th St	1
6	✓ (15)	Maclay Ave	Landscape & Shade	Hollister St to 1st St	1
7	✓ (19)	Brand Blvd	Pedestrian & Cyclist Lighting	Hollister St to 4th St	1
8	✓ (20)	Brand Blvd	Curb Extension	At 1st St	1
9	✓ (21)	Brand Blvd	Curb Extension	At Hollister St, Coronel St, Pico St, Celis St,	1
10	✓ (22)	Brand Blvd	Curb Extension	At Library St	1
11	✓ (23)	1st St	Pedestrian & Cyclist Lighting	Alexander St to Brand Blvd	1
12	✓ (24)	1st St	Curb Extension	At Harding Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Maclay Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	San Fernando Rd	Protected Bicycle Lane (Class IV)	Kittridge St to Wolfskill St (0.13 miles)	1
2	✓ (2)	Brand Blvd	Bicycle lanes (Class II) & Bicycle Friendly Street (Class III)	O'Melvany Ave to Truman St, Truman St to Mission City Trail & Mission City Trail to 4th St (0.85 miles)	1
3	✓ (4)	Maclay Ave	Bicycle Friendly Streets (Class III) & Bicycle lanes (Class II)	Amboy St to Truman St, Truman St to 1st St & 1st St to 4th St (0.92 miles)	1
4	✓ (5)	Maclay Ave	Bicycle Lane (Class II)	4th St to 8th St (1 mile)	1
5	✓ (7)	1st St	Bicycle Friendly Street (Class III)	Brand Blvd to Harding (0.40 miles)	1
6	✓ (12)	Brand Blvd / Macneil St.	Bicycle Friendly Street (Class III)	4th St to 8th St (1.03 miles)	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

10/19/2022

ESFV Transit Corridor - Paxton Station

Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	San Fernando Rd	Landscape & Shade	Pacoima Wash to Filmore St	1
2	✓ (2)	San Fernando Rd	Bus Stop Improvements	Paxton St	1
3	✓ (3)	San Fernando Rd	Pedestrian & Cyclist Lighting	Desmond St to Filmore St	1
4	✓ (4)	San Fernando Rd	Signalized Crossing	At Filmore St	1
5	✓ (5)	San Fernando Rd	Signalized Crossing	At Desmond St	1
6	✓ (6)	San Fernando Rd	Curb Extension	At 118 Freeway Access Ramp	1
7	✓ (7)	San Fernando Rd	Curb Extension	At 118 Freeway Access Ramp	1
8	✓ (8)	Paxton St	Landscape & Shade	Kewen Ave to San Fernando Rd	1
9	✓ (9)	Paxton St	Pedestrian & Cyclist Lighting	Telfair Ave to Bradley Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Paxton Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (4)	Paxton St	Bicycle Lane (Class II)	Arleta Ave to Foothill Blvd (2.80 miles)	1, 2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Paxton Station

Priority Project ID	Previous FLM Priority Project? (Project ID)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
2	(#1)	Telfair Ave	Bike-Friendly St	Pacoima Wash to Filmore	3
3	(#2)	Pacoima Wash	Off-Street Path	Telfair Ave to Bradley Ave/4th St	3
4	(#3)	Bradley Ave	Bike-Friendly St	Pacoima Wash to Filmore	3
5	(#5)	Desmond St	Bike-Friendly St	Telfair Ave to San Fernando Rd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	San Fernando Rd	Landscape & Shade	Filmore St to Pierce St	1
2	✓ (2)	San Fernando Rd	Bus Stop Improvements	Van Nuys Blvd	1
3	✓ (3)	San Fernando Rd	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
4	✓ (4)	San Fernando Rd	New or Improved Sidewalks	Segment south of Filmore St	1
5	✓ (5)	Van Nuys Blvd	Landscape & Shade	From Norris Ave to Kewen Ave	1
6	✓ (6)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	From Norris Ave to Kewen Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/San Fernando Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	San Fernando Rd to Glenoaks Blvd (0.78 miles)	1
2	✓ (8)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Glenoaks Blvd to Foothill Blvd (0.75 miles)	2
3	✓ (10)	San Fernando Rd.	Shared-use/ Off Street Path (Class I)	Brandford St to Lankershim Blvd (1.34 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Laurel Canyon Blvd	Landscape & Shade	Paxton St to Terra Bella St	1
2	✓ (2)	Laurel Canyon Blvd	Curb Ramps	At Carl St, Pierce St, Gager St, Gain St, Remington St	1
3	✓ (3)	Laurel Canyon Blvd	Access Ramps	At Filmore St	1
4	✓ (6)	Laurel Canyon Blvd	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
5	✓ (7)	Laurel Canyon Blvd	New or Improved Sidewalks	Van Nuys Blvd to Remington St	1
6	✓ (8)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	I-5 Freeway underpass to Kewen Ave	1
7	✓ (9)	Van Nuys Blvd	Bus Stop Improvements	Laurel Canyon and Haddon Ave	1
8	✓ (10)	Van Nuys Blvd	Landscape & Shade	From I-5 Freeway to Kewen Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (4)	Laurel Canyon Blvd	Bicycle Lane (Class II)	Terra Bella St to Paxton St (1.09 miles)	1
2	✓ (5)	Laurel Canyon Blvd	Bicycle Lane (Class II)	Terra Bella St to Peoria St & Paxton to Rinaldi St (3.85 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
10/19/2022

ESFV Transit Corridor - Laurel Canyon Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#1)	Pierce St	Bike-Friendly St.	I-5 to Haddon Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Bordeaux Ave to 1-5 freeway	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Arleta Ave	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Bordeaux Ave to 1-5 freeway	1
4	✓ (4)	Arleta Ave/Devonshire St	Pedestrian & Cyclist Lighting	Filmore St to Pierce St	1
5	✓ (5)	Arleta Ave/Devonshire St	Landscape & Shade	Pacoima Diversion Channel to Terra Bella St	1
6	✓ (6)	Arleta Ave/Devonshire St	New or Improved Sidewalks	Pacoima Diversion Channel	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WALK - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#16)	Filmore St	Pedestrian Bridge	Filmore St, Pacoima Diversion Channel	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Arleta Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Arleta Ave/Devonshire St	Protected Bicycle Lane (Class IV)	Terra Bella St to Arleta Ave & Arleta Ave to Filmore St (0.96 miles)	1
2	✓ (3)	Arleta Ave	Protected Bicycle Lane (Class IV)	Devonshire St to Paxton Ave (0.17 miles)	1
3	✓ (8)	Arleta Ave	Protected Bicycle Lane (Class IV)	Paxton St to Fox St & Terra Bella St to Osborne St (1.22 miles)	2
4	✓ (9)	Arleta Ave	Bicycle Lane (Class II)	Osborne St to Tujung Wash (1 mile)	2
5	✓ (11)	Arleta Ave	Bicycle Friendly Street (Class III)	Fox St to Brand Blvd (0.37 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Woodman Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Bordeaux Ave to Gledhill St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Woodman Ave	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Bordeaux Ave to Gledhill St	1
4	✓ (4)	Van Nuys Blvd	Access Ramps	Plummer St	1
5	✓ (6)	Woodman Ave	Landscape & Shade	Filmore St to Plummer St	1
6	✓ (7)	Woodman Ave	Pedestrian & Cyclist Lighting	Filmore St to Plummer St	1
7	✓ (10)	Woodman Ave	Curb Extension	Plummer St	1
8	✓ (11)	Woodman Ave	Access Ramps	Filmore St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Woodman Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Nordhoff St and Tupper St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Gledhill St to Parthenia St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Gledhill St to Parthenia St	1
4	✓ (4)	Nordhoff St	Landscape & Shade	Kester to Woodman Ave	1
5	✓ (5)	Nordhoff St	Signalized Crossing	Wakefield Ave	1
6	✓ (6)	Nordhoff St	Pedestrian & Cyclist Lighting	Cedros Ave to Wakefield Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#8)	Terra Bella St	Residential Traffic Calming	Nordhoff St to Woodman Ave	3
8	(#9)	Terra Bella St	Street Lights	Nordhoff St to Wakefield Ave	3
9	(#10)	Terra Bella St	Street Trees	Nordhoff St to Woodman Ave	3
10	(#11)	Terra Bella St	Pedestrian Lights	Nordhoff St to Woodman Ave	3
11	(#12)	Terra Bella St	Curb Extensions	Tupper St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (3)	Nordhoff St	Bicycle Lane (Class II)	Sylmar Ave to Moonbeam Ave (0.12 miles)	1
2	✓ (10)	Nordhoff St	Bicycle Lane (Class II)	405 freeway to Balboa (1.70 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Nordhoff Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#1)	Pacoima Wash	Off-Street Path	Plummer St to Parthenia St	3
4	(#2)	Terra Bella St	Striped Lanes	Nordhoff St to Woodman Ave	3

*Note - Inclusion as a priority project does not alter or reduce mitigation requirements for Metro.

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Roscoe Blvd	1
2	✓ (2)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Parthenia St to Lorne St	1
3	✓ (3)	Van Nuys Blvd	Landscape & Shade	Parthenia St to Lorne St	1
4	✓ (5)	Roscoe Blvd	Landscape & Shade	Willis Ave to Lennox Ave	1
5	✓ (6)	Roscoe Blvd	Pedestrian & Cyclist Lighting	Willis Ave to Lennox Ave	1
6	✓ (7)	Roscoe Blvd	Signalized Crossing	At Wakefield Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Roscoe Blvd	Protected Bicycle Lane (Class IV)	Van Nuys Blvd to Woodman Ave (0.91 miles)	1
2	✓ (10)	Roscoe Blvd	Protected Bicycle Lane (Class IV)	Woodman Ave to Laurel Canyon Blvd (2.07 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Roscoe Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
3	(#4)	Parthenia St	Protected Lanes	Pacoima Wash to Van Nuys Blvd	3
4	(#5)	Chase St	Striped Lanes	Pacoima Wash to Van Nuys Blvd	3
5	(#7)	Willis Ave	Bike-Friendly St	Chase St to Lanark St	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys/MetroLink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Cohasset St to Lorne St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	At Keswisck St and Saticoy St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Cohasset St to Lorne St	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Additional Priority Projects					
1	(#4)	Keswick/Raymer St	Bike-Friendly St	Kester Ave to Van Nuys Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys Metrolink Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects *Pending verification of safe and continuous connection between the project and the station					
2	(#1)	Pacoima Wash	Protected Lanes	Raymer St to Van Nuys Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sherman Way Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Landscape & Shade	Pacoima Wash to Hart St	1
2	✓ (2)	Van Nuys Blvd	Bus Stop Improvements	Sherman Way	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Pacoima Wash to Hart St	1
4	✓ (5)	Van Nuys Blvd	Signalized Crossing	Gault St	1
5	✓ (7)	Sherman Way	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
6	✓ (8)	Sherman Way	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Sherman Way Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Sherman Way	Protected Bicycle Lane (Class IV)	Kester Ave to Hazeltine Ave (1 mile)	1
2	✓ (7)	Sherman Way	Protected Bicycle Lane (Class IV)	Hazeltine Ave to Laurel Canyon Blvd & Kester Ave to Balboa Blvd (5 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Vanowen Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Hart St to Kittridge St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Hart St to Kittridge St	1
3	✓ (3)	Van Nuys Blvd	Bus Stop Improvements	Vanowen St	1
4	✓ (4)	Vanowen St	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (5)	Vanowen St	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Vanowen Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	At Victory Blvd and Sylvan St	1
2	✓ (2)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Kittridge St to Sylvan St	1
3	✓ (3)	Van Nuys Blvd	Landscape & Shade	Kittridge St to Sylvan St	1
4	✓ (4)	Victory Blvd	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (5)	Victory Blvd	Landscape & Shade	Kester Ave to Hazeltine Ave	1
6	✓ (7)	Sylvan St	Landscape & Shade	Vesper Ave to Van Nuys Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Victory Station					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
1	(#1)	Friar St	Bike-Friendly St	Friar St Between Hazeltine and Kester	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Bus Stop Improvements	Bessemer St to Aetna St	1
2	✓ (2)	Van Nuys Blvd	Landscape & Shade	Hatteras St to Sylvan St	1
3	✓ (3)	Van Nuys Blvd	Pedestrian & Cyclist Lighting	Hatteras St to Sylvan St	1
4	✓ (8)	Bessemer St	Pedestrian & Cyclist Lighting	Cedros Ave to Tyrone Ave	1
5	✓ (9)	Bessemer St	Landscape & Shade	Kester Ave to Hazeltine Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (1)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Orange Line Busway to Burbank Blvd (.58 miles)	1
2	✓ (6)	Van Nuys Blvd	Protected Bicycle Lane (Class IV)	Burbank Blvd to LA River (1.10 miles)	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

ESFV Transit Corridor - Van Nuys MOL Station					
Priority Project ID	Previous FLM Priority Project? (Project ID)	Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Add Priority Projects					
3	(#3)	Cedros Ave	Bike-Friendly St	Kester Ave to Metro Orange Line	3
4	(#5)	Vesper Ave / (Hatteras st)/ Cedros Ave	Bike-Friendly St	Metro Orange Line to Burbank Blvd	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR
 10/19/2022

East San Fernando Valley - Special Cases					
Walk or Wheel Project	Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits
Sylmar/San Fernando Station					
Walk Project	2	✓ (3)	San Fernando Rd	Signalized Crossings	At S Lazard St & Huntington St
Wheel Project	3	✓ (6)	San Fernando Rd/ Frank Modugno Dr/ 1st St	Bicycle Friendly Street (Class III)	Polk St to Harding St (1 mile)
Maclay Station					
Walk Project	5	✓ (10)	Maclay Ave	Curb Extension	At 4th St
Paxton Station					
Walk Project	4	✓ (5)	San Fernando Rd	Signalized Crossing	At Desmond St
Nordhoff Station					
Walk Project	4	✓ (5)	Nordhoff St	Signalized Crossing	Wakefield Ave

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology

PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B**10/19/22**

The following worksheets summarize Metro's **Gold Line Foothill Extension 2B** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Gold Line Foothill Extension 2B First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (27)	Glendora Avenue	New/Improved Crossings	Glendora Village Plaza (250 ft south of Meda Ave)	1
2	✓ (27)	Glendora Avenue	New/Improved Crossings	375 ft. north of Foothill Blvd	1
3	✓ (34)	Glendora Avenue	New/Improved Crossings	Foothill Blvd	1
4	✓ (60)	Glendora Avenue	Pedestrian/Cyclist Lighting	Foothill Blvd to Route 66	1
5	✓ (40)	Glendora Avenue	Street Furniture	Foothill Blvd to Route 66	1
6	✓ (27)	Glendora Avenue	New/Improved Crossings	Carroll Avenue	1
7	✓ (35)	Glendora Avenue	Bus Stop Improvements	Ada Avenue	1
8	✓ (35)	Glendora Avenue	New/Improved Crossings	Ada Avenue	1
9	✓ (40)	Glendora Avenue	Street Trees	Ada Avenue to Route 66	1
10	✓ (37)	Glendora Avenue	New/Improved Crossings	Gold Line ROW	1
11	✓ (49)	Glendora Avenue	New/Improved Crossings	Route 66	1
12	✓ (52)	Glendora Avenue	New/Improved Sidewalks	Gold Line ROW to Colorado Ave	1
13	✓ (39)	Ada Avenue	New/Improved Sidewalks	Grand Avenue to Vermont Avenue	1
14	✓ (30)	Ada Avenue	New/Improved Crossings	Vermont Avenue	1
15	✓ (40)	Ada Avenue	New/Improved Sidewalks	Glendora Avenue to Cullen Avenue	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (45)	Ada Avenue	Pedestrian/Cyclist Lighting	Glendora Avenue to Cullen Avenue	1
17	✓ (38)	Grand Ave	New/Improved Crossings	Foothill Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Glendora Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (27)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Sierra Madre Avenue to Bennett Avenue	2
2	✓ (55)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Foothill Blvd to Route 66	1
3	✓ (54)	Glendora Avenue	Protected Bicycle Lane (Class IV)	Route 66 to Arrow Highway	1, 2
4	✓ (38)	Gold Line ROW	Shared Use/Off-Street Path (Class I)	Foothill Blvd to Carroll Ave	1
5	✓ (48)	Foothill Blvd	Protected Bicycle Lane (Class IV)	Citrus Ave to Grand Ave	2
6	✓ (33)	Foothill Blvd	Bicycle Lane (Class II)	Grand Ave to Vista Bonita Ave	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓(39)	Bonita Avenue	Landscape and Shade Trees	Arrow Highway to Cataract Avenue	1
2	✓ (39)	Bonita Avenue	New/Improved Crossings	Cataract Avenue	1
3	✓(45)	Bonita Avenue	Landscape and Shade Trees	San Dimas Avenue to East City Limit	1
4	✓ (38)	Bonita Avenue	New/Improved Crossings	Iglesia Street	1
5	✓ (54)	Bonita Avenue	New/Improved Sidewalks	Walnut Avenue to East City Limit	1
6	✓ (50)	San Dimas Avenue	New/Improved Crossings	Bonita Avenue	1
7	✓ (45)	San Dimas Avenue	New/Improved Sidewalks	Bonita Avenue to Gold Line ROW	1
8	✓ (50)	San Dimas Avenue	New/Improved Crossings	Railroad Track	1
9	✓ (40)	San Dimas Avenue	New/Improved Crossings	Commercial Street	1
10	✓ (43)	San Dimas Avenue	New/Improved Sidewalks	Metrolink RR to Avenue Domingo	1
11	✓ (34)	Puddingstone Dr	New/Improved Crossings	San Dimas Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - San Dimas Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (54)	Bonita Avenue	Protected Bicycle Lane (Class IV)	Arrow Highway to 200' East of Cataract Ave	1, 2
2	✓ (50)	Bonita Avenue	Bicycle Lane (Class II)	San Dimas Av to Iglesia Street	1
3	✓ (42)	Bonita Avenue	Bicycle Lane (Class II)	Iglesia St to Walnut Avenue	1
4	✓ (54)	Bonita Avenue	Protected Bicycle Lane (Class IV)	Walnut to East City Limit	1, 2
5	✓ (45)	San Dimas	Bicycle Lane (Class II)	5th Street to Bonita Avenue	1
6	✓ (45)	San Dimas	Bicycle Lane (Class II)	Bonita Avenue to Arrow Highway	1
7	✓ (42)	San Dimas	Bicycle Lane (Class II)	Arrow Highway to Puddingstone Drive	1, 2
8	✓ (44)	San Dimas	Bicycle Lane (Class II)	Puddingstone Drive to Via Verde	2
9	✓ (19)	Puddingstone Dr	Shared Use/Off Street Path (Class I)	San Dimas Av to Puddingstone Dr	2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (25)	Station	Bus Stop Improvements	Arrow Hwy and Fairplex Dr	1
2	✓ (53)	Second St	New/Improved Sidewalks	D St to E St	1
3	✓ (44)	Live Oak Wash	New/Improved Crossings	White Avenue	1
4	✓ (29)	Live Oak Wash	New/Improved Crossings	D St	1
5	✓ (49)	E St	New/Improved Crossings	Bonita Ave	1
6	✓ (47)	E St	New/Improved Crossings	Third St	1
7	✓ (42)	E St	New/Improved Crossings	Second St	1
8	✓ (51)	E St	New/Improved Sidewalks	Second St to Arrow Hwy	1
9	✓ (45)	E St	New/Improved Crossings	First St	1
10	✓ (41)	Fairplex Dr	New/Improved Sidewalks	Arrow Hwy to Metrolink ROW	1
11	✓ (36)	Fairplex Dr	Landscape and Shade Trees	Arrow Hwy to Metrolink ROW	1
12	✓ (41)	Fairplex Dr	Pedestrian and Cyclist Lighting	Arrow Hwy to Metrolink ROW	1
13	✓ (40)	Fairplex Dr	New/Improved Crossings	Metrolink RR	1
14	✓ (45)	Bonita Ave	New/Improved Crossings	Glenfield Ave	2
15	✓ (59)	Bonita Ave	Pedestrian and Cyclist Lighting	B St to East city Limit	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (29)	White Ave	New/Improved Crossings	Grove St	1
17	✓ (44)	White Ave	New/Improved Crossings	Bonita Ave	1
18	✓ (49)	White Ave	Pedestrian and Cyclist Lighting	Bonita Ave to First St	1
19	✓ (35)	White Ave	Landscape and Shade Trees	Bonita Ave to First St	1
20	✓ (24)	White Ave	New/Improved Crossings	First St	1
21	✓ (40)	White Ave	Pedestrian and Cyclist Lighting	First St to Arrow Hwy	1
22	✓ (30)	White Ave	Landscape and Shade Trees	First St to Arrow Hwy	1
23	✓ (35)	White Ave	New/Improved Sidewalks	First St to Arrow Hwy	1
24	✓ (61)	Arrow Hwy	New/Improved Sidewalks	Wheeler Ave to White Ave	1
25	✓ (41)	Arrow Hwy	Landscape and Shade Trees	A St to White Ave	1
26	✓ (40)	Arrow Hwy	New/Improved Crossings	E St	1
27	✓ (41)	Arrow Hwy	Pedestrian and Cyclist Lighting	E St to White Ave	1
28	✓ (40)	Arrow Hwy	New/Improved Crossings	Metrolink RR	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - La Verne/Fairplex Station					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (40)	Live Oak Wash	Shared Use/Off-Street Path (Class I)	White Ave to D St	2
2	✓ (60)	E St	Protected Bicycle Lane (Class IV)	Eight St to Arrow Hwy	1
3	✓ (38)	Fairplex Dr	Protected Bicycle Lane (Class IV)	Arrow Hwy to Puddingstone Dr	1, 2
4	✓ (60)	Bonita Av	Bicycle Lane (Class II)	West City Limit to D St	1, 2
5	✓ (50)	Bonita Av	Bicycle Lane (Class II)	D St to E St	1
6	✓ (55)	Bonita Av	Bicycle Lane (Class II)	E St to East City Limit	1, 2
7	✓ (60)	White Av/Fruit St	Bicycle Lane (Class II)	Baseline Rd to Eight Street	2
8	✓ (54)	White Av	Bicycle Lane (Class II)	Eight St to Gold Line ROW	1
9	✓ (40)	White Av	Bicycle Lane (Class II)	First St to Arrow Hwy	1
10	✓ (35)	White Av	Protected Bicycle Lane (Class IV)	First St to Arrow Hwy	2
11	✓ (35)	White Av	Shared Use/Off-Street Path (Class I)	Arrow Hwy to South City Limit	1
12	✓ (41)	Arrow Hwy	Protected Bicycle Lane (Class IV)	E St to White Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓(52)	Garey Av	Pedestrian/Cyclist Lighting	Harrison Av to Bonita Av	1
2	✓ (54)	Garey Av	New/Improved Sidewalks	Bonita Av to Arrow Hwy	1
3	✓(39)	Garey Av	Landscape and Shade Trees	Bonita Av to Arrow Hwy	1
4	✓ (59)	Garey Av	Pedestrian/Cyclist Lighting	Bonita Av to Arrow Hwy	1
5	✓ (39)	Garey Av	Seating	Bonita Av to Arrow Hwy	1
6	✓ (41)	Garey Av	New/Improved Crossings	Bonita Av	1
7	✓ (44)	Garey Av	New/Improved Crossings	Arrow Hwy	1
8	✓ (44)	Bonita Av	New/Improved Sidewalks	Fulton Rd to 900 ft. west of Garey Av	1
9	✓ (54)	Bonita Av	Pedestrian/Cyclist Lighting	Fulton Rd to Garey Av	1
10	✓ (39)	Bonita Av	Landscape and Shade Trees	Fulton Rd to Garey Av	1
11	✓ (52)	Bonita Av	Landscape and Shade Trees	Garey Av to Melbourne Av	1
12	✓ (33)	Thompson Creek	New/Improved Crossings	White Av	2
13	✓ (42)	Fulton Rd	New/Improved Crossings	Arrow Hwy	1
14	✓ (37)	Fulton Rd	New/Improved Crossings	La Verne Av	1
15	✓ (36)	Fulton Rd	New/Improved Crossings	Bonita Av	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (40)	Fulton Rd	Landscape and Shade Trees	Bonita Av to La Verne Av	1
17	✓ (50)	Fulton Rd	Pedestrian/Cyclist Lighting	Bonita Av to La Verne Av	1
18	✓ (35)	Fulton Rd	New/Improved Crossings	RR Track	1
19	✓ (39)	Garey Av	New/Improved Crossings	RR Track	1
20	✓ (39)	Garey Av	Bus Stop Improvements	RR Track	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Pomona North					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (60)	Garey Av	Protected Bicycle Lane (Class IV)	White Oak Dr to Harrison Av	1, 2
2	✓ (59)	Garey Av	Protected Bicycle Lane (Class IV)	Harrison Av to La Verne Av	1
3	✓ (55)	Garey Av	Protected Bicycle Lane (Class IV)	La Verne Av to Alameda St	2
4	✓ (60)	Bonita Av	Protected Bicycle Lane (Class IV)	Fulton Rd to Carnegie Av	1, 2
5	✓ (35)	Thompson Creek	Shared Use/Off-Street Path (Class I)	Garey Av to Bonita Av	1, 2
6	✓ (35)	Fulton Rd	Protected Bicycle Lane (Class IV)	Bonita Av to Arrow Hwy	1
7	✓ (35)	Thompson Creek	Shared Use/Off-Street Path (Class I)	Arrow Hwy to White Av	1, 2
8	✓ (43)	Metrolink Parking Lot	Shared Use/Off-Street Path (Class I)	N/A	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (46)	College Av	New/Improved Crossings	6th St	1
2	✓ (51)	College Av	New/Improved Crossings	1st St	1
3	✓ (62)	College Av	New/Improved Sidewalks	1st St to Arrow Hwy	1
4	✓ (42)	College Av	Landscape and Shade Trees	1st St to Arrow Hwy	1
5	✓ (62)	College Av	Pedestrian/Cyclist Lighting	1st St to Arrow Hwy	1
6	✓ (54)	College Av	New/Improved Crossings	Green St	1
7	✓ (56)	College Av	New/Improved Crossings	Arrow Hwy	1
8	✓ (46)	College Av	Pedestrian/Cyclist Lighting	Blaisdell Park to San Jose Av	1
9	✓ (41)	College Av	New/Improved Sidewalks	Blaisdell Park to San Jose Av	1
10	✓ (57)	Harvard Av	New/Improved Crossings	1st St	1
11	✓ (44)	1st St	Bus Stop Improvements	Harvard Av	1
12	✓ (61)	1st St	New/Improved Crossings	Indian Hill Bl	1
13	✓ (38)	1st St	New/Improved Crossings	Village Plaza Walkway	1
14	✓ (46)	1st St	Landscape and Shade Trees	College Av to Columbia Av	1
15	✓ (32)	1st St	New/Improved Crossings	Claremont Bl	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont					
Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (46)	1st St	New/Improved Crossings	Columbia Av	1
17	✓ (27)	1st St	New/Improved Crossings	Mills Av	1
18	✓ (48)	Bonita Av	New/Improved Crossings	Indian Hill Bl	1
19	✓ (53)	Bonita Av	New/Improved Sidewalks	Carnegie Av to Indian Hill Bl	1
20	✓ (37)	Green St Extension	New/Improved Sidewalks	Bucknell Av	1
21	✓ (37)	Green St	New/Improved Crossings	Indian Hill Bl	1
22	✓ (47)	Green St	Landscape and Shade Trees	Indian Hill Bl to College Av	1
23	✓ (26)	Oakdale Dr	New/Improved Crossings	Arrow Hwy	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - GOLD LINE FOOTHILL EXTENSION 2B
 10/19/22

GOLD LINE FOOTHILL EXTENSION 2B - Claremont

Priority Project ID	Previous FLM Priority Project? (Prioritization Score)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Method Met
WHEEL - Priority Projects					
1	✓ (56)	College Av	Bicycle Lane (Class II)	6th St to Bonita Av	1
2	✓ (62)	College Av	Protected Bicycle Lane (Class IV)	1st St to Arrow Hwy	1
3	✓ (51)	College Av	Bicycle Lane (Class II)	Arrow Hwy to San Jose Av	1, 2
4	✓ (54)	1st St	Shared Use/Off-Street Path (Class I)	College Av to Pacific Electric Trail	1, 2
5	✓ (53)	Bonita Av	Protected Bicycle Lane (Class IV)	Carnegie Av to Indian Hill Bl	1, 2

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
10/19/2022

The following worksheets summarize Metro's **Purple (D Line) Extension Transit Project Section 2&3** First/Last Mile Priority Projects by station. Each station has one worksheet for priority walk projects, and another for priority wheel projects. A project was deemed a priority when it complied with a method described in Metro's First/Last Mile Prioritization Methodology.

For more specific project costs and scope, it is important to refer to the **Purple (D Line) Extension Transit Project Section 2&3 First Last Mile Plan** which includes walk station plans (half-mile) and wheel station area plans (half-mile and three-mile) along with costing worksheets that have further description regarding project extents, design elements and assumptions.

All project names listed in the adopted FLM plan were updated to reflect the new FLM Toolkit

In instances where the station area was split between multiple jurisdictions a proportional division was applied to the project cost.

Any project costs and markups were derived from the adopted FLM plan. In some cases, these costs will not reflect a complete construction cost (e.g., escalation to mid-point of construction was not included)

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Wilshire Blvd	High Visibility Crosswalk	Linden Dr to Wetherly Dr	1
2	✓ (2)	Wilshire Blvd	Bus Stop Improvements	Linden Dr to Wetherly Dr	1
3	✓ (3)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Linden Dr to Wetherly Dr	1
4	✓ (4)	Wilshire Blvd	Seating	Linden Dr to Wetherly Dr	1
5	✓ (6)	Wilshire Blvd	Landscaping and Shade Trees	Linden Dr to Wetherly Dr	1
6	✓ (7)	Beverly Dr	Curb Extensions	Park Way to Olympic Blvd	1
7	✓ (8)	Beverly Dr	High Visibility Crosswalk	Park Way to Olympic Blvd	1
8	✓ (9)	Beverly Dr	New or Improved Sidewalk	Park Way to Olympic Blvd	1
9	✓ (10)	Beverly Dr	Bus Stop Improvements	Park Way to Olympic Blvd	1
10	✓ (11)	Beverly Dr	Seating	Park Way to Olympic Blvd	1
11	✓ (13)	N. Santa Monica Blvd	High Visibility Crosswalk	Bedford Dr to N Alpine Dr	1
12	✓ (14)	N. Santa Monica Blvd	Bus Stop Improvements	Bedford Dr to N Alpine Dr	1
13	✓ (15)	N. Santa Monica Blvd	Pedestrian and Cyclist Lighting	Bedford Dr to N Alpine Dr	1
14	✓ (17)	N. Santa Monica Blvd	Landscaping and Shade Trees	Bedford Dr to N Alpine Dr	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Wilshire/Rodeo

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Beverly Dr	Protected Bicycle Lane (Class IV)	Santa Monica Blvd to Olympic Blvd	1
2	✓ (2)	Beverly Dr	Bicycle-friendly Intersection	Wilshire Blvd, Charleville Blvd, Gregory Way, Santa Monica Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Constellation Blvd	New or Improved Sidewalk	Century Park East and Century Park parking garage entrance	1
2	✓ (2)	Constellation Blvd	Bus Stop Improvements	Avenue of the Stars	1
3	✓ (3)	Constellation Blvd	Pedestrian and Cyclist Lighting	Around Station	1
4	✓ (5)	Constellation Blvd	Landscape and Shade Trees	Avenue of the Stars	1
5	✓ (6)	Constellation Blvd	Traffic Calming	Century Park East and Century Park parking garage entrance	1
6	✓ (7)	Constellation Blvd	High Visibility Crosswalk	Century Park East and Century Park parking garage entrance	1
7	✓ (8)	Avenue of the Stars	High Visibility Crosswalk	Constellation	1
8	✓ (9)	Avenue of the Stars	Traffic Calming	Along corridor	1
9	✓ (10)	Avenue of the Stars	Pedestrian and Cyclist Lighting	Around Station	1
10	✓ (11)	Avenue of the Stars	Bus Stop Improvements	Constellation Blvd & Santa Monica Blvd	1
11	✓ (12)	Avenue of the Stars	Seating	Near Station	1
12	✓ (13)	Avenue of the Stars	Landscape and Shade Trees	Constellation Blvd	1
13	✓ (22)	Santa Monica Blvd	High Visibility Crosswalk	Avenue of the Stars, Century Park E, Fox Hills Dr, Cornstalk Ave, Warnall, Ave, Benecia Ave, Ensley Ave, and Club View Dr.	1
14	✓ (23)	Santa Monica Blvd	Bus Stop Improvements	Along Corridor	1
15	✓ (25)	Santa Monica Blvd	Landscape and Shade Trees	Median at Avenue of the Stars	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Constellation Blvd	Protected Bicycle Lane (Class IV)	Along Corridor	1
2	✓ (3)	Constellation Blvd	Bicycle Friendly Intersection	Century Park West, Avenue of the Stars, Century Park East	1
3	✓ (4)	Santa Monica Blvd	Protected Bicycle Lane (Class IV)	Pandora Ave to Moreno Dr	1
4	✓ (5)	Santa Monica Blvd	Bicycle Friendly Intersection	Century Park West, Club View Dr, Avenue of the Stars, Century Park East, Moreno Dr, Lasky Dr	1
5	✓ (6)	Avenue of the Stars	Protected Bicycle Lane (Class IV)	Along Corridor	1
6	✓ (7)	Avenue of the Stars	Bicycle Friendly Intersection	Santa Monica Blvd, Constellation Blvd	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Century City/Constellation					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
7	(#11)	Club View Dr	Class III Sharrows with street calming	Along corridor	3
8	(#15)	Warnall Ave	Class III Bike Boulevard with street calming	Along corridor	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (1)	Wilshire Blvd	Bus Stop Improvements	Veteran Ave, Westwood Blvd, Glendon Ave	1
2	✓ (2)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Along corridor	1
3	✓ (3)	Wilshire Blvd	Seating	At controlled intersections	1
4	✓ (5)	Wilshire Blvd	Landscape and Shade Trees	South side of the street and street corners	1
5	✓ (6)	Wilshire Blvd	High Visibility Crosswalk	Westwood Blvd, Glendon Ave, Malcom Ave, 1-405 on ramp	1
6	✓ (7)	Wilshire Blvd	New or Improved Sidewalk	South side of Wilshire Blvd	1
7	✓ (8)	Westwood Blvd	High Visibility Crosswalk	Wilshire Blvd, Kinross Ave, Weyburn Ave, Ashton Ave	1
8	✓ (9)	Westwood Blvd	Bus Stop Improvements	Wilshire Blvd	1
9	✓ (10)	Westwood Blvd	Pedestrian and Cyclist Lighting	Along corridor	1
10	✓ (11)	Westwood Blvd	Seating	Corners and midblock	1
11	✓ (13)	Westwood Blvd	New and Improved Sidewalk	Not given	1
12	✓ (14)	Westwood Blvd	Landscape and Shade Trees	South of Wilshire Blvd	1
13	✓ (15)	Gayley Ave	High Visibility Crosswalk	Lindbrook Dr, Kinross Ave, Weyburn Ave, Le Conte Ave, new midblock x-ing at Levering Ave, scramble at Wilshire Blvd	1
14	✓ (16)	Gayley Ave	Curb Extensions	Lindbrook Dr, Kinross Ave, Weyburn Ave	1
15	✓ (17)	Gayley Ave	New or Improved Sidewalk	Consider decorative paving seen on Lindbrook/Westwood	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
16	✓ (18)	Gayley Ave	Pedestrian and Cyclist Lighting	Along corridor	1
17	✓ (20)	Gayley Ave	Bus Stop Improvements	North of Le Conte Ave	1
18	✓ (21)	Gayley Ave	Landscape and Shade Trees	Along corridor	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
1	✓ (1)	Westwood Blvd	Protected Bicycle Lane (Class IV)	Le Conte Ave to Massachusetts Ave	1
2	✓ (2)	Westwood Blvd	Bicycle Friendly Intersection	Lindbrook Dr, Wilshire Blvd, Rochester Ave, Ohio Ave	1
3	✓ (6)	Gayley Ave	Protected Bicycle Lane (Class IV)	Wilshire Blvd to Veteran Ave	1
4	✓ (7)	Gayley Ave	Bicycle Friendly Intersection	Wilshire Blvd, Le Conte Ave, Lindbrook Dr	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/UCLA

Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
5	(#3)	Ohio Ave	Class IV protected bike lane	Westgate Ave to Westwood Blvd	3
6	(#5)	Ohio Ave	Bicycle-friendly intersection	Kelton Ave, Westwood Blvd	3
7	(#8)	Wilshire Blvd	Bicycle-friendly intersection & hub	Veteran Ave, Gayley Ave, Westwood Blvd (hub at station)	3
8	(#11)	Rochester Ave	Class III Bike Boulevard with street calming	East from Veteran Ave	3
9	(#12)	Rochester Ave	Bicycle-friendly intersection	Vetern Ave, Midvale Ave, Westwood Blvd	3
10	(#16)	Broxton Ave	Class III Bike Boulevard with street calming	Le Conte Ave to Kinross Ave	3
11	(#18)	Midvale/Kenton Ave	Class III Bike Boulevard with street calming	Wilshire Blvd to Santa Monica Blvd	3
12	(#19)	Weyburn Ave	Bicycle-friendly intersection	Weyburn Pl to Gayley Ave	3
13	(#23)	Le Conte Ave	Biycle-friendly intersection	Gayley Ave, Hilgard Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WALK - Priority Projects					
1	✓ (8)	Wilshire Blvd	High Visibility Crosswalks	Barrington Ave to I-405	1
2	✓ (9)	Wilshire Blvd	Bus Stop Improvements	Barrington Ave to I-405	1
3	✓ (10)	Wilshire Blvd	Pedestrian and Cyclist Lighting	Barrington Ave to I-405	1
4	✓ (12)	Wilshire Blvd	Landscape and Shade Trees	Barrington Ave to I-405	1

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Primary Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Priority Projects					
NO PROPOSED PROJECTS ON PRIMARY PATHWAYS					

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

FLM Prioritization Methodology
PRIORITY PROJECTS - PURPLE LINE EXTENSION 2/3
 10/19/22

PURPLE LINE EXTENSION 2&3 - Westwood/VA Hospital					
Priority Project ID	Previous FLM Priority Project? (Project #)	Pathway	Safety & Access Elements	Cross Street / Limits	Methods Met
WHEEL - Conditional* Priority Projects					
*Pending verification of safe and continuous connection between the project and the station					
1	(#1)	Ohio Ave	Class IV Protected Bike Lane	Barrington Ave to Sepulveda Blvd	3
2	(#2)	Ohio Ave	Bicycle-friendly intersection	Sawtelle Blvd	3
3	(#7)	Federal Ave/San Vincente Blvd/Bringham Ave	Class II bike lane	South of Wilshire Blvd	3
4	(#8)	Federal Ave/San Vincente Blvd/Bringham Ave	Class IV protected bike lane	Wilshire Blvd to Darlington	3
5	(#9)	Federal Ave/San Vincente Blvd/Bringham Ave	Bicycle-friendly intersection	Bringham Ave	3
6	(#10)	Veteran Ave	Class II bike lane	New bike lane to connect new bike boulevard on Rochester Ave	3
7	(#11)	Veteran Ave	Bicycle-friendly intersection	Kinross Ave, Wilshire Blvd, Rochester Ave, Weyburn Ave	3

REFER TO ADOPTED FLM PLAN FOR MORE DETAILS

PROJECT PRIORITIZATION METHODOLOGY

BACKGROUND

First/Last Mile (FLM) Planning is performed on all of Metro’s proposed rail corridors after the Locally Preferred Alternative (LPA) alignment is selected. Potential pedestrian and wheeled projects are identified for each rail station through analysis that considers technical data, walk audits and community input. For each rail station a “walk and wheel zone” is analyzed up to one half-mile from the station platform. A broader area is also analyzed for longer wheel trips (cyclists, scooters, etc.) up to three miles from the station platform.

The FLM Planning process results in a list of potential walk and wheel projects for each station, typically more extensive than what can be initially built. Selected FLM projects will follow the Metro FLM Toolkit Improvements & Icons developed in August 2021 and are referenced in the Appendix at the end of this Memo. Walk and wheel projects are more often implemented in phases due to their geographic extent and available funding. One of the anticipated sources for initial priority FLM walk and wheel projects implementation for new rail stations is “Measure M 3% Local Contribution” funding. Please refer to the [Measure M Ordinance](#) (page 14) and the [Measure M Guidelines](#) (page 20).

Metro’s intent in facilitating implementation of prioritized projects is to contribute to a ‘complete street’ on a particular pathway connecting to a rail station. A complete street provides a combination of safety and comfort improvements that will encourage customers of all ages and abilities to walk or wheel to a transit station. As such, in arriving at an FLM scope for the 3% Cooperative Agreement, local agencies should consider projects as a group in order to meet this goal, and should avoid disconnected, discontinuous improvements that do not contribute to a cohesive pathway serving the station. Priority projects must contribute to safe and continuous pathways to the station. As such, projects on streets that do not directly connect to stations will only be considered if a connection to the station is present in existing conditions or otherwise committed.

Given finite resources, each station’s FLM potential projects must be prioritized so Metro and participating local jurisdictions have a honed list of projects that will address the safety and comfort of its customers who are walking and wheeling to a rail station. The specific methodology for prioritizing FLM projects for implementation in conjunction with new rail corridors has been determined based on 1) consistency with FLM policies adopted by Metro’s Board, 2) the results from testing alternative methodologies on prototypical stations, and 3) input from local jurisdictions.

FLM projects and Metro transit projects are distinct and defined within the [First/Last Mile Guidelines](#) (page 8), noting that the transit project will contain some FLM type elements such as sidewalk restoration or curb cuts within the project boundary.

PRIORITIZATION GOALS

Four goals provide a foundation for establishing a prioritization methodology for application along new rail corridors. The following goals for prioritizing FLM improvements are a synthesis of objectives from Metro’s [First/Last Mile Strategic Plan](#), the adopted [First/Last Mile Guidelines](#) and a review of completed First/Last Mile Plans. First/Last Mile improvements refers to both walk and wheel projects.

First/Last Mile Prioritization goals are:

1. Improve Primary Pathways that lead to new rail stations for people walking and wheeling.
2. Advance safety for pedestrians and wheel users.
3. Connect wheeled customers to the broader wheel network.
4. Allow for local flexibility in project priorities if these FLM goals are upheld, achieved more effectively, and/or have strong community support

Project Prioritization

METHODOLOGY

Each station’s list of potential FLM projects would be evaluated against the four goals for prioritizing projects.

If a project is considered prioritized, then it could be implemented at the discretion of the local jurisdiction. This methodology prioritizes projects for safety on Primary Pathways, that connect walk customers to the rail station and connect wheel customers to the rail station and wheel network; that contribute to more complete streets; and that, where appropriate, provide flexibility to accommodate local factors. The evaluation can be performed by reviewing the list of eligible project types as specified for each goal in *Table 1*. It’s important to note that the methodology does not consider costs of individual projects, nor how projects might be bundled for greater efficiency or impact. All projects considered for prioritization must be included in the adopted FLM Plan, except where a substitution is proposed/considered consistent with Method 3, and where the proposed project provides for comparable intent and benefit to a project in the adopted plan.

Eligible projects are established by any of the three methods described below. Note that Method 3 (which provides for local flexibility) must be proposed by the local agency and is subject to Metro’s approval.

METHOD 1 – Walk/wheel projects within one-half mile of station

- on Primary Pathway as defined in an adopted FLM Plan; AND
- improve safety for walk and wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*)

METHOD 2 – Wheel projects between one-half mile and three miles of the station

- on Primary Pathway to the extent delineated in an adopted FLM Plan; AND
- improve safety for wheel users through Safety-Focused Project types (as defined in the Appendix and illustrated in *Figures 1-3*); AND
- connect directly to a key destination and/or other wheel network facilities located between one-half mile and up to three miles from a new rail transit station

METHOD 3 – Local Flexibility

Metro’s First/Last Mile program is based on partnership with local jurisdictions who construct and maintain projects and is further intended to reflect and elevate desires of the community as captured in the FLM planning process. FLM prioritization allows for projects that meet local and community needs to be considered. All projects considered under this method must be included in the adopted FLM Plan except where a substitution/modification is proposed (third bullet below).

Justification must be consistent with one or more of the following criteria:

- Project shows strong evidence in the FLM Plan of community support, such as projects addressing a community’s top 25% key issues/concerns within a station area (how support is tabulated vary by station area/project depending on community engagement approach and documentation)
- Project is identified in an adopted local active transportation, street safety or related plans/projects AND connects to a station or an existing, safe facility that connects to station
- Project substitutes for or modifies a project in the adopted FLM plan AND demonstrates comparable benefit and intent as the plan project (e.g., provide for comparable bike connection on a different street)
- Project provides walk and wheel benefits that can be achieved more efficiently, cost effectively, and attempts to reduce construction impacts if implemented concurrently with a related project (e.g., including pedestrian lighting when adding street lighting), noting the incremental cost savings, will be considered

ATTACHMENT B – PROJECT PRIORITIZATION METHODOLOGY

- Project provides a safe and comfortable route with the same or similar connection to the station as the Primary Pathway when a facility cannot be integrated on that Primary Pathway due to right of way constraints or discontinuous street grid; (e.g., Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles)
- Project on a Secondary Pathway, that is identified in the adopted FLM plan, and station connection is safer than the facility proposed on a Primary Pathway. Prioritization order should be by bicycle facility classification: Class I, IV, II, then III, and Secondary Pathways should be prioritized over a parallel Non-Secondary Pathway

To be considered, a project must be proposed by the jurisdiction and be provided to Metro in advance of Board adoption of an FLM Plan/Prioritized Project List (unless replacing an infeasible project). Metro retains discretion to disallow due to a variety of factors, notably cost.

Table 1: Project Prioritization Overview

First/Last Mile Toolkit Pedestrian Improvements & Wheel Facility Projects	Prioritized Projects	Additional Projects (Subject to Flexibility Provision)
Safety-Focused Projects		
	Curb Extension	
	Curb Ramps	
	High Visibility Crosswalk	
	New or Improved Sidewalk	
	Pedestrian & Cyclist Lighting	
	Roundabout	
	Signalized Crossing	
	Traffic Calming	
	Wheel Facility (Class I, II, IV)	
	Bicycle-Friendly Intersection <i>When a part of a Prioritized Project listed above, will also be deemed a priority</i>	
	Landscape & Shade Trees	
	Shade Structure	
	Seating <i>(not including seating at Bus Stops)</i>	
	Bus Stop Improvements	
Other Amenities		
	Multimodal Mobility Hub	
	Opportunity Improvement	
	Plaza/Parklet	
	Street/Roadway Lights	
	Wayfinding Signage	
	Bicycle Repair Station	
	Short Term Bicycle Parking	
	Other Furnishings	

See Appendix Definitions and Figures 1 – 3 for First/Last Mile Toolkit project/icon definitions and images

Appendix

DEFINITIONS

This appendix provides definitions and additional background information for terms used throughout the Project Prioritization Methodologies Memo. The following pages include excerpts from the recently adopted Metro FLM Project Toolkit (2021), with definitions and photo examples for First/Last Mile projects and icons.

Adopted Local Transportation Plans/Projects – includes adopted (adopted by governing body) citywide or specific plan transportation, active transportation, mobility, bicycle or pedestrian plans and location-specific plans for streetscape, vision zero, safety and active transportation projects.

Bicycle Boulevards – as defined in the *NACTO Urban Bikeway Design Guide*

“Bicycle boulevards are streets with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient bicycle crossings of busy arterial streets.”

Community Priority - Strong evidence of community support, within the FLM plan, or identified as top 25% of projects identified in community engagement.

Complete Streets – as defined in *Metro’s Complete Streets Policy*

“A comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. Complete Streets is a high-level policy direction that helps redefine how transportation agencies approach streets and highways so that the outcome is a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance, and operations work, the street network will gradually become safer and more accessible for travelers of all ages and abilities.”

Key Destinations – should be regional in nature and include publicly-accessible locations such as: educational institutions including colleges and high schools; hospitals and medical centers; major shopping centers; major job centers; and regional parks, recreational centers and open space.

Neighborhood Enhanced Network Streets – examples include Bicycle Boulevards and Neighborhood Enhanced Network (NEN) Streets in the City of Los Angeles [Mobility Plan 2035](#). These NEN/bicycle boulevard streets include Safety-Focused features such as speed and volume management to slow and limit motor vehicles, vehicle turning restrictions, signs and pavement markings and other features.

Other Furnishings – furnishings that do not provide seating, as defined below; including trash and recycling receptacles, bike racks, post boxes, display cases, public art, etc.

Other Wheel Facilities – can include wheel facilities that are included in a adopted plan and have a commitment to be constructed.

Primary Pathway – as delineated in an adopted FLM Plan, a Primary Pathway is a major station access route, typically intersecting the station. Other terminology may be used, including “pathway arterial.”

Safety-Focused Projects are defined to allow for a comfortable and safe environment for pedestrians and wheel users and include the following:

- Dual ADA-compliant access curb ramp at street corner
- Single ADA access curb ramp where dual ramps cannot be accommodated, or at mid-block crossing
- High-visibility crosswalk at street corner or mid-block crossing
- Signalized crossing, traffic signal installed for new walk/wheel crossing at corner or mid-block
- Pedestrian or wheel signal improvements that measurably improve crossing safety, such as HAWK signals, protected right and left turns, mid-block signalized crossings, leading pedestrian interval (LPI), bicycle-priority signals, scramble or all-cross intersections.
- New sidewalk where none exists today, to replace unused driveways, or widen pathway for safety and comfort, curb extensions
- Street trees that buffer pathway from curbside travel lane and/or shade pathway or shade structure
- Parkways designed to buffer pathway
- New pedestrian lighting or wheel facility lighting
- Seating or street furnishings that provides periodic places for disabled or elderly to rest along pathway
- Traffic calming strategies, including roundabouts and bicycle-friendly intersection improvements
- Linear wheel project (e.g., protected bike lane) that connects wheeled customers to the broader wheel network
- Bike friendly intersection, when paired with linear wheel project

Seating – seating that qualifies for safety prioritized projects must provide periodic places for disabled persons or the elderly to rest along a pathway

Secondary Pathway – as delineated in an adopted FLM Plan, a Secondary Pathway is a route that typically does not connect to a station directly but extends from Primary Pathways to more localized destinations. Other terminology may be used, including “pathway feeder.”

Strong Evidence of Community Support – safety, comfort and other project ideas that were supported by a majority of the public during the various community engagement activities including public workshops, pop-up events, walk audits, stakeholder interviews, community advisory committee meetings, on-line and intercept surveys.

Walk Project - projects that are primarily focused on pedestrian safety, accessibility, and comfort (e.g., crosswalk enhancements, curb extensions)

Wheel Project - project that safely accommodates bicyclists or other wheeled active transportation users. Typically refers to linear projects such as bike lanes but also includes spot treatments such as bike friendly intersections.

Figure 1. Graphic symbols and definitions for FLM Improvement Projects.

First/ Last Mile Improvement Icons

Pedestrian Corridor Improvements

 <p>Landscape & Shade Plantings that provide shade and improve the walking environment.</p>	 <p>New or Improved Sidewalk Construction of new sidewalks or widening or upgrades of existing sidewalks.</p>	 <p>Pedestrian & Bike Lights Person-scaled lighting for comfort and safety.</p>
 <p>Street Lights Street-scaled lighting for comfort and safety.</p>	 <p>Traffic Calming Measures to reduce traffic speeds, including speed humps, chicanes, and other treatments.</p>	 <p>Wayfinding Signage Improves navigation to transit stations and local destinations.</p>

Pedestrian Spot Improvements

 <p>Bus Stop Improvements Includes shelter, bench, and other amenities.</p>	 <p>Curb Extension Curb extensions that shorten the crossing distance and slow traffic at intersections or at mid-block locations.</p>	 <p>Curb Ramps Facilitates street crossings for mobility device users.</p>
 <p>High Visibility Crosswalk Installation of new or upgraded crosswalks in high-visibility pattern.</p>	 <p>Multimodal Mobility Hub Site that can incorporate multiple transportation options, such as bikeshare, carshare, and transit stops and information.</p>	 <p>Opportunity Improvement To be used in place of an improvement that does not already have an icon. <i>For example: pedestrian refuge</i></p>
 <p>Overpass Improvements Measures to improve comfort and safety on overpasses, such as new sidewalks, wayfinding, shade, and lighting.</p>	 <p>Plaza/Parklet Public open space to accommodate walking and rolling mode movement or public gathering space in locations that were former roadway space.</p>	 <p>Roundabout Neighborhood traffic circle intersection measure used to reduce traffic speeds.</p>
 <p>Shade Structure Canopy to provide shade, may accompany plazas or parklets.</p>	 <p>Signalized Crossing Could include traffic signals and mid-block crossing signals.</p>	 <p>Street Furniture Public benches, trash receptacles, and other amenities.</p>
 <p>Underpass Improvements Measures to improve comfort and safety in underpasses, such as new sidewalks, wayfinding, and lighting.</p>		

Wheel Spot Improvements

 <p>Bicycle-Friendly Intersection Improvements to accommodate bicycle access and safety at intersections, such as 4-way stops, bike signals, or bike boxes.</p>	 <p>Bicycle Repair Station Provides tools for basic bicycle maintenance.</p>	 <p>Short Term Bicycle Parking Racks that provide secure bicycle parking on public sidewalks or on-street areas.</p>
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Metro

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Figure 2. Photo examples paired with graphic symbols for FLM Pedestrian Improvement projects.

First/Last Mile Improvements Toolkit

Lorem Ipsum

Pedestrian Corridor Improvements

Lorem Ipsum



Landscape & Shade
Lorem Ipsum



New or Improved Sidewalk
Lorem Ipsum



Pedestrian & Bike Lights
Lorem Ipsum



Street Lights
Lorem Ipsum



Traffic Calming
Lorem Ipsum



Wayfinding Signage
Lorem Ipsum

Pedestrian Spot Improvements

Lorem Ipsum



Bus Stop Improvements
Lorem Ipsum



Curb Extension
Lorem Ipsum



Curb Ramps
Lorem Ipsum



High Visibility Crosswalk
Lorem Ipsum



Multimodal Mobility Hub
Lorem Ipsum



Opportunity Improvement
Lorem Ipsum



Overpass Improvements
Lorem Ipsum



Plaza/Parklet
Lorem Ipsum



Roundabout
Lorem Ipsum



Shade Structure
Lorem Ipsum



Signalized Crossing
Lorem Ipsum



Street Furniture
Lorem Ipsum



Underpass Improvements
Lorem Ipsum



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Figure 3. Photo examples paired with graphic symbols for Wheel Facilities by class type for FLM Improvement Projects.

First/Last Mile Improvements Toolkit

Lorem Ipsum


Wheel Facilities

Lorem Ipsum




Shared-Use/Off Street Path (Class I)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans




Protected Bicycle Lane (Class IV)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans



Bicycle Lane (Class II)
Lorem Ipsum

- Existing
- FLM Proposed
- On Local Plans





Bicycle-Friendly Streets (Class III)
Lorem Ipsum


- Existing
- FLM Proposed
- On Local Plans

Wheel Spot Improvements


Lorem Ipsum





 **Bicycle-Friendly Intersection**
Lorem Ipsum



 **Bicycle Repair Station**
Lorem Ipsum



 **Short Term Bicycle Parking**
Lorem Ipsum



Metro

10



MIKE BONIN

City of Los Angeles
Councilmember, Eleventh District

September 16, 2022

Mr. Jacob Lieb
Senior Director, First/Last Mile Planning
LA Metro Countywide Planning and Development
One Gateway Plaza
Los Angeles, CA 90012

RE: First/Last Mile Project Submissions in Council District 11

Dear Mr. Lieb,

On behalf of Councilmember Mike Bonin, I would like to express our office's support for the projects outlined below as part of the Purple Line Extension First/Last Mile Plan and Aviation/96th St First/Last Mile Plan. These projects have strong community support and increase access and safety for people walking and bicycling to access Purple Line Extension stations and the Aviation/96th St. They either close key gaps in the Westside subregional bike network that feeds into the station areas or provide critical linkages for people walking and taking the bus to connect with rail. All are eligible based on the criteria of the Metro Board-adopted First/Last Mile Policy.

- Century City/Constellation Station
 - Santa Monica Blvd Protected Bike Lane on Santa Monica Blvd between S Sepulveda to Moreno (Modification to Bike Project 1)
 - Bicycle Friendly Intersection on Santa Monica Blvd & Westholme/Prosser (Modification to Bike Project 3)
- Westwood/VA Hospital Station
 - Westwood Protected Bike Lane on Westwood Blvd south to National (Modification to Bike Project 1)
 - Ohio Ave PBL/Bike Friendly Street on Ohio Ave from Westgate to Westwood (Modification to Bike Project 3)
 - Ohio Ave gap closure from Ohio West of SMB to Ohio East of SMB (Modification to Bike Project 3)
 - San Vicente to Federal bike gap closure FROM San Vicente Blvd south of Bringham through Federal to Ohio (Modification to Bike Project 8)
 - Bicycle Friendly Intersection on San Vicente Blvd at Wilshire (Modification to Bike Project 10)

Westchester Office

7166 W. Manchester Boulevard
Los Angeles, CA 90045
(310) 568-8772
(310) 410-3946 Fax

City Hall

200 N. Spring Street, Room 475
Los Angeles, CA 90012
(213) 473-7011
(213) 473-6926 Fax

West Los Angeles Office

1645 Corinth Avenue, Room 201
Los Angeles, CA 90025
(310) 575-8461
(310) 575-8305 Fax



- Aviation/96th St (Airport Metro Connector) Station
 - 98th St Bus Stops on 98th St (Modification to New 98th St Tier 2 Project)
 - Arbor Vitae/Westchester Bike Lane on Arbor Vitae/Westchester from Sepulveda Westway to Aviation (Modification to Arbor Vitae Tier 2 Project)
 - Century Blvd Streetscape on Century Blvd from Airport Blvd to La Cienega Ave (Modification to Century Blvd Tier 1 Project)
 - Aviation Blvd Walk/Wheel Connection on Aviation Blvd from Arbor Vitae to Century (Modification to Aviation Blvd Tier 1 Project)

These projects are critical to creating a comprehensive suite of First/Last Mile solutions that ensures people of all ages and abilities can access stations. Ensuring Metro prioritizes these projects as part of the Purple Line Extension First/Last Mile Plan and Aviation/96th St First/Last Mile Plan will increase overall community support for the plans and increase transit ridership over time.

Our office supports these projects and urges you to include them as high priorities in their respective First/Last Mile Plans. If you have any questions about these projects, I can be reached at eric.bruins@lacity.org.

Regards,



ERIC BRUINS

Deputy Chief of Staff, 11th District



Next stop: vibrant communities.

First/Last Mile

Project Prioritization Methodology

Planning and Programming Committee

October 19, 2022

File ID 2022-0265



First/Last Mile (FLM) Project Prioritization

Action: Approve Recommendations

Recommendations:

- A. RECEIVE AND FILE First/Last Mile (FLM) Project Prioritization Methodology; and

- A. ADOPT Prioritized Project Lists (Attachment A) for previously adopted FLM plans for the following plans:
 - i. Aviation/96th Street Station, adopted June 27, 2019 (File # 2019-0170)
 - ii. East San Fernando Valley, adopted 12/03/2020 (File # 2019-0431)
 - iii. Gold Line Foothill Extension 2B, adopted 06/26/2019 (File # 2019-0170)
 - iv. Purple Line Ext. Sections 2 & 3, adopted 05/28/2020 (File # 2020-0111)

FLM Guidelines

- Board approved Guidelines in May 2021 (File # 2020-0365)
- Guidelines stated:
 1. Only priority projects are eligible for 3% credit
 2. Priority projects are:
 - On primary pathways
 - Intended to improve safety and accessibility
 - Account for local priorities
 3. Specific, consistent project prioritization methodology to be developed and applied to completed and upcoming plans

Follow-Up Actions from FLM Guidelines

- Project prioritization methodology developed and circulated to local jurisdictions for comment
- Methodology applied to FLM plans
- Resulting Project Priority Lists circulated to jurisdictions
- Local flexibility proposed projects submitted, evaluated, and added where consistent with criteria

Questions, Discussion



Board Report

File #: 2022-0465, File Type: Contract

Agenda Number: 6.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: TRANSPORTATION DEMAND MANAGEMENT MASTER PLAN AND PROGRAM CONTRACT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute a five-year firm fixed price Contract No. PS88917000 to UrbanTrans Consultants, Inc., to develop a new regional Transportation Demand Management Master Plan and Program in the amount of \$1,463,580, subject to resolution of all properly submitted protest(s) if any.

ISSUE

COVID-19 has clearly changed mobility needs. Many employers have widely adopted telecommuting. Although daily commute support is still necessary, there is also an opportunity to expand Metro's TDM Program effort to other mobility needs, such as leisure and personal errands.

The proposed regional TDM Master Plan and Program (Program) will consolidate all the existing transit software products, programs, and messaging into one Mobility as a Service (MaaS) system. It will provide functional assistance for users to access the multi-modal mobility options provided by Metro and other mobility service providers. The Program initiatives will be consistent with the Metro Vision 2028 Strategic Plan goals.

BACKGROUND

In October 2017, the Board approved Motion 36 (Attachment C), directing staff to explore and implement a markedly expanded role for Metro as a leader in Transportation Demand Management (TDM) in Los Angeles County by creating a regional TDM Program.

In response to the October 2017 motion, a re-envisioned regional TDM policies and initiatives team has been established. This team has proceeded to enhance the existing TDM Program and implement new projects to encourage constituents in the region to transition out of their cars. (Attachment D)

Metro currently operates a regional Rideshare program through its five County Transportation

Commission (CTC) partnerships. The Rideshare program aims to assist large employers (over 250 employees) to comply with the SCAQMD Rule #2202 regarding reducing carbon emissions and vehicle miles traveled (VMT). The Rideshare program offers travel subsidies, promotional events, and an extensive benefits program to help incentivize program participants.

During the pandemic, non-regulated employers, such as small businesses, business improvement districts (BIDs), and even residential property managers, reached out to the Metro TDM team for guidance and assistance in assisting employees and constituents with mobility challenges. Staff provided assistance on telecommuting policies and logistics support, post-pandemic recovery mobility plans, etc. Multiple workshops were also conducted for this effort. This emphasized a need for Metro to expand TDM support services to not only focus on large businesses' employees transportation coordination but also re-envision a program that comprehensively serves all constituents in the region.

Due to the continuously evolving mobility demand since the pandemic's beginning, staff will expand the TDM Program to cover many other mobility needs.

DISCUSSION

The COVID-19 pandemic reshaped how people interact and their perception of mobility in our region. The increase of telecommuting and alternative services like micro-mobility and mobility-on-demand made it apparent that TDM needs to expand its function and outreach to commuters in the County, especially people in communities who are not currently informed or understand the availability of mobility options in addition to transit service. As a result, a new comprehensive TDM Master Plan and Program campaign needs to be developed that focuses on dissolving the deep-rooted "car-culture" and transitioning our region away from single-passenger mobility. By providing mobility resources, innovative solutions, and educational materials the Program will encourage constituents in the region to choose the mode that works best on a trip-by-trip basis.

The TDM Master Plan and Program campaign was developed out of a need for a more equitable approach to transit in the region. The Program is tasked with identifying underserved and Equity Focused Communities (EFC) and engaging them through workshops, both in virtual and in-person, to help structure transit and other mobility options that reflect the unique travel needs of that specific community.

Consulting Service Contract

The TDM Master Plan and Program contract will support staff in developing a long-term Program with innovative solutions based on existing best practices and new ideas to address the future mobility demand in the region, as well as recommending policies with performance measures to accomplish the overall congestion reduction goal adopted in the Vision 2028 Strategic Plan. The contract will support the Program in four phases:

1. Evaluation: The consultant will evaluate current TDM programs and needs, including policies, products, and performance data to identify necessary improvements and new innovative

solutions.

2. Recommendation: Make recommendations on TDM policies, programs, products, outreach efforts, and innovative solutions that will motivate mobility behavior change in the region.
3. Development: The consultant service will also support the development of TDM functional products in both virtual and capital platforms.
4. Implementation: Plan and implement TDM functional products and adopted policies, which includes educating constituents on how to use the products, comply with policies, and monitor the Program performance.

New Program Approach

The program aims to develop a comprehensive functional TDM program that addresses mode change and expands knowledge of mobility options to all constituents in the region through a new “Six P’s” approach: Policy, Programs, Products, Promotions, Performance, and Progress.

- Policy - Recommend and adopt policies based on regional needs and public input. Focus on reducing congestion by motivating mode change to achieve the goal of reduction in background traffic by 15% before 2028
- Programs - Design programs that provide easy access to various mobility options with a multi-modal integration approach on trip planning. Improve interaction between commuters, transit, and all other mobility options.
- Products - Develop new functional products to enhance non-driving travelling experience. Products will be aimed to empower constituents by better understanding their mobility options with real-time broadcast information. Increase accessibility to transportation options for all constituents in the region.
- Promotions - A comprehensive promotion campaign to edify constituents on benefits from using transit products and other mobility options. Promotions include incentive programs and targeted outreach effort to different communities. Enhance experiences to get around efficiently without driving hassle to encourage transportation mode change.
- Performance - Establish key performance indicators (KPIs), included but not limited to, vehicle miles travelled (VMT) reduction, transit ridership, average vehicle ridership (AVR) and even Greenhouse Gas (GHG) reduction etc.. to monitor the Program performance outcome. Identify the efficiency level of new products, policies, and necessary improvements.

- Progress - Once the Program has set performance KPIs, the consultant will work with staff to develop long-term progress goals and adjustments protocols.

Metro is investing substantial resources to develop a robust transportation system in the County. This includes both mega-sized infrastructure projects - bus and rail services - and new innovative mobility options - Metro Micro, Metro Vanpool, Metro Bike Share and more. This Program will make further progress for our constituents to learn and utilize new mobility options to get around effectively.

DETERMINATION OF SAFETY IMPACT

The Program will not have any safety impacts. All consultants and subcontractors must attend Metro Safety Training before working if they have to work at any Metro station. Any equipment installation will be coordinated with Metro's Track Allocation program to ensure that proper assistance and support is present.

FINANCIAL IMPACT

The total estimated project cost is \$1,463,580.37, including five years of annual operating costs. First year expenses are budgeted through the FY23 budget process in cost center 4320, project 405547, Rideshare Services. The cost center manager and executive officer in charge of TDM will be responsible for budgeting in future years.

Impact to Budget

The source of funds for this action will be Proposition C 25%. This fund is not eligible for bus and rail operating expenses.

EQUITY PLATFORM

All community engagement activities, both virtual and in-person, will be supported by Metro translation service and other accessibility services to support participants with limited English proficiency and disabilities. The Program can also partner with community-based organizations (CBO) to provide these supporting services and assist in engaging different communities. Taking an education-based approach to outreach will stimulate local engagement, ensuring not only the promotion of transit but also respond to the unique cultures and needs of the communities.

Additionally, any on-site kiosks, TDM mobile app and web toolkits are capable of being translated into seven languages: Armenian, Chinese (simplified and traditional), Japanese, Korean, Russian, Spanish, and Vietnamese. This will allow for multilingual transactions and benefit marginalized communities with limited English proficiency. The program will be more inclusive, allowing more patrons to utilize TDM tools and access multi-modal mobility options.

This procurement was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Implementing the Program at Metro facilities and stations will support:

- a. Goal 1: Provide high-quality mobility programs that enable people to spend less time traveling. Developing a comprehensive regional TDM system will encourage commuters who rely on vehicles to transition to other transportation modes for commuting.
- b. Goal 2: Deliver outstanding trip experiences for all transportation system users. TDM tools and innovative solutions will provide real-time traveling information and ride-guide for all commuters adding to the user experience and making it easier for them to access multi-modal transportation.
- c. Goal 3: Enhance communities and lives through mobility and access to opportunity. The regional TDM program will expand to communities that previously did not have these functions available.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the contract for Metro's TDM Master Plan and Programs. This is not recommended as the Program will educate and reach out to more potential riders on how to use Metro products and adapt to the multi-modal mobility lifestyle to enhance the quality of life in the region. The award of this contract is necessary to craft policy, programs, and products to meet Metro goals.

NEXT STEPS

Upon approval by the Board, staff will execute Contract No. PS88917000 with UrbanTrans Consultants, Inc., for the TDM Master Plan and Programs.

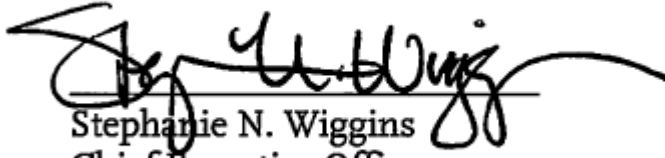
The Program development is intended to start promptly at contract execution with the implementation of the Program anticipated to start in FY23 Q2. Staff will report back to the Board with performance measures and Program progress annually.

ATTACHMENTS

- Attachment A - Procurement Summary
- Attachment B - DEOD Summary
- Attachment C - Motion Item 36, October 2017
- Attachment D - TDM Program and New Projects

Prepared by: Aaron Voorhees, Principal Planner, TDM Programs, (213) 922-5657
Jacquilyne Brooks de Camarillo, Manager, Countywide Planning & Development, (213) 922-3034
Frank Ching, DEO, Transportation Demand Management, (213) 922-3033
Holly Rockwell, SEO - Real Estate, Transit Oriented Communities and Transportation Demand Management, (213) 922-5585
Debra Avila, Deputy Chief Vendor/Contract Management Officer, (213) 418-3051

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920
Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

TDM MASTER PLAN AND PROGRAMS/PS88917000

1.	Contract Number: PS88917000	
2.	Recommended Vendor: UrbanTrans Consultants, Inc.	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates :	
	A. Issued: May 3, 2022	
	B. Advertised/Publicized: May 3, 2022	
	C. Pre-Proposal Conference: May 12, 2022	
	D. Proposals Due: June 1, 2022	
	E. Pre-Qualification Completed: July 26, 2022	
	F. Conflict of Interest Form Submitted to Ethics: June 14, 2022	
	G. Protest Period End Date: October 25, 2022	
5.	Solicitations Picked up/Downloaded: 80	Bids/Proposals Received: 2
6.	Contract Administrator: Yamil Ramirez Roman	Telephone Number: (213) 922-1064
7.	Project Manager: Aaron Voorhees	Telephone Number: (213) 922-5657

A. Procurement Background

This Board Action is to approve Contract No. PS88917000 for Transportation Demand Management (TDM) Master Plan and Programs to assist Metro in developing and implementing an informational campaign. The services will focus on gathering information about TDM industry best practices and behavior change theory regarding transportation decisions that lead to increased utilization of non-drive alone modes including telecommuting, vanpooling, carpooling, bicycling, walking, and taking public transit. Board approval of contract awards are subject to resolution of any properly submitted protest(s).

The RFP was issued in accordance with Metro's Acquisition Policy and the contract type is firm fixed price. This RFP was issued under the Small Business Set-Aside Program and was open to Metro Certified Small Businesses only.

One (1) amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 18, 2022, revised the critical dates, and extended the proposal due date to June 8, 2022.

A virtual pre-proposal meeting was held on May 12, 2022, and was attended by 12 participants representing 10 companies. There were 18 questions asked and responses were released prior to the proposal due date.

A total of 80 firms downloaded the RFP and were included in the plan holders list. A total of two proposals were received on June 8, 2022 from the following firms:

1. McCormick-Busse, Inc. (DBA MBI Media)
2. UrbanTrans Consultants, Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro's Countywide Planning & Development, Shared Mobility & TDM Policy, and Real Estate Property Management departments was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| • Experience of Team Members | 25% |
| • Understanding of the Scope of Services and Approach | 25% |
| • Effectiveness of Project Management Plan | 30% |
| • Cost Proposal | 20% |

The evaluation criteria are appropriate and consistent with criteria developed for other, similar TDM advisor services procurements. Several factors were considered when developing these weights, giving the greatest importance to Effectiveness of Project Management Plan.

During the period of June 14, 2022 to June 21, 2022 the PET independently evaluated and scored the technical proposals. Both firms were determined to be within the competitive range. The PET determined that oral presentations were not needed and on June 22, 2022, UrbanTrans Consultants, Inc. was determined to be the highest ranked proposer.

Qualifications Summary of Firms within the Competitive Range:

UrbanTrans Consultants, Inc.

UrbanTrans Consultants, Inc. (UTC) specializes in TDM and works on plans, policies, and programs that integrate TDM into shared use mobility strategy and implementation, active transportation, and the larger multimodal transportation network. UTC's proposal demonstrated the team has experience working with national Metropolitan Planning Organizations and working with large scale events such as the 2015 Toronto Pan American Games and 2015 Parapan American Games.

UTC demonstrated experience in dealing with complex projects similar in nature to the tasks on this project's scope of services. UTC also demonstrated a solid understanding of the deliverables and expectations that Metro is looking for in this project.

UTC’s proposal showcased a diverse team of professionals addressing each varying aspect of the project deliverables, from communication to technology implementation. The proposal also clearly showed how the work will be allocated to staff and distributed amongst the most appropriate and qualified staff for the task.

McCormick-Busse, Inc. (DBA MBI Media)

McCormick-Busse, Inc. (MBI) is a strategic communications firm, with more than 32 years of experience, is headquartered in Covina, CA. MBI is a strategic communication, community relations, and marketing firm with experience in the transportation industry, as well as the public sector.

MBI demonstrated knowledge and experience working on an international level with the London 2012 games and the Mobility Concept Plan for LA28. MBI’s proposal also laid out plans for mitigating risk related to costs, quality, scheduling, and document management.

MBI assembled a small team with direct experience in the core competency areas required for this project. However, MBI’s project manager did not demonstrate relevant experience in TDM projects and there was no clear availability of technical experts in the field of TDM Planning identified in their proposal.

A summary of the PET scores is provided below:

1	Firm	Average Score	Factor Weight	Weighted Average Score	Rank
2	UrbanTrans Consultants, Inc.				
3	Experience of Team Members	84.00	25.00%	21.00	
4	Understanding of the Scope of Services and Approach	85.32	25.00%	21.33	
5	Effectiveness of Project Management Plan	80.00	30.00%	24.00	
6	Cost Proposal	100.00	20.00%	20.00	
7	Total		100.00%	86.33	1
8	McCormick-Busse, Inc.				
9	Experience of Team Members	73.32	25.00%	18.33	
10	Understanding of the Scope of Services and Approach	70.68	25.00%	17.67	
11	Effectiveness of Project Management Plan	67.23	30.00%	20.17	
12	Cost Proposal	33.90	20.00%	6.78	
13	Total		100.00%	62.95	2

C. Cost Analysis

The recommended cost has been determined to be fair and reasonable based upon an independent cost estimate (ICE), technical analysis, cost analysis, and negotiations. Staff successfully negotiated a savings of \$13,597.00.

	Proposer Name	Proposal Amount	Metro ICE	Negotiated Amount
1.	UrbanTrans Consultants	\$1,477,177.38	\$1,000,000.00	\$1,463,580.37
2.	McCormick-Busse, Inc.	\$4,359,609.54		

Due to the unique attributes of the project, Metro underestimated the level of effort that such a program would require. The variance between the ICE and the final negotiated cost is an inadvertent underestimation of the labor hours required for the following tasks: TDM Long Range Transportation Plan (LRTP), Market Report, Education and Outreach Strategy, Software Maintenance, and KPI Evaluation. The ICE was not reflective of the innovative approach to the work proposed by UTC. Additionally, the higher cost reflects the rapid inflation caused by the COVID-19 Pandemic that has resulted in a rise of labor and material costs for most services.

D. Background on Recommended Contractor

The recommended firm, UrbanTrans Consultants, Inc., headquartered in Denver, CO with a local office in El Segundo, CA, has been in business over 20 years and provides services in TDM planning, engagement, marketing, and implementation. UTC is a woman-owned Metro certified SBE/DBE firm with experience in preparing regional TDM plans and partnering with regional agencies to implement TDM strategies and campaigns for measurable behavior change.

The proposed team is comprised of staff from UTC and four subcontractors. The prime and subcontractors provide balanced knowledge and experience in the transit and public sector.

DEOD SUMMARY

NAME OF PROJECT/CONTRACT NUMBER

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute a Small Business Set-Aside procurement. Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to SBE Certified Small Businesses Only.

UrbanTrans Consultants, Inc., an SBE Prime, made a 65.65% commitment, performing the work with its own workforces. UrbanTrans also listed four (4) major firms, Nelson/Nygaard, AECOM, Behaviour Design Services, and Cambridge Systematics, as non-SBE subcontractors on this project.

	SBE Subcontractor	% Committed
1.	UrbanTrans Consultants, Inc. (SBE Prime)	65.65%
	Total SBE Commitment	65.65%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2017-0715, File Type: Informational Report

Agenda Number: 36.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 18, 2017

Revised Motion by:

Garcetti, Dupont-Walker and Butts

October 18, 2017

Countywide Transportation Demand Management

MTA should be a national leader in working with local jurisdictions to promote transit use, active transportation, and other multi-modal travel.

MTA is leading a great expansion of mobility options in Los Angeles County, including the rail and bus transit system, bikeshare, first-last mile links, and groundbreaking technology-based new mobility services, including U-Pass and On-demand Microtransit Pilot Programs. A robust and comprehensive countywide Transportation Demand Management (TDM) program would maximize the benefits of these investments in LA County's transportation systems.

TDM focuses on reducing single-occupancy vehicle trips by making other transportation options more attractive. TDM promotes sustainable transportation options such as transit, carpooling, vanpooling, bicycling and walking. TDM strategies boost transit ridership, promote telecommuting, reduce single-occupancy vehicle trips, and reduce greenhouse gas emissions. MTA can serve as the facilitator of a countywide TDM program that encourages and supports local jurisdictions in initiating, developing, and implementing their own TDM initiatives.

Currently, there is an absence of a robust and comprehensive countywide TDM promotion and coordination program in Los Angeles County. As the countywide transportation agency, MTA is ideally suited to lead this effort. A robust TDM program will enable MTA to leverage its historic transportation investments to further change travel behavior and help the region ease congestion and meet statewide greenhouse gas emissions reduction goals. This would build on MTA's ongoing Congestion Reduction activities, including 511, promoting carpooling through ExpressLanes, creating vanpools, etc.

MTA can promote TDM strategies through many different methods--by coordinating local TDM objectives, creating a comprehensive TDM marketing strategy, measuring the effectiveness of multi-modal solutions, and other strategies. While some cities already have existing TDM programs or initiated efforts to establish TDM programs, many more cities in LA County could implement effective TDM programs with support from MTA.

Some jurisdictions, including the City of Los Angeles, have identified a need to make major updates to their TDM ordinances to incentivize sustainable transportation solutions more broadly through their development review processes and establish more robust monitoring and evaluation protocols.

The goal of the State of California is to reduce greenhouse gas emissions to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050. Currently, automobiles are the single largest source of emissions in Los Angeles. Los Angeles County residents approved Measure M in November 2016 to create more mobility options. MTA can do more to support local jurisdictions to meet state goals, and to create a seamless user experience throughout Los Angeles County that will create more MTA rail and bus riders, encourage carpooling and vanpooling, and boost countywide active transportation usage.

**SUBJECT: REVISED MOTION BY DIRECTORS GARCETTI AND
DUPONT-WALKER AND BUTTS**

TRANSPORTATION DEMAND MANAGEMENT

WE, THEREFORE, MOVE that the Board direct the CEO to:

- A. Prepare a list of TDM best practices of California agencies and jurisdictions, including but not limited to the Bay Area Metropolitan Transportation Commission;
- B. Inventory current MTA funding sources for planning or implementing TDM programs and projects at the county or local level;
- C. Recommend how MTA can establish a robust and comprehensive countywide TDM program, including but not limited to:
 1. Countywide TDM guidelines to help municipalities create and implement TDM policies by establishing best practices for TDM application, monitoring, and evaluation, and allowing for flexibility to innovate beyond countywide standards;
 2. Countywide TDM marketing, outreach, and engagement campaign that targets potential users through a compelling and recognizable brand available to local cities and jurisdictions to promote multi-modal travel choices such as transit, vanpooling, carpooling, walking, and bicycling;
 3. Facilitating regular discussions between Transportation Management Organizations in the region to coordinate countywide and local TDM ordinance implementation activities and share best practices;
 4. Working with major trip generators, major employers, and business community representatives to develop and implement tax incentives and other state legislation necessary for MTA to effectively promote and coordinate TDM strategies in Los Angeles County;
 5. Expanding U-Pass, the Employer Annual Pass Program (EAPP), the Bikeshare for Business Program, and other TAP purchase programs to allow Transportation Management Organizations (TMOs), telework centers, tourism organizations, residential and other non-employer entities to purchase bulk-rate transit and bike share passes;

6. Strategies to promote telecommuting;
 7. Establishing a Countywide Commuter Tax Benefit Ordinance to provide incentives for non-single occupancy vehicle travel;
 - a. Seeking legislation to enable Los Angeles County to implement the nation's most aggressive commuter tax benefits program to reimburse and credit the cost of sustainable transportation options. This legislation should explore ways to provide significant tax-credit benefits for the use of transit, vanpooling, bicycling, and all other sustainable transportation modes;
 - b. Should legislation be successfully secured, a first priority for resources created by this program would be the establishment of an MTA TDM Implementation Demonstration Program. The TDM Demonstration Program would target selected jurisdictions for early implementation of best-practice TDM strategies, along with appropriate financial incentives. MTA may give special priority to any multi-jurisdictional TDM program proposal.
 8. Managing compliance with the State of California's Parking Cash-Out law for worksites within Los Angeles County;
 9. Considering consolidation of MTA's various TDM functions into a single group and/or creating a Countywide TDM Coordinator position tasked with coordinating MTA's TDM efforts, including identifying additional staffing needs;
- D. Incorporate into MTA's 2018 state legislative program for MTA to seek legislation that would strengthen MTA's ability to carry out a countywide TDM program; and
- E. Report back to the Planning and Programming Committee on all the above in 420 150 days.

KUEHL AMENDMENT: to include that the EAPP Program (which includes ATAP and BTAP) be amended to include a pay-per-boarding model similar to the U-Pass Program at a fare-per-boarding (FPB) rate approved by the Office of Management and Budget (either as a pilot program or as a new payment option under BTAP)

Attachment D - TDM Program and New Projects.

- Establishing a new Transportation Management Association (TMA) Network led by Metro staff. There had not previously been a regional TMA network. By creating one, Metro provided the TMAs with an opportunity to work together and also created a partnership with the TMAs. This partnership was leveraged heavily for the Travel Rewards Pilot Project as five projects are the result of TMA partnerships with Metro.
- Developing a new TDM Toolkit virtual tool that includes TDM Best Practices, resources, ordinance guidelines, and information on implementing TDM policies such as telecommuting and parking cash-out. After initial outreach to Cities and meetings with TMAs, TDM staff found that there was a need for more support, tools and resources such as guidelines, best practices and a virtual toolkit that can quickly provide those things to cities and TMAs.
- Implementing a new community-based Ride-matching Program for carpool and vanpool. This new tool was recommended by cities, TMAs and large employers' employee transportation coordinators (ETCs) through our outreach effort. By matching commuters from their neighborhoods rather than only matching them through employers will create opportunities to also reach commuters who are not currently working for policies regulated companies. These commuters do not have access to a Ridematching tool or any transportation coordination support from their employers. This tool can also match neighbors who? ride together and connect them to transit stops. It can create a carpool that goes to a train station or mobility hub, instead of a carpool that goes directly to the destination. It increases access to mobility options for everyone, including transit dependents and improving first/last mile challenges in different neighborhoods.
- Convening annual TDM workshops for County stakeholders and employers to provide policies, such as the South Coast Air Quality Management District's (SCAQMD) Rule #2202 and compliance and other technical support. Both workshops require certain SCAQMD criteria to be met in order to meet certification standards. Meeting these guidelines allows the ETCs to submit this certification as part of the annual Trip Reduction Plan (TRP) requirements, under their Rule 2202 Employee Commute Reduction Program (ECRP). These classes have grown from about 50 attendees to over 200, pre-pandemic. The most recent September workshop garnered about 180 attendees Staff recently embarked onto a five-county partnership in offering a certification regulatory compliance related workshop: Metro/OCTA/VCTC/SBCTA/RCTC. These workshops are highly rated as relevant and helpful by our customers, TMAs and ETCs.
- Starting up a new TDM Mini-Grant Program. The mini grant program is to provide funding support for small projects that incentivize and motivate mode change in the county. Cities, TMAs, and CBOs may apply for funds ranging

from \$10,000 to \$50,000 to conduct incentive-based programs that will shift mode change. Through research, staff has learned that the City of Sacramento found success in mini-grant funding for small projects. The data from the Travel Rewards Research Project can be used as a template for cities, TMAs, and CBOs to implement when applying for funding.

- The Travel Rewards Research Project. TDM and OSI staff are working together on a research project focused on determining the return on investment (ROI) on various incentive programs as seen through the lens of behavioral science. Currently, most employers, cities, government agencies and TMAs simply run programs to incentivize mode change with only anecdotal evidence. The Research project will provide detailed data and show which incentives are most effective.
- Providing telecommute and post-pandemic recovery mobility support services and workshops. As mentioned above, the pandemic has changed mobility needs in our region. Staff conducted multiple workshops and ongoing support service to advise employers.
- Developing a quarterly TDM Newsletter for all jurisdictions in the County. The newsletter is specifically for TDM staff in each city. It keeps the cities informed about best practices, resources, and TDM news as well as updates on Metro and other mobility services providers. The mailing list has been updated post-COVID and also has been used as a list for invitations to TDM workshops as well as a contact list for other departments who need to send information out to cities.

Recommendation

Authorize the CEO to execute a contract to UrbanTrans Consultants, Inc to Develop a Regional TDM Master Plan and Program

The contract will support the Program in four (4) phases:

- Evaluation: evaluate current TDM and assess needs/gaps
- Recommendation: innovative solutions to motivate behavior change
- Development: TDM functional products (virtual and capital platforms)
- Implementation: implementation plan

Background

- In October 2017, Metro Board approved Motion 36 directing staff to expand Metro's role as a leader in TDM in the County by creating a Regional TDM Program.

Metro Vision 2028

The TDM Master Plan and Program initiatives will be consistent with Metro's Vision 2028 Strategic Plan Goals.



The New “6-Ps” Approach

Leisure trips, personal errands, tourism shall also be target of the new Program

- **Policy:** Based on regional needs and public input
- **Programs:** Provide easy access to all mobility options, multi-modal
- **Products:** Products that enhance the multi-modal experience
- **Promotions:** A campaign to develop a new car-free culture
- **Performance:** KPIs, identify efficiencies and build on successes
- **Progress:** Establish long term progress goals and adjustment protocols



Timeline

March 2020

- The COVID-19 Stay at Home Order changed mobility needs in the County.
- Fewer employees are commuting to work daily due to telecommuting.

Fall 2022

- With the Board approval, kick-off to develop a new TDM Program.
- Five years contract to 2027.

Summer
2028

- TDM program and products for everyone in Los Angeles County.
- Continue motivating mobility mode change among county residents ***beyond*** 2028.





Board Report

File #: 2022-0574, File Type: Contract

Agenda Number: 7.

PLANNING AND PROGRAMMING COMMITTEE OCTOBER 19, 2022

SUBJECT: MARIACHI PLAZA L LINE (GOLD) STATION JOINT DEVELOPMENT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden (Project).

ISSUE

In 2018, the Board of Directors authorized the execution of an ENA with the Developer in support of the Joint Development (JD) project located at the Mariachi Plaza L Line (Gold) Station (Station). Since that time, the Developer has advanced predevelopment activities, including design development, community engagement, and preparation of an entitlements package. To complete the remaining predevelopment activities, including submitting the Project for entitlements and negotiating the term sheet, Joint Development Agreement (JDA), and ground lease, an extension of the ENA Term, which is set to expire on December 30, 2022, is necessary.

BACKGROUND

The joint development site consists of a 27,025 square foot (0.62 acre) parcel at the northwest corner of Pennsylvania and Bailey ("Parcel A" on Attachment A - Site Plan) and a 6,000 square foot lot to the east across Bailey Street ("Parcel B").

Mariachi Plaza is adjacent to the joint development Project to the southwest. The plaza is referenced as a historical landmark and art and cultural center in the community of Boyle Heights at the cross streets of First Avenue and Boyle Street across from the Boyle Hotel. The plaza includes the Metro Station and an adjacent City-owned area which houses a kiosk designed to replicate Plaza Garibaldi in Mexico City. Boyle Heights derives a large part of its identity as the epicenter for Mariachi culture in Los Angeles, with roots dating back to the 1930s and direct ties to the Mexican state of Jalisco. The plaza serves as a physical space for mariachi musicians to convene and play

and continues to preserve the traditional artifacts of Mariachi culture. Metro's portion of the plaza also includes a stage area where third-party, Metro-permitted events take place, such as a community market, health and wellness events, and the Annual Mariachi Festival.

DISCUSSION

Community Engagement

The Developer has continued its community engagement program to refine the Project with community input as detailed in the ENA. This includes providing ongoing joint development presentations to the Boyle Heights Design Review Advisory Committee (DRAC) and the Boyle Heights Neighborhood Council (BHNC), technical capacity building workshops to prepare tenants for applications for affordable housing, and other community update meetings.

During the initial phases of the ENA period, several iterations of the Project's design went before the DRAC. Throughout this process, the Developer adhered to the primary goals of providing affordable housing and needed community services. In February 2022, ELACC presented the Project to the DRAC. The meeting concluded with the committee approving the submittal of the Project entitlement application to the City.

In June 2022, the Developer provided an update of Project activities to the BHNC, followed by a question-and-answer session. The Developer pledged to return to the BHNC with future informational updates.

Design and Entitlements

As a result of the community-focused processes with the DRAC, BHNC, and other community stakeholders, design alterations were made, including a reduction of the height of the building from five to four stories and the addition of terracing elements to make it more in scale with the adjacent plaza. Open space opportunities were created on the roof and ground floor community space was introduced to the development program.

The Project's design and development program approved by the DRAC includes twenty-six studio units, eighteen one-bedroom units, eight two-bedroom units and seven three-bedroom units for households between 30% and 50% of the area median income (AMI).

Transitional aged youth will be served by this Project with 30 units subsidized with project-based vouchers. The remaining 29 units will be available to households earning up to 50% of AMI. There will be one manager's unit to oversee day-to-day operational activities, providing a total of 60 dwelling units.

Approximately 4,500 square feet of ground floor community serving space will be provided that incorporates mariachi music, culture, events, and lessons available to the public. Lastly, a community garden of approximately 6,000 square feet will be developed and operated across the street at the southeast corner of Bailey Street and Pennsylvania Avenue.

Following DRAC approval of the design, Metro staff completed an internal review of the Developer's entitlement packet, which will allow the developer to submit the entitlement and CEQA applications to the City's Planning Department for consideration. As this is an expedited process anchored around the affordable housing component, a project approval determination from the City should be issued by the first quarter of 2023. Meanwhile, Metro staff and ELACC are actively negotiating deal points within the Term Sheet, which will form the basis of JDA and ground lease documents that will be the subject of a future Board action.

Cultural Preservation Plan

In addition to the outreach commitments identified in the ENA, the Developer has composed a draft Cultural Preservation Plan (Attachment B) in response to community and stakeholder concerns. The Cultural Preservation Plan developed by ELACC in collaboration with local stakeholders provides a strategy to avoid displacement of local mariachis, preserve the culture of mariachis who utilize Mariachi Plaza as an employment hub, and increase opportunities for low-income mariachis in housing, employment, and services.

To achieve this, The Cultural Preservation Plan focuses on "place keeping" opportunities for mariachis. The plan identifies ELACC's programmatic services for community wealth building as a road map to grow housing and financial literacy for mariachis, low-income families, and income qualifying stakeholders. ELACC has committed to actively work with the mariachi community to qualify for onsite and nearby housing opportunities and cultural enrichment programs, as well as to establish dedicated space within the new development to conduct music lessons and promote mariachi culture to the community at-large. Outreach events identified in the plan have commenced and will continue through project construction.

Mariachi Plaza Maintenance and Programming Update

In the May 2022 Regular Board Meeting, the board received an update on the adjacent Metro and City-owned Mariachi Plaza (which is not part of the Joint Development). The update included a discussion on a community survey that was conducted in English and Spanish between November 20 and December 23, 2021. The next steps included: 1) the formation of a round table meeting with key community members and business owners; and 2) negotiating an agreement between the City and Metro for the holistic management of Mariachi Plaza permitting, event management, maintenance, security and repairs.

In preparation for the round-table event, Metro reached out to businesses and Community Based Organizations (CBOs) between August 4 and August 31, 2022, to encourage participation. Metro hosted its first-round table event on August 31, 2022, in which key community members and business owners expressed their concerns and interests around topics such as parking, security, homelessness, maintenance, the plaza permitting process and future round table events. The Metro Real Estate Team will continue these discussions to understand how these topics can be addressed thoroughly and in a timely manner.

EQUITY PLATFORM

Construction of the Project will deliver affordable housing, enhanced public infrastructure, jobs and other transit-supportive amenities within an Equity Focused Community, benefitting community members adjacent to the Project as well as other lower income Los Angeles County residents in need of affordable housing. In pursuing the Project, the Developer and Metro staff will continue to actively engage with and be responsive to all stakeholders through a coordinated community outreach process that will involve multiple public engagement opportunities. The Developer will continue building on the years of prior community outreach for this Project, consistent with the ENA and commitments identified in the Cultural Preservation Plan.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no impact on safety as it only seeks a time extension for the ENA term during which no improvements will be constructed. An analysis of safety impacts will be completed and presented to the Board for consideration if and when negotiations result in proposed terms for a JDA and ground lease.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the Project is included in the adopted FY23 budget in Cost Center 2210, Project 401018.

Impact to Budget

There is no impact to the FY23 budget. The ENA executed in 2018 required the Developer to pay Metro a non-refundable fee of \$50,000, as well as a \$50,000 deposit to cover third-party expenses. The Developer must replenish that deposit when it reaches a balance of less than \$25,000.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan Goal #2 to provide outstanding trip experiences for all users of the transportation system and Goal #3, to enhance community and lives through mobility and access to opportunity.

NEXT STEPS

Upon approval of the recommended action, staff will prepare and execute an amendment to the ENA providing a one-year extension of the term with an option to extend the term for one additional year, if deemed necessary by Metro. Staff will provide a progress update to the Board prior to exercising the extension. Staff will continue working with the Developer to finalize negotiations on key terms and conditions of a JDA and GL and will return to the Board for approval upon completion of deal negotiations. In addition, staff and the Developer will continue to conduct Developer-led community outreach meetings regarding the scope of design, progress of the Project and ongoing interface with the mariachis and other interested community groups during the ENA's extended term. Presentations will also be given to the BHNC as further progress is made.

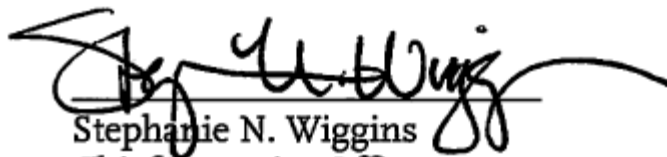
ATTACHMENTS

Attachment A - Site Map

Attachment B - Cultural Preservation Plan

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Stephanie N. Wiggins
Chief Executive Officer

Attachment A -

Mariachi Plaza
Joint Development Site Map



Parcel A

Size: 0.62 acres

Proposed Use: 60 units of affordable housing
up to 4,500 SF community space



Parcel B

Size: 0.13 acres

Proposed Use: community garden



Mariachi Plaza Gold Line Station and Plaza

Size: 0.70 acres



Mariachi Plaza Gold Line Station Entrance



EAST LA COMMUNITY CORPORATION

2917 EAST 1ST STREET, SUITE 101
LOS ANGELES, CA 90033

Cultural Preservation Plan – Lucha Reyes

Introduction: Placekeeping Mariachis in Boyle Heights

Boyle Heights derives a large part of its identity as the epicenter for Mariachi culture in Los Angeles with roots, dating back to the 1930s and direct ties to the Mexican state of Jalisco. Its most iconic and visible landmark is Mariachi Plaza. The plaza serves as a physical space for mariachi musicians to convene and play and continues to preserve the traditional artifacts of Mariachi culture. As new development arises in culturally significant areas of Boyle Heights, local residents have viewed Mariachi Plaza as the barometer of cultural preservation – often using the plaza as a symbolic and literal platform to amplify voices in the community.

The prioritization of public and community spaces that continue the historical narrative of the neighborhood will become increasingly more important as demographic populations change and grow. Immigrant communities like Boyle Heights value cultural emblems. In our capacity as an affordable housing developer, we strive to add to that rich cultural fabric in the financial tools that we offer, the tenants that we uplift, and our community-driven development projects.

Plan Objective and Goals

The objective of this Cultural Preservation Plan is to identify a strategy to preserve the culture of mariachi musicians who utilize Mariachi Plaza as an employment hub. In partnership with LA Metro, ELACC's goal is to increase opportunities for low-income mariachis in housing, employment, and services through the development and construction of Lucha Reyes Apartments. This goal will be achieved by utilizing ELACC's programmatic services that bridge community wealth resources and uplift access to housing and financial literacy for mariachis, low-income families and income qualifying stakeholders.

As the cost of housing rises, there is a risk of mariachis finding other avenues for employment and housing that could result in Boyle Heights's losing its rich cultural value. ELACC previously explored the feasibility of setting aside units for mariachis living in the area or who use the plaza for employment opportunities. While Fair Housing laws restrict this specific set-aside, ELACC is committed to an ongoing outreach strategy that emphasizes the mariachis, low-income families, and other income eligible stakeholders throughout the project's development timeline. Part of our due diligence as the developer is to inform the community on qualifications and the overall application process for this project. Our goal is to increase local residents' capacity to successfully apply for the Lucha Reyes Apartments and/or other affordable housing developments in Boyle Heights/East Los Angeles.

The Cultural Preservation Plan is premised on the understanding that in order for mariachis to remain a significant part of cultural life in Boyle Heights, three critical concerns must be addressed.

- 1) Alleviate housing insecurity so that a) local mariachis are not forced out to move and b) that if they are housed locally, the housing costs represent a small

proportion of their expense.

- 2) Preserve and expand the physical space that may be “owned” by mariachis.
- 3) Support programming that compliments the mariachis.

Tenant Outreach and Marketing

ELACC is committed to the following ongoing activities to achieve housing security for mariachis and income qualifying stakeholders of Lucha Reyes. These activities will occur during the pre-development period through lease-up.

- With the assistance of LA Metro, implement a Tenant Marketing Plan that creates a focused approach to the immediate Boyle Heights area and those that utilize Mariachi Plaza. The marketing plan will use a variety of methods to encourage local individuals and families, especially mariachis, to secure low-cost housing. Marketing and outreach methods will include:
 - Workshops
 - Participation in community events (e.g., booths)
 - Signage and advertising
 - Social media
 - Pop-up events



Shown above: Lucha Reyes open space visioning workshop

- Metro will help to provide best practices and appropriate language for the Tenant Marketing Plan. Metro Sign-off would be a component of the overall Ground Lease approval process.
- Work with organizational partners in Boyle Heights to identify available housing programs and housing opportunities available to mariachi families.
- Directly engage mariachis who come to the Plaza for employment to ensure that they are aware of the following services:
 1. affordable housing rentals; and 2. home ownership opportunities. Home ownership candidates will be connected to ELACC's Community Wealth Department for guidance on 1st time home ownership. Also, qualifying mariachis who meet ELACC's program criteria will be connected with foreclosure and malicious eviction prevention resources.
- Offer quarterly workshops on how to apply for Affordable Housing in the area during the pre-development and construction phases (Spanish language provided). This would occur early enough in the process to allow mariachis and other workshop attendees to have the required tax returns, financial and related documentation necessary to be a qualified candidate for housing at Lucha Reyes Apartments.
- Connect mariachis with county affordable housing resources (LACDA, HACLA, etc.)



ELACC EFFORTS TO DATE

Over the past several years, ELACC has hosted workshops to increase community awareness of affordable housing opportunities and the technical capacity for searching and applying for low-cost housing. Workshops were held in December 2021 (Spanish), March 2022 (Spanish) and additional workshops are scheduled for 2022 in , August and November.

These opportunities are promoted via a text listserve managed by ELACC's Community Wealth Services department as well as other social media channels.

Shown above: Mariachi Plaza June 2018 Affordable Housing 101 workshop; Green space visioning workshop; Mariachi Plaza November 2018 Community Benefits Meeting at Hollenbeck Youth Center.

Physical Space Dedicated to Benefit Mariachis

Community Room

ELACC is designating approximately 4,500 square feet in the ground floor of Lucha Reyes Apartments as a community room for mariachis. This space will be available for use via a Memorandum of Understanding with a local mariachi group so that they can use the venue as a rehearsal/meeting space in exchange for free or low-cost music classes to our tenants and community at large. By having this space accessible to mariachis adjacent to the plaza, ELACC also hopes that the space can serve as a resource center that connects the local artistic community with resources/aid/technical support. In addition to having a physical space, ELACC will also create a public bulletin board on the exterior façade of the community room to post important resources and information and highlight a few local “mariachis of the month” so that potential clients can reach out to mariachis for hire.

Plaza Safety

ELACC is a strong advocate for Plaza safety, and in our due diligence as the developer of Lucha Reyes we support place-keeping mariachis at the Plaza. For example, from January – March 2022, ELACC attended several meetings with the Organizacion De Mariachis Independientes De California (OMICAL). During these stakeholder meetings, the mariachis elevated serious safety concerns about Mariachi Plaza and ELACC helped them brainstorm the best strategies to elevate their concerns to appropriate parties. Because of these meetings, OMICAL met with both Kevin de Leon’s office and the LAPD to elevate their safety concerns. Since then, the Senior Lead Officers of the Hollenbeck Division assured the mariachis that their legal status should not be a deterrent to

reporting suspicious activities, explained how policing in the area works, and who to contact for immediate assistance.

Programming provided by ELACC

Following up on our meetings with the OMICAL mariachis this ENA period, ELACC will host additional workshops/meetings with mariachis this fall/winter.

- The first meeting will be an overview of the programming and services offered from our Community Wealth department.
- A second meeting will be scheduled in the fall to poll the local mariachi community on the plaza and other mariachi groups to assess the services and resource referrals that would be beneficial to them.

A third meeting will be scheduled before the end of this ENA period that will be tailored to the survey results gathered from meeting #2 and to assess any further needs identified through this community engagement process.



Shown above: Mariachi Plaza Project Introduction Workshop

ELACC will facilitate community programming that supports the needs of mariachis in partnership with local mariachi groups and the surrounding community. Examples of programming includes but is not limited to:

- Offering free tax preparation services and/or other financial literacy services to Mariachis.
- Assist in providing linkages of social service programming. Connecting mariachis with the appropriate agencies or CBOs.
- Fundraising and/or opportunities of Mariachi Plaza' annual Santa Cecilia festival.
- Small business coaching.
- Financial literacy workshops & counseling, access to credit-building tools and incentivized saving programs (such as matched savings programs).
- Information on small social lending circles ("cundina"), a rotating savings/lending group where participants leverage individual funds to build credit and fulfill short-term saving goals. This program is administered through a partnership with Mission Asset Fund (MAF). Beginning fall 2022, ELACC will kick-off a \$2,500 small business microloan program through our MAF partnership, which will be shared with the mariachi community so they can apply.

SUMMARY PLAN AND SCHEDULE

Action	Partners	2022		2023				2024				→	
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
General Workshop: How to Apply for Affordable Housing (AH)	General Outreach	8/18	11/22										
Mariachi Meeting	OMICAL/Other Mariachi Groups		11/22										
General Workshop: How to Apply for AH	General Outreach			2/23									
Mariachi Meeting	OMICAL/Other Mariachi Groups			2/23									
General Workshop: How to Apply for AH	General Outreach				5/23								
General Workshop: How to Apply for AH	General Outreach					8/23							
General Workshop: How to Apply for AH	General Outreach						11/23						
Mariachi Meeting: How to Apply for AH	OMICAL/Other Mariachi Groups						11/23						
General Workshop: How to Apply for AH	General Outreach							2/24					
General Workshop: How to Apply for AH	General Outreach								5/24				
General Workshop: How to Apply for AH	General Outreach									8/24			
General Workshop: How to Apply for AH	General Outreach											11/24	



Next stop: building communities.

Mariachi Plaza Joint Development

Planning and Programming Committee

October 19, 2022

Legistar File 2022-0574



Metro



Recommendations

CONSIDER:

- A. AUTHORIZE the Chief Executive Officer to execute an amendment to the Exclusive Negotiation Agreement and Planning Document (ENA) with East Los Angeles Community Corporation (Developer or ELACC) to extend the term for one year, with an option to extend the term for an additional year, for the joint development of Metro-owned property at Mariachi Plaza in Boyle Heights with up to 60 units of affordable housing, ancillary ground floor community space and a community garden.

Mariachi Plaza Site Overview



Parcel A

Size: 0.62 acres

Proposed Use: 60 units of affordable housing
up to 4,500 SF community space



Parcel B

Size: 0.13 acres

Proposed Use: community garden



Mariachi Plaza Gold Line Station and Plaza

Size: 0.70 acres



Mariachi Plaza Gold Line Station Entrance



Mariachi Plaza Background/Status

- Metro entered into an ENA with Developer in March 2018
- ENA set to expire December 30, 2022
- Proposed project includes:
 - > 60 units of affordable housing at 30-50% AMI
 - > 4,500 sq. ft. ground floor community space
 - > Community garden
- Project complexity has required extensive analysis, community outreach, design review and coordination, and entitlements
- Following Boyle Heights Design Review Advisory Committee (DRAC) approval in Spring 2022, Developer preparing City entitlement and CEQA applications to City of LA

Community Outreach

Outreach to-date

- Boyle Heights Design Review Advisory Committee (DRAC)
- Boyle Heights Neighborhood Council (BHNC)
- Affordable housing technical capacity building workshops
- Community survey, focus groups and CBO round table

Draft Cultural Preservation Plan

- Mariachi-focused outreach and engagement through:
 - Tenant Marketing Plan
 - Partnerships with other CBOs and financial institutions
 - Direct engagement/quarterly workshops with mariachis
 - Programming support
 - Community space focused on mariachi activity

Next Steps

- 2022:** Execute Amendment to ENA
Submit CEQA and Entitlement Application
- 2023:** Finalize negotiations of key terms and conditions of Joint Development Agreement (JDA) and ground lease for Board approval
- 2024:** Developer secures funding; Execute ground lease; start construction
- On-going:** Stakeholder updates



Board Report

File #: 2022-0633, **File Type:** Program

Agenda Number: 8.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2022**

**SUBJECT: MEASURE M MULTI-YEAR SUBREGIONAL PROGRAM UPDATE - WESTSIDE
CITIES SUBREGION**

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING programming an additional \$966,589 within the capacity of Measure M Multi-Year Subregional Program (MSP) - Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51), as shown in Attachment A;
- B. DELEGATING the Chief Executive Officer (CEO) or their designee the authority to:
 - 1. Amend Measure M MSP funding agreements to modify the scope of work of projects and project development phases consistent with eligibility requirements;
 - 2. Administratively extend funding agreement lapse dates for Measure M MSP funding agreements to meet environmental, design, right-of-way, and construction time frames; and
- C. AUTHORIZING the CEO or their designee to negotiate and execute all necessary agreements for approved projects.

ISSUE

Measure M MSPs are included in the Measure M Expenditure Plan. All MSP funds are limited to capital projects. The annual update approves additional eligible projects for funding and allows the Westside Cities Subregion and implementing agencies to revise the scope of work, schedule, and amend the project budget.

This update includes changes to projects which have received prior Board approval. Funds are programmed through Fiscal Year (FY) 2024-25. The Board's approval is required to update the project lists (Attachments A), which serve as the basis for Metro to enter into agreements and/or amendments with the respective implementing agencies.

BACKGROUND

In January 2021, the Metro Board of Directors approved Westside Cities Subregion's first MSP Five-Year Plan and programmed funds in the Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51). Since the approval of the Five-Year Plan, five projects have executed the agreements with Metro and started the projects.

Based on the amount provided in the Measure M Expenditure Plan, a total amount of \$31.5 million was forecasted for programming for Fiscal Year (FY) 2017-18 to FY 2024-25. The January 2021 Board action approved programming of \$26.2 million. Therefore, \$5.3 million was available to the Subregion for programming as part of this annual update.

DISCUSSION

Metro staff continued working closely with the Westside Cities Council of Governments (WCCOG), its consultant, and the implementing agencies for this annual update. To confirm project eligibility and establish the program nexus during project reviews, Metro requested, among other things, detailed scopes of work, project location information, schedules, total estimated expenses, and links between the provided information and funding requests. Staff expects the collection of these project details in advance of Metro Board action to enable timely execution of project Funding Agreements for approved projects. For those proposed projects with funds programming in FY 2024-25 and beyond, Metro accepted higher level, relevant project details for the review process. Through an annual process, Metro staff will work with the WCCOG and the implementing agencies to update and refine project details. Those projects are proposed for conditional approval as part of this action. Final approval of funds for those projects shall be contingent upon the implementing agency demonstrating the eligibility of each project as required in the Measure M Master Guidelines.

Active Transportation 1st/Last Mile Connections Program (Expenditure Line 51)

This update includes funding adjustments to five existing projects as follows:

Beverly Hills

- Merge projects MM4801.02, MM4801.03 and MM4801.04 to La Cienega Purple Line Station - Pedestrian and Wayfinding FLM Improvements and reprogram previously approved funds as follows: \$1,614,158 in FY 2022-23. The funds will be used for the project's Plans Specifications and Estimates (PS&E) and construction phases.

Culver City

- Reprogram \$842,496 to FY 2022-23 for MM4801.05 - Overland Class II and IV with Pedestrian Improvements. The funds will be used for the project's PS&E and construction phases.
- Reprogram \$100,000 to FY 2023-24 for MM4801.06 - Micro transit/First Last Mile Service Program. The funds will be used for the project's equipment and vehicle purchases.

LA City

- Reprogram \$8,406,584 as follows: \$1,681,317 in FY 2023-24 and \$6,725,267 in FY 2024-25 for MM4801.11 - Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor. The funds will be used for the project's PS&E and construction phases.

Santa Monica

- Program additional \$966,589 in FY 2024-25 for MM4801.15 - Wilshire Active Transportation Safety Project. The funds will be used for the project's PS&E and construction phases.

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 2022-23, \$9.59 million is budgeted in Cost Center 0441 (subsidies budget - Planning) for the Active Transportation Program (Project #474401). Upon approval of this action, staff will reallocate necessary funds to appropriate projects within Cost Centers 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 Highway Construction 17%. These fund sources are not eligible for Metro bus and rail operating and capital expenditures.

EQUITY PLATFORM

The Westside Cities subregion comprises five cities and the adjacent unincorporated area of Los Angeles County. Cities within the defined Westside Cities subregional boundary of the Measure M program contain Equity Focus Communities in jurisdictions, including Culver City, Santa Monica, West Hollywood, and the City of Los Angeles. The jurisdictional requests are proposed by the cities and approved/forwarded by the subregion. In line with the Metro Board adopted guidelines and June 2022 Objectives for Multimodal Highways Investments, cities provide documentation demonstrating community support, project need, and multimodal transportation benefits that enhance safety, support traffic mobility, economic vitality, and enable a safer and well-maintained transportation system. Cities lead and prioritize all proposed transportation improvements, including procurement, the environmental process, outreach, final design, and construction. Each city and/or agency, independently and in coordination with the subregion undertake their 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.

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 could elect not to approve the additional programming of funds or scope of work and schedule changes 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 the Administrative Procedures and may delay the development and delivery of projects.

NEXT STEPS

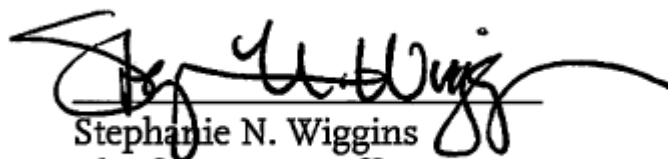
Metro staff will continue to work with the Subregion to identify and deliver projects. Funding Agreements will be executed with those who have funds programmed in FY 2022-23. Program/Project updates will be provided to the Board annually.

ATTACHMENTS

Attachment A - Active Transportation 1st/Last Mile Connection Program Project List

Prepared by: Fanny Pan, DEO, Countywide Planning & Development, (213) 418-3433
Shawn Atlow, Executive Officer, Countywide Planning & Development, (213) 418-3327
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

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



Stephanie N. Wiggins
Chief Executive Officer

Westside Cities Subregion

Measure M Multi-Year Subregional Plan - Active Transportation First/Last Mile Connection Program (Expenditure Line 51)

	Agency	Project ID No.	Project/Location	Funding Phases	Note	Pror Alloc	Alloc Change	Current Alloc	Prior Year Prog	FY2021-22	FY2022-23	FY2023-24	FY2024-25
1	Beverly Hills	MM4801.02/ MM4801.03/ MM4801.04	La Cienega Purple Line Station - Pedestrian and Wayfinding FLM Improvements	PS&E Construction	chg	1,614,158		1,614,158	-		1,614,158	-	
2	Culver City	MM4801.05	Overland Class II and IV with Pedestrian Improvements	PS&E Construction	chg	842,496		842,496			842,496	-	
3	Culver City	MM4801.06	Microtransit/First Last Mile Service Program	Equipment/Vehicle	chg	100,000		100,000	-		-	100,000	
4	Culver City	MM4801.07	Washington Transit/Mobility Lanes + Circulator/First-Last Mile Service Program	PS&E Equipment/Vehicle Construction		742,495		742,495	742,495	-	-	-	
5	LA City	MM4801.08	Brentwood Walkability Enhancements (San Vicente Blvd: Bundy to Bringham)	PS&E Construction		2,561,297		2,561,297	-	-	-	2,561,297	
6	LA City	MM4801.09	Connect Del Rey Stress-Free Bicycle Enhanced Corridor	PS&E Construction		4,393,838		4,393,838			4,393,838		
7	LA City	MM4801.10	Expo Bike Path Gap Closure	Construction		3,168,000		3,168,000	-	3,168,000	-	-	
8	LA City	MM4801.11	Santa Monica to Westwood Stress-Free Bicycle Enhanced Corridor	PS&E Construction	chg	8,406,584		8,406,584	-	-		1,681,317	6,725,267
9	Santa Monica	MM4801.12	Broadway Protected Bikeway: 5th Street - 26th Street	PS&E Construction		711,471		711,471	-	550,000	-	161,471	
10	Santa Monica	MM4801.13	Colorado Protected Bikeway: 5th Street - 17th Street	PS&E Construction		500,000		500,000	-	-	150,000	350,000	
11	Santa Monica	MM4801.14	Stewart & Pennsylvania Safety Enhancement Project	Construction		804,000		804,000	-	804,000	-	-	
12	Santa Monica	MM4801.15	Wilshire Active Transportation Safety Project	PS&E Construction	chg	1,096,000	966,589	2,062,589	-	128,000	-	968,000	966,589
13	West Hollywood	MM4801.16	Willoughby, Vista, Gardner Greenways	Construction		1,211,000		1,211,000	-	-	1,211,000	-	
Total Programming Amount						\$ 26,151,339	\$ 966,589	\$ 27,117,928	\$ 742,495	\$ 4,650,000	\$ 8,211,492	\$ 5,822,085	\$ 7,691,856

**Board Report**

File #: 2022-0646, **File Type:** Policy**Agenda Number:** 9.

**PLANNING AND PROGRAMMING COMMITTEE
OCTOBER 19, 2022****SUBJECT: STATE ACTIVE TRANSPORTATION PROGRAM****ACTION: APPROVE RECOMMENDATIONS****RECOMMENDATION**

APPROVE the ATP Point Assignment Method Planning Supplement, as described in Attachment A.

ISSUE

The Active Transportation Program (ATP) Point Assignment Method adopted by the Board in October 2021 (File# 2021-0587) guides Metro staff in the evaluation and selection of projects for the Southern California Association of Governments (SCAG) regional ATP Cycle 6 competition. The adopted Point Assignment Method preceded the development and adoption of SCAG's Regional ATP Cycle 6 Guidelines, which now delegate the selection of non-infrastructure, quick-build projects, and planning projects to the SCAG region's county transportation commissions, including Metro. Because the adopted Point Assignment Method is intended to evaluate projects with direct infrastructure (capital) or non-infrastructure (program) outcomes, it is not well-suited for application to planning projects. Therefore, SCAG recommends a separate Point Assignment Method for planning projects. To adequately evaluate planning projects under the regional ATP Cycle 6 competition, Metro should adopt a Planning Supplement to its existing Point Assignment Method.

BACKGROUND

The ATP is a competitive state funding program administered by the California Transportation Commission (CTC) that offers two sequential opportunities to fund LA County projects - first, through a statewide competition and second, through a regional competition within the SCAG Metropolitan Planning Organization (MPO) region, which encompasses LA County. All LA County candidate projects that are not awarded funding through the statewide competition, which allocates 50% of available funding, are considered in the regional MPO competition, which allocates 40% of available funding overall and is distributed based on the population of each of the state's large MPOs.

For the regional competition, Senate Bill 99 requires SCAG to select projects in consultation with its member county transportation commissions. SCAG accomplishes this requirement by combining up to 20 points assigned by member counties with up to 100 points from the statewide competition score for each ATP project application to generate an updated project score. Each county receives a

population-based share of SCAG's regional competition funds and determines how projects are funded through the adoption of a Point Assignment Methodology. For LA County, Metro elects to use a methodology that is based on only 10 points in order to maintain much of the statewide competition's scoring process, which is thorough, detailed, and largely consistent with Metro's active transportation priorities and policies.

ATP Cycle 6 will award a total of \$1.7 billion across all competitions over Fiscal Years (FY) 2024-2027. From the regional MPO competition, SCAG will provide LA County a total share of \$192.1 million for use as follows:

- \$182.5 million for infrastructure projects (selected using the current adopted Point Assignment Method)
- \$9.6 million for non-infrastructure (programs), quick-build, and planning projects (with non-infrastructure and quick-build projects selected using the current adopted Point Assignment Method and planning projects selected using the proposed Planning Supplement)

The purpose of the staff recommendation is to provide a better suited framework for assigning points at the regional MPO competition level for projects in the latter category of funding.

DISCUSSION

The current Board-adopted Point Assignment Method was intended to be applied to infrastructure and non-infrastructure projects, which were the only projects that county transportation commissions were responsible for evaluating and selecting in prior cycles. SCAG has historically managed the evaluation and selection of planning and quick-build projects. For ATP Cycle 6, SCAG has delegated the responsibility over these project types to the counties.

Because quick-build projects result in capital improvements similar to infrastructure projects, they can be evaluated under the adopted Metro Point Assignment Method. Planning projects do not directly implement capital improvements and therefore are not well-evaluated under the adopted Point Assignment Method.

Metro staff developed the proposed Planning Supplement to mirror as closely as possible the current adopted Point Assignment Method and to leverage application content already submitted by applicants. The proposed Planning Supplement continues to require compliance with Metro's Complete Streets Policy and assigns points based on status as a Metro Equity Focus Community (EFC) and level of community engagement. Where the current adopted Point Assignment Method assigns points to projects that support first/last mile improvements, the proposed Planning Supplement would assign points to plans that will analyze and be informed by safety data. This contrast is consistent with the objectives of Metro's first/last mile planning efforts, the Metro Street Safety, Data Sharing, and Collaboration Policy adopted by the Board in June 2022 (File #: 2022-0340), and trends in state ATP scoring emphasis. The proposed Planning Supplement is found in Attachment A.

DETERMINATION OF SAFETY IMPACT

The recommendations in this report will provide policies to facilitate the award of funds to improve safety, comfort, and convenience to the 75-88 percent of Metro customers accessing major transit facilities via active transportation.

FINANCIAL IMPACT

Impact to Budget

Approving the staff recommendations will have no impact on the FY 2023 Budget.

EQUITY PLATFORM

Overall, the proposed Planning Supplement is consistent with the currently adopted Point Assignment Method, which sought to build upon and refine how Metro staff prioritizes equity in the selection of projects for funds from the ATP's regional MPO competition.

By prioritizing and giving preferential points for plans located within EFCs, the proposed Planning Supplement aims to direct resources to plans that will identify ways to improve accessibility and safety for people walking, rolling, and riding transit; improve/create alternatives to driving; and support improved health outcomes in high need communities. By requiring Complete Streets compliance, the policies aim to encourage local agencies to adopt policies that will set the stage for future actions that consider the mobility of all users of the road, including those who walk or roll.

By prioritizing and giving preferential points for plans with robust community engagement, the proposed Planning Supplement aims to direct resources to plans that incorporate equity into the plan development process.

Metro staff recognizes that not all jurisdictions are currently in compliance with the Complete Streets Policy, and some non-compliant jurisdictions may include EFCs. The implication is that projects from those jurisdictions will be barred from receiving additional points from the regional competition. To mitigate the potential for harm, Metro staff identified all three non-compliant jurisdictions in EFCs and reached out to these three jurisdictions to provide targeted support and resources to help them come into compliance. This included information on the policy, templates, and a review of proposed policies or resolutions.

Metro staff regularly provides updates on the ATP to the Metro Technical Advisory Committee and Streets and Freeways Subcommittee, and through this process, introduced the proposed Planning Supplement. Additionally, Metro staff developed these policies with an eye toward creating consistency with other Metro programs and state ATP requirements that were developed through a series of public community meetings.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This report seeks approval of policy that will support Vision 2028 Goal 1, Initiative 1.1: To expand the transportation network and increase mobility for all users, Metro will target infrastructure and service investments toward those with the greatest mobility needs. The proposed policy incorporates equity

platform practices into decision-making that will help direct active transportation investments to communities with the highest needs.

ALTERNATIVES CONSIDERED

The Board could elect not to adopt the proposed Planning Supplement to the Point Assignment Method and instead direct Metro staff to apply the current adopted Point Assignment Method to planning projects. Metro staff does not recommend this alternative because the adopted Point Assignment Method was intended for infrastructure projects.

The Board could elect not to adopt the proposed Planning Supplement and direct Metro staff to not assign additional points to planning projects. Metro staff does not recommend this alternative as it removes Metro's opportunity to prioritize plans that align with Metro's policies and priorities.

The Board could elect to defer the adoption of the proposed Planning Supplement to a later date. Metro staff does not recommend this alternative because SCAG requires each county transportation commission to submit a final project list by January 30, 2023. Metro staff must begin the evaluation process using the adopted Point Assignment Method and proposed Planning Supplement no later than November 2022 to ensure analysis is completed, and any funding issues are resolved timely.

NEXT STEPS

Upon Metro Board approval of the proposed Planning Supplement, Metro staff will carry out the regional MPO competition evaluation according to the schedule below. Metro staff will report back to the Board on the results of the statewide and regional competitions after the completion of ATP Cycle 6 in summer 2023.

Upcoming Important Dates:

- October 21, 2022 - CTC announces statewide competition funding recommendations
- December 7, 2022 - CTC adopts statewide competition awards
- November 2022 to January 30, 2023 - Metro staff evaluates remaining unfunded projects and submits regional project list to SCAG
- June 28, 2023 - CTC adopts regional MPO competition awards

ATTACHMENTS

Attachment A - Point Assignment Method Planning Supplement

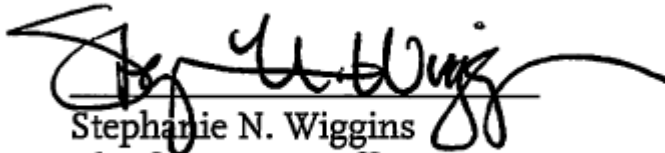
Prepared by: Shelly Quan, Principal Transportation Planner, Countywide Planning & Development, (213) 547-4303

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Reviewed by: James de la Loza, Chief Planning Officer, (213) 547-4215



Stephanie N. Wiggins
Chief Executive Officer

ATP Cycle 6 Point Assignment Method Planning Supplement

For ATP Cycle 6, the Metro Board already adopted a point assignment method for infrastructure and non-infrastructure projects (File #2021-0587), which Metro staff can use for non-infrastructure and quick-build projects that are now under Metro's purview to evaluate and select in the regional competition that follows the statewide competition. Metro is now responsible for evaluating and selecting planning projects in this cycle. This Planning Supplement is largely similar to the existing adopted Point Assignment Method but includes criteria that are more applicable to planning projects.

The proposed Planning Supplement maintains the Metro requirement for Complete Streets Policy compliance and location within Metro Equity Focus Communities. It also maintains the criterion for robust community engagement with a slight adjustment to emphasize community engagement as an equity opportunity in the plan's development. In evaluating a plan's community engagement scope, Metro staff will consider whether the plan employs strategies to reach Black, Indigenous, and other communities of color. This consideration is consistent with equity guidance published by the California Transportation Commission, which was informed by input from Metro's Office of Equity and Race.

Instead of a first/last mile bonus, the proposed Planning Supplement includes a criterion for using safety data to ensure that the plans selected for funding use safety data to understand where death and serious injuries are occurring and use that understanding to inform plan goals, strategies, or actions. This criterion is consistent with the objectives of Metro's first/last mile planning efforts, the Metro Street Safety, Data Sharing, and Collaboration Policy adopted by the Board in June 2022 (File #: 2022-0340), and trends in state ATP scoring emphasis.

The proposed scoring method for planning projects is shown in Table 1.

Table 1: ATP Cycle 6 Point Assignment Method Planning Supplement	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document to be considered for any points.	
A. Equity Focus Communities	3
B. Community Engagement <ul style="list-style-type: none"> a. Plan will employ strategies to reach Black, Indigenous, and other communities of color; linguistically isolated individuals; and people with disabilities, and/or b. Plan will be developed in partnership with or engage with Community Based Organizations, and/or c. Plan is supported by local stakeholders 	3
C. Safety Data	4
Total (Up to)	10



Next stop: access to opportunity.

State Active Transportation Program
Planning and Programming Committee
October 19, 2022
File No. 2022-0646
Agenda Item #9



Recommendation

APPROVE the Active Transportation Program (ATP) Point Assignment Method Planning Supplement, as described in Attachment A.

Table 1: ATP Cycle 6 Point Assignment Method Planning Supplement	Points
Project sponsor must have an adopted Complete Streets Policy or other qualifying document to be considered for any points.	
A. Equity Focus Communities	3
B. Community Engagement <ul style="list-style-type: none">a. Plan will employ strategies to reach Black, Indigenous, and other communities of color; linguistically isolated individuals; and people with disabilities, and/orb. Plan will be developed in partnership with or engage with Community Based Organizations, and/orc. Plan is supported by local stakeholders	3
C. Safety Data	4
Total (Up to)	10

ATP Background

What: State funding for projects to increase bicycling and walking

Why: To improve air quality, reduce greenhouse gas emissions, improve safety and health for human-powered transportation, with a focus on disadvantaged communities

Who: All 88 LA County cities, LA County, non-gov agencies, and Metro submit applications;

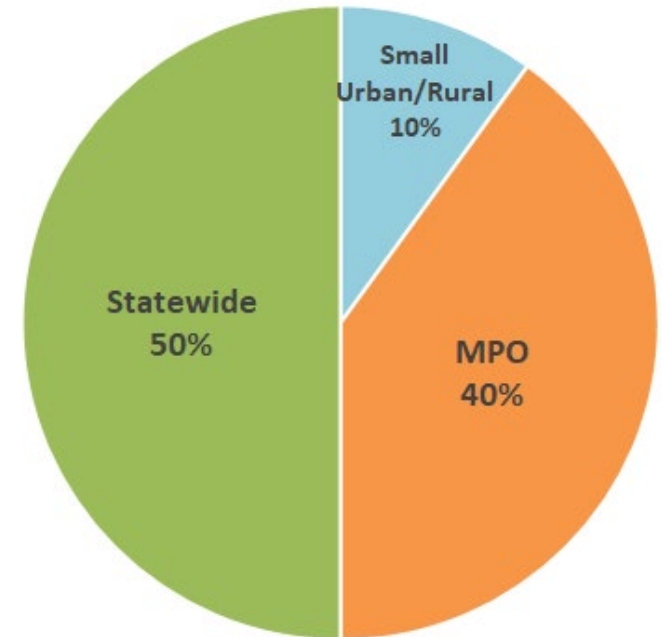
CTC administers ATP; Metro works with SCAG to distribute MPO funds

When: Cycle every 2 years.

Currently in Cycle 6.



Funds Distributed through 3 Components:



ATP Cycle 6 total: \$1.7 B

Regional MPO Competition

After Statewide Competition, Metro selects projects in **Regional MPO Competition**. Two project categories:

	Implementation	Planning & Capacity Building
Project Types	<ul style="list-style-type: none">• Infrastructure• Combination infrastructure/ non-infrastructure	<ul style="list-style-type: none">• Quick build• Non-infrastructure• Plans
Funding Available	\$182.5 M	\$9.6 M

Point Assignment Method guides project selection



Point Assignment Method

- Board adopted a point assignment method in October 2021
- SCAG recommends **a separate method for planning projects**

Project Type	Implementation Quick Build Non-infrastructure	
	Adopted October 2021:	Proposed Supplement:
Point Assignment Method Criteria	Complete Streets Compliance	
	Equity Focus Communities	
	<ul style="list-style-type: none"> • Consistency with Local/Regional Plans 	<ul style="list-style-type: none"> • Community Engagement
	<ul style="list-style-type: none"> • First/Last Mile 	<ul style="list-style-type: none"> • Safety Data

**Board Report**

File #: 2022-0688, **File Type:** Appointment

Agenda Number: 12.

**FINANCE, BUDGET AND AUDIT COMMITTEE
OCTOBER 19, 2022**

SUBJECT: MEASURE M INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE SELECTION

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

APPROVE Paul Rajmaira, the recommended nominee for the Measure M Independent Taxpayer Oversight Committee for area of expertise E, management of large-scale construction projects.

ISSUE

The Measure M Committee consists of seven members representing various areas of expertise. In April 2022, the professional in the Area of expertise E - management of large-scale construction projects resigned due to a change in residence. This action seeks to fill the resulting vacancy.

BACKGROUND

The Measure M Ordinance (Ordinance), approved by voters in November 2016, requires the establishment of a Measure M Independent Taxpayer Oversight Committee of Metro ("Committee") to provide an enhanced level of accountability for expenditures of sales tax revenues made under the Expenditure Plan. The Committee carries out the responsibilities laid out in the Ordinance and 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 Committee is comprised of seven members representing the following 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; and
- G. A regional association of business representative with at least ten (10) years of senior-level decision making experience in the private sector.

The Measure M Ordinance states that the Selection Panel consisting of Metro's Board Chair, Vice Chair, and Second Vice Chair or their designees shall select the Committee Members for approval. The Selection Panel developed guidelines to solicit, collect, and review applications of potential candidates for membership on the Committee.

The Metro Board shall approve the recommended candidates for Independent Taxpayer Oversight Committee Membership by a simple majority per the selection panel guidelines (Attachment B).

DISCUSSION

As stipulated in the guidelines, in September 2022, staff presented the candidate to the Selection Panel for review and approval. The Selection Panel reviewed the candidate's qualifications and recommended that the candidate be approved for the Committee. The candidate is an engineering and construction executive with experience in leading teams across multiple disciplines in the construction field. See Attachment C for additional details on the candidate's qualifications and background.

Currently, there are three vacant positions on the Committee. Approval of the staff recommendation will result in two vacant positions. Staff has also continued efforts to fill the remaining vacancies in specialty area A and B, retired federal or state judge and professional in municipal/public finance and/or budgeting, respectively. Public Relations staff recently released a press release to hundreds of media outlets and issued a Source article on Metro.net. informing the public that Metro is currently recruiting members to serve on the Committee.

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 brings no financial impact to the agency.

EQUITY PLATFORM

Responsible and transparent stewardship of taxpayer dollars is an important component of equitable governance. This action will fill a vacant position on this oversight committee. There is no adverse equity impact anticipated with this action.

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 Committee 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 for the Committee and re-solicit applications. This is not recommended as it would limit the number of members on the Committee 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. In addition, staff will continue recruitment efforts to fill vacancies in the areas of expertise A, a retired federal or state judge, and expertise B, a municipal financial/budget professional.

ATTACHMENTS

Attachment A - Committee Membership Requirements

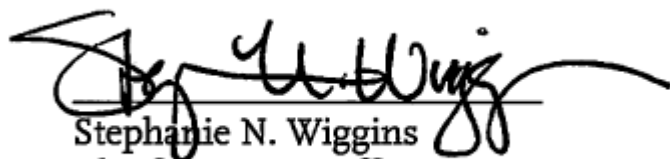
Attachment B - Selection Panel Guidelines

Attachment C - Candidate Bio

Prepared by: Lauren Choi, Deputy Executive Officer, Administration (Interim),
(213) 922-3926

Monica Del Toro, Audit Support Manager, (213) 922-7494

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

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.

Paul Rajmaira



Paul Rajmaira is Commercial Manager on the LAX Automated People Mover (APM) project within Fluor's Infrastructure business line. The APM project is a \$2B lump-sum design-build public-private partnership (P3) that will connect the Los Angeles Airport central terminal area with two intermodal transit facilities and a consolidated rental car center. In his role, Paul oversees the Project Controls, Supply Chain, Finance, Document Control, and Information Technology functions.

Paul has 22 years of diverse experience in project management, operations, sales, contract management, finance, and risk management. His design-build and EPC experience spans the Energy & Chemicals, Operations & Maintenance, and Infrastructure businesses.

Prior to joining Fluor, Paul served in various roles overseeing shipboard operations and engineering as a surface warfare officer in the US Navy stationed in San Diego.

Paul has a bachelor's degree in Electrical Engineering from the United States Naval Academy and a MBA from the University of Illinois at Urbana-Champaign.

Paul and his family reside in Los Angeles, California. In their free time, they enjoy the outdoors, cooking, and traveling.



Board Report

File #: 2022-0641, File Type: Contract

Agenda Number: 13.

FINANCE, BUDGET, AND AUDIT COMMITTEE
OCTOBER 19, 2022

SUBJECT: AUDIT SERVICES BENCH

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

A. AWARD eight (8) task order-based bench Contract Nos. PS86611000 through PS86611007, for Audit Support Services to the firms listed below, for a total not-to-exceed amount of \$7,142,240 for the initial three-year base term, plus \$2,476,605 for the first, one-year option and \$2,526,140 for the second, one-year option for a total not-to-exceed cumulative amount of \$12,144,985, effective January 1, 2023, subject to resolution of protest(s), if any; and

Discipline 1: Staff Augmentation

1. BCA Watson Rice, LLP
2. Qiu Accountancy Corporation
3. Simpson and Simpson, LLP
4. TAP Financials, LLP
5. The Lopez Group, LLP

Discipline 2: Subject Matter Expertise

1. BCA Watson Rice, LLP
2. Qiu Accountancy Corporation
3. Simpson and Simpson, LLP
4. Talson Solutions, LLC
5. TAP International, Inc.
6. The Lopez Group, LLP
7. Vasquez & Company, LLP

B. EXECUTE or DELEGATE the execution of Task Orders under these contracts within the approved not-to-exceed cumulative value of \$12,144,985.

ISSUE

Management Audit Services Department (Management Audit) has a recurring need for consulting and assurance services

provided by certified public accounting (CPA) firms and other specialty firms. They provide consulting services relating to a broad range of audits and reviews, including: complete the Board approved annual audit plan, assist with management requested assignments, support fluctuating workload requirements, and conduct large and/or complex audits. The multiple award agreement (bench) is necessary for two primary reasons: to provide specialized expertise and to augment staff.

Staff recommends awarding contracts to eight (8) firms to serve this bench contract under two disciplines: Staff Augmentation and Subject Matter Expertise. These services will be performed on an as-needed basis for which task orders will be issued.

DISCUSSION

Metro is required to comply with Generally Accepted Government Auditing Standards (GAGAS). GAGAS has a due professional care standard which requires Management Audit to bring in outside experts to supplement staff when the area being audited requires technical or specialized skills that are not available within the department. Co-sourcing is typically used to supplement staff when a sudden influx of time sensitive audits exceeds available resources. Outsourcing can be used depending on the complexity of the audit, if the specialized skillset is not available in-house or independence is required by laws and regulations including the Measure M annual financial and compliance audits. Audits that normally fall under this requirement include information technology audits and specialized audits such as construction projects and processes including cost estimating.

Since this is a multiple award agreement, no firm has been guaranteed any work. The recommended not to exceed amount of \$12,144,985 is estimated for work needed in the next three years and two, one-year options. The projected services are based upon historical work outsourced for audit services and identified for outsourcing in the FY23 audit plan, in addition to utilization of the bench by other departments.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

Management Audit has requested \$502,506 for this agreement in the proposed mid-year FY23 budget in cost center 2510 - Management Audit, under project 100001 - General Overhead. Since this is a multi-year agreement, the cost center managers and other Executive Officers will be accountable for budgeting future costs.

Impact to Budget

The source of funds for Project 100001 is General Overhead funds, comprised of Federal, State and local funds. This fund is eligible for bus and rail operating costs.

EQUITY PLATFORM

The Audit Services Bench contracts provide business opportunities for eight firms. The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE), 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. All Primes met or exceeded the DBE/SBE/DVBE goals.

To ensure maximum opportunity for participation in this contract, this solicitation was advertised through periodicals of general circulation, posted on Metro's Vendor Portal, and an e-mail notice to

SBE firms with applicable NAICS codes. The Proposal Evaluation Team (PET) was diverse and comprised of different department personnel with various backgrounds to comprehensively evaluate proposers and subconsultants to determine the most qualified teams.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support the Metro Vision 2028 Goal #5: Provide responsive, accountable, and trustworthy governance within the Metro organization as the Audit Services Bench will allow the MAS to conduct specialized and time sensitive audits in a responsive manner in support of the agency's projects, programs, and initiatives.

ALTERNATIVES CONSIDERED

Two alternatives were considered. One alternative would be to hire additional full-time staff to perform the audits. However, this alternative is not considered cost effective because the volume of work is constantly changing making this activity subject to peak periods alternating with periods of low activity. Further, some projects require various technical or specialized skills that are not available since it is not practical to hire staff for each of the particular skillsets. Another alternative would be to obtain the audit services as separate procurements. This also is not recommended, as this would prolong the procurement process making it difficult to complete time-sensitive audits within the planned timeframe. In addition, because of the frequency of task orders typically issued, this would require a substantial amount of procurement processing time.

NEXT STEPS


Upon Board approval, staff will execute the bench contracts.

ATTACHMENT

- A. Procurement Summary
- B. List of Recommended Contractors
- C. DEOD Summary

Prepared by: Lauren Choi, Sr. Director, Audit, (213) 922-3926
Debra Avila, Deputy Chief Vendor/Contract Management Officer,
(213) 418-3051

Reviewed by: Sharon Gookin, Deputy Chief Executive Officer, (213) 418-3101



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

AUDIT SERVICES BENCH / PS86611000 - PS86611007

1.	Contract Number: PS86611000 through PS86611007	
2.	Recommended Vendors: See Attachment B	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input checked="" type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: April 29, 2022	
	B. Advertised/Publicized: April 29, 2022	
	C. Pre-Proposal Conference: May 10, 2022	
	D. Proposals Due: June 9, 2022	
	E. Pre-Qualification Completed: September 19, 2022	
	F. Conflict of Interest Form Submitted to Ethics: July 7, 2022	
	G. Protest Period End Date: October 24, 2022	
5.	Solicitations Picked up/Downloaded: 41	Bids/Proposals Received: 13
6.	Contract Administrator: Antonio Monreal	Telephone Number: (213) 922-4679
7.	Project Manager: Monica Del Toro	Telephone Number: (213) 922-7494

A. Procurement Background

This Board Action is to establish the audit services bench contracts for a five-year term, inclusive of a three-year base term and two, one-year option terms. The contracts shall be effective January 1, 2023, with a cumulative total amount not-to-exceed \$12,144,985. The bench is intended to provide audit services involving two disciplines: (1) staff augmentation and (2) subject matter expertise services. Board approval of contract award is subject to resolution of any properly submitted protest.

Audit services shall be performed on an “as-needed” basis and work shall be authorized through the issuance of task orders for either staff augmentation or subject matter expertise.

On April 29, 2022, Request for Proposals (RFP) No. PS86611 was issued as a competitive procurement in accordance with Metro’s Acquisition Policy and the contract type is a firm-fixed unit rate.

A virtual pre-proposal conference was held on May 10, 2022. Seven questions were received, and Metro provided responses prior to the proposal due date.

One amendment was issued during the solicitation phase of this RFP:

- Amendment No. 1, issued on May 27, 2022, extended the proposal due date.

A total of 41 firms downloaded the RFP and were included on Metro's planholders' list. A total of 13 proposals from eight firms were received by the due date of June 9, 2022, and are listed below in alphabetical order, per discipline:

Discipline 1: Staff Augmentation

1. BCA Watson Rice Western Region, LLP
2. Qiu Accountancy Corporation
3. Simpson & Simpson, LLP
4. TAP Financials, LLP
5. The Lopez Group, LLP

Discipline 2: Subject Matter Expertise

1. BCA Watson Rice Western Region, LLP
2. CPC Financial Services
3. Qiu Accountancy Corporation
4. Simpson & Simpson, LLP
5. Talson Solutions, LLC
6. TAP International, Inc
7. The Lopez Group, LLP
8. Vasquez & Company LLP

B. Evaluation of Proposals

Discipline 1: Staff Augmentation

A Proposal Evaluation Team (PET) consisting of staff from Management Audit Services and Office of Inspector General was convened and conducted a comprehensive technical evaluation of the proposals received. The proposals were evaluated based on the following:

Phase I Evaluation – Minimum Qualification Review: This is a pass/fail criteria. The criteria focused on the proposer's license to practice public accounting in California and experience in providing auditing and accounting services, and the Prime contractor's compliance with Generally Accepted Government Auditing Standards (GAGAS) within the last three years as determined through latest Peer Review Reports.

On July 6, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the five proposals to initiate the evaluation phase.

On July 29, 2022, the PET reconvened and determined that all proposals received met the minimum qualification requirements and proceeded with Phase II- Technical Evaluation based on the following criteria and weights:

- Proposer's Qualifications and Experience 20 percent

- Management Plan and Understanding of Work 30 percent
- Experience and Qualifications of Key Personnel 30 percent
- Cost Proposal 20 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar audit services. Several factors were considered in developing these weights, giving the greatest importance to management plan and understanding of work and experience and qualifications of key personnel.

Evaluations were conducted from July 6, 2022, through July 29, 2022. At the conclusion of the evaluations, the PET determined that all five firms met the competitive range and were determined to be responsive, responsible, and qualified to perform the services based on the RFP’s requirements. The five firms are listed below in alphabetical order.

1. BCA Watson Rice Western Region, LLP
2. Qiu Accountancy Corporation
3. Simpson & Simpson, LLP
4. TAP Financials, LLP
5. The Lopez Group, LLP

Discipline 2: Subject Matter Expertise

A Proposal Evaluation Team (PET) consisting of staff from Management Audit Services and Office of Inspector General was convened and conducted a comprehensive technical evaluation of the proposals received.

Proposals were evaluated based on the following criteria stated in the RFP:

- Proposer’s Qualifications and Experience 50 percent
- Experience and Qualifications of Key Personnel 20 percent
- Management Plan and Understanding of Work 30 percent

The evaluation criteria are appropriate and consistent with criteria developed for similar services. Several factors were considered in developing these weights, giving the greatest importance to Proposer’s qualification and experience.

On July 6, 2022, the PET met to review the evaluation criteria package, process confidentiality and conflict of interest forms, and take receipt of the eight proposals to initiate the evaluation phase. Evaluations were conducted from July 6, 2022, through August 17, 2022.

On August 17, the PET reconvened and determined that of the eight proposals received, one firm was outside of the competitive range and was not included for further consideration. The seven firms within the competitive range are listed below in alphabetical order.

1. BCA Watson Rice Western Region, LLP
2. Qiu Accountancy Corporation
3. Simpson & Simpson, LLP
4. Talson Solutions, LLC
5. TAP International, Inc
6. The Lopez Group, LLP
7. Vasquez & Company LLP

Following the conclusion of the evaluations for both disciplines, staff conducted negotiations and fact finding for various cost elements with all of the recommended firms.

C. Cost/Price Analysis

Each proposer submitted fully burdened hourly rates for labor classifications necessary to perform staff augmentation and subject matter expertise services, respectively. The negotiated rates have been determined to be fair and reasonable based on price analysis, cost analysis, technical evaluation, fact-finding, and negotiations.

Work for this Bench Contract will be authorized through the issuance of individual task orders. Task orders for each discipline will contain a specific scope of service and will be competed among the firms on the bench.

D. Background on Recommended Contractors

BCA Watson Rice Western Region, LLP

BCA Watson Rice Western Region, LLP (BCA) is a certified public accounting partnership formed in 2013 and is located in Torrance, CA. BCA provides performance, contract, grant and compliance audit services. BCA predominantly services state, local, regional, and federal government agencies, including Orange County Transportation Authority, Riverside County Transportation Commission, Alameda Corridor Transportation Authority and Metrolink. BCA has been on Metro's audit services bench since 2008, under the name of Thompson, Cobb, Bazilio, Inc., and performance has been satisfactory.

BCA is a Metro-certified small business enterprise.

Qiu Accountancy Corporation

Qiu Accountancy Corporation (Qiu), located in Pasadena, CA, has been providing performance, financial and compliance audits for more than 25 years. Government clients include the City of Los Angeles, County of Los Angeles and California Department of Transportation (CALTRANS). Qiu has been on Metro's audit services bench since 2001 and performance has been satisfactory.

Qiu is a Metro-certified small business enterprise.

Simpson & Simpson, LLP

Simpson & Simpson LLP (Simpson & Simpson) was founded in 1976 and is headquartered in Los Angeles, CA. It is a local public accounting firm providing auditing, accounting, management consulting, and tax services to local government and nonprofit organizations. Clients include the Los Angeles Unified School District, City of Los Angeles Department of Water and Power, and South Coast Air Quality Management District. Simpson & Simpson has been on Metro's audit services bench since 2001 and performance has been satisfactory.

Talson Solutions, LLC

Talson Solutions, LLC (Talson) is headquartered in Philadelphia, PA and has been in business for over ten years. It specializes in capital project consulting, construction audit, advisory and compliance services, and quality management and assurance reviews. Clients include Denver International Airport, Central Puget Sound Regional Transit Authority (Sound Transit), New Orleans Regional Transit Authority, and Federal Transit Administration (FTA). Talson has been on Metro's audit services bench since 2017 and performance has been satisfactory.

Talson is a disadvantaged business enterprise (DBE).

TAP Financials, LLP

TAP Financials LLP (TAP Financials), located in Pasadena, CA, was established in 2016. It is a certified public accounting company, specializing in compliance and contract auditing. Clients include City of Santa Clara Tourism Improvement District, City of Beverly Hills, Bay Area Rapid Transit District, and San Diego Gas & Electric. TAP Financials is new to Metro but its subcontractor, Tap International, Inc., has been on Metro's audit service bench since 2014 and performance has been satisfactory.

TAP Financials is a disadvantaged business enterprise (DBE).

TAP International, Inc.

TAP International, Inc (TAP International) was established in 2011 and is located in Pasadena, CA. It specializes in providing performance audits, internal audits, compliance audits, and management consulting. Clients include Metro, Santa Clara Valley Water District, City of Santa Clara, City of Pasadena, and Bay Area Rapid Transit District. TAP International has been on Metro's audit services bench since 2014 and performance has been satisfactory.

TAP International is a Metro-certified small business enterprise and a disadvantaged business enterprise (DBE).

The Lopez Group, LLP

The Lopez Group, LLP (The Lopez Group), headquartered in Temecula, CA, is a full-service accounting, auditing, tax, consulting and management firm. It brings over 65 years of public practice experience. It conducts financial audits, performance audits, attestation, staff augmentation, and consulting services. Government clients include Department of Labor, Office of Inspector General, Department of Energy, and Federal Transit Administration. The Lopez Group has been providing audit services to Metro since 1996 and performance has been satisfactory.

The Lopez Group is a Metro-certified small business enterprise.

Vasquez & Company LLP

Vasquez & Company is located in Glendale, CA and has been in business since 1969. It specializes in indirect cost rate audits, incurred cost audits, revenue, and general audit service. Clients include Alameda Corridor Transportation Authority, Los Angeles World Airports, Pomona Valley Transportation Authority, and Sunline Transit Agency. Vasquez & Company has been on Metro's audit services bench since 2003 and performance has been satisfactory.

LIST OF RECOMMENDED CONTRACTORS
AUDIT SERVICES BENCH / PS86611000- PS86611007

CONTRACT NO.	FIRM	DISCIPLINES	
		STAFF AUGMENTATION	SUBJECT MATTER EXPERTISE
PS86611000	BCA Watson Rice Western Region, LLP	Y	Y
PS86611001	Qiu Accountancy Corporation	Y	Y
PS86611002	Simpson & Simpson, LLP	Y	Y
PS86611003	Talson Solutions, LLC		Y
PS86611004	TAP Financials, LLP	Y	
PS86611005	TAP International, Inc.		Y
PS86611006	The Lopez Group, LLP	Y	Y
PS86611007	Vasquez & Company LLP		Y

DEOD SUMMARY

AUDIT SERVICES BENCH / PS86611000 - PS86611007

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 30% Disadvantaged Business Enterprise (DBE), 27% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. DBE, SBE, and DVBE participation will be based on the aggregate value of all task orders issued.

There are eight Primes on the bench. Three of the eight Primes are both DBE and SBE certified. One Prime is SBE certified only, and one Prime is DBE certified only. All Primes met or exceeded the DBE/SBE/DVBE goals. The commitments for each Bench participant are provided below.

Prime: BCA Watson Rice (Discipline 1 & 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE* Commitment	DVBE* Commitment
1.	BCA Watson Rice (SBE Prime)		-	97%	-
2.	Williams Adley & Company LLP	African American	30%	-	-
3.	Logic Technology Group LLC	-	-	-	3%
Total Commitment			30%	97%	3%

Prime: Qui Accountancy (Discipline 1 & 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	QIU Accountancy (SBE/DBE Prime)	Asian Pacific American	100%	97%	-
2.	JGTaxPro	-	-	-	3%
Total Commitment			100%	97%	3%

Prime: Simpson and Simpson LLP (Discipline 1 & 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	QIU Accountancy	Asian Pacific American	30%	30%	-
2.	Dennis Nelson CPA APC	-	-	-	3%
Total Commitment			30%	30%	3%

Prime: Talson Solutions, LLC (Discipline 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	Talson Solutions, LLC (DBE Prime)	African American	30%	90%	3%
Total Commitment			30%	90%	3%

Prime: TAP International (Discipline 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	TAP International (SBE/DBE Prime)	Caucasian Female	30%	27%	-
2.	DVBE Technology Group	-	-	-	3%
Total Commitment			30%	27%	3%

Prime: TAP Financial (Discipline 1)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	TAP International	Caucasian Female	30%	30%	-
2.	DVBE Technology Group	-	-	-	3%
Total Commitment			30%	30%	3%

Prime: The Lopez Group (Discipline 1 & 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	The Lopez Group (SBE/DBE Prime)	Hispanic American	100%	97%	3%
Total Commitment			100%	97%	3%

Prime: Vasquez Company (Discipline 2)

	DBE/SBE/DVBE Subcontractors	Ethnicity	DBE Commitment	SBE Commitment	DVBE Commitment
1.	BCA Watson Rice		-	27%	-
2.	Amerit Consulting	-	-	-	3%
3.	Williams Adley & Company LLP	African American	30%	-	-
Total Commitment			30%	27%	3%

*The SBE/DVBE program is race and gender neutral.

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0667, File Type: Informational Report

Agenda Number: 15.

FINANCE, BUDGET AND AUDIT COMMITTEE OCTOBER 19, 2022

SUBJECT: CALIFORNIA SB1 STATE OF GOOD REPAIR PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

APPROVE the Resolution in Attachment A to:

- A. AUTHORIZE the Chief Executive Officer (CEO) or designee to claim \$36,485,158 in fiscal year (FY) 2022-23 State of Good Repair Program (SGR) grant funds as the Regional Entity for Los Angeles County for this program;
- B. APPROVE the regional SGR Project List for FY22-23 (Attachment B); and
- C. CERTIFY that Metro will comply with all conditions and requirements set forth in the SGR Certification and Assurances document and applicable statutes, regulations, and guidelines.

ISSUE

The California Department of Transportation (Caltrans) guidelines for the FY 2022-23 SGR Program state that eligible transit operators shall provide a proposed list of projects to their Regional Entity, as defined by Public Utilities Code (PUC) Sections 99313 and 99314. For Los Angeles County, Metro is the Regional Entity. Metro is required to submit a combined project list to Caltrans by September 2, 2022. The submittal package must include an adopted Board resolution approving the Project List and certifying that Metro will comply with all conditions and requirements set forth in the certifications and assurance documents. Since the required documentation was not ready until August, Caltrans has accepted a draft resolution with the project list submittal pending receipt of a Board-adopted resolution. Therefore, staff is seeking Board approval of the resolution in Attachment A.

DISCUSSION

As defined in The Road Repair and Accountability Act of 2017, commonly known as Senate Bill 1 (SB1), the SGR Program provides approximately \$105 million annually to transit operators in California for eligible transit repair, rehabilitation, and capital projects to help keep transit systems in a state of good repair. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions.

Pursuant to PUC Section 99312.1, the funds for the SGR Program are distributed to eligible agencies using the State Transit Assistance Program formula. This formula distributes half of the funds according to population and half according to transit operator revenues. The revenues will be distributed within Los Angeles County according to the Metro Board-adopted FAP.

DETERMINATION OF SAFETY IMPACT

The requested actions will not impact the safety of our customers or employees.

FINANCIAL IMPACT

Adoption of the SGR resolution would positively impact the region by making an estimated \$36.5 million available to support the state of good repair efforts for Metro and the Municipal Operators. The actual amount is dependent upon SB1 revenues received during the year.

Impact to Budget

Claiming SGR funds will positively impact the FY23 budget, as Metro is one of the regional recipients of these funds.

EQUITY PLATFORM

This program helps fund rehabilitation and state of good repair activities for Metro and the Municipal Operators throughout Los Angeles County. This program will benefit existing and potential Metro riders by providing additional resources for transit service. There are no equity concerns anticipated as a result of this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations support Metro Vision 2028 Strategic Goal 1.2: Optimize the speed, reliability and performance of the existing system by revitalizing and upgrading Metro's transit assets.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk the loss of the region's FY22-23 SGR fund allocation.

NEXT STEPS

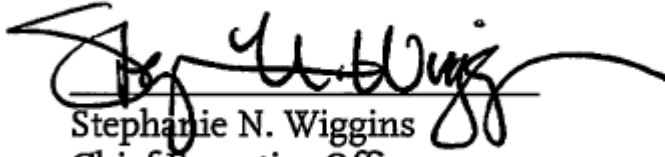
October 2022: Metro submits Board-adopted Resolution to Caltrans.

ATTACHMENTS

Attachment A - Resolution to Accept and Distribute Los Angeles County SGR Funds
Attachment B - Submitted Project Listing From Metro and Municipal Operators

Prepared by: Timothy Mengle, DEO Finance, OMB, (213) 922-7665

Reviewed by: Nalini Ahuja, Chief Financial Officer, (213) 922-3088



Stephanie N. Wiggins
Chief Executive Officer

ATTACHMENT A
RESOLUTION TO ACCEPT AND DISTRIBUTE LOS ANGELES COUNTY SGR FUNDS

RESOLUTION # _____

APPROVING THE PROJECT LIST FOR FY 2022-23
FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act 2017, establishing the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is an eligible project sponsor and may receive and distribute State Transit Assistance – State of Good Repair funds to eligible project sponsors (local agencies) for eligible transit capital projects;

WHEREAS, Metro will be distributing SGR funds to eligible project sponsors (local agencies) under its regional jurisdiction; and

WHEREAS, Metro concurs with and approves the attached project list for the State of Good Repair Program funds:

NOW, THEREFORE, BE IT RESOLVED, that Metro hereby approves the SB1 State of Good Repair Project List for FY 2022-23; and

NOW, THEREFORE, BE IT RESOLVED, by the Board of Directors of Metro that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

NOW, THEREFORE, BE IT RESOLVED, that the CEO is hereby authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.

AGENCY BOARD DESIGNEE:

BY: _____

Attachment B
Submitted Project Listing From Metro and Municipal Operators
SB1 State of Good Repair Program, Fiscal Year 2022-23 Cycle

Agency	Project Title	Project Description	Estimated 99313 Costs	Estimated 99314 Costs	Total Project Costs
Antelope Valley Transit Authority	Purchase Commuter Bus	*Add 21/22 funds back on to project. Funds toward the purchase 1 replacement commuter bus. Size – 45 foot commuter, Passenger count – 53 sitting + 10 standing, Accessibility – ADA, Fuel type = battery electric Placed remaining 18/19 funds on this project, but haven't received as of 2021 reporting period.		\$ 350,597	\$ 2,246,458
City of Commerce	Tire Replacement Transit Fleet	The SGR Funds shall be used to replace bus tires within the City's transit fleet, up to 20 vehicles. New project for each Funding FY.		\$ 16,168	\$ 16,168
City of Culver City	FY22-23 Transit Vehicle Repair	Repair of heavy-duty transit bus vehicle fleet. Does not include oil changes and other activities associated with the standard preventive maintenance checklist.		\$ 306,003	\$ 306,003
City of Gardena	Capital Bus Components and facility equipment	Replacement bus components and facility equipment		\$ 280,695	\$ 280,695
City of Los Angeles	Electrification of LADOT Washington Ave Bus Maintenance Facility	LADOT seeks funding to electrify the Washington Ave. Bus Maintenance Facility to support an all-electric bus fleet. SGR funding directly supports the purchase of two 3750kVa transformers, conduits and power supply to power the electric chargers.		\$ 749,297	\$ 1,306,904
City of Montebello	Preventive Maintenance	Purchase equipment for preventive maintenance of the City's hybrid and CNG bus fleet.			\$ 691,618
City of Montebello	Transit Center Upgrades	Replace HVAC on Transit buildings and conduct roofing repairs. Additional upgrades will include tenant improvements including paint, flooring, furniture and office space reconfiguration. Project will also include the updating of Transit's money room equipment including new counting machines, furniture, paint and flooring. (Combined four projects into one)		\$ 450,129	\$ 764,343
City of Norwalk	Revenue Vehicle Purchase	Norwalk Transit System (NTS) will purchase 5 ZEBs to replace revenue vehicles that have reached the end of their useful life. The SGR funds will be used as gap funding for this purchase.		\$ 175,088	\$ 5,847,325
City of Norwalk	Transit Facility Improvements	Repurposing a portion of FY19/20 funding toward operational and pedestrian safety improvements. The pedestrian safety walkway will extend from the Transit Center's MetroLink platform around the existing parking lots/bus route to avoid any accidents. In addition, the south end access gate will be replaced with a functional RFID gate as the current gate is broken and can only be operated by hand.		\$ -	\$ 400,000
City of Norwalk	Bus Wash Components	Repurposing FY 19/20 funds towards the purchase of Bus Wash Components to maintain the state of good repair of NTS's Maintenance Facility and Rolling Stock.			\$ -
City of Redondo Beach	Transit Operations Facility Improvements	Transit Operations facility improvements that may include interior improvements to the general office space, bathroom, and storage space for use by Transit Operations. The project may also include exterior improvements to the facility.	\$ -	\$ 40,465	\$ 169,523
City of Santa Clarita	Transit Maintenance Facility Hydrogen Fueling Station	Replace and/or upgrade the existing fueling station to accommodate Hydrogen fuel to meet the California 100% Zero Emission Bus (ZEB) rule.		\$ 293,172	\$ 541,198
City of Santa Monica	Bus Replacement	Purchase approximately 36 Zero-Emission Vehicles to replace CNG buses that have reached it's useful life of 12 years.		\$ 1,117,249	\$ 4,589,319
City of Torrance	Solar-powered Battery Replacement	Replacing 348 solar-powered batteries at bus stops.		\$ 25,000	\$ 25,000
City of Torrance	Transit facility upgrade	Upgrading maintenance facility in preparation for electric bus operation this will include items to allow staff to maintain all electric vehicles.		\$ 338,303	\$ 338,303
Foothill Transit	Bus Repair and Rehabilitation	Activities, supplies, materials, services, and associated costs required to repair and rehabilitate the rolling stock to preserve or extend the functionality and serviceability of the buses.		\$ 1,630,253	\$ 2,698,660
Long Beach Public Transportation Company	Bus Replacement	Replace buses that have met their useful life. Request funding to support the purchase of up to (10) 40 ft. Battery-electric buses that are fully ADA compliant with a passenger count of up to 38 passengers.		\$ 1,267,781	\$ 4,300,373
Los Angeles County	Bus Stop Shelters Replacement Throughout LA County	*Combined all Bus stop shelter projects into one, need to cancel other projects next reporting. Replace up to 62 bus stop shelters located throughout the Los Angeles area. Each bus stop shelter will consists of a bench, a trash receptacle and illumination from dusk to dawn.		\$ 67,097	\$ 305,168
Los Angeles County Metropolitan Transportation Authority	Metro Rail Vehicle and Wayside Rehabilitation and Repair	Rehabilitation and repair expenses of Metro Light and Heavy Rail rolling stock and wayside facilities. This is non-routine maintenance to maintain safety and reliability of the system.	\$ 15,226,717		\$ 58,428,895
Los Angeles County Metropolitan Transportation Authority	Metro Bus Vehicle Repair and Rehabilitation	Repair and Rehabilitation expenses at all Metro Bus Operating Divisions and the Central Maintenance Facility. *Formerly Preventive Maintenance*		\$ 14,151,144	\$ 36,785,956
Total			\$ 15,226,717	\$ 21,258,441	\$ 120,041,909
Total SB1 SGR funding requested in FY2022-23 Cycle			\$	36,485,158	

**Board Report**

File #: 2022-0614, **File Type:** Contract**Agenda Number:** 17.

**EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 20, 2022****SUBJECT: ACQUISITION OF COMPUTER HARDWARE, SOFTWARE AND SERVICES****ACTION: APPROVE RECOMMENDATION TO INCREASE PURCHASE AUTHORITY
THROUGH THE NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS
(NASPO) MASTER PRICE AGREEMENT****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to continue to utilize the National Association of State Procurement Officials (NASPO) cooperative purchase program to purchase computer and network equipment, peripherals, and related software and services, at an increase of \$30,000,000 in total expenditure limit, increasing the total expenditure limit from \$30M to \$60M through January 2025. This request is not for a budget increase but is a request for an increase to the cooperative agreement expenditure limit.

ISSUE

In January 2020, the Board of Directors approved the acquisition of computer hardware, software, and services through the National Association of State Procurement Officials (NASPO) for a five-year period in an amount not to exceed \$30,000,000. This procurement method has been very successful. To date, 75 awards have been executed for a total of \$26,568,000. This equates to 89% of the spending authority in the first three years. To continue the ability to utilize NASPO, the Board will need to approve the increase of the total spending authority.

The need for Metro's technology infrastructure (Ex: computer & server processing equipment, network & data telecommunications equipment, electronic file storage systems, audio visual & security systems) is higher than initially planned. Projects driving the need for technological equipment and services include the Transit, Highway, and Regional Rail programs (e.g., Metro Center Project, Crenshaw/LAX Transit, Regional Connector). Also, due to the Covid-19 Pandemic, Metro has implemented a new Teleworking Policy. This has resulted in additional computer, server, storage, and cybersecurity service needs, accelerating Metro's technology expenditure plan faster than originally anticipated. Infrastructure technology and cybersecurity needs will continue to grow over the remaining two plus years of the agreement, which is why it's necessary to increase the purchasing expenditure authority for our NASPO purchase program.

BACKGROUND

The National Association of State Procurement Officials (NASPO, formerly WSCA) is a non-profit association dedicated to advancing public procurement through leadership, excellence, and integrity. It is made up of the directors of the central purchasing offices in each of the 50 states, the District of Columbia, and the territories of the United States. By leveraging their national negotiation and buying power (over 12 billion dollars in sales annually), NASPO delivers the highest valued, reliable, and competitively sourced contracts offering public entities outstanding prices.

They work directly with the original equipment manufacturers (OEM) to negotiate the best competitive pricing. Working through the NASPO program provides the best overall value in terms of prices, terms, and conditions (including quality, delivery, return policy, insurance, performance, and warranty), exceeding those possible for any single state.

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

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

DISCUSSION

The use of NASPO has shown to be effective in streamlining computer product acquisitions by leveraging buying power to obtain lower pricing and lower administrative costs through shortened processing time. For example, by leveraging the competitive process that NASPO has already gone through, purchasing equipment through the NASPO Master Price Agreement can be accomplished in approximately 1-2 weeks compared to the 6-8 weeks or longer for the bid process. Through NASPO's competitive buying power, Metro has experienced savings of up to 30% through the purchase agreement.

Currently, \$26.5M (89% of the agreement spending authority) has been utilized within the first three years. To continue to utilize NASPO, staff is recommending increasing the spending authority and use this procurement method.

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

DETERMINATION OF SAFETY IMPACT

Procurement is a critical component for all project delivery success. Technology supports all areas of communications, day to day business operations, and security. The ability to grow, enhance and maintain the state of good repair of our technology equipment and services are critical to ensuring the confidentiality, integrity and availability of Metro's information systems and data and safety to our patrons.

FINANCIAL IMPACT

There is no increased cost, however, we are requesting to increase the total expenditure limit from \$30M to \$60M through January 2025. Metro will continue to realize a decrease in costs as NASPO streamlines procurement and administration processes, saving Metro time and money. Metro is still required to have competitive bidding when there are multiple NASPO resellers that can provide the same product.

Impact to Budget

Funding for these services is included under the Information Technology and Services departmental budget through various preapproved operating and capital budgets sourcing from a combination of local, state, and federal funding sources.

EQUITY PLATFORM

Purchasing of technology infrastructure equipment and services is required through virtually every major Metro mission critical project. The services resulting from these purchases are not anticipated to impact the external customer community adversely (e.g., People of Color, Low Income, Disabilities, marginalized communities, minority, women, disadvantaged or disabled veterans. Technology services support Metro's diverse workforce by providing equipment and resources to streamline operations and work from different locations.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

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

ALTERNATIVES CONSIDERED

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

NEXT STEPS

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

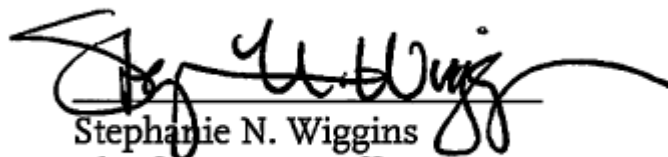
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Bill Balter, Deputy Executive Officer, ITS (213) 922-4511
Bryan Sastokas, Deputy Chief Information Technology Officer,
ITS (213) 922-5510
Carolina Coppolo, Senior Executive Officer, VCM (213) 922-4471
Debra Avila, Deputy Chief Officer, VCM (213) 418-3051

Reviewed by: Robert Bonner, Chief People Officer, (213) 922-3048



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS (NASPO)

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

A. Procurement Background

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

B. Evaluation of Proposals

Proposal evaluations are performed for each procurement in accordance with the technical requirements listed for the projects.

C. Cost/Price Analysis

Most favorable pricing is obtained through competition performed by NASPO, and prices are considered fair and reasonable prior to award.

D. Background on Recommended Contractor

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

DEOD SUMMARY

NATIONAL ASSOCIATION OF STATE PROCUREMENT OFFICIALS (NASPO)

A. Small Business Participation

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0535, **File Type:** Informational Report

Agenda Number: 18.

**EXECUTIVE MANAGEMENT COMMITTEE
OCTOBER 20, 2022**

SUBJECT: LA METRO TREE POLICY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT Metro Tree Policy (Attachment A).

ISSUE

In April 2022, the Metro Board of Directors approved a motion (#2022-0259, *Creating a Metro Tree Policy Motion*) to develop an agencywide Tree Policy. The Tree Policy developed here is in direct response to the intent of the Motion.

This policy clarifies and standardizes LA Metro’s practices for protecting the urban canopy throughout its construction program. It also indicates our commitment to a sustainable replacement strategy where tree removal is unavoidable.

The Tree Policy also recognizes the benefits that tree canopies provide to our customers- including shade and protection from extreme heat and improved air quality. Because of the value that a healthy urban canopy provides to our riders, Metro is committed to providing high quality care and maintenance of the trees on our own properties, and to pursuing partnerships with cities and local jurisdictions to install trees to provide long-term shade along transit corridors.

BACKGROUND

Since the early 2000s, Metro has been working to create a more environmentally sustainable, equitable and resilient public transportation system. Metro’s commitment to climate action and resilience is included in several planning documents such as the 10-year Sustainability Strategic Plan *Moving Beyond Sustainability* (MBS), the *Climate Action and Adaptation Plan* (CAAP), the *Customer Experience Plan*, and the *Long-Range Transportation Plan* (LRTP). Protecting, planting, and maintaining trees is a component of these plans.

Trees are a critical part of our region’s green infrastructure and provide multiple benefits for our communities including improved air quality, stormwater management, shade, reduction in urban heat,

carbon storage, bird and other pollinator habitat, and reductions in psychological distress. Trees are also valuable resources to provide in the long-term shade at transit transfer locations. Trees, vegetation, and natural surfaces typically absorb less heat and cool off more quickly than the built environment.

DISCUSSION

LA Metro has an important relationship to the urban canopy across many of its enterprises, but the most significant connection to tree issues is currently with our capital program where we have many large projects under construction across Los Angeles County. It is common that in the process of building large projects, LA Metro is faced with options for preserving or removing and replacing trees.

In recognizing the environmental benefits of trees, LA Metro commits to a consistent and sustainable approach to mitigating the impacts of our construction program. The attached Tree Policy (Attachment A) outlines the key elements of this approach:

1. Protecting trees through planning, design and construction, and maintenance.
2. Replacing any trees removed (when necessary) at a 2-1 ratio, or at a 4-1 ratio in the case of heritage trees. This replacement ratio is in line with the requirements of other local jurisdictions.
3. Adopting species, palette, and planting strategies that maximize opportunities for native species, carbon capture, mitigating urban heat effect, stormwater capture, and use of recycled water for irrigation.
4. Committing to a three-year establishment period for the new trees planted and encouraging creative approaches to tree replacement planting within the impacted area, including but not limited to first-last mile pathways, parkway strips, parks, or schools (however, Metro will not support planting trees in parkway locations that have the potential to damage our buses or impede their operation).

In addition to the overlap between our construction of capital projects and the urban forest, Metro has several other ways in which we touch on issues related to trees, including those that are planted at our maintenance and office facilities, and those trees located at or near our bus stops and train stations. In looking at opportunities to take a sustainable and resilient approach to trees at these facilities and our projects, the Tree Policy also requires the following:

- Adopting sustainable practices for maintaining and, where possible, planting new trees on Metro facilities.
- Partnering with local jurisdictions to plant and establish street trees along transit corridors in equity-focused communities.
- Exploring opportunities for community engagement around trees and green infrastructure.

The objectives of maintaining or planting trees on Metro properties or in conjunction with Metro funded projects are to:

- Provide a safe, pleasant, and high-quality experience for system users,
- Reduce transit rider exposure to high heat conditions,
- Improve air quality in alignment with the MBS targets,
- Mitigate tree loss that may occur from construction projects,
- Increase green spaces and expand the urban forest, and;
- Support climate action through carbon sequestration.

Commitment to Collaboration

A Guiding Principle of the Board adopted *Moving Beyond Sustainability* strategic plan commits to strengthen sustainability efforts through leadership and collaboration with regional partners and agencies. With support from this policy, Metro will continue coordinating closely with local jurisdictions in planning and design of capital projects on the protection of existing trees and the replacement or planting of new trees in the Los Angeles County.

Many organizations are already engaged in urban forestry efforts in Los Angeles County. Metro will support plans and projects undertaken by local jurisdictions to plant and establish street trees along transit corridors in equity-focused communities, and as part of LA Metro's Complete Streets Policy.

LA Metro will also collaborate with the Metro Sustainability Council, local agencies and nurseries to educate and promote the significance of the native trees, and to ensure that specified trees in the LA Metro Tree Palette are available for replacement of trees removed as part of the construction program.

Stakeholder Engagement

Staff conducted several internal and external stakeholder engagements to get feedback and recommendations on the viability and effectiveness of the Tree Policy. These stakeholders and the dates they were consulted included:

- LA Metro Tree Policy Working Group- including Countywide Planning & Development, Systemwide Design, Facilities Contracted Maintenance Services, Construction, Security, Transit Operations, Operations Liaison and Planning (06/03/2022, 06/16/2022, 09/13,2022);
- LA Metro Sustainability Council (05/13/2022);
- Tree Policy Workshop - with environmental and other stakeholders (08/24/2022), and;
- Los Angeles Conservation Corps (09/13/2022).
- Caltrans (10/6/2022)

Feedback from the stakeholders were incorporated in the final version of the policy as presented in Attachment A.

Implementation Plan

LA Metro will ensure the implementation of the Tree Policy through the following steps:

- Update internal plans, documents and specifications governing tree removal, replacement, species selection, establishment periods, and maintenance.
- Integrate the goals and objectives of the Tree Policy into planning efforts.
- Conduct internal training to ensure understanding and consistent application of this Policy.
- Collaborate with cities, local agencies and non-profits to identify and pursue opportunities to support the planting and maintenance of trees along high ridership, low canopy corridors in LA County.
- Collaborate with local agencies and nurseries to ensure availability of sufficient stock of the trees from the LA Metro Tree Palette.
- Identify and pursue Federal, State, and local funding opportunities aimed at maintaining current tree inventory and increasing tree canopy/coverage specifically along LA Metro transit corridors and properties.

FINANCIAL IMPACT

No immediate financial impact is associated with the adoption of the tree policy and its implementation strategies. Implementation of the Tree Policy will be incorporated into the budgeting of planning, execution of capital projects, and facility maintenance projects and programs. operations programs. Those funds will be controlled by the respective project and program managers at appropriate cost centers.

EQUITY PLATFORM

For Metro, equity is part of the foundation of the decision-making, planning and operations. Metro is committed to eliminating areas of inequity, discrimination or implicit bias within our policies, procedures, and practices.

The disparities in tree canopy coverage among different parts of LA County are stark: many affluent neighborhoods exhibit tree canopy coverage of up to 40%, while lower income areas in the Los Angeles County may have coverage of 10% or less, with a corresponding difference in the ambient air temperature of several degrees. The result is that people who rely on the transit and live in neighborhoods with low tree canopy coverage or other forms of shade experience more exposure to high heat while waiting at or walking to and from the transit stops.

LA Metro will prioritize projects using criteria for reducing heat and other impacts to Equity Focus

Communities (EFCs) and other disadvantaged communities. LA Metro will ensure that all mitigation efforts are maximized within EFCs, and that all replacement trees are planted back in the same areas that they are removed. Metro will also focus any proactive tree planting efforts within low canopy/high ridership corridors. In no case, shall invasive or trees that damage the sidewalks or may pose a hazard be considered acceptable.

LA Metro will engage with representatives of local jurisdictions and non-profits in the planning and design of capital projects to coordinate the protection of existing trees and the replacement or planting of new trees. Where the required replacement of trees on LA Metro property is not possible, LA Metro will assess to determine the support of the plans and projects undertaken by local jurisdictions to plant and establish street trees along transit corridors in Equity Focus Communities, and as part of LA Metro's Complete Streets Policy.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This policy supports Metro's second, third, and fourth Strategic Plan Goals. The actions implemented due to this policy will deliver outstanding trip experiences for all users of the transportation system (Goal #2). The strategies and actions outlined in this policy advocate for equitable access to opportunity in alignment with Metro's Equity Platform (Goal #3). This policy also aligns with the need to collaborate with regional agencies to protect, preserve, maintain and increase the tree canopy for Los Angeles County (Goal #4).

ALTERNATIVES CONSIDERED

In consultation with internal and external stakeholders, this Tree Policy was developed in direct response to Motion #2022-0259. Staff does not recommend rejection of this policy.

NEXT STEPS

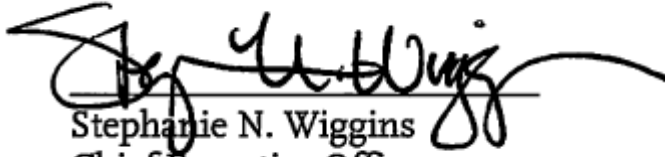
Upon Board adoption, the Office of Sustainability is committed to working across internal departments and with external partners and stakeholders to implement the actions under the Tree Policy. The Office of Sustainability will periodically report on the progress of implementation.

ATTACHMENTS

Attachment A. LA Metro Tree Policy

Prepared by: Heather Repenning, Executive Officer, Office of Sustainability (213) 922-4932
Cris B. Liban, Chief Sustainability Officer, (213) 922-2471

Reviewed by: Nicole Englund, Chief of Staff, (213) 922-7950



Stephanie N. Wiggins
Chief Executive Officer



LA METRO TREE POLICY

Policy Background and Goals

It is the policy of the Los Angeles County Metropolitan Transportation Authority (LA Metro) to protect the trees impacted by our construction activity, including a sustainable and robust tree replacement and establishment program for when tree removals are unable to be avoided.

Beyond mitigating the environmental impacts of our construction program, protecting, planting, and maintaining trees is a fundamental component of LA Metro's commitment to providing a high-quality customer experience, promoting equity, fostering sustainability, and increasing climate resilience.

Our Board adopted the 2020 10-year Metro Sustainability Strategic Plan, *Moving Beyond Sustainability (MBS)*, which includes the following relevant targets:

- Increasing runoff infiltration and capture capacity for stormwater by 15% from 2020 baseline levels.
- Prioritizing improvements to locations, facilities, infrastructure, equipment and operations to reduce [climate] risk.
- Reducing total nitrogen oxides (NO_x) emissions by 54% from 2018 baseline.
- Reducing total particulate matter (PM) emissions by 62% from 2018 baseline.

LA Metro recognizes that opportunities for shade and canopy exist at rail stations, along rights of way, transit centers/hubs, and LA Metro maintenance and administrative facilities. LA Metro can also encourage and facilitate tree planting for bus stops, complete streets, active transportation, or the first/last mile projects that are funded by LA Metro.

Trees are a critical part of our region's green infrastructure and provide multiple benefits for our communities including improved air quality, stormwater



management, shade, reduction in urban heat, carbon storage, bird and other pollinator habitat¹, and reductions in psychological distress².

Trees are valuable resources in efforts to mitigate the impacts of increased heat on transit riders due to climate change. The LA County Climate Vulnerability Assessment³ found that by 2050, nearly 2.2 million people will be residing in areas of both high exposure and high social vulnerability to extreme heat, many of whom are transit riders. More than 40 additional days of extreme heat are projected to occur annually by 2050⁴. Exposure to heat exacerbates pre-existing health conditions and can also increase the risk of death⁵. During a shorter heat wave, the death rate can rise by 8 percent and after five days, the death rate can increase by 25 percent⁶.

Many affluent neighborhoods exhibit tree canopy coverage of up to 40%, while lower income areas in the County may have coverage of 10% or less⁷, with a corresponding difference in the ambient air temperature of several degrees. The result is that people who rely on the transit and live in neighborhoods with low tree canopy coverage or other forms of shade, experience more exposure to high heat while waiting at or walking to and from the transit stops (see Appendix A).

Trees, vegetation, and natural surfaces, typically absorb less heat and cool off more quickly than the built environment. LA Metro is committed to working with communities to identify opportunities to improve conditions for transit riders by increasing shade near transit stops and maintaining healthy trees on our properties.

Construction Mitigation

LA Metro understands that planning and preservation are the keys to success in protecting trees during any construction project.

¹ Tree People website, June 2022

² *Nature experience reduces rumination and subgenual prefrontal cortex activation*, Proceedings of the National Academy of Sciences, Bratman, Hamilton, Hahn, Gross, 2015

³ Los Angeles County Climate Vulnerability Assessment, 2021

⁴ Los Angeles County Climate Vulnerability Assessment, 2021

⁵ American Public Health Association, Climate Change, Health, and Equity, 2017

⁶ Too hot to live, National Geographic, June 2021

⁷ LA Urban Forest Equity Assessment Report, CAPA Strategies, 2021



LA Metro will plan and design new construction or additions so that large trees and other significant site features, such as vistas and views are preserved. Before construction, LA Metro will prepare a tree protection plan identifying tree protection zones (TPZs) for all trees designated for retention. During construction, LA Metro will protect large trees and other significant site features from immediate damage during construction and from delayed damage due to construction activities, such as loss of root area or compaction of the soil by equipment.

With the implementation of our extensive capital program, LA Metro will take steps to avoid removing any healthy trees, as determined by a certified arborist. LA Metro will prepare a mitigation plan for damaged trees and removed trees in consultation with the Certified Arborist and include with construction plans and contract documents. Street trees removed by LA Metro will be replaced at a minimum 2:1 ratio, with 36-inch box trees (i.e., young trees with a large root ball) at or near the removal location. In the case of heritage or protected trees, all options will be exhausted before such trees are removed. When necessary, designated heritage trees (by local ordinance) will be replaced at a four-to-one ratio by the trees of the same variety.

LA Metro understands that selecting tree species within the context of site design and climate suitability is important to minimize the likelihood of tree failures, while managing diversity through species selection will also build resilience to climate change impacts. Therefore, LA Metro will plant **California-native** or similar species with a low water demand, ability to provide shade, and compatibility with regional efforts to mitigate exposure to high heat (see Appendix B). Additionally, the trees specified will produce minimal seedling, or fruitlike droppings, in order to minimize the need for routine cleanliness as a result of stained hardscape and potential slip hazard. LA Metro shall also select trees that maintain canopy leaves year-around (non-deciduous) and do not shed large quantities of leaves in the fall or winter seasons. LA Metro will seek regionally specific guidance on species selection and management techniques to help reduce the risk of significant urban forest mortality and maximize the benefits urban forests provide.

LA Metro commits to a 3-year establishment period for the replacement trees. During the establishment period, LA Metro will provide, as necessary, protective barriers to avoid against any site disturbance that may impact retained trees, such as grading,



building construction and maintenance, infrastructure and utility installation and maintenance, and other landscape changes that may affect the structural integrity and stability of retained trees. For any trees planted on Metro property, permanent hardwired irrigation will be provided. Non-potable or recycled water irrigation is a priority, where feasible.

Where the required replacement of trees on the same site is not possible due to space constraints, emphasis will be placed on encouraging creative, collaborative approaches, including but not limited to first-last mile pathways, parkway strips, parklets, or pocket parks, where permeable surfaces are increased and planted for greater visual, cooling, and air and water quality impact. However, Metro will not support planting trees in parkway locations that have the potential to damage our buses or impede their operation.

Commitment to Collaboration

LA Metro is committed to strengthening sustainability efforts through leadership and collaboration with regional partners and agencies. LA Metro will engage with representatives of local jurisdictions and communities in planning and design of capital projects to coordinate the protection of existing trees and the replacement or planting of new trees.

Secondarily, LA Metro will also support efforts by local jurisdictions and community-based organizations to improve and expand the urban tree canopy of Los Angeles County.

IMPLEMENTATION PLAN

1. *Update internal plans, design and construction specifications, and operations and maintenance documents.*

The LA Metro Program Management, Planning, and Operations, in collaboration with the LA Metro Office of Sustainability, will update all internal plans, design and maintenance standards and specifications to comply with the Tree Policy and continue to review and update policy implementation measures to ensure a healthy tree canopy is maintained.



Metro

2. *Integrate into planning efforts.*

LA Metro Planning will integrate the goals and objectives set in this Tree Policy into current and future transportation and urban planning efforts and as part of future Long Range Transportation Plan and Environmental Impact Reports (EIR).

LA Metro Office of Sustainability will use the data measuring existing tree canopy to prioritize locations for new bus shelters in partnership with the localities that manage street furniture contracts.

3. *Conduct internal training.*

LA Metro, through the Environmental Training Institute (ETI), will update the existing training and awareness programs to ensure that LA Metro staff and contractors can implement the Tree Policy. This training would be focused on the appropriate steps to be taken before and after a decision on tree removal is implemented, as well as highlight the importance of the tree canopy coverage protection and maintenance efforts of LA Metro.

4. *Community outreach.*

LA Metro will conduct a comprehensive and inclusive community outreach through its community engagement module. The module will provide an opportunity for stakeholders and the public on the Tree Policy and receive updates on the steps taken by LA Metro towards the Tree Policy implementation. The outreach process will help LA Metro to determine and assess community attitudes and concerns regarding the neighborhood trees, and to discuss the benefits of an urban tree canopy.

LA Metro will also conduct outreach to local agencies and nurseries to educate and promote the significance of the native trees, and to ensure that specified trees in the LA Metro Tree Palette are available for replacement of trees removed as part of the construction program.

5. *Identify and pursue funding opportunities.*

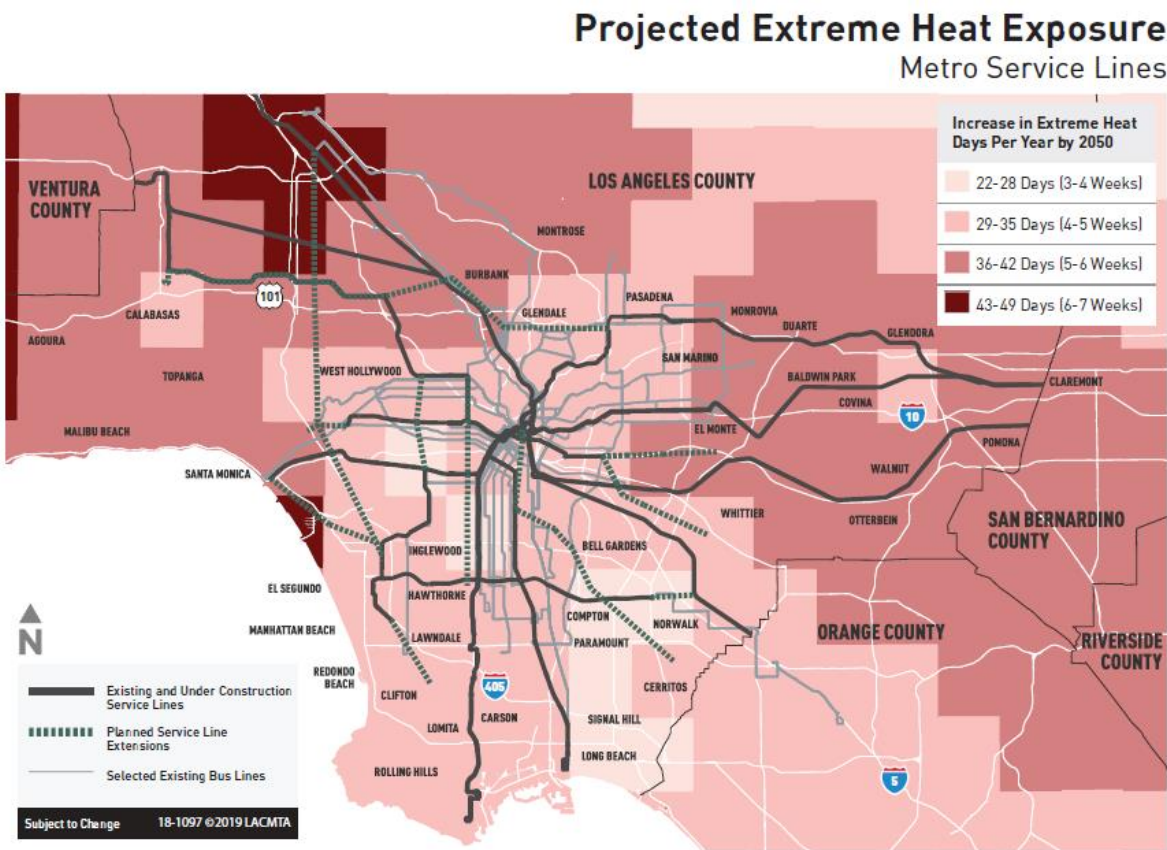
LA Metro Planning and the Office of Sustainability will identify and pursue Federal, State, and local funding opportunities aimed at maintaining current tree inventory and increasing tree canopy/coverage specifically along LA



Metro transit corridors and properties. Metro will prioritize projects using criteria for reducing heat and other impacts on equity focused and disadvantaged communities.

APPENDICES

Appendix A: Extreme Heat Exposure Map for LA Region (LA Metro 2019 CAAP)



Appendix B: LA Metro Tree Planting, Tree Maintenance, Protection of Urban Forest During Construction



LA Metro prioritizes tree planting strategies that best serve our County residents, but most especially transit-dependent, disadvantaged communities, with limited open spaces and a low tree canopy coverage. LA Metro will undertake precautionary measures to protect trees during the entirety of the construction period, including but not limited to potential damage from collisions, excavation, and dewatering. LA Metro also encourages creative approaches to expand the existing tree canopies by evaluating opportunities in first-last mile pathways, parkway strips, residual rights-of-way, parking lots and in locations where permeable surfaces can be increased for both cooling and water quality benefits.

Planning and Design

LA Metro follows a specific plant palette and design standards, as well as construction specifications for tree selection and installation, as provided in the Metro Rail Design Criteria (MRDC), Architectural Standard and Directive Drawings, Integrated Station Design Solutions Landscaping White Paper, and Facility Maintenance Tree Maintenance specifications. LA Metro has and will continue to update all its internal plans, documents and specifications, and operations and maintenance documents to comply with the goals laid out in the Tree Policy. Departments responsible for these updates will maintain a periodic review cycle to ensure a healthy tree canopy is maintained.

Tree Installation and Removal

LA Metro is responsible for trees within LA Metro property lines, as well as for planting replacement trees. If a tree removal is required on LA Metro's capital project sites, the project design will need to include an approach that either replaces removed trees at a ratio of 2:1 or replaces in-kind with trees that are a minimum size of 36-inch standard box (i.e., young trees with a large root ball). LA Metro will inspect all newly planted trees regularly to evaluate condition and maintenance needs.

Replacement Tree Location

LA Metro shall consult with appropriate municipality or locality, in addition to community stakeholders, prior to selecting the appropriate location for planting replacement trees. The preference is for trees to be replaced and relocated within the same project areas. LA Metro prioritizes tree planting locations that provide shade for riders transferring to/from Metro services, and on exposed dark-colored paved surfaces. When sufficient project right-of-way or property is not available, replacement trees will be planted off-site with preference to locations with low urban



tree canopy coverage and where proper irrigation coverage could be installed and maintained for the tree to survive.

Tree Removal Timeframe

LA Metro will identify ownership of the tree before authorizing a removal. A certified arborist should evaluate tree health and risk of failure before removing a tree. Trees shall not be removed during the nesting season of protected bird species, which generally occurs between March and August. If tree removal must occur during the bird nesting season, a qualified biologist will need to conduct a pre-construction survey to ensure that no active nests are present. A pest control expert will be involved for trees with a beehive before the tree removal.

Species Selection

Replacement of trees will be consistent with LA Metro's recommended tree palette (see Appendix C) at a ratio determined by the City. California native, climate adapted, and low water demand shade trees will be utilized whenever possible. In no case, shall invasive or trees that damage the sidewalks or may pose a hazard be considered acceptable.

Heritage Trees and Protected Trees

Removal of Heritage Trees shall be avoided to the greatest extent feasible due to their historical or other significance. When necessary, designated heritage trees (by local ordinance) will be replaced at a four-to-one ratio by the trees of the same variety. Protected trees must be protected and removed in compliance with the local ordinance identifying a Protected Tree. The identification and protection of Heritage Trees and Protected Trees are to be addressed in the Construction Contractor's Tree Protection Plan.

Establishment Period

LA Metro is responsible for the care of trees through the 3-year establishment period for all trees planted directly within LA Metro property lines. LA Metro is also responsible for the maintenance of replacement trees associated with LA Metro capital projects during the establishment period specified in the project contract documents, including trees installed outside of LA Metro property lines and right of ways. All LA Metro project contract documents must specify replacement tree warranties and include maintenance during the 3-year establishment period by the installing contractor. The contractor certified arborist shall assist in basic tree maintenance with regular inspections to determine a tree's needs, which may include pruning, mulching, fertilization, irrigation, and pest management. The arborist can



make specific recommendations to retain or recover a tree's health and safety during the construction process.

Long-Term Maintenance

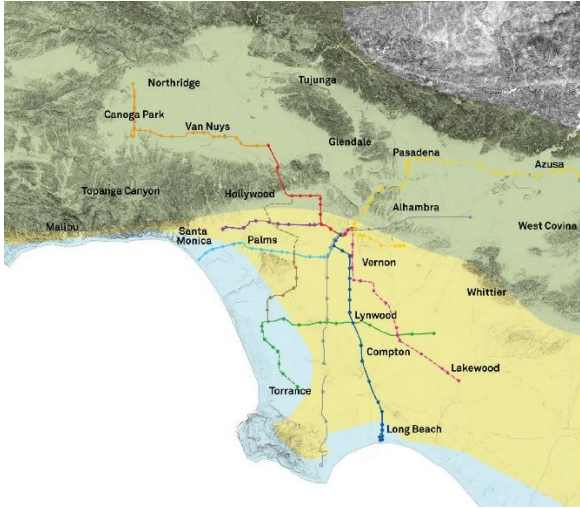
LA Metro is responsible for long-term maintenance of only the trees located or relocated within LA Metro property lines or rights-of-way. LA Metro will strive to achieve an asset management approach to maintenance that is measurable in costs as well as sustainability benefits, such as Water Quality (improvements) and Conservation, Energy Resource Management, Emissions and Pollution Controls, Resilience and Climate Adaption, as well as Economic and Workforce Development (particularly where partnership with private and non-governmental organizations and community engagement assists with tree maintenance).

Exemptions: The requirements for any tree located on the project site for which a variance, conditional use permit, design review, or tentative map approval was obtained from the local jurisdiction will supersede LA Metro's Tree Policy.

Certified Arborist

LA Metro Contractors are required to provide an ISA Certified Arborist or American Society of Consulting Arborists (ASCA) Registered Consulting Arborist as part of their project staff. The certified arborist assists in developing a Tree Report, Tree Protection Plan, and maintenance /care plan. Tree protection measures recommended by the Certified Arborist are to be referenced in the Tree Protection Plan and project construction documents. The certified arborist must also assist in monitoring and follow up maintenance during and after the construction process.

Appendix C: LA Metro Recommended Tree Palette



Microclimate Zones

-  Coastal: Sunset Zone 24
-  Basin: Sunset Zones 22, 23
-  Inland: Sunset Zones 18, 19, 20, 21

Tree Palette



Quercus agrifolia
Coast Live Oak



Quercus ilix
Holy Oak



Quercus suber
Cork Oak



Quercus tomentella
Channel Island Oak



Pinus torreyana
Torrey Pine



Spathodea campanulata
African Tulip Tree



Eriobotrya japonica
Japanese Loquat



Agonis flexuosa
Peppermint Tree



Metro®



Tipuana tifu
Tipu Tree



Flaeocarpus decipiens
Japanese Blueberry Tree



Koelreuteria bipinnata
Chinese Flame Tree



Arbutus 'Marina'
Marina Strawberry Tree



Arbutus unedo
Strawberry Tree



Platanus Racemosa
Western Sycamore



Platanus acerifolia 'Colombia'
London Plane Tree



Fraxinus oxycarpa 'Raywood'
Raywood Ash



Fraxinus uhderi
Evergreen Ash



Lophostemon confertus
Brisbane Box



Quercus engelmannii
Engelmann Oak



Quercus virginiana
Southern Live Oak



Acer macrophyllum
Rigleaf Maple



Rhus lancea
African Sumac



Cercidium 'Desert Museum'
Desert Museum Palo Verde



Prosopis chilensis
Chilean Mesquite



Chilopsis linearis
Desert Willow



Dalbergia sissoo
Indian Rosewood



Geijoria paviifolia
Australian Willow



Fraxinus velutina 'Modesto'
Modesto Ash



Board Report

File #: 2022-0529, File Type: Contract

Agenda Number: 25.

REVISED
CONSTRUCTION COMMITTEE
OCTOBER 20, 2022

SUBJECT: SEPULVEDA TRANSIT CORRIDOR PROJECT

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to:

- A. AWARD AND EXECUTE Contract No. AE82658000 to Anser Advisory Management, LLC for Program Management/Pre-Development Agreement (PDA) Oversight Services for the Sepulveda Transit Corridor Project in the amount of \$26,221,895 for the four-year base term, and \$14,440,545 for the two-year option term, for a total contract value of \$40,662,440, subject to resolution of protest(s), if any; and
- B. APPROVE Contract Modification Authority in the amount of 10% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

ISSUE

On January 18, 2022, Metro issued a Request for Proposals (RFP No. AE82658) seeking a Program Management/Pre-Development Agreement Oversight Services Contractor (PM/PDAOSC) to assist the Program Management Department in managing and supporting the delivery of the Sepulveda Transit Corridor Project (Project). The performance period shall be a period of four (4) years, with an option for an additional two (2) years. Board approval is needed to award Contract No. AE82658000 to allow the contractor to begin work and provide oversight over the two PDA contractors. Approval of this contract supports the advancement of the Pre-Development Agreement (PDA) process.

BACKGROUND

Metro is environmentally clearing a new fixed-guideway transit project running between the San Fernando Valley (“Valley”) and Los Angeles International Airport (“LAX”), through the Westside of Los Angeles (“Westside”). The section of Interstate 405 (“I-405”) between these high-demand areas

remains one of the most congested urban freeway corridors in the United States. More than 400,000 people move through this area every weekday. Much of this crowding is a result of the geography of the area and the limited number of roads and public transport options running north-south through the Santa Monica Mountains.

To address the need for additional transportation capacity, the initial phase of the Project, if approved, would connect the San Fernando Valley to West Los Angeles (“Valley to Westside”) and ultimately extend a final project phase south to LAX (“Westside-LAX Extension”). Each project phase is included in Metro’s Measure M Expenditure Plan, which specifies delivery of the Valley to Westside project phase by 2033-35 and delivery of the Westside to LAX project phase by 2057-59.

Pre-Development Agreement Approach

A pre-development agreement (PDA) is a form of early contractor involvement where a private project developer participates in early project definition and design in partnership with the project owner. PDA contractors provide technical work products, including cost estimates, constructability reviews, technical analyses, etc. that support the ongoing development of a project as it progresses through the environmental review and approval processes.

In July 2019, the Board approved a finding that using a PDA approach pursuant to Public Utilities Code Section 130242 will achieve certain private sector efficiencies in the integration of the planning, design, and construction of the Project (file 2019-0490).

The PDA project development period includes clear phases and milestones, which occur in parallel with, but separate from, the preparation of environmental documents to satisfy the requirements of NEPA and CEQA. In each phase, a PDA contractor advances the design of its proposed alternatives at Metro’s direction, considering public and stakeholder feedback received by Metro through the environmental process.

Metro is currently considering six project alternatives in addition to the No Build alternative. These alternatives are:

- Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA
- Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA
- Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire Bl
- Alternative 4: Heavy rail with underground alignment south of Ventura Bl and aerial alignment generally along Sepulveda Bl in the San Fernando Valley
- Alternative 5: Heavy rail with underground alignment, including along Sepulveda Bl in the San Fernando Valley
- Alternative 6: Heavy rail with entirely underground alignment, including along Van Nuys Bl in the San Fernando Valley and southern terminus station on Bundy Dr

The PDA contractors are designing alternatives 1 through 5, and Alternative 6 is being designed by the environmental consultant’s design team under a separate contract.

After the Board establishes a Locally Preferred Alternative (LPA) for the Project, which is anticipated to occur at the end of PDA Phase 3, Metro may elect to continue pre-development work with a PDA contractor if the Board selects its proposed alternative as the LPA. At that point, the other PDA contract would expire. Alternatively, Metro could terminate both PDA contracts and proceed with the alternative developed by the design team of the environmental consultant or approve the no-build alternative.

If the Board selects as the LPA a PDA team's alternative, then during PDA Phase 4, the selected PDA contractor will advance the engineering of the selected mode, configuration, and alignment to a level of detail necessary to submit an Implementation Proposal.

DISCUSSION

With the significant size and aggressive implementation schedule for delivering Metro's Sepulveda Transit Corridor Project, Metro requires a Contractor to assist the Program Management Department in managing and supporting the delivery of the Project.

The Contractor shall serve as advisors, managers, and support as an extension of Metro technical staff, as needed. The Contractor will assist in the oversight and completion of ongoing and future work associated with the planning and management of the Project. Metro will provide overall direction for the Project and assign its personnel to perform specific job responsibilities. The Contractor shall be able to scale its workforce to accommodate the estimated needs of this highly dynamic Project on an annual basis.

Due to the potential variability in program requirements, the scope and labor hours for the Contractor shall be based on each Task Order. Metro shall have the sole discretion in defining and making changes in positions and tasks assigned to the Contractor. Given the need to oversee two large PDA contractor teams, the oversight services team may need to scale up or down and exercise flexibility and agility in its approach. Also, additional oversight and review needs may arise, given the innovative approaches proposed by the two PDA contractors.

EQUITY PLATFORM

The Sepulveda Transit Corridor is consistent with the Metro Equity Platform in that the alternatives help address accessibility for residential and employment centers, support for transit-oriented communities' policies, support for first/last-mile connections, and investment in disadvantaged communities. The project will provide a much needed connection from the underserved area of the San Fernando Valley to employment opportunities in Westside. Going forward, the Project will use the 2022 working definition of Equity Focus Communities neighborhood designation along with other metrics as appropriate to guide analyses and to conduct robust community engagement.

The selected firm made an SBE commitment of ~~25.09~~22.52% and a DVBE commitment of 3.96%. This commitment exceeds the DEOD goal of 22% SBE and 3% DVBE included in the RFP.

DETERMINATION OF SAFETY IMPACT

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

FINANCIAL IMPACT

The amount of \$5,950,000 was requested in the FY23 budget in Project 460305 (Sepulveda Transit Corridor) in Cost Center 8510 to assist the Program Management Department in managing and support the Program Management/Pre-Development Agreement Oversight Services for the Sepulveda Transit Corridor Project. This is a multi-year project requiring expenditure authorizations in fiscal year increments until a Board Authorized Life of Project Budget is adopted. It is the responsibility of the Cost Center Manager, Project Manager, and Chief Program Management Officer to budget for this project in the future fiscal years and within the cumulative contract limits.

Impact to Budget

The Sepulveda Transit Corridor Project is included in Metro's current Long Range Transportation Plan (LRTP), as approved by the Metro Board in 2020, which is consistent with the Measure M expenditure plan approved by LA County voters in 2016. Funding for the Project in the Expenditure Plan is divided into three phases with approximately \$9.7 billion in total funding (2015 dollars). Phase 1, with \$260 million in funding, includes the implementation of Metro ExpressLanes on the I-405 between the 10 and 101 Freeways with an opening date of Fiscal Year (FY) 2026. Phase 2, with approximately \$5.7 billion in funding, includes a fixed-guideway transit service between the San Fernando Valley and the Westwood area of Los Angeles, with an opening year of FY 2033 to 2035. Phase 3, with approximately \$3.8 billion in funding, involves extending the Phase 2 project southward to LAX, with an opening year of FY 2057 to 2059.

These funds are earmarked for the Sepulveda Transit Corridor project and are not eligible for Metro bus and rail capital and operating expenditures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Sepulveda Transit Corridor Project will support the first goal of the Vision 2028 Metro Strategic Plan by providing high-quality mobility options that enable people to spend less time traveling. Travel times are forecast to be less than 30 minutes for Valley-Westside (from the Ventura County Metrolink Line in the north to the Expo Line in the south), and less than 40 minutes for Valley-Westside-LAX (from Metrolink to the Crenshaw/LAX Line). This performance is highly competitive with travel by car on the I-405 freeway.

The project will also support the strategic plan's goals by enhancing communities and lives through mobility and access to opportunity by adding a new high-quality mobility option, closing a gap in the rail network that provides outstanding trip experiences and enhances communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board could choose not to approve any or all of the recommendations. This is not recommended as this work is necessary to provide oversight over the two PDA contractor teams and maintain the Measure M delivery schedule.

NEXT STEPS

Upon Board approval, staff will execute Contract No. AE82658000 with Anser Advisory Management, LLC to provide Program Management/Pre-Development Agreement (PDA) Oversight Services for the Sepulveda Transit Corridor Project.

ATTACHMENTS

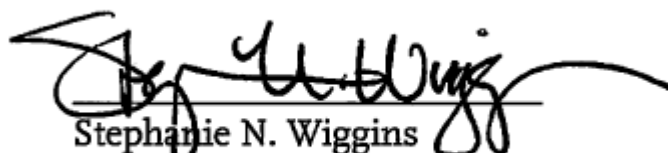
Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Kavita Mehta, Deputy Executive Officer, Program Management, (213) 435-5047
Debra Avila, Deputy Chief Vendor / Contract Management Officer, (213) 418-3051

Reviewed by:

Bryan Pennington, Chief Program Management Officer, Program Management, (213) 922-7449



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

PROGRAM MANAGEMENT/PRE-DEVELOPMENT AGREEMENT OVERSIGHT SERVICES FOR SEPULVEDA TRANSIT CORRIDOR PROJECT / AE82658000

1.	Contract Number: AE82658000	
2.	Recommended Vendor: Anser Advisory Management, LLC	
3.	Type of Procurement (check one): <input type="checkbox"/> IFB <input type="checkbox"/> RFP <input checked="" type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: January 18, 2022	
	B. Advertised/Publicized: January 18, 2022	
	C. Pre-Proposal Conference: February 1, 2022	
	D. Proposals Due: March 28, 2022	
	E. Pre-Qualification Completed: August 10, 2022	
	F. Conflict of Interest Form Submitted to Ethics: March 31, 2022	
	G. Protest Period End Date: October 25, 2022	
5.	Solicitations Picked up/Downloaded: 204	Bids/Proposals Received: 4
6.	Contract Administrator: Manchi Yi	Telephone Number: (213) 418-3332
7.	Project Manager: Kavita Mehta	Telephone Number: (562) 524-0521

A. Procurement Background

This Board Action is to approve Contract No. AE82658000 for Program Management/Pre-Development Agreement (PDA) Oversight Services for the Sepulveda Transit Corridor Project. The Contractor shall serve as advisors, managers, and support as an extension of Metro technical staff. The Contractor will assist in the oversight and completion of ongoing and future work associated with the planning and management of the Sepulveda Transit Corridor Project. Board approval of contract award is subject to resolution of all properly submitted protest(s).

The Request for Proposal (RFP) was issued in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Unit Rate. The RFP was issued with an SBE goal of 22% and DVBE goal of 3%.

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

- Amendment No. 1, issued on January 21, 2022, revised the virtual pre-proposal conference date.
- Amendment No. 2, issued on February 3, 2022, provided revisions related to the Letter of Invitation.
- Amendment No. 3, issued on February 22, 2022, provided revisions related to the Scope of Services and extended the proposal due date and other critical dates.

- Amendment No. 4, issued on March 2, 2022, provided revisions related to the Letter of Invitation, Submittal Requirements and Scope of Services.
- Amendment No. 5, issued on March 14, 2022, extended the proposal due date and other critical dates.
- Amendment No. 6, issued on March 17, 2022, provided revisions related to the Scope of Services.

A virtual pre-proposal conference was held on February 1, 2022, attended by 143 participants representing 81 firms. A total of 73 questions were asked and responses were released prior to the proposal due date.

A total of 204 firms downloaded the RFP and were included on the planholders list. A total of four proposals were received by the due date of March 28, 2022, from the following firms, listed in alphabetical order:

- Anser Advisory Management, LLC
- Cordoba Corporation
- EXP U.S. Services Inc.
- Jacobs Engineering Group Inc.

B. Evaluation of Proposals

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning & Development, Office of Strategic Innovation, Program Management, Major Capital Project Engineering, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received.

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

- | | |
|---|-----|
| • Experience, Qualifications, and Capabilities of Firms on the Team | 30% |
| • Experience, Qualifications, and Capabilities of Personnel | 40% |
| • Understanding and Approach to Service Delivery | 30% |

The evaluation criteria are appropriate and consistent with criteria development for other, similar Architectural and Engineering (A&E) procurements. Several factors were considered when developing these weights, giving the greatest importance to experience, qualifications, and capabilities of personnel. The PET evaluated the proposals according to the pre-established evaluation criteria. This is an A&E, qualifications-based procurement; therefore, price cannot be used as an evaluation factor pursuant to state and federal law.

Beginning April 18, 2022, the PET members independently evaluated and scored the technical proposals. All four proposals were determined to be within the competitive range and were invited for an interview/oral presentation from May 19 to

May 25, 2022. Each firm had the opportunity to present each team’s qualifications and respond to the PET’s questions.

Following the interviews, the PET finalized the technical scores based on the written proposals and the interview/oral presentation. On June 2, 2022, the PET agreed that the final ranking of proposals scored Anser Advisory Management, LLC’s proposal as the highest technically qualified firm.

Qualifications Summary of Recommended Firm:

Anser Advisory Management, LLC (Anser) is a national capital program and project advisory firm offering solutions to public and private sector clients implementing capital projects and programs. Anser has a diverse team of professionals, including architects, engineers, construction managers, inspectors, project managers, estimators, certified professional accountants, management consultants, financial analysts, procurement specialists, system configuration specialists, and construction auditors. The Anser team has provided program management support services, including various P3 advisory services, to numerous campuses within the University of California system, including the UC Merced 2020 Project, UC Santa Cruz Student Housing West and UC Riverside design-build program. Anser’s proposed subconsultants have also provided engineering, design, and program management services on international projects in Canada and Australia. The Anser team also has construction management and advisory services experience working on the Los Angeles World Airport’s (LAWA) Automated People Mover and Consolidated Rent-A-Car Facility projects. Additionally, the team demonstrated their experience working and coordinating with third parties, such as FTA, FHWA, and CalTrans.

Anser is supported by 20 subcontractors that possess extensive experience in various project management and program management services, as well as technical areas such as tunneling, architecture, traffic engineering, utilities, geotechnical, civil engineering, mechanical, electrical, and plumbing, among others.

Anser’s proposed key positions have significant experience in all phases of project development, from planning studies and conceptual design; to environmental clearance, funding and delivery strategy; and program management, risk management and construction administration and have experience managing delivery of large transportation infrastructure projects including design-build, design-bid-build, and projects built to Caltrans, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Federal Railroad Administration (FRA) standards and requirements. Additionally, the proposed key personnel have global experience in organizational development, alternative delivery, finance, and project delivery to bridge the gap between public and private sector interests.

A summary of the PET scores is provided below:

		Average Score	Factor Weight	Weighted Average Score	Rank
1	Firm				
2	Anser Advisory Management, LLC				
3	Experience, Qualifications, and Capabilities of Firms on the Team	84.67	30%	25.40	

4	Experience, Qualifications, and Capabilities of Personnel	83.25	40%	33.30	
5	Understanding and Approach to Service Delivery	87.68	30%	26.30	
6	Total		100%	85.00	1
7	Jacobs Engineering Group, Inc.				
8	Experience, Qualifications, and Capabilities of Firms on the Team	82.17	30%	24.65	
9	Experience, Qualifications, and Capabilities of Personnel	79.25	40%	31.70	
10	Understanding and Approach to Service Delivery	81.00	30%	24.30	
11	Total		100%	80.65	2
12	Cordoba Corporation				
13	Experience, Qualifications, and Capabilities of Firms on the Team	77.50	30%	23.25	
14	Experience, Qualifications, and Capabilities of Personnel	79.63	40%	31.85	
15	Understanding and Approach to Service Delivery	82.00	30%	24.60	
16	Total		100%	79.70	3
17	EXP US Services, Inc.				
18	Experience, Qualifications, and Capabilities of Firms on the Team	71.50	30%	21.45	
19	Experience, Qualifications, and Capabilities of Personnel	73.25	40%	29.30	
20	Understanding and Approach to Service Delivery	69.80	30%	20.94	
21	Total		100%	71.69	4

C. Cost/Price Analysis

The recommended price of \$40,662,440 has been determined to be fair and reasonable based upon Project Manager's technical analysis, a cost analysis, fact finding, and negotiations.

	Proposer	Proposal Amount	Metro ICE	Negotiated Amount
1.	Anser Advisory Management LLC	\$45,789,741	\$34,328,393	\$40,662,440
		Base: \$29,314,821 Option: \$16,474,920	Base: \$22,885,595 Option: \$11,442,798	Base: \$26,221,895 Option: \$14,440,545

The Independent Cost Estimate (ICE) inadvertently did not include overhead rates as part of the estimate. Therefore, the ICE is lower than the negotiated amount.

Staff successfully negotiated a cost savings of \$5,127,301 for the Agency.

D. Background on Recommended Contractor

The recommended firm, Anser Advisory Management, LLC (Anser), is headquartered in Santa Ana, California, with a local office in LA County, and has been in business for 26 years. Anser has project experience in project management, program management, project controls, and a variety of project

delivery methods. Anser has experience working with a variety of public sector agencies, including Metro. Anser has worked on Metro projects including Regional Connector and Division 20.

Of the 20 subcontractors who are members of the proposed team, 8 are Metro certified SBEs and one is DVBE certified; and 7 are located in Los Angeles County.

DEOD SUMMARY

**PROGRAM MANAGEMENT/PRE-DEVELOPMENT AGREEMENT OVERSIGHT
SERVICES FOR SEPULVEDA TRANSIT CORRIDOR PROJECT / AE82658000**

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) established a 22% Small Business Enterprise (SBE) and 3% Disabled Veteran Business Enterprise (DVBE) goal for this solicitation. Anser Advisory Management, LLC exceeded the goal by making a ~~25.09~~22.52% SBE and 3.96% DVBE commitment.

Small Business Goal	22% SBE 3% DVBE	Small Business Commitment	25.09<u>22.52</u>% SBE 3.96% DVBE
----------------------------	----------------------------	----------------------------------	---

	SBE Subcontractors	% Committed
1.	Akima Consulting	1.96%
2.	Costin Public Outreach Group	1.67%
3.	DC Engineering Group	2.26%
4.	Enterris Associates	8.70 <u>11.41</u> %
5.	Pacific Railway Enterprises, Inc.	5.28 <u>1.88</u> %
6.	Pacifica Services, Inc.	-1.88 %
76.	Spurlock Landscape Architects	1.34%
87.	UltraSystems Environmental, Inc.	2.00%
	Total SBE Commitment	25.09<u>22.52</u>%

	DVBE Subcontractors	% Committed
1.	Casamar Group	3.956%
	Total DVBE Commitment	3.956%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this modification.

D. Project Labor Agreement/Construction Careers Policy

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



Next stop: exploring alternatives to the 405.

SEPULVEDA TRANSIT CORRIDOR PROJECT

RFP No. AE82658 Program Management/Pre-Development Agreement (PDA) Oversight Services for Sepulveda Transit Corridor Project
Recommendation for Award

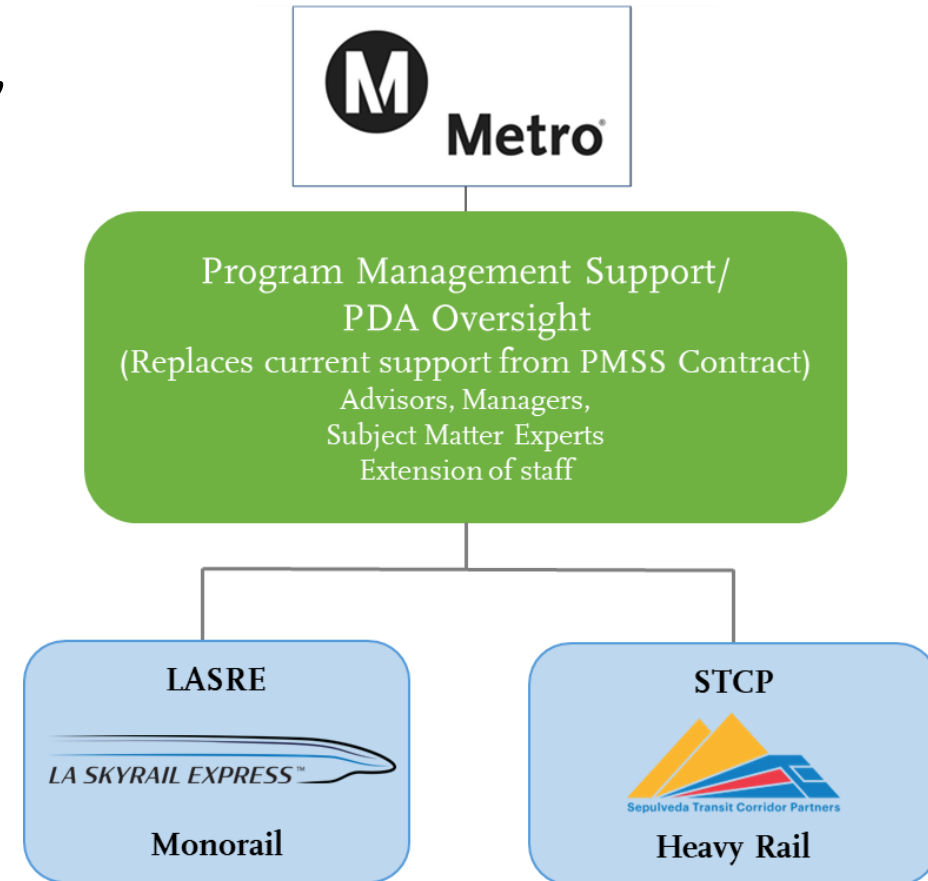


Metro®

October 2022

Program Management/PDA Oversight Services

- > With the significant size and aggressive implementation schedule for delivering the Sepulveda Transit Corridor Project, Metro requires a Contractor to assist the Program Management Department in managing and supporting delivery of the Project
- > Contractor serve as advisors, managers, and support as an extension of Metro technical staff; will assist in the oversight and completion of ongoing and future work associated with the Sepulveda PDAs
- > Given the need to provide oversight over two large PDA contractor teams, the oversight services team may need to scale up or down and exercise flexibility and agility in their approach
- > Additional oversight and review needs may arise given the innovative approaches proposed by the two PDA contractors



Evaluation Criteria and Final Evaluation Scores

Proposer	Experience, Qualifications, and Capabilities of Firms on the Team (30%)	Experience, Qualifications, and Capabilities of Personnel (40%)	Understanding and Approach to Service Delivery (30%)	Technical Score
Anser Advisory Management, LLC	25.40	33.30	26.30	85.00
Jacobs Engineering Group, Inc.	24.65	31.70	24.30	80.65
Cordoba Corporation	23.25	31.85	24.60	79.70
EXP US Services, Inc.	21.45	29.30	20.94	71.69

A Proposal Evaluation Team (PET) consisting of staff from Metro’s Countywide Planning & Development, Office of Strategic Innovation, Program Management, Major Capital Project Engineering, and Program Control was convened and conducted a comprehensive technical evaluation of the proposals received



Recommended Proposer – Anser Advisory

Proposal Highlights

- > The Anser Team brings a very qualified team of professionals and subconsultants that align with the innovative approaches from the PDA Teams to provide meaningful oversight of the PDA Teams; and demonstrated experience with a variety of program management, alternative delivery, and/or P3 projects.
- > The Anser Team has experience working on Metro projects (Regional Connector, Division 20)
- > Anser has provided P3 advisory services to numerous campuses within the University of California system, and construction management and advisory services to LAWA
- > Anser’s proposed subconsultants have provided engineering, design, and program management services on international P3 projects in Canada and Australia

SBE and DVBE Goals and Commitment

	Goal	Anser Commitment
SBE	22%	22.52%
DVBE	3%	3.96%



Recommendation

- > **AWARD AND EXECUTE** Contract No. AE82658000 to Anser Advisory Management, LLC for Program Management/Pre-Development Agreement (PDA) Oversight Services for the Sepulveda Transit Corridor Project in the amount of \$26,221,895 for the four-year base term, and \$14,440,545 for the two-year option term, for a total contract value of \$40,662,440, subject to resolution of protest(s), if any; and
- > **APPROVE** Contract Modification Authority in the amount of 10% of the contract award value and authorize the CEO to execute individual Contract Modifications within the Board-approved Contract Modification Authority.

Thank You

QUESTIONS?

**Board Report**

File #: 2022-0423, **File Type:** Contract**Agenda Number:** 30.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 20, 2022****SUBJECT: PURCHASE THIRTY-THREE METRO TRANSIT SECURITY HYBRID SUVS****ACTION: APPROVE CONTRACT AWARD****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to award a firm fixed price contract under IFB No. OP87524 with Elite Auto Network Corporation, the lowest responsive and responsible bidder for thirty-three hybrid Metro Transit Security SUVs for a firm fixed price of \$2,340,195.31, inclusive of sales tax.

ISSUE

The purchase of thirty-three (33) hybrid SUVs is imperative to Metro Transit Security (MTS) operational needs. The new SUVs will provide for the replacement of nineteen (19) existing vehicles that have exceeded the Metro vehicle replacement guidelines for non-revenue service vehicles of eight years and/or 100,000 miles and add fourteen (14) new vehicles in support of enhancing response times for Metro customers and employees requesting security services. Specifically, the purchase of these vehicles is needed to effectively provide security services along Metro's transit system throughout Los Angeles County, which consists of various locations, ten (10) geographically distinct bus divisions, and seven (7) rail divisions servicing seven (7) rail lines, inclusive of the planned expansion of the K Line (Crenshaw) servicing Crenshaw, Inglewood, Westchester, and surrounding areas.

BACKGROUND

MTS's current fleet supports 197 full-time positions daily on a 24/7 basis. MTS currently operates a fleet of (26) SUVs equipped for patrol functions. Due to daily wear and tear on each of the (26) SUVs, on average 10-15 vehicles are receiving maintenance monthly rendering them out of service and unusable. This allows for only 16-11 vehicles available for use monthly to provide security services at Metro bus and rail facilities, divisions, bus stops, zones, revenue collection, and rail stations. MTS also conducts community outreach with cities throughout Los Angeles County to prevent and respond to service disruptions and criminal activity on Metro's transit system. MTS's security and outreach measures are paramount to Metro's continued success and safety. In addition to providing core security services, MTS supports Metro with security services for special events (station openings, sporting events, concerts, press events). MTS security support on average 30-40 special events every month. This requires additional personnel and vehicle support. With 10-15 vehicles receiving

maintenance monthly, 16-11 vehicles are available for MTS core functions and special event support. MTS vehicles are also required to support Metro's Respect the Ride Program on bus and rail. Due to the shortage of MTS vehicles, requests for security support outside of MTS core functions and Respect the Ride are often declined.

Nineteen of the new SUVs will replace vehicles that have been in operation since 2014 and have exceeded their useful life of 100,000 miles. In the last few years, these SUVs have experienced reduced reliability and have required significant and frequent repairs to keep them in service. The vehicles being replaced have surpassed their useful life and have been determined unreliable with excessive mechanical failures, costly repairs, and high levels of service unavailability due to frequent repairs. Fourteen additional vehicles will accommodate the expansion of the K-Line (Crenshaw), servicing Crenshaw, Inglewood, Westchester, and surrounding areas. The 2023 openings of the Regional Connector as well as the D Line Section 1 expansion requires additional MTS vehicle to provide security support.

DISCUSSION

The award of the fixed price contract with Elite Auto Network Corporation will allow for the procurement of thirty-three Metro-owned and operated MTS SUVs. These SUVs are equipped for patrol functions used to deploy security personnel for patrol, incident response, revenue services, and community engagement throughout the Metro service area. MTS personnel deployments include support of Metro facilities, revenue collection, operations bus and rail divisions, bus stops & zones, and rail stations, and are required to meet the demand for security calls for services.

The thirty-three new SUVs will be a Hybrid All-Wheel-Drive Powertrain configuration, which will significantly minimize wear on the engine due to the extensive amount of idle time these vehicles accumulate while in service. The alternative-fueled hybrid configuration is expected to reduce servicing, and repair requirements, provide improved fuel efficiency, and reduce the total cost of ownership for the MTS fleet.

The Hybrid All-Wheel-Drive Powertrain will also minimize greenhouse gas emissions (GHG) and based on published ratings, obtains a 70% improvement in city Mile Per Gallon (MPG) with a 36 MPG rating compared to the standard Toyota Highlander with 21 MPG. In addition, the Hybrid All-Wheel-Drive reduces Metro's carbon footprint within LA County and the South Coast Air Quality Management District (SCAQMD), as well as offers cost savings on fuel consumption.

Non-Revenue Electrification Transition Plan

Metro is committed to promoting and using zero-emissions vehicles across the system, including in our non-revenue fleet. While the purchase of electric vehicles has been under way for many years in our agency, the transition to electric vehicles must coincide with the pace of the charging infrastructure installation system wide.

In alignment with the recent Board approval of the EV Parking Strategic Plan, a plan will be finalized by February 2023 to expand the installation of EV chargers for rideshare and employee parking, and the transition of the non-revenue fleet to zero-emission vehicles.

Charging, Pilot Program, and Pricing Challenges

The operational need for the vehicles to be driven in service, from shift to shift in a 24-hour operation, cannot be supported with the current technology available in the electric vehicle market and the charging infrastructure required to maintain the vehicles in-service. Agencywide charging logistics for all Metro electric vehicles are addressed in Metro's EV Parking Strategic Plan 2023-2028.

Further, a comparative pricing analysis was conducted to examine the cost of both alternative fueled vehicles. The Hybrid SUV bid price, including tax and license, is \$70,915.00 (Seventy thousand nine hundred fifteen dollars) per vehicle. Metro researched comparable electric SUVs ranging from \$121,000.00-\$139,000.00 per vehicle. The EV SUV models reviewed to support the operation will not be available until late 2023.

SUV Ergonomics and Other Features

The vehicle's duty cycle and operational characteristics must also be considered for the transition to electric vehicles. Electric vehicle SUV options are limited, due to automobile manufacturers initially focusing on converting smaller passenger cars to electric vehicles, such as the Chevrolet Bolt. These smaller vehicles do not provide the required space for the equipment used for law enforcement activities or transit supervision vehicles. In considering proper ergonomics, injury prevention, and safety for security officers, SUVs provide:

1. Ample head room
2. Ample leg room
3. Additional space for equipment/cargo
4. Easier access to reach safety equipment/cargo

SUVs provide a slightly elevated seating position and improve officers' ability to observe their surroundings, allowing for better visibility ahead while the vehicle is in motion. SUVs' larger passenger compartment allow for the ability to modify the vehicle with aftermarket devices such as radios/radio chargers, cameras, computers, and other necessary equipment associated with security, while providing officers room to do their work efficiently and effectively. Sedans are designed for general consumers and are difficult to retrofit for security functions without compromising ergonomic considerations.

SUVs provide a larger driver and passenger sitting area allowing for more adjustability, easy access to equipment, easy view of their surroundings and enough room for movement by an officer. Ergonomic considerations also arise over equipment officers wear on their duty belts.

DETERMINATION OF SAFETY IMPACT

Metro's current MTS SUV fleet is antiquated and does not contain the most current technology, such as improved cameras, braking, and warning systems aimed to increase safety, which is now standard in the industry. The purchase of new vehicles will provide Metro with current state-of-the-art SUVs that maximize safety and performance for Metro's MTS team.

FINANCIAL IMPACT

The funding of \$2,340,195.31 for this procurement is budgeted within the LOP in Capital Projects: 208607, and 212127, respectively,

The source of funds for the procurement will come from State and local funding sources that are eligible for Bus and Rail Capital projects. The specific source of funds for this action will come from Transportation Development Act, Article 4.

Since this procurement may extend beyond the current fiscal year, the Executive Officer responsible for each funded Capital Project will be responsible for budgeting resources in future Fiscal Years.

Impact to Budget

Funding will come from State and Local sources including TDA4 that are eligible for State of Good Repair (SGR) projects. Allocating these funds to this effort maximizes project funding use given approved provisions and guidelines.

EQUITY PLATFORM

This action will provide MTS with SUVs that will ensure the effective and efficient deployment of security personnel to Metro facilities, operations bus and rail divisions, bus stops & zones, and rail stations, within the Los Angeles County Metro service area, including Downtown Los Angeles, El Monte, Long Beach, Sun Valley, and other Equity Focus Communities (EFCs). The purchase of these vehicles will meet the continued and increased demands for support services to underserved locations and communities Metro serves.

The Diversity and Economic Opportunity Department (DEOD) did not recommend an SBE or DVBE participation goal for this procurement due to a lack of subcontracting opportunities for the thirty-three SUVs.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports Metro Strategic Plan Goal 5) Provide responsive, accountable, and trustworthy governance within the Metro organization. New MTS SUVs will minimize vehicle maintenance needs, improve safety and security, and lower emissions by deploying Hybrid All-Wheel-Drive Powertrain vehicles with the latest emission control devices on the market.

ALTERNATIVES CONSIDERED

Staff considered leasing vehicles, but this alternative is not recommended due to the mileage and duty cycle that the MTS SUVs endure. Staff calculated that the cost of external leasing of vehicles is the least cost-effective alternative due to high mileage, high idle time, and heavy-duty cycle requirements.

The alternative of retaining the existing SUVs is also not recommended. Diminished reliability, high maintenance costs, and frequent repairs over the past several years have rendered the use of the existing MTS SUV fleet a poor alternative for continued operation.

Not purchasing the recommended SUVs will significantly reduce the ability of Metro Transit Security to ensure the safety and security necessary for Metro's continued commitment to providing world-class transportation for all.

The current generation of EVs was determined to be inadequate for the MTS fleet considering vehicle size relative to equipment worn and used, EV charging frequencies and times, and current availability of on-site LA Metro EV chargers.

NEXT STEPS

Following the authorization and execution of the contract, the vendor will initiate orders for the vehicles and provide Metro with a schedule with milestones for the delivery of the hybrid vehicles.

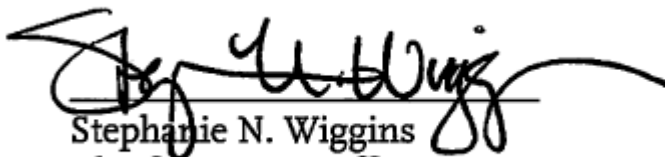
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Adam Robertson, Sr Director Non-Revenue, (562) 658-0231
James Pachan, Sr. Executive Officer (213) 922-5804
Debra Avila, Deputy Chief Vendor/Contract Management (213) 418-3051

Reviewed by: Conan Cheung, Chief Operations Officer (213) 418-3034
Gina Osborne, Chief Safety Officer, Systems Security & Law Enforcement, (213) 922-3055



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

Metro Transit Security Hybrid Vehicles OP87524000

1.	Contract Number: OP87524000	
2.	Recommended Vendor: Elite Auto Network Corp.	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates:	
	A. Issued: 4/27/22	
	B. Advertised/Publicized: 4/28/22	
	C. Pre-Bid Conference: 5/04/22	
	D. Bids Due: 5/25/22	
	E. Pre-Qualification Completed: 7/1/22	
	F. Conflict of Interest Form Submitted to Ethics: 5/31/22	
	G. Protest Period End Date: 8/23/22	
5.	Solicitations Picked up/Downloaded: 6	Bids Received: 1
6.	Contract Administrator: Kimberlyn Richardson	Telephone Number: 213-922-2085
7.	Project Manager: Adam Robertson	Telephone Number: 562-658-0231

A. Procurement Background

This Board Action is to approve Contract No. OP87524000 issued in support of Metro Transit Security Hybrid Vehicles. Board approval of contract awards are subject to resolution of any properly submitted protest.

IFB No. OP87524 was issued in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

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

A single bid was received on May 25, 2022.

B. Evaluation of Bids

This procurement was conducted in accordance, and complies with LACMTA's Acquisition Policy for a competitive sealed bid. The 1 bid received is listed below:

1. Elite Auto Network

This bidder was determined to be fully responsive and responsible to the bid requirements.

The firm recommended for award, Elite Auto Network, the single responsive and responsible bidder was found to meet all technical requirements and is in full compliance with the IFB's requirements.

C. Market Survey

Metro received a single bid and staff conducted a market survey of other firms to determine the reasons for the lack of formal bid responses to this IFB.

Six firms downloaded the solicitation and based on staff's communication with the firms, one submitted a bid, one advised vehicles were not available for them to bid, one was unable to supply the vehicles within a prompt manner as specified in the bid, and the others did not provide a response.

D. Price Analysis

The recommended bid price from Elite Auto Network is the result of an open competitive bid process in a competitive environment. The bidder prepared its bid in the expectation of adequate price competition. Both Metro and the bidder anticipated there would be more than one acceptable bid submitted. Overall, the total bid price has been determined to be fair and reasonable based upon market conditions and selection of the single responsive and responsible bidder.

The single bid received was recommended for award even though the bid was higher than the independent cost estimate. The price variance is reflective of the Market Survey conducted and the current global market conditions which have been heavily impacted by the COVID-19 pandemic.

The market price of steel has fluctuated to almost double of what it was when the last batch of vehicles were purchased. A worldwide semiconductor supply shortage has stalled production within the automotive industry and drastically delayed the delivery timeline of vehicles. In addition, the global logistics landscape of moving goods is heavily burdened by a shortage of manpower combined with an increased cost of fuel driving up the freight cost for these units.

Bidder Name	Bid Amount	Metro ICE
Elite Auto Network	\$2,340,195.31	\$1,716,000

E. Background on Recommended Contractor

The recommended firm, Elite Auto Network located in Beverly Hills, CA, has been in business for 35 years and is a leader in the Dealership Industry. Elite Auto Network has been previously awarded contracts and has been a certified Metro contractor since 2021.

DEOD SUMMARY

PURCHASE THIRTY-THREE METRO TRANSIT SECURITY SUVS/OP87524

A. Small Business Participation

The Diversity and Economic Opportunity Department (DEOD) did not establish a Small Business Enterprise (SBE) / Disabled Veteran Business Enterprise (DVBE) goal for this solicitation due to lack of subcontracting opportunities. IT is expected that Elite Auto Network will supply vehicles with their own workforces.

B. Living Wage / Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2022-0543, **File Type:** Contract**Agenda Number:** 31.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 20, 2022****SUBJECT: ETHERNET SWITCH****ACTION: AWARD CONTRACT FOR ETHERNET SWITCH****RECOMMENDATIONS**

AUTHORIZE the Chief Executive Officer to award a one-year Indefinite Delivery/ Indefinite Quantity (IDIQ) Contract No. MA89960000 to Peacock Systems, the lowest responsive and responsible bidder for Ethernet Switches in the total contract amount of \$2,868,135.69, inclusive of sales tax, subject to resolution of any properly submitted protest(s), if any.

ISSUE

All Door Boarding (ADB) is one of the key components in the NextGen Bus Plan to improve transit speed, reliability, and customer experience. ADB was successfully piloted with Bus Mobile Validators (BMVs) installed on the J Line (Silver) 910/950 in 2016 and Metro Rapid Lines 720 and 754 in 2018 for fare collection. However, these BMVs are approaching obsolescence since they operate on 3G cellular technology, which will no longer be supported by cellular carriers that have moved to 4G and 5G technologies. The expansion of ADB to Tier One and Tier Two networks, as outlined in the NextGen Bus Plan, involves purchasing and installing the ethernet 16-port switches and second-generation BMVs at all doors of each bus to process Transit Access Pass (TAP) card fare payments.

The ethernet switch allows the new, second-generation BMVs to connect to the farebox to transmit updated bus assignment data and fare tables to the BMVs remotely and instantly without relying on manual configurations, providing greater operational flexibility to ensure buses can be assigned to different lines on a given service day. The ethernet switch will also allow the new BMVs and fareboxes to connect to the bus router for modern cellular communications. These 16-port managed switches will also be used to expand and upgrade other onboard systems such as the automatic passenger counters (APC), head signs, Smart Drive incident recording system, and vehicle health monitoring system.

BACKGROUND

The procurement of the ethernet 16-port switches supports the transition to ADB, which results in a

more even distribution of the passenger loading, reduced passenger flow friction between passengers boarding and exiting the front door, particularly when a wheelchair ramp is deployed, and reduced passenger crowding around Metro bus operators.

In 2018, Metro began redesigning the bus system to better meet the needs of current, former, and future riders. The Metro Board authorized the NextGen Bus Plan in February 2020 for public review. The Plan proposed improvements that would speed up buses, double the number of frequent Metro bus lines and provide over 80% of current bus riders with all day, frequent service. The Plan would also ensure walking distance access to transit for 99% of current riders and improve the waiting experience. Based on the NextGen Bus Study, the primary benefits of All Door Boarding are estimated to be 2.5% travel time savings. The 2.5% travel time savings refers to the estimated systemwide reduction in time for customers to reach their destination due to the reduced dwell time at each bus stop along routes throughout the Metro service area. ADB expedites boarding and reduces dwell time at bus stops, thereby enhancing convenience and reducing travel times for bus riders.

DISCUSSION

The ethernet 16-port switches will allow for the implementation of the second generation BMVs in support of the NextGen Bus Plan, along with new and equitable initiatives built on the TAP card platform, such as the Fareless System Initiative (FSI), Low Income Fare is Easy (LIFE) and Fare Capping programs. The system capacity will be expanded to support these programs since the new BMVs have increased capacity to deliver over 50% more autoloads than the existing BMVs. The new BMVs operate more quickly and reliably, enhancing customer experience as they board the bus.

Installation of the 16-port managed ethernet switch allows for automatic configuring of BMVs to support ADB and automatically enables bus assignments to be uploaded to BMVs without requiring manual configuration by staff during the daily rollout. The installation of an ethernet switch will allow the farebox and BMV to communicate with the TAP back office via the bus router with modern cellular communications, which will result in eliminating the overlapping monthly cellular service fees for fareboxes and BMVs, with an estimated \$66,000 in monthly savings.

DETERMINATION OF SAFETY IMPACT

Boarding access to all doors means a more even distribution of the passenger load, reduced passenger flow friction between passengers boarding and exiting at the front door, particularly when a wheelchair ramp is deployed, and reduced passenger crowding around Metro bus operators.

FINANCIAL IMPACT

Funding of \$2,868,135.69 is included in the approved annual budget of \$6.5M in cost center 3151 under project 203049. The life of project budget is \$18.1 million for the 2nd generation BMV (Attachment C), of which \$10 million is funded by the California Transit Commission Local Partnership Program (LPP) for the purchase and installation of BMV and \$0.817 million is funded by the Bus Operations Subcommittee (BOS) for ADB activities, including TAP validators and other speed and reliability improvements.

Impact to Budget

The source of funds for this action will come from Federal, State, and Local, including sales tax and fares. These sources are eligible for Bus Operating or Capital projects. Using these funding sources maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

Bus transportation provides an important lifeline for the residents in underserved communities.

ADB allows for a more even distribution of the passenger load and fewer crowding conflicts at the front door. ADB also allows passengers who use wheelchairs to board with a ramp assist in the front of the bus while other passengers board from the other doors. Streamlining boarding due to ADB will reduce crowding on buses, improving onboard security and safety.

These improvements in customer experience with the implementation of ADB will benefit transportation equity by providing faster and more reliable bus service to current Metro customers and will increase the competitiveness and attractiveness of the bus system for new customers.

The Diversity and Economic Opportunity Department (DEOD) completed an evaluation of the proposal and confirmed that Peacock Systems is Small Business Enterprise (SBE) certified and approved for a sixty percent (60%) SBE commitment as a supplier.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports the strategic plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling and Goal 2: Deliver an outstanding trip experience for all users of the transportation system. This project will improve the speed and reliability of Metro Tier One and Tier Two bus service that runs through the heart of some of the most congested areas in Los Angeles County with some of the most equity-focused communities. Furthermore, this project would enhance the transit customer experience in those areas by reducing dwell time and a more even distribution of passenger load to minimize overcrowding in the front of the bus.

ALTERNATIVES CONSIDERED

The alternative is to not procure the ethernet 16-port switches required for the second generation BMVs planned to support ADB Tier One and Tier Two corridors. This alternative is not recommended since California Transit Commission has already approved funding for Metro's Speed and Reliability Improvements Program with funding for ethernet 16-port switches and BMVs to implement All Door Boarding and NextGen Transit Signal Priority Project. Delays in procuring and installing ethernet 16-port switches and BMVs may jeopardize the LLP grant award. A decision to not install the second generation BMVs for this project would negatively impact the operating budget since the existing BMVs are obsolete with dilapidated 3G cellular technology that is no longer supported by cellular carriers and is no longer supported for purchase.

NEXT STEPS

Upon approval of Contract No. MA89960000 to Peacock Systems, the vendor will provide a schedule to Metro for delivery of the Ethernet 16-Port Switches in accordance with the program schedule for BVM installation at all doors of the Metro bus fleet

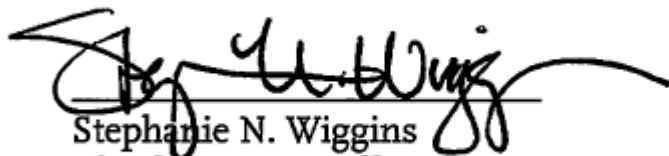
ATTACHMENTS

Attachment A - Procurement Summary

Attachment B - DEOD Summary

Prepared by: Salvador Buenrostro, Sr. Manager, Equipment Maintenance, (213) 922-5589
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Reviewed by: Conan Cheung, Chief Operations Officer, 213-418-3034



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

ETHERNET SWITCH/ MA89960000

1.	Contract Number: MA89960000	
2.	Recommended Vendor: Peacock Systems, 5120-C Schaefer Avenue, Chino, CA 91710	
3.	Type of Procurement (check one): <input checked="" type="checkbox"/> IFB <input type="checkbox"/> RFP <input type="checkbox"/> RFP-A&E <input type="checkbox"/> Non-Competitive <input type="checkbox"/> Modification <input type="checkbox"/> Task Order	
4.	Procurement Dates :	
	A. Issued: 6/6/2022	
	B. Advertised/Publicized: 6/6/2022	
	C. Pre-proposal/Pre-Bid Conference: N/A	
	D. Proposals/Bids Due: 7/6/2022	
	E. Pre-Qualification Completed: 7/18/2022	
	F. Conflict of Interest Form Submitted to Ethics: 8/2/2022	
	G. Protest Period End Date: 10/21/2022	
5.	Solicitations Picked up/Downloaded: 16	Bids/Proposals Received: 2
6.	Contract Administrator: Claudia Carrillo	Telephone Number: (213) 922-1083
7.	Project Manager: Salvador Buenrostro	Telephone Number: (213) 922-5589

A. Procurement Background

This Board Action is to approve Contract No. MA89960000 for the procurement of Ethernet Switches. Board approval of this contract award is subject to resolution of any properly submitted protest.

An Invitation for Bid (IFB) No. MA89960 was issued in accordance with Metro's Acquisition Policy and the contract type is Indefinite Delivery/Indefinite Quantity (IDIQ).

One amendment was issued during the solicitation phase of this:

- Amendment No. 1 was issued on June 9, 2022 to add Exhibits to IFB Zip File.

A total of two (2) bids were received on July 6, 2022.

B. Evaluation of Bids

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

1. Meron, Inc.
2. Peacock Systems

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

C. Price Analysis

The recommended bid price from Peacock System has been determined to be fair and reasonable based upon adequate price competition and selection of the lowest responsive and responsible bidder.

Low Bidder Name	Bid	Metro ICE
Peacock Systems	\$2,868,165. 69	\$2,862,897
Meron, Inc	\$3,921,992.16	\$2,862,897

D. Background on Recommended Contractor

The recommended firm, Peacock Systems, Inc. is located in Chino, CA and has been in business for twenty-one (21) years. Peacock Systems provided similar products for Metro and other companies. Peacock Systems has provided satisfactory service and product to Metro on previous purchases.

DEOD SUMMARY

BUS ETHERNET 16-PORT SWITCH/MA89960000

A. Small Business Participation

Effective June 2, 2014, per Metro's Board-approved policy, competitive acquisitions with three or more Small Business Enterprise (SBE) certified firms within the specified North American Industry Classification System (NAICS) as identified for the project scope shall constitute Small Business Set-Aside procurement.

Accordingly, the Contract Administrator advanced the solicitation, including posting the solicitation on Metro's website, advertising, and notifying certified small businesses as identified by NAICS code(s) that this solicitation was open to **SBE Certified Small Businesses Only**.

Peacock Systems, an SBE Prime, made a 60% SBE commitment. While it is expected that Peacock will perform 100% of the work with its own workforce, only 60% DBE credit is eligible as a supplier.

SMALL BUSINESS SET-ASIDE

	SBE Prime Contractor	SBE % Committed
1.	Peacock Systems (Prime)	60%
	Total Commitment	60%

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

Prevailing wage is not applicable to this contract.

D. Project Labor Agreement/Construction Careers Policy

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



Board Report

File #: 2022-0638, File Type: Contract

Agenda Number: 32.

OPERATIONS, SAFETY AND CUSTOMER EXPERIENCE COMMITTEE October 20, 2022

SUBJECT: ELECTRIC VEHICLE CHARGER CONTRACT

ACTION: APPROVE THE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to execute Modification No. 6 to Contract No. OP55097000 with Axxera Inc. for the Electric Vehicle Charging Stations and Services contract to extend the Period of Performance by 24 months through December 1, 2024, and increase the Not-to-Exceed Total Contract Price by \$250,000, from \$699,718.72 to \$949,718.72.

ISSUE

The LA Metro Board approved the 2023-2028 Electric Vehicle Parking Strategic Plan (EVPSP) in June 2022 as a strategic blueprint for sustainable, cost-effective, and efficient investments in electric vehicle (EV) charging infrastructure for our region.

Metro is exploring available third-party funding sources to accelerate the regional deployment of EV on LA Metro properties. In addition to grants and utility incentives, public-private partnerships (P3) are viable options for funding and financing EV charger deployments. Staff estimates that it will take approximately 24 months to award a P3 contract that would include a project development agreement (PDA) development, procurement, and award.

Staff is requesting an additional \$250,000 under Contract No. OP55097000 with Axxera Inc. and an extension of the same contract to December 1, 2024, to provide service coverage until a P3 partner can be brought under contract.

BACKGROUND

Metro is committed to meeting ambitious emissions reduction goals through various strategies across our service region, including promoting the use of electric vehicles. Installation of EV chargers is an

essential component of EV deployment. The regional availability of EV chargers must be in place to achieve successful growth in EV usage.

As of May 2022, Metro operates 108 Level 2 EV charging ports, of which 81 are deployed at Park and Ride (P&R) locations for public use. There are two chargers reserved for Board use at Metro's Gateway building. Metro does not currently have chargers installed for dedicated employee use at its facilities.

Axxera Inc. currently manages Metro's EV Chargers through the existing Electric Vehicle Charging Stations and Services under Contract No. OP55097000. Metro spends approximately \$8,500 per month on EV Charger management and operations.

With the EVPSP approval, staff developed a financial and deployment strategy to explore alternative forms of operating models to accelerate the deployment of EV chargers at Metro properties, such as P3 contracts, instead of procuring a contract to replace the existing Electric Vehicle Charging Stations and Services contract (Contract No. OP55097000). These alternative operating models are intended to accelerate the deployment of EV chargers at Metro properties.

DISCUSSION

Metro has committed to regionally deploying EV chargers to meet internal, local, and state ambitious emissions reduction goals. The EVPSP defines the charging infrastructure requirements, outlines a prioritized approach to charging deployment, and estimates the costs and benefits associated with completing the EV Parking Strategy. The Plan also defines policies and management strategies to facilitate a successful charging program for internal operations and public use.

With over a decade of deployment, the Metro EV Charger network serves approximately 7,000 subscribed customers. Metro's charging equipment is compliant with the Open Charge Point Protocol (OCPP), which allows for the flexibility and interoperability of various charging network service providers across Metro's network and on existing charging hardware. Metro's current network of 108 chargers is operated and maintained through a contract with Axxera. The Axxera contract is set to expire in November 2022.

Metro crafted the EV Parking Strategy to prioritize funding availability from utility programs and other potential future grant sources. Staff will pursue all possible grants or other funds to reduce the capital or operational costs of completing the EV Parking Strategy.

Metro is pursuing a public-private partnership through a Project Development Agreement with potential developers. The intent of pursuing this path is to reduce the upfront investments required for the EV Parking Strategy. This partnership could include innovative financing, ownership, or revenue models that would help accelerate investments to increase access for charging at Metro's employee and public facilities. The P3 developer could design, build, finance, and maintain the implementation of EV chargers, including installing and maintaining up to 3,000 chargers. This number of EV chargers could also inform the next phase of EV charger installation at Metro properties beyond the initial 5-year Strategic Plan.

Consistent with prior practice, staff will work with our union partners and the P3 team to ensure there

are workforce development and partnership opportunities for represented employees.

Until a P3 contract is issued, and the existing network is transferred to the selected P3 partner, Metro will continue to operate its public and fleet charging stations. Metro expects the P3 to be a long-term relationship between the agency and the selected partner, anticipating the initial contract term to cover the five years planned in the EVPSP, with the potential for two, five-year extensions to allow the partner to continue growing the network and recover costs as utilization of chargers grows over time.

DETERMINATION OF SAFETY IMPACT

This Board action will not impact Metro safety standards.

FINANCIAL IMPACT

The funding of \$250,000 for the Contract Modification Authority is included in the Cost Center 2150, Project 450003. There are two scopes of work in this contract: operations of the EV charger network and the maintenance of the EV chargers due to vandalism, weather impacts, on the ground software updates, and charger replacements.

Staff is responsible for providing appropriate budgets prior to executing each maintenance activity.

Obligations and authorizations made within the total Contract authorized funding amount will be against the Project No. 450003 project and up to the Board-approved project budget for the fiscal year.

Impact to Budget

The current funding source for this action is the Metro Green Fund (derived from carbon credits). Use of this funding source maximizes the project funding allocations allowed by approved provisions and guidelines.

EQUITY PLATFORM

There are currently 108 EV chargers across the Metro system in 26 locations. The mix of locations include six Metro Bus and Rail Divisions where Non-Revenue Fleet are charged, and 20 public charging locations, specifically located at Metro Park and Rides.

Table 1 shows which chargers and how many are located at either Metro or a Park and Ride lot. Two public charging locations (i.e., Atlantic Station and La Cienega/Jefferson Station) are in Equity Focus Communities locations.

Continuing the EV charger service under this contract will facilitate continued access to EV charging for Metro's non-revenue fleet and transit riders, while a new more comprehensive expansion program is in development.

While there are currently ~7,000 public customers that are served by the EV Charger Program, the current program does not capture the demographics of EV owners that use our service.

A voluntary demographic survey is currently being planned as part of this extension to gather demographic data, inform, and advise current and future EV charger program activities.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Continuing our EV charger operations while developing the PDA supports the implementation of Metro's Strategic Plan Goals, aligning with the following goals:

1.2.D: Improve connectivity to provide seamless journeys by improving Park & Ride experience for electric vehicle owners and providing charging access to those who lack access to home charging.

4: Transform LA County through regional collaboration and national leadership with partners to develop EV charging and help meet City and State initiatives to accelerate EV adoption through greater access to electricity as a transportation fuel.

5.7: Metro will build and nurture a diverse, inspired, and high-performing workforce by providing workplace charging to employees and supporting those who drive EVs or are interested in owning an EV but lack reliable locations to charge one.

Further, the continued use of EV chargers addresses the 2019 CAAP and 2020 MBS Plan goals. The CAAP committed Metro to a 79% reduction in greenhouse gas emissions from our internal operations by 2030 and included measures to install EV charging at Metro facilities for employee commuter use. The MBS Plan emissions and pollution control Goal 5.4 included exploring "further measures to reduce employee commuting emissions."

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation to extend the existing Electric Vehicle Charging Stations and Services under Contract No. OP55097000. Staff does not recommend this alternative because it would risk the use and service of all Metro EV Chargers for our 7,000 subscribed customers while we develop an accelerated path for EV charger deployment.

NEXT STEPS

Upon approval, Metro will execute Mode 7 to the Electric Vehicle Charging Stations and Services under Contract No. OP55097000 for the terms requested herein.

ATTACHMENT

Attachment A - Procurement Summary

Attachment B - Modification Log

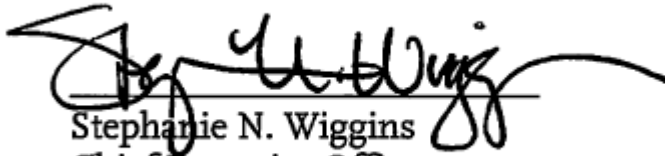
Attachment C - DEOD Summary

Prepared by: Cris B. Liban, Deputy Chief, Sustainability, (213) 922-2471

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

.Reviewed_by

Reviewed by: Nicole Englund, Chief of Staff, Office of the CEO, (213) 922-7590



Stephanie N. Wiggins
Chief Executive Officer

PROCUREMENT SUMMARY

**Electric Vehicle Charging Stations and Services
CONTRACT NO. OP55097000**

1.	Contract Number: OP5509700			
2.	Contractor: Axxera Inc.			
3.	Mod. Work Description: Extend the Period of Performance by 24 months and add funds to the contract			
4.	Contract Work Description: Electric Vehicle Charging Stations and Services			
5.	The following data is current as of: 09.21.22			
6.	Contract Completion Status		Financial Status	
	Contract Awarded:	08-01-2019	Contract Award Amount:	\$636,107.93
	Notice to Proceed (NTP):	08-01-2019	Total of Modifications Approved:	\$63,610.79
	Original Complete Date:	09-04-23	Pending Modifications (Including this action):	\$250,000.00
	Current Est. Complete Date:	12-01-24	Current Contract Value (with this action):	\$949,718.72
7.	Contract Administrator: Kimberlyn Richardson		Telephone Number: 213-922-2085	
8.	Project Manager: Craig Reiter		Telephone Number: 213-418-3476	

A. Procurement Background

This Board Action is to approve a Contract Modification issued in support of:

- 1.) Extending the Contract Period of Performance by 24 months through December 1, 2024, and increase the Not-to-Exceed Contract Price by \$250,000, from \$699,718.72 to \$949,718.72

This Contract Modification will be processed in accordance with Metro's Acquisition Policy and the contract type is a Firm Fixed Price (FFP).

This Contract was executed on August 1, 2019, to Axxera Inc. for a 24-month period of performance for a Total Not-to-Exceed Contract Value of \$636,107.93.

(Refer to Attachment B – Contract Modification/Change Order Log)

B. Cost/Price Analysis

The recommended price has been determined to be fair and reasonable based upon a price analysis and technical evaluation. Axxera Inc. is not escalating their competitively obtained unit rates for the 24-month extension, which was the basis of Metro’s ICE. Therefore, the proposed amount, Metro ICE, and the negotiated amount are all consistent.

Proposal Amount	Metro ICE	Negotiated Amount
\$250,000.00	\$250,000.00	\$250,000.00

C. Contractor

Axxera Inc. is a Metro certified Small Business Enterprise (SBE) firm located in Irvine, California. Axxera was founded in 2007 and is uniquely positioned to safeguard the electronic presence of today’s corporations. The founders pioneered the security industry by designing, building, and partnering with companies to provide services such as installation and maintenance of electric vehicle charging stations and 24/7 customer service. Axxera has provided satisfactory service and product to Metro on the current contract.

CONTRACT MODIFICATION/CHANGE ORDER LOG

**Electric Vehicle Charging Stations and Services
CONTRACT NO. OP55097000**

Mod. no.	Description	Status (approved or pending)	Date	\$ Amount
1	Add Subcontractor at no cost	Approved	12.3.19	\$0.00
2	Revised Statement of Work for additional work	Approved	01.15.20	\$1,482.94
3	Additional Electric Vehicle Charging Station	Approved	07.27.20	\$2,500.00
4	Incorporate warranty extension language, Extend Period of Performance and add \$59,627.85	Approved	10.14.21	\$59,627.85
5.	Extend Period of Performance	Approved	08.12.22	\$0.00
6.	Increase Contract Value, Extend Period of Performance	Pending	TBD	\$250,000.00
	Modification Total:			\$313,610.79
	Original Contract:	Approved	08.01.19	\$636,107.93
	Total:			\$949,718.72

DEOD SUMMARY

ELECTRICAL VEHICLE CHARGING STATIONS/OP55097000

A. Small Business Participation

Axxera, Inc., a Small Business Prime, made an 81.11% Small Business Enterprise (SBE) commitment on this SBE Set-Aside project. Based on payments, the project is 99% complete and the current SBE participation is 83.11%, exceeding the commitment by 2.00%.

Small Business Commitment	SBE 81.11%	Small Business Participation	SBE 83.11%
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	SBE Subcontractors	% Committed	Current Participation¹
1.	Axxera, Inc. (SB Prime)	81.11%	83.11%
	Total	81.11%	83.11%

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

B. Living Wage and Service Contract Worker Retention Policy Applicability

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

C. Prevailing Wage Applicability

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

D. Project Labor Agreement/Construction Careers Policy

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

**Board Report**

File #: 2022-0680, **File Type:** Program**Agenda Number:** 40.

REVISED
OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
OCTOBER 20, 2022

SUBJECT: METRO BIKE SHARE PROGRAM**ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

APPROVE the updated Metro Bike Share (MBS) operational model of Privately-Owned and Publicly Managed to improve overall performance and support a more sustainable regional bike share program (Attachment A).

ISSUE

In December 2021, the Board approved Motion No. 41 (Attachment B), titled “Improving the Effectiveness and Sustainability of Metro Bike Share”. The Motion directed the CEO to undertake several actions including recommendations to ensure a successful, regional, and sustainable MBS program. Additionally, since the current MBS contract is set to expire in July 2023, approval of the operational model is needed to secure a Contractor/Operator to support the ongoing operation of MBS.

BACKGROUND

In June 2015, the Board adopted the Regional Bike Share Implementation Plan for Los Angeles County and awarded a firm fixed price contract (FFP) with milestone payments to Bicycle Transit Systems, Inc. (BTS) for the acquisition of equipment, installation of stations, and operations and maintenance (O&M) of the Metro Countywide Bike Share program. Under current operations, Metro and the City of Los Angeles share capital costs equally (50%-50%) and split the cost of O&M 35% (Metro) and 65% (City of Los Angeles). Metro pays a lower share of O&M because it provides staffing for the management and administration of the program. Metro is also responsible for the planning and station siting implementation. Since the contract award in 2015, MBS has deployed service in Downtown/Central Los Angeles, Westside, and North Hollywood. Previous funding for MBS included City of Los Angeles subsidy, fares, and PC25% to bridge expense gaps. Under current guidelines, Prop C 25% funding is eligible for utilization of the first two years of a demonstration program, which occurred for MBS. Measure M 2% (MM2%) Active Transportation Program funds were also utilized to support MBS capital costs as this is an eligible expense under the MM2% program. As Metro improves the effectiveness and sustainability of the MBS program, staff will ensure that any available

operating-eligible funding will be utilized for non-capital MBS expenses.

The MBS program has always been envisioned as a regional and scalable bike share system that is accessible to Los Angeles County residents and that easily integrates with existing Metro transit services to provide a seamless passenger experience on Metro's transportation system. The first phase of the program launched in Downtown LA in 2016 and subsequently, the City of Pasadena and the Port of Los Angeles (POLA) launched bike share as part of the second phase in 2017. Both entities have since ended their participation in the program. The City of Pasadena withdrew in 2018 based on the amount of operating subsidy required, reallocating resources to other City programs. In 2019, POLA opted to not renew the Memorandum of Understanding (MOU) with Metro to continue being part of MBS for similar reasons. Other local jurisdictions have expressed interest in participating in MBS but declined due to cost considerations.

As of September 2022, 1.5 million trips have been taken, 5.2 million miles have been traveled, and 4.9 million pounds of Carbon Dioxide (CO2) have been averted with MBS.

As with all industries worldwide, the COVID-19 pandemic impacted MBS utilization. Prior to COVID, MBS ridership was growing and had almost surpassed 300,000 rides in FY2020; however, by FY2021, COVID impacts had decreased ridership by over 40%.

As we're emerging from the COVID crisis, ridership has steadily returned. In FY2022, ridership improved to 24%, below the highest pre-COVID levels. Ridership is anticipated to increase in FY2023, with projections that it shall recover to pre-COVID levels by the end of FY2023. This recovery demonstrates the continued value and role of MBS as a local transportation resource, providing a mobility option for residents, visitors, commuters, and workers.

In December 2021, the Board approved Motion No. 41, which focused staff on 1) improving existing MBS operations, and 2) charting a new path for MBS that supports a more regional, sustainable, effective, and successful program. In response to the Motion, several actions have been taken to stabilize and improve existing operations, including the replenishment of the MBS bike fleet, acquisition of GPS equipment fleetwide, and extension of the contract. Work was also undertaken to determine an operational path for MBS that will grow ridership, increase the size and density of the system, provide greater operational flexibility, improve service within economically impacted communities/neighborhoods, enhance equitable access, and ensure a financially and operationally sustainable program for both riders and funding agencies.

DISCUSSION

In support of MBS and in response to Motion No. 41 (summary update provided in Attachment C), staff conducted several actions to identify the next steps and ensure the continued success and sustainability of the program. As directed in the Motion, 1) a market survey was conducted covering ten (10) national and five (5) international bike share programs; 2) an Industry Forum was held with representatives from the bike share industry, regional Council of Governments, biking-based community groups, as well as local and national bike share operating peers; 3,) a review of equitable access issues has been undertaken, and 4) engagement with stakeholders has been and will

continue to be conducted to ensure that MBS is best positioned to understand and meet the needs of each potential local partner while still maintaining a sustainable regional operation.

The information obtained from the survey (Attachment D), forum, and stakeholder engagement, combined with a review of current MBS operations and lessons learned, helped in determining the path forward. The current operation represents the initial deployment of the program and, as such, there have been “growing pains,” including limited-service deployment, lower-than-anticipated ridership, and program sponsorship delays. Nevertheless, MBS has proven to be a valuable transportation resource to Los Angeles County travelers and residents: cities and communities have and continue to show interest in joining the program, ridership is recovering to pre-COVID levels, and a sponsor was secured, demonstrating that there is interest in MBS from advertisers. While work will continue on all facets of the program within the current contract, staff believes that approval of the updated MBS operational model will help improve overall performance and support a more sustainable regional bike share program consistent with the goals of Motion No. 41. In conjunction with Motion No. 41, some underlying goals that will assist in the management of MBS include:

- Expanding the system equitably and geographically
- Managing the program’s performance and costs to ensure a sustainable regional program
- Growing the benefits of MBS throughout the region’s diverse communities
- Providing customers, residents, and visitors, with a reliable, clean, efficient, affordable, and available transportation/mobility option
- Expanding mobility options to better serve and connect economically impacted communities
- Ensuring equitable access to service, including access to equitable payment methods and fares
- Improving the quality of life for Los Angeles County residents and ensuring that MBS operates as a “good neighbor/community” partner
- Ensuring connectivity to existing and/or planned transit, ATP, and/or micro-mobility services
- Ensuring flexibility and scalability to support temporary needs/special events (i.e., 2028 Olympics)
- Ensuring flexibility to integrate with innovative or alternative solutions (e.g., bike library), improve coordination and enable collaboration with other bike share programs and stakeholders (e.g., Long Beach, Santa Monica), and efficiently deploy new technologies/advancements.

Program Models and Factors Examined

Pursuant to Motion No. 41, staff obtained information and examined different operational models to support MBS. The models ranged from continuing the current contract model to full private sector/P3 operations, in-house operations, and hybrid/modified operations. Through the market survey, summarized in Attachment C, four predominant operating models were identified. The table below provides some characteristics for each model.

	Privately Owned & Operated (Privatized)	Non-Profit Operator	Publicly Owned - Privately Operated (Contracted)	Privately Owned - Publicly Managed (Contracted)
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Equipment	Equipment owned by the operator	Potential mixed public/non-profit/for-profit operator ownership	Equipment owned by the agency	Equipment owned and provided by the contractor
Program Cost	Limited to no agency costs	Non-profit manages and/or operates program - may require an agreement and/or initial public agency funding support.	Agency covers all equipment and operating costs - generally highest agency cost model	Agency pays only operating costs - per the market survey, this model, with the exception of the fully privatized model, generally resulted in a lower overall cost to the agency
Program Management	Stations sited and Fares set by the operator. Fares were generally higher than publicly funded systems.	Non-profit with City support responsible for station siting. Non-profit sets fares. Fares were generally higher than the other models.	Stations sited by and Fares set by the agency. Fares were lower than privatized or non-profit models.	Stations sited by and Fares set by the agency. Fares were lower than privatized or non-profit models.
Equity	Equity focused expansion concerns	Expansion is challenging due to funding limitations	Expansion is more challenging due to the need to purchase equipment	Expansion is more streamlined
Agency Control	Less agency control	Less agency control	Greater agency control	Greater agency control

Based on the assessment conducted, the Privately Owned/Publicly Managed alternative is the best model for meeting the motion’s goals of equity, scalability, expansion, affordability/cost, and efficiency. This model affords Metro and its partner jurisdictions control over siting and fares consistent with the current model while creating efficiencies in terms of overall cost and incentivizing ridership as a factor in managing the contract.

Proposed Metro Bike Share Operational Model

The proposed operational model, most closely aligned with the Privately Owned - Publicly Managed model, will result in contracted service, but rather than the existing FFP milestone-based contract, the new contract would be performance-based with defined requirements. Payment may be based on a more defined fixed unit rate reimbursement/subsidy model (for example, price per ride or station) and/or other similarly negotiated factors that would take into account performance/service levels, availability, and ridership considerations, with the objective of better aligning the goals, performance

and cost of the program between the contractor and Metro. Additionally, staff is proposing that Metro no longer own or directly purchase MBS equipment; the equipment would instead be provided by the contractor who will also be responsible for managing the operations of MBS pursuant to the defined performance and service level requirements. It is anticipated that the transfer of ownership will not only reduce the need for Metro to incur direct capital costs but will streamline expansion and system improvements. This proposed model is not new as similar deployments are successfully operating in Paris, Barcelona, and Mexico City. Of the national programs, many operate under a fully privatized model, which is not recommended due to equity, fare, and agency management/oversight concerns. The proposed model seeks to blend some of the lower cost benefits of the privatized model while still providing agency oversight on the deployment and management of the system.

The objective of this model is to realign roles and responsibilities. Metro and our partners would focus on performance, while the contractor would provide the industry expertise required to efficiently operate and maintain the service and ensure the system is kept up to date. The model will ensure that Metro retains management oversight and control over certain key elements of MBS, such as fare structure, bike availability, system performance, and station placements. Retaining this oversight and control is important to ensure that MBS is operating in support of Metro's and not the operator's goals. Retention of these rights will ensure that Metro can advance MBS expansion into EFCs as well as investigate and implement new tiered-based fare structures to improve system access for reduced fare riders. Additionally, examining tiered-based fare pricing opportunities may allow Metro to better support and connect customers to transit infrastructure for their fixed or multi-modal trips in an effort to improve the overall transit experience (e.g. providing a bike fare discount for vanpool customers, monthly pass holders, etc.). Metro will engage with its partner agencies and contractor to ensure system and ridership growth, as well as innovations that can improve service and potentially lower operating costs. It is anticipated that this model will increase flexibility, provide greater transparency, improve performance, and cost management, and spur ridership and system growth beyond current partners and locations. These benefits are anticipated to encourage and enable a more efficient and effective expansion of MBS into a regional program. (Attachment A)

Staff anticipates that this model will enable a more effective and efficient expansion of MBS. Through discussions with local stakeholders, it has become clear that the expansion of MBS into other cities has stalled due to cost considerations. Staff expects that this model will result in a reduction in overall cost that will enable a more substantive dialog with interested stakeholders and result in an expansion of the program into areas outside of the City of Los Angeles. Any discussions on modification to the current cost-sharing formula are pending and will be conducted in a more informed manner once the cost associated with the new model has been negotiated.

EQUITY PLATFORM

The approval of the proposed MBS operational Privately Owned-Publicly Managed model will realign roles and responsibilities, and ensure Metro retains management control over certain key elements of MBS, such as fare structure, bike availability, system performance, and station placements.

To ensure that the recommended model advances equity, staff used a Rapid Equity Assessment Tool for further analysis. Results indicate that the model will allow Metro to maintain low bike share fares. MBS will ensure that participants of the LIFE and Reduced Fares programs continue to have access to service with continued discounted fare media. The reduction of operations and maintenance costs

for Metro and partners will also allow the program to be implemented in more equity focused areas. This recommendation will benefit communities that would like to have MBS but have found that the current cost and program type are prohibitive. Additionally, Metro is committed to continue outreach and coordination activities with neighborhoods and community-based organizations in support of ensuring robust representation from EFCs and marginalized communities and will investigate the best path forward toward the effective integration of adaptive and accessible bikes as the MBS program evolves to meet agency goals and customer needs.

The operational model will not only continue to enhance the service MBS currently serves in the EFC communities of Downtown/Central Los Angeles, Westside, and North Hollywood (Attachment E), but will encourage and enable a more efficient, and effective expansion of MBS into a regional program.

DETERMINATION OF SAFETY IMPACT

Metro's safety standards will be improved through the approval of this recommendation by ensuring the continued operation of a safe and secure bike share program.

FINANCIAL IMPACT

Approval of this recommendation will not impact the FY2023 budget, since funding for this program is from Measure M 2%, City of Los Angeles subsidy, fares, and operating-eligible funding to bridge any gaps, and is already included under Cost Center 4540. There is no immediate impact on the current budget and no budget amendment will be required. Staff will continue to seek new and/or alternative funding, including grants and sponsorship opportunities, to support future MBS capital and operational costs. Staff will ensure that any available operating-eligible funding will be utilized for non-capital MBS expenses.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

MBS program supports the following Vision 2028 Strategic Plan Goals:

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 choose not to approve the updated MBS operational model; however, this alternative is not recommended. The current contract is scheduled to end on July 30, 2023, and the MBS program will not be operational without a new contract in place. MBS operated successfully through the COVID-19 pandemic without any reduction in service and is now on track to recover most, if not all, ridership. Approval of the updated model is needed to provide seamless service and this path forward has the greatest potential of reducing cost while ensuring the appropriate degree of authority over key components of MBS. Other models will either increase costs or require Metro to relinquish authority, neither of which will support the Board's goals as outlined in Motion No. 41.

NEXT STEPS

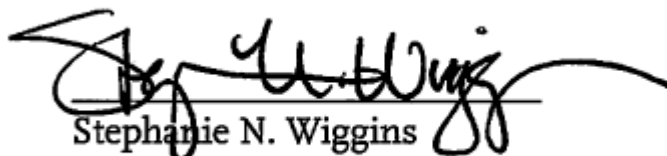
Upon Board approval of the current action, staff will prepare and release the appropriate procurement action for the MBS program focused on the updated MBS operational model. Staff will report back on the results of the procurement action at the time of award of the new contract.

ATTACHMENTS

- A - Privately Owned - Publicly Managed Model Summary
- B - Motion 41 - Improving the Effectiveness and Sustainability of Metro Bike Share
- C - Motion 41 - Summary Update
- D - Market Survey Tables 1 and 2
- E - Metro EFC Map 2022

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Stephanie N. Wiggins
Chief Executive Officer

Attachment A

Privately Owned – Publicly Managed Model Summary

The following is a summary of key attributes of the Privately Owned - Publicly Managed model:

- System owner (agency) retains rights – system fares, station siting decisions, expansion decisions, bike loss mitigation strategies, etc.
- Agency will define performance/service level requirements – system bike availability, ridership, rides per bike and other metrics, maintenance standards, type of bikes (e-bike, classic pedal, docked, undocked), etc.
- System operator (contractor) owns and provides the bicycles and associated equipment as part of contract
- Contractor will provide overall bike share operations and maintenance and will support system expansion
- Revenue (fare & sponsorship) can be shared or owned entirely by either the agency or contractor to offset operating costs
- Model has benefits of both the privately owned and the publicly owned models and is most aligned in meeting the mandate of Board Motion 41
- Reducing cost will address a key concern of interested parties outside of the City of Los Angeles to join Metro Bike Share
- Similar model is used in Paris, Barcelona and Mexico City
- Generally found to have the lowest fares of any model – agency controlled
- Agency has reduced or no responsibility for lost or stolen bikes
- Improved system scalability and expandability as the model enables a more efficient and agile expansion path
- Optimal alignment of roles and responsibilities – agency is responsible for expansion, performance and cost management; Contractor, as the subject matter expert, is responsible for provision of equipment, operations and maintenance
- Improved opportunity to reduce and manage costs, while improving service and increasing ridership
- Improves alignment between Agency and Contractor in operation and performance of the system
- Improves equipment updates and innovations as this will not be tied to agency funding



Metro

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.

Motion 41 Response Summary Update

	Motion 41 Recommendation Update	Status	Activities/Notes
A	Action plan to stabilize the fleet size	Ongoing	<ul style="list-style-type: none"> -Added 500 new bicycles, increasing the fleet size to 1,800 and established 10% inventory; -Established goal of <1-2% monthly bike loss, consistent with industry standards; -Procured GPS units to ensure 100% GPS coverage for entire fleet; -Continually working with Operator on improved tracking and recovery of lost bikes; -Launched educational campaign to encourage correct docking of bikes
B	Action plan to address equitable access in current program and future form of program	Ongoing	<ul style="list-style-type: none"> -In-person survey to collect data on digital divide; -Collaboration to introduce MBS through digital skills classes; -Investigating and developing partnership opportunities with programs serving the unbanked (i.e., Metro LIFE, Angeleno Connect, MoCaFi); -Pursuing Metro/TAP solutions for the unbanked through PayNearMe and Mobility Wallet in addition to LIFE and Reduced Fares programs
C	Uninterrupted service plan as next iteration of the program is determined	Completed	-Current MBS Operations Contract extended through July 2023
D	Plan to convene industry forum bringing together partners, stakeholders and experts to provide recommendations to advance MBS	Completed	<ul style="list-style-type: none"> -Hosted an industry forum at The California Endowment in Los Angeles on Monday, August 22, 2022 -Forum convened academics, cities with existing bike share programs, community stakeholders, and industry experts -Provided information for consideration of future MBS operations
E	Perform market survey to identify best practices and business models among existing bike-share systems (local and global)	Completed	-Metro Bike Share completed a market survey with the participation of 15 programs (10 domestic and 5 international)
F	Recommendations to evolve Metro Bike Share program	Ongoing	<ul style="list-style-type: none"> -The October 2022 action requesting approval of the updated Metro Bike Share operational model and path forward ensuring system and ridership growth, innovation to improve customer experience and potentially lower operating costs; -Continue engagement with partners, stakeholders and internal Metro resources to identify potential new funding sources and/or legislative opportunities -Continue engagement with interest based jurisdictions as the details of the new model are identified

Bike Share Market Survey Summary (General Information)

Type	Location	System Name	Fleet Size	Daily Ridership	Sponsorship	Operational Model
Domestic	Los Angeles	Metro Bike Share	1,800	800	Small-scale sponsorship program	Publicly Owned - Privately Operated (Contracted)
	Santa Monica (bike)	Lyft	unknown	unknown	Permit Only	Privately Owned & Operated (Privatized)
	Atlanta	Relay Bike Share	500	unknown	Georgia's Own Credit Union	Privately Owned & Operated (Privatized)
	Austin	Metro Bike	847	806	Big Outdoor	Non-Profit Operator
	Chicago	Divvy	16,000	13,500	Lyft	Privately Owned & Operated (Privatized)
	Detroit	MoGo	645	unknown	Henry Ford Health System and HAP	Non-Profit Operator
	Honolulu	Biki	1,300	unknown	Small-scale sponsorship program	Non-Profit Operator
	Long Beach	Long Beach Bike Share	400	unknown	Small-scale sponsorship program	Publicly Owned - Privately Operated (Contracted)
	New York	Citi Bike	24,000	115,500	Citibank	Privately Owned & Operated (Privatized)
	Philadelphia	Indego	1,500	2,500	Independence Blue Cross	Privately Owned & Operated (Privatized)

Bike Share Market Survey Summary (General Information)

Type	Location	System Name	Fleet Size	Daily Ridership	Sponsorship	Operational Model
Domestic	SF Bay Area	Bay Wheels	7,000	6,250	Lyft (Mastercard is presenting sponsor)	Privately Owned & Operated (Privatized)
	Washington DC	Capital Bikeshare	7,000	7,500	Arlington, one of several areas in the program, has a Superlative Group as a presenting sponsor	Publicly Owned - Privately Operated (Contracted)
International	Barcelona	Bicing	7,000	42,000	None, sponsorships expected in the future	Privately Owned - Publicly Managed (Contracted)
	London	Santander Cycles	12,000	32,000	Santander	Publicly Owned - Privately Operated (Contracted)
	Madrid	BiciMAD	2,964	12,000	None, sponsorships will be allowed in 2023	Publicly Owned and Operated
	Mexico City	ECOBICI	6,700	30,000	None, sponsorships will be allowed under new contract	Privately Owned - Publicly Managed
	Paris	Vélib' Métropole	19,000	110,000	None, sponsorships are prohibited	Privately Owned - Publicly Managed

- Per the 2022 bike share market survey, Metro is one of the most affordable bike share systems available
- Metro Bike Share (MBS) reduced fares (monthly and annual programs) are available through TAP including LIFE
- The MBS mobile app and website offer reduced passes through EBT verification, however, Metro will continue to review options to serve unbanked customers and those with technology access issues
- Reduced fares and passes are available to individuals eligible for federal and state benefit programs such as WIC, Medical, SNAP, and others. Requirements may vary between cities
- Subsidy cost per ride information is not readily available and/or disclosed by sponsors

Bike Share Market Survey Summary (Fare Information)

Type	Location	Classic		E-Bike		Monthly Pass	Annual Pass	Reduced Fare
		Unlock Fee	Base Fare	Unlock Fee	Base Fare			
Domestic	Los Angeles	N/A	\$ 1.75	\$ 1.00	\$ 1.75	30-Day pass is \$17, with no unlocking fees for E-bikes	365-Day pass is \$150, with no unlocking fees for E-bikes	\$5 monthly pass \$50 annual on TAP reduced fares and LIFE, and w/ operator using EBT verification
	Santa Monica (bike)	N/A	N/A	\$ 1.00	\$ 14.70	Monthly pass not available	Annual pass not available	Membership has no monthly fee \$0.50 unlock and \$0.15 per minute rides
	Atlanta	N/A	\$ 3.50	N/A	No E-bikes	\$15 for 90 minutes of daily ride time	\$120 for 90 minutes of daily ride time	\$5 monthly pass \$10 college student pass
	Austin	N/A	\$ 12.99	N/A	No E-bikes	\$11 unlimited 60-minute rides	\$86.60 unlimited 60-minute rides	One-time \$5 annual pass \$12 annual pass for University of Texas at Austin students
	Chicago	\$ 1.00	\$ 4.80	\$ 1.00	\$ 11.70	Monthly pass not available	Annual pass is \$119 for unlimited 45-minute rides on Classic bikes only; \$0.16 per minute on Classic bikes and E-bikes; No unlocking fees	One-time \$5 annual membership fee: -Unlimited 45-minute trips -\$0.05 per minute on Classic and E-bikes -\$0 unlocking fees
	Detroit	\$ 1.00	\$ 7.50	N/A	No E-bikes	\$20 for unlimited 60-minute rides; \$0.25 per minute afterwards	\$90 for unlimited 60-minute rides; \$0.25 per minute afterwards	\$5 annual pass: -Unlimited 60-minute rides -\$0.25 per minute afterwards -Eligible senior pass at \$70 for unlimited 60-minute rides, \$0.25 per minute afterwards
	Honolulu	N/A	\$ 4.50	N/A	No E-bikes	\$15 for unlimited 30-minute rides; \$25 for unlimited 60-minute rides	Annual pass not available	Reduced fares not available
	Long Beach	N/A	\$ 7.00	N/A	No E-bikes	\$15 for 90 minutes of daily ride time; \$0.12 per minute afterwards	\$120 for 90 minutes of daily ride time; \$0.12 per minute afterwards	50% discount for monthly student pass only
	New York	N/A	\$ 3.99	N/A	\$ 6.90	Monthly pass not available	Unlimited 45-minute rides on Classic bikes only for \$185 annual pass; \$0.15 per minute (capped at \$3) for E-bikes; \$0.15 per minute after 45 minutes	\$5 monthly pass: -Additional \$0.05 for E-bikes (capped at \$3) -\$0.15 per minute after 45 minutes

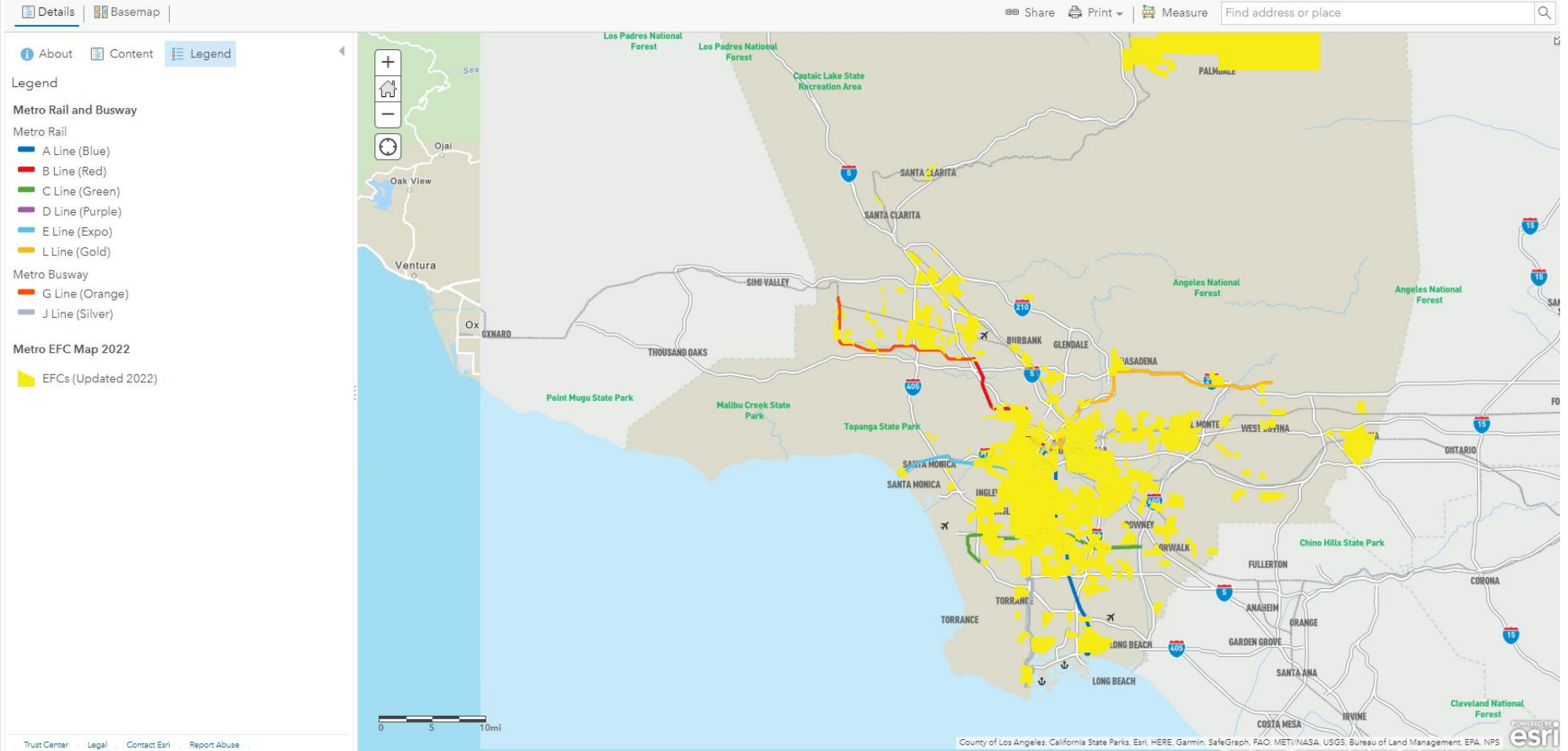
Bike Share Market Survey Summary (Fare Information)

Type	Location	Classic		E-Bike		Monthly Pass	Annual Pass	Reduced Fare
		Unlock Fee	Base Fare	Unlock Fee	Base Fare			
Domestic	Philadelphia	N/A	\$ 15.00	N/A	\$ 21.00	Unlimited 60-minute rides for \$20 on Classic bikes only; Additional \$0.20 for E-bikes and after 60 minutes	Unlimited 60-minute rides for \$156 on Classic bikes only; Additional \$0.20 per minute for E-bikes and after 60 minutes	\$5 monthly pass \$48 annual pass -Additional \$0.07 for E-bikes and after 60 minutes
	SF Bay Area	N/A	\$ 3.49	N/A	\$ 12.49	Unlimited 45-minute rides for \$29 on Classic bikes only; Additional \$0.20 per minute for E-bikes	Unlimited 45-minute rides for \$169 on Classic bikes only; Additional \$0.20 per minute for E-bikes	\$5 monthly pass -Additional \$0.05 per minute for E-bikes, capped at \$1; Integrated with Clipper card
	Washington DC	\$ 1.00	\$ 1.50	\$ 1.00	\$ 4.50	Unlimited 45-minute rides for \$20 on Classic bikes only; Additional \$0.05 per minute on Classic bikes and \$0.10 per minute for E-bikes; No unlocking fees	Unlimited 45-minute rides for \$95 on Classic bikes only; Additional \$0.05 per minute on Classic bikes and \$0.10 per minute for E-bikes; No unlocking fees	\$5 annual membership fee: -Unlimited 60-minute rides -Additional \$0.05 per minute for Classic bikes -\$0.10 per minute for E-bikes
International	Barcelona	N/A	N/A	N/A	N/A	Monthly pass not available	\$50.15 for an annual pass provides unlimited 30-minute rides; Additional \$0.35 for E-bikes	Reduced fares not available
	London	N/A	\$ 2.60	N/A	No E-bikes	Monthly pass not available	\$117.20 for unlimited 30-minute trips within 24 hours	Free day passes offered to health care and essential workers
	Madrid	N/A	N/A	N/A	\$ 2.04	Monthly pass not available	\$25.07 for annual subscription for non-transit users; Unlimited 30-minute rides; Users pay \$0.60 for up to 2 additional hours	\$15.32 annual subscription fee for public transit users
	Mexico City	N/A	\$ 5.69	N/A	\$ 5.69	Monthly pass not available	\$25.12 for annual pass; Unlimited 45-minute rides	Unknown
	Paris	N/A	\$ 3.01	N/A	\$ 3.01	Monthly pass not available	\$37.34 for unlimited 30-minute rides on Classic bikes	Reduced fares offered to users under 24, users over 60, and participants of social programs

Attachment E - Metro EFC Map

ArcGIS Metro EFC Map 2022 (Web Map)

Open in Map Viewer Modify Map Sign In



METRO BIKE SHARE

PATH FORWARD – UPDATED OPERATIONAL MODEL

Operations, Safety, and Customer Experience Committee

October 20, 2022



METRO BIKE SHARE PROGRAM OVERVIEW & MOTION 41 UPDATE

Program

- Initiated program in 2015 and deployed bikes in 2016
- Past funding includes partner funding share, fares and Prop C 25% to fill the gap
- Measure M 2% ATP funds have been used to support capital costs
- Staff will ensure that operating-eligible funding will be used for non-capital expenses
- Service Area: Downtown/Central Los Angeles, Westside and North Hollywood
- Established Fleet Size: 1,800
- Ridership: Over 1.5M to date; FY22 = 228,000; FY23 (Projection) = 300,000
- Costs Shared with Partner(s):
 - ✓ Capital: Metro (50%) and City of Los Angeles (50%)
 - ✓ Operations & Maintenance: Metro (35%) and City of Los Angeles (65%)
- Firm-fixed price milestone-based contract – expires July 2023
- Fare: \$1.75/30 minutes (classic and e-bikes)
- Reduced fares available through:
 - ✓ Monthly Pass (regular \$17; reduced \$5)
 - ✓ Annual Pass (regular \$150; reduced \$50)

Motion 41	Directive	Status
A	Stabilize the fleet	❖ Ongoing
B	Address equitable access in current program and future form of program	❖ Ongoing
C	Uninterrupted service as next iteration of the program is determined	✓ Completed
D	Convene industry forum to provide recommendations to advance MBS	✓ Completed
E	Perform market survey to identify best practices and business models	✓ Completed

BIKE SHARE MARKET SURVEY/FORUM SUMMARY

Findings:

- Four main operational models in use
- Metro has one of the most affordable bike share systems nationally
- System owners are mostly responsible for lost/missing bikes
- Annual bike loss fluctuates between 2% to 16%
- Unbanked and digital divide concerns are prevalent, and no system has a tested solution
- Depending upon the model, equity and expansion can be problematic
- System sponsorships are varied with some, like New York, have a title sponsor
- Reported annual sponsorship revenue ranges from \$3.5M to \$7.5M
- E-bikes are popular and generate the most trips but having a mixed fleet is important for trip purposes
- Reduced fares are common for domestic systems and are provided through a monthly or annual pass
- MBS fleet size, ridership and fares are in the lower ranges compared to peer agencies
- Local interested partners exist but there is a concern regarding overall cost and the cost sharing percentages
- Some locals have implemented their own programs (Long Beach, Santa Monica) and others have recently deployed bike library programs

BIKE SHARE MARKET SURVEY/FORUM SUMMARY

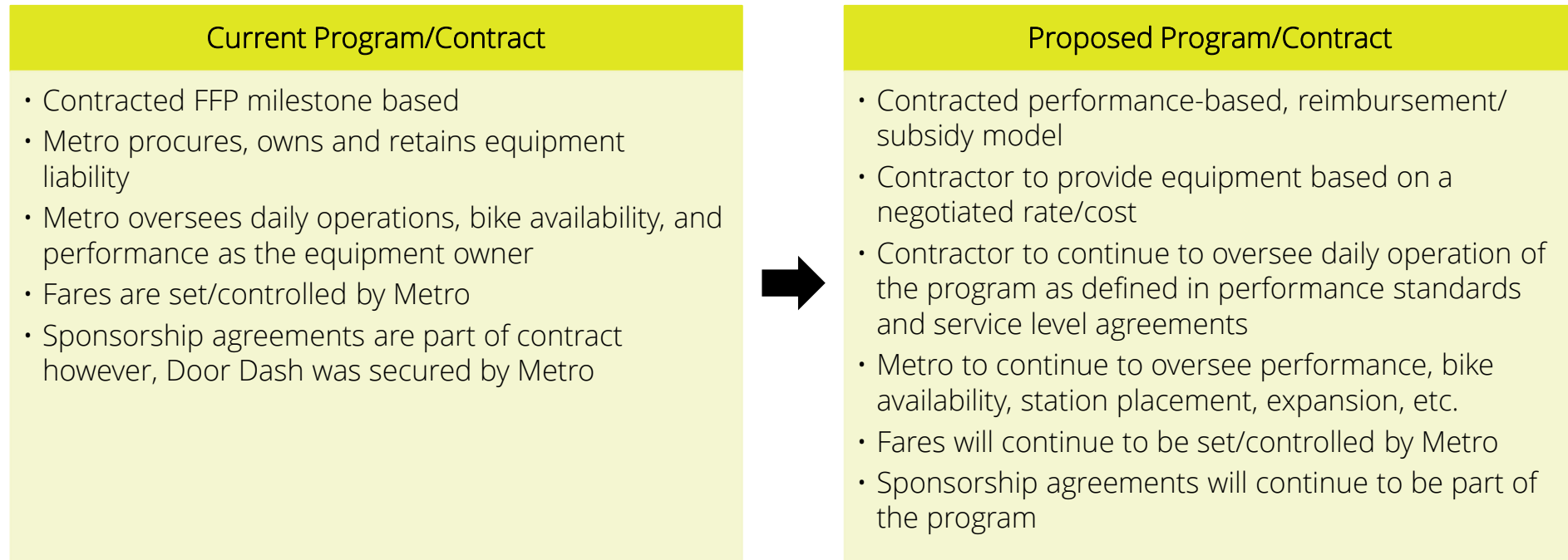
Program Models:

	Privately Owned & Operated (Privatized)	Non-Profit Operator	Publicly Owned - Privately Operated (Contracted)	Privately Owned - Publicly Managed (Contracted)
<i>Equipment</i>	Equipment owned by operator	Potential mixed public/non-profit/for-profit operator ownership	Equipment owned by agency	Equipment owned and provided by contractor
<i>Program Cost</i>	Limited to no agency costs	Non-profit manages and/or operates program – may require an agreement and/or initial public agency funding support	Agency covers all equipment and operating costs – generally highest agency cost model	Agency pays only operating costs – per the market survey, this model, with the exception of the fully privatized model, generally resulted in a lower overall cost to the agency
<i>Program Management</i>	Stations sited and Fares set by operator. Fares were generally higher than publicly funded systems.	Non-profit with City support responsible for station siting. Non-profit sets fares. Fares were generally higher than the other models.	Stations sited by and Fares set by agency. Fares were lower than privatized or non-profit models.	Stations sited by and Fares set by agency. Fares were lower than privatized or non-profit models.
<i>Equity</i>	Equity focused expansion concerns	Expansion is challenging due to funding limitations	Expansion is more challenging due to need to purchase equipment	Expansion is more streamlined
<i>Agency Control</i>	Less agency control	Less agency control	Greater agency control	Greater agency control

DIRECTIVE F: RECOMMENDATION TO EVOLVE THE METRO BIKE SHARE PROGRAM *OPERATIONAL MODEL*

Factors Examined to Support for a Greater Opportunity for Sustainable Success:

Equity, Scalability, Expansion, Affordability/Cost & Efficiency



NEXT STEPS

- Initiate procurement activities to secure a Contractor with the goal of enabling a customer centric seamless transition
 - Deploy multi-year performance/service level agreement contract with fixed unit rate/reimbursement elements
 - Contractor to provide and be responsible for equipment and contracted Operations and Maintenance
 - Metro to retain certain management rights/controls
- Pursue new sponsorship opportunities
- Continue investigation and implementation of equitable access solutions – Mobility Wallet, Pay-Near-Me, TAP integration, etc.
- Investigation of possible new tiered fare structures – expansion of reduced fare solutions
- Continue engagement with partners, stakeholders and internal Metro resources to identify new funding sources and/or legislative opportunities
- Continue engagement with interest-based jurisdictions as the details of the new model are identified